El Camino Real Specific Plan

Final Supplemental Transportation Impact Analysis

Prepared for:
City of Santa Clara &
Raimi + Associates

December 2024

SJ23-2232

FEHR PEERS

Table of Contents

1. Introduction 1

1.1 Project Description 1

1.1.1 Land Use Component 2

1.1.2 Revised Specific Plan Circulation and Improvement 2

1.2 Study Area 7

1.2.1 Intersections 7

1.2.2 Pedestrian, Bicycle, and Transit Facilities 7

1.3 Analysis Scenarios 8

1.4 Report Organization 8

2. Analysis Methods, Level of Service Standards, and Adverse Effect Criteria 10

2.1 Level of Service Analysis Methods 10

2.1.1 Signalized Intersections 10

2.1.2 Unsignalized Intersections 11

2.2 Intersection Level of Service Standards 11

2.2.1 Signalized Intersection LOS Standards 11

2.2.2 Unsignalized Intersections LOS Standards 12

2.2.3 Signalized Intersection Adverse Effect Criteria 12

2.2.4 Unsignalized Intersections Adverse Effect Criteria 13

2.2.5 Pedestrian and Bicycle Adverse Effect Criteria 14

3. Existing Conditions 15

3.1 Existing Roadway Network 15

3.2 Existing Truck Routes 16

3.3 Existing Intersection Operations 16

3.3.1 Existing Intersection Volumes and Lane Geometries 16

3.3.2 Existing Intersection Operations 16

3.4 Pedestrian Facilities 19

3.5 Bicycle Facilities 20

3.5.2 Existing Bicycle Facilities 22

3.5.3 Planned Bicycle Improvements 22

3.6 Existing Transit Service 24

3.6.1 Local Transit Network Connectivity 24

4. Background Conditions 27

4.1 Background Traffic Volumes 27

4.2 Background No Project Roadway Improvements 27
4.3 Project Traffic 29
4.3.1 Project Trip Generation Estimates 29
4.3.2 Project Trip Distribution and Assignment 29
4.4 Background Intersection Level of Service 33
4.4.1 Unacceptable Intersection Operations 34
4.5 Background Plus Project Intersection Adverse Effects and Recommended Improvements 34
5. Cumulative (2040) Conditions 36
5.1 Cumulative No Project Traffic Volumes 36
5.2 Cumulative Intersection Improvements 39
5.3 Cumulative Plus Project Volumes 39
5.4 Cumulative Intersection Level of Service 39
5.4.1 Unacceptable Intersection Operations 44
5.5 Cumulative Plus Project Intersection Adverse Effects and Recommended Improvements 44
6. Multimodal Evaluation 45
6.1 Bicycle Access and Circulation 45
6.1.1 Bicycle Circulation 45
6.1.2 Pedestrian Circulation 45
6.2 Pedestrian and Bicycle Adverse Effects 46
6.3 Transit Access and Circulation 46
6.4 Transit Travel Time 46
7. Traffic Operational Analysis 47
7.1 Left-Turn Pocket Queuing Analysis 47
8. VMT Screening 50
8.1 Screening Criteria 50
8.2 Screening Results 50

Appendices

Appendix A: 2019 El Camino Real Specific Plan TIA LOS Summary Table
Appendix B: Peak Period Intersection Turning Movement Counts
Appendix C: 2024 TRAFFIX Level of Service Calculation Outputs
Appendix D: Peak Hour Signal Warrants
Appendix E: Approved, Under Construction, and Unoccupied Projects

List of Figures

Figure 1: Plan Area Location and Study Intersections 4
Figure 2: El Camino Real Corridor Conceptual Land Use Scheme 5
Figure 3: Proposed El Camino Real Redesign Concept 6
Figure 4: Existing Intersection Volumes and Lane Configurations 18
Figure 5: Existing and Planned Bicycle Facilities in the Study Area 23
Figure 6: Existing Transit Services in Study Area 26
Figure 7: Background Intersection Volumes and Lane Configurations 28
Figure 8: Project Trip Assignment (Background Conditions) 31
Figure 9: Background Plus Project Intersection Volumes 32
Figure 10: Cumulative Intersection Volumes and Lane Configurations 38
Figure 11: Project Trip Assignment (Cumulative Conditions) 42
Figure 12: Cumulative Plus Project Intersection Volumes 43

List of Tables

Table 1: El Camino Real Corridor Specific Plan Land Use Changes 2
Table 2: Study Intersections 7
Table 3: Signalized Intersection Level of Service Definitions 10
Table 4: Unsignalized Intersection Level of Service Definitions 11
Table 5: Intersection LOS Standards 12
Table 6: Existing Intersection Level of Service 17
Table 7: Existing VTA Bus Service 25
Table 8: Roadway Improvement Projects for Background Conditions 27
Table 9: Project Trip Generation 29
Table 10: Net-New Trip Generation Comparison 30
Table 11: Background Intersection LOS Results 33
Table 12: Cumulative Intersection LOS Results 40
Table 13: Left-Turn Queue Analysis 48

1. Introduction

This report presents the results of the supplemental transportation impact analysis (TIA) for the proposed revised El Camino Real Corridor Specific Plan (the "revised Plan" or the "Project") located in the City of Santa Clara, California. The revised Plan Area comprises approximately 316 acres along El Camino Real in Santa Clara and is shown on **Figure 1.**

In November 2019, Fehr & Peers prepared the TIA for the original El Camino Real Corridor Specific Plan, which included 6,200 dwelling units and the removal of approximately 395,000 square feet of commercial uses along the corridor. Since then, the project description has been updated to include fewer housing units and proposes to remove fewer square feet of commercial uses. The purpose of this analysis is to identify potentially adverse effects of the lower-density revised Plan on the surrounding local and regional transportation system and as needed to recommend improvements to address these adverse effects. In addition, this supplemental TIA evaluates consistency with *the Santa Clara General Plan* adopted November 2010 (General Plan). The supplemental TIA was prepared following the policies and practices of the City of Santa Clara and guidelines of the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

This section provides information on the revised El Camino Real Corridor Specific Plan, including both the land use and transportation components, a summary of the study area, the analysis scenarios, and an overview of the content of this report.

1.1 Project Description

The revised Plan Area includes the properties that are located immediately adjacent to the segment of El Camino Real between the city limits to the west and Lafayette Street to the east. With a few minor exceptions, the Plan Area boundary is consistent with the Priority Development Area (PDA) boundary established by the Association of Bay Area Governments (ABAG) and the City in 2011 and included in the regional Plan Bay Area adopted by ABAG and Metropolitan Transportation Commission (MTC) in 2013.

Existing development along the El Camino Real corridor comprises of a mix of small-scale auto-oriented commercial uses and services, mid- to large-scale strip mall developments, and multi-family residential buildings. The General Plan envisions transforming the El Camino Real corridor to a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses. The City has been provided grant funding from MTC to develop a Specific Plan to provide guidance for the transformation of the land uses along the El Camino Real corridor and to support a multimodal transportation facility, consistent with the General Plan vision. After reviewing the draft Specific Plan, the City Council rejected the document and directed City staff to revise the land use designations to reduce residential density. Under the revised Plan, the proposed residential land use reduced from 6,200 dwelling units to 4,392 dwelling units and a new land use designation was created for townhome development, Corridor Residential – Low.

1.1.1 Land Use Component

Table 1 summarizes land use for the revised Plan, along with a description of the existing uses, and the net change in land uses. The net change in land uses from retail to residential form the land use portion of the Project being evaluated in this supplemental TIA. **Figure 2** illustrates the corresponding conceptual land use scheme for the corridor.

Table 1: El Camino Real Corridor Specific Plan Land Use Changes

Land Use Scenario	Land Use	
	Retail	Residential
Existing Uses	289,000 square feet	0
Future Uses	0	4,392 dwelling units
Net New Land Uses	**(289,000 square feet)**	**4,392 dwelling units**

Source: Raimi + Associates, 2024.

1.1.2 Revised Specific Plan Circulation and Improvement

The proposed street network and improvements under the revised Plan support a multimodal network to accommodate future growth in the Plan area. Overall, the revised Plan maintains the current roadway network capacity for El Camino Real while providing pedestrian, bicycle, and transit access improvements to create a multimodal corridor. Key elements of the revised Plan are outlined below.

1.1.2.1 Pedestrian Access and Improvements

The pedestrian network improvements generally include increased sidewalk widths, buffers from traffic, more comfortable crossings, and more landscaping and tree canopy along El Camino Real. Pedestrian improvements will be particularly important and prioritized at centers of pedestrian and commercial activity and other areas where concentrations of commercial activity are planned.

1.1.2.2 Bicycle Access and Circulation

A key element of the revised Plan is the provision of a cycle track along El Camino Real that includes separated and protected bike lanes along the corridor. Installation of the cycle track will require the removal of on-street parking which has been already approved by Santa Clara City Council. The cycle track would be protected from the vehicular travel lanes via a two-foot wide raised buffer (i.e., concrete median). As an interim solution before full implementation of the cycle track, a two-foot wide painted buffer could be provided. Ultimately a raised buffer would be provided to truly enhance bicycle travel and safety along the corridor. **Figure 3** presents the proposed ultimate cross-section of El Camino Real, including the new cycle track on both sides of the street.

North/south bike connections along the El Camino Real corridor are provided via four key bicycle access corridors, including the crossings at Calabazas Creek, San Tomas Aquino Creek, Los Padres Boulevard, and

Monroe Street. Bike facilities are provided parallel to Calabazas Creek on Calabazas Boulevard. The bike facilities include on-street left-hand side bike lanes with green bike lanes and bike boxes at the approaches to El Camino Real. The San Tomas Aquino Creek trail runs just west of and parallel to San Tomas Expressway and includes a Class I, fully separated multi-use bike path. The trail crosses El Camino Real on the west-leg of the signalized intersection at San Tomas Expressway via a standard crosswalk. The Plan includes recommended enhancements for this trail crossing of El Camino Real.

1.1.2.3 Transit Access and Circulation

El Camino Real is a major east-west arterial that connects the City of Santa Clara to the cities of Sunnyvale and San José. Consistent with the California Public Resources Code, El Camino Real is high-quality transit corridor[1] along the entire Peninsula, including through the City of Santa Clara, with primary transit access provided by VTA's Rapid 522 and Bus Route 22.

To support the corridors transit access, transit improvements identified as part of the revised Plan include the provision of bus boarding islands. Bus boarding islands are extensions of the curb that provide more space for riders to wait, board, and disembark, and that minimize potential conflicts between cyclists and buses. With the extension of the curb, bus boarding islands would allow buses to stop in the travel lane when accessing a bus stop and minimize wait times for buses to merge back into traffic. This will result in some additional wait time for cars, with bus boardings typically taking about 30 seconds; though they can pass the stopped buses in the adjacent travel lanes. **Figure 3** presents the proposed ultimate cross-section of El Camino Real, including a proposed bus boarding island.

[1] A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Source: California Public Resources Code, Section 21155(b)(3).

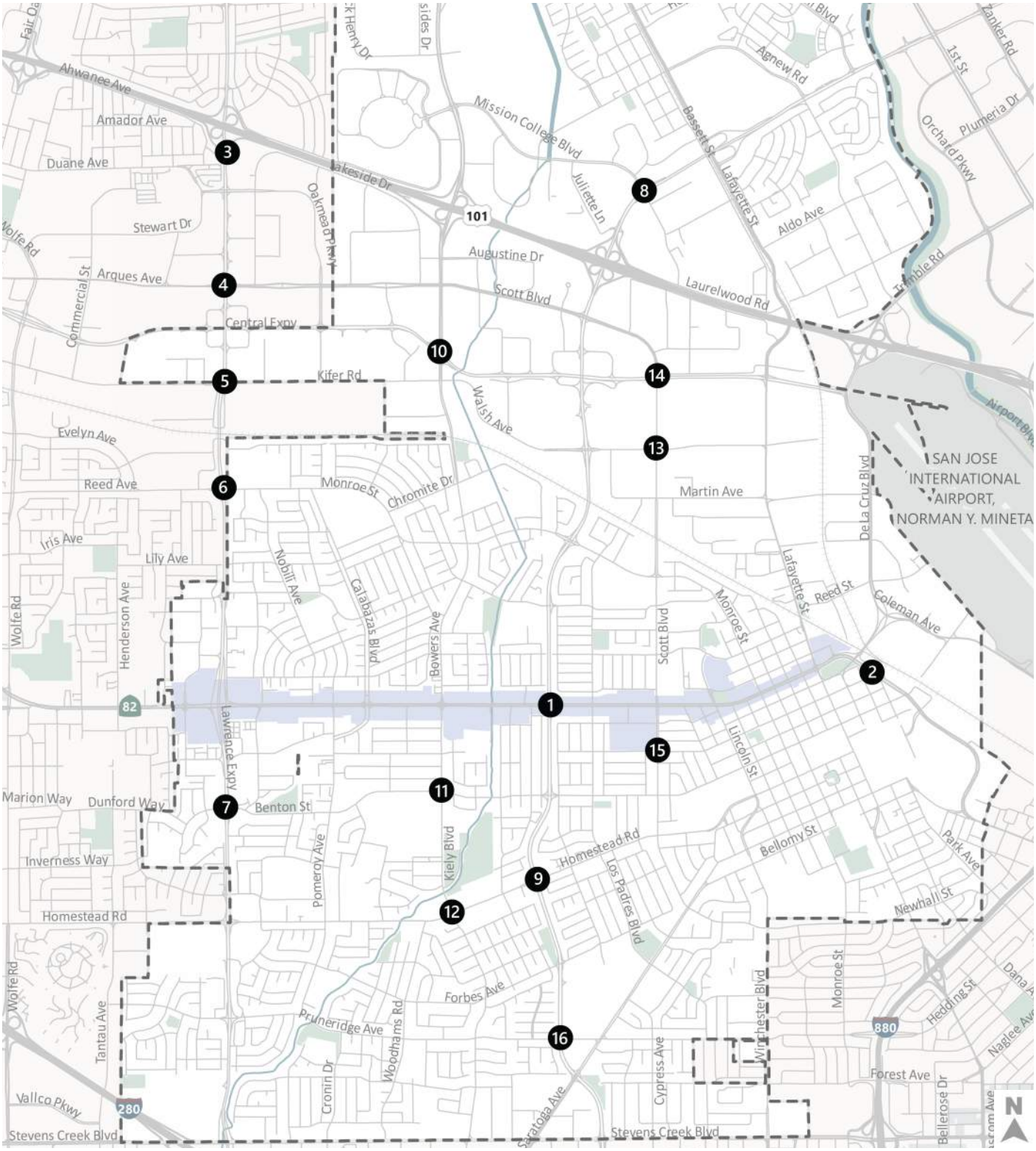


Figure 1

Plan Area Location and Study Intersections

N:\Projects_SJ23_Projects\SJ23_2232_ECR_Specific_Plan\Graphics\ADOBE\Fig01_StudyIntersections.ai

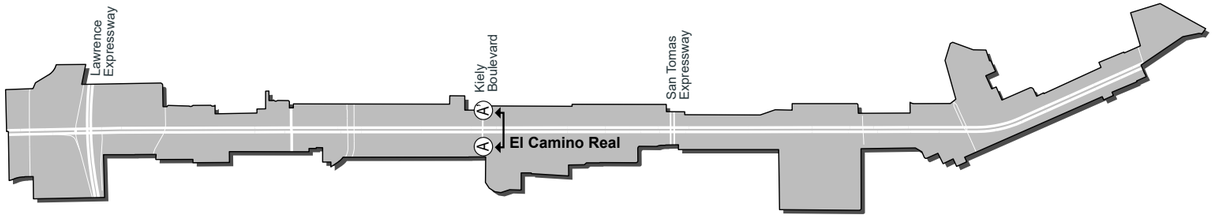
Potential Redevlopment Parcels



- Corridor Mixed Use
- Corridor Residential
- Corridor Residential Low
- Public/Quasi-Public
- Regional Commercial Mixed Use

0 0.125 0.25 0.5 Miles

August 31, 2023



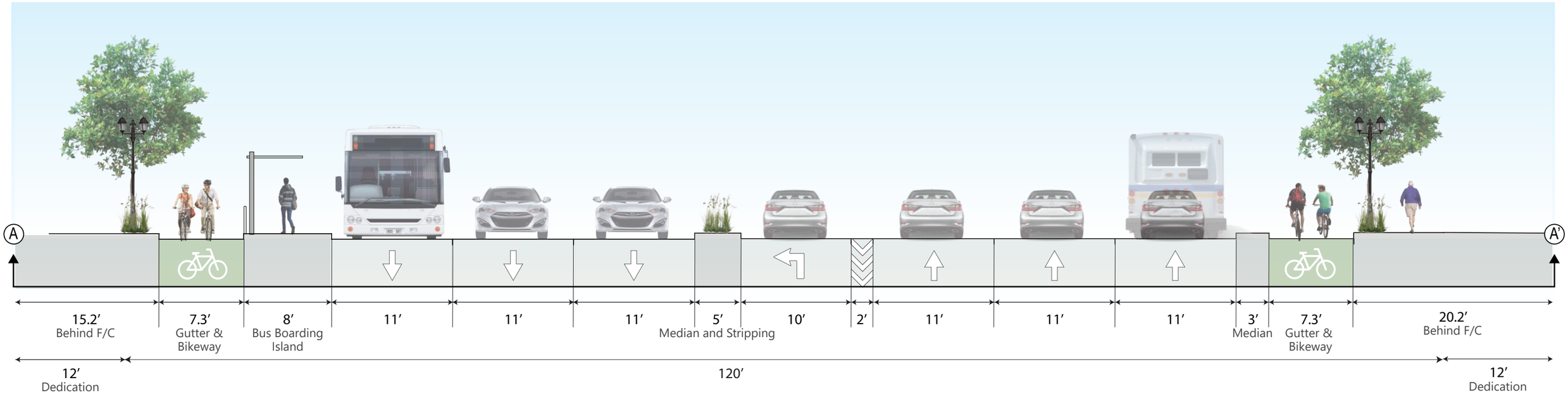




Figure 3

Proposed El Camino Real Redesign Concept

1.2 Study Area

The study area for intersections, freeway segments, as well as pedestrian, bicycle, and transit facilities is discussed below.

1.2.1 Intersections

Since this supplemental TIA evaluates a lower-density project description compared to the *El Camino Real Specific Plan TIA* (2019 TIA), the analysis for this study focused on intersections that were identified to operate at or above their respective level of service (LOS) threshold under Cumulative Conditions in the 2019 TIA. As shown in the 2019 TIA LOS summary table in **Appendix A**, 16 of the 55 original intersections in the 2019 TIA operate at or above their respective LOS threshold under Cumulative Condition; therefore, these 16 intersections were evaluated in this report. The 2019 TIA can be found on the City of Santa Clara's website. The 16 study intersections for this report are presented in **Table 2.**

Table 2: Study Intersections

ID	Intersection	Jurisdiction
1	El Camino Real / San Tomas Expressway	Santa Clara County (CMP)
2	El Camino Real / Harrison Street	City of Santa Clara
3	Lawrence Expressway / US 101 Southbound	Santa Clara County
4	Lawrence Expressway / Arques Avenue	Santa Clara County (CMP)
5	Lawrence Expressway / Kifer Road	Santa Clara County
6	Lawrence Expressway / Monroe Street	Santa Clara County (CMP)
7	Lawrence Expressway / Benton Street	Santa Clara County
8	Montague Expressway / Mission College Boulevard	Santa Clara County (CMP)
9	San Tomas Expressway / Homestead Road	Santa Clara County (CMP)
10	Bowers Avenue / Central Expressway	Santa Clara County (CMP)
11	Kiely Boulevard / Benton Street	City of Santa Clara
12	Kiely Boulevard / Homestead Road	City of Santa Clara
13	Scott Boulevard / Walsh Avenue	City of Santa Clara
14	Scott Boulevard / Central Expressway	Santa Clara County (CMP)
15	Scott Boulevard / Harrison Street	City of Santa Clara
16	San Tomas Expressway / Pruneridge Avenue	Santa Clara County

Source: Fehr & Peers, 2024.
Note: CMP=Congestion Management Program; CMP indicates the intersection is part of VTA's CMP monitoring program.

1.2.2 Pedestrian, Bicycle, and Transit Facilities

The Project's effects on pedestrian facilities, bicycle facilities, and transit services and facilities along El Camino Real and within an approximately one half-mile radius from the Project site were also addressed.

1.3 Analysis Scenarios

Intersection operations were evaluated during the weekday peak hours in the morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) commute periods for the following scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from existing/new traffic counts.

Scenario 2: *Background Conditions* – Existing volumes plus traffic estimates from "approved but not yet built" and "not occupied" developments in the area.

Scenario 3: *Background with Project Conditions* – Volumes from Scenario 2 plus net-added traffic generated by buildout of the revised Plan.

Scenario 4: *Cumulative Conditions* – Volumes estimated using volume forecasts from the 2023 *Kylli Mission Point Mixed-Use Development Transportation Analysis* and the 2019 *El Camino Real Specific Plan TIA*.

Scenario 5: Cumulative with Project Conditions – Scenario 4 volumes plus net-added traffic generated by buildout of the revised Plan.

1.4 Report Organization

The remainder of this report is divided into the following chapters:

- **Chapter 2 – Analysis Methods, Level of Service Standards, and Adverse Effect Criteria** presents the analysis methods, level of service standards, and adverse effect criteria for the study intersections, and transit, bicycle, and pedestrian facilities.
- **Chapter 3 – Existing Conditions** describes the transportation system near the Project site, including the surrounding roadway network, morning and evening peak period intersection turning movement volumes, existing bicycle, pedestrian, and transit facilities, and intersection level of service.
- **Chapter 4 – Background Conditions** presents the transportation operations with and without the Project under Background Conditions. As needed, the chapter also presents the intersection adverse effects and associated improvement recommendations for the Project.
- **Chapter 5 – Cumulative (2040) Conditions** presents the transportation operations with and without the Project under Cumulative Conditions. As needed, the chapter also presents the intersection adverse effects and associated improvement recommendations for the Project.
- **Chapter 6 –Multimodal Evaluation** describes the effects and recommended improvements for transit, bicycle, and pedestrian access for the Project.

- **Chapter 7 – Other Transportation Evaluations** includes, for informational purposes only, the results of the operations analysis of selected intersection queuing.
- **Chapter 8 – VMT Screening** presents the City of Santa Clara's VMT screening criteria and screening results for the Project.

2. Analysis Methods, Level of Service Standards, and Adverse Effect Criteria

This chapter describes the analysis methods used to evaluate the adverse transportation effects of the El Camino Real Specific Plan.

2.1 Level of Service Analysis Methods

This section describes the intersection LOS methods applied for the purposes of this TIA.

2.1.1 Signalized Intersections

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to prepare the LOS calculations for the signalized study intersections. This method, which is adopted by the City of Santa Clara and adjacent local agencies (including the cities of Sunnyvale and San José), and the VTA, analyzes operations based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in **Table 3**.

Table 3: Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; and *Highway Capacity Manual*, Transportation Research Board, 2000.

2.1.2 Unsignalized Intersections

The operations of the unsignalized study intersections were evaluated using the method contained in Chapter 17 of the 2000 HCM. LOS ratings for stop-sign-controlled intersections are based on the average control delay for all movements expressed in seconds per vehicle. At two-way or side-street-controlled intersections, the average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.

Table 4 summarizes the relationship between delay and LOS for unsignalized intersections. Additionally, the City of Santa Clara and adjacent local jurisdictions apply the *California Manual on Uniform Traffic Control Devices* (MUTCD) peak-hour volume signal warrant to evaluate operations at unsignalized intersections.

Table 4: Unsignalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delay.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Sources: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

2.2 Intersection Level of Service Standards

Level of service standards, i.e., minimum threshold for acceptable operations, are set by the jurisdiction that controls that portion of the transportation infrastructure. In Santa Clara County, each city typically sets the thresholds for the transportation facilities within their jurisdictions through their adopted General Plan policies, and VTA sets thresholds for CMP-designated facilities, including freeway segments and select intersections, through its CMP. The following LOS standards were applied to the study intersections.

2.2.1 Signalized Intersection LOS Standards

Signalized intersection operations and adverse effects were evaluated based on the appropriate jurisdiction's LOS standards as summarized **Table 5**.

Table 5: Intersection LOS Standards

Local Jurisdiction	Signalized Intersection Type		
	City (or County) Controlled	CMP	Expressway
City of Santa Clara[1]	LOS D	LOS E	LOS E
VTA[2]	LOS E for all Santa Clara County CMP intersections, except for cities of Cupertino and San José, which use their own standards for CMP intersections within their city boundaries.	LOS E unless higher standard adopted by cities	N/A
Santa Clara County[2]	LOS E	LOS E	LOS E

Notes:
1. City of Santa Clara General Plan, 2010.
2. VTA Congestion Management Program, 2017.

Source: Fehr & Peers, 2024.

2.2.2 Unsignalized Intersections LOS Standards

Level of service analysis at unsignalized intersections is generally used to determine the need for modifying intersection control type (i.e., all-way stop or signalization). For the study, the following criteria were used to determine if the project would create an adverse effect on traffic conditions at an unsignalized intersection:

- The addition of project traffic causes the average intersection delay to degrade to LOS E or worse, and
- The intersection satisfies the *California Manual of Uniform Traffic Control Devices* (CA MUTCD) peak hour volume signal warrant.

Both unsignalized study intersections are within the City of Santa Clara. The City does not have an officially adopted LOS threshold for unsignalized intersections. However, the City generally uses LOS E as a minimum acceptable operating level.

2.2.3 Signalized Intersection Adverse Effect Criteria

Adverse effect criteria for signalized intersections are discussed below. Signalized intersection operations and adverse effects were evaluated based on the appropriate jurisdiction's LOS standards as summarized in **Table 5**, and are included in adverse effect criteria discussion below.

2.2.3.1 City of Santa Clara

The City of Santa Clara has established a minimum acceptable operation level of LOS D for local streets (*City of Santa Clara General Plan*, 2011). The City of Santa Clara defers to VTA and applies the LOS E

threshold to CMP intersections. Adverse effects at signalized City of Santa Clara intersections would occur when the addition of project traffic causes one of the following to occur:

- Intersection operations degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or
- Exacerbates unacceptable operations by increasing the critical delay by four seconds or more, and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

2.2.3.2 Santa Clara County and Congestion Management Program (CMP)

The LOS standard for Santa Clara County expressway and CMP study intersections is LOS E (*VTA Congestion Management Program*, 2015). Adverse effects at expressway and CMP intersections would occur when the addition of traffic associated with a project causes one of the following to occur:

- Intersection operations deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or
- Exacerbates unacceptable operations by increasing the average critical delay by four seconds or more and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F; or
- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

2.2.4 Unsignalized Intersections Adverse Effect Criteria

The City of Santa Clara does not have an officially adopted significance criterion for unsignalized intersections. However, based on previous studies, adverse effects are defined to occur when the addition of project traffic degrades operations to LOS F and the intersection satisfies the peak hour volume signal warrants from the *California Manual on Uniform Traffic Control Devices* (MUTCD, 2012).[2]

[2] The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a traffic signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions by an experienced engineer. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and accident data and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

2.2.5 Pedestrian and Bicycle Adverse Effect Criteria

The City of Santa Clara *2010 – 2035 General Plan* describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for City residents. Using the *General Plan* as a guide, adverse effects to these facilities would occur when a project or an element of the project

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Santa Clara for facilities within the City of Santa Clara portion of the study area.

3. Existing Conditions

This chapter describes the Existing Conditions of the roadway system, pedestrian facilities, bicycle facilities, and transit service near the revised Plan Area. It also presents existing volumes and operations for the study intersections with level of service results. Existing pedestrian, bicycle, and transit facilities within 2,000 feet of the corridor are described based on acceptable walking and cycling distances.

3.1 Existing Roadway Network

Regional and primary automobile access to the Project site is provided by El Camino Real, Lawrence Expressway, and San Tomas Expressway. The following streets provide local access: Bowers Avenue, Kiely Boulevard, Monroe Street, and Scott Boulevard. These roadways are described below and illustrated on **Figure 1.**

El Camino Real (SR 82) is an arterial that runs (generally) north-south from San Francisco to San José and parallels US 101 and I-280. In the revised Plan Area, El Camino Real has an east-west alignment and six travel lanes. The major intersections within the revised Plan Area are controlled by traffic signals with the exception of the El Camino Real/Lawrence Expressway interchange. This interchange is grade-separated with a diamond configuration and signalized exit and entrance ramps. In the City of Santa Clara's General Plan, El Camino Real is classified as an arterial.

Lawrence Expressway is an eight-lane, north-south roadway that extends between Saratoga Avenue and SR 237. One lane in each direction operates as a high occupancy vehicle (HOV) lane, also known as a carpool lane, from 6:00 AM to 9:00 AM and from 3:00 PM to 7:00 PM Monday through Friday. The major directions of traffic flow on this facility (and other north-south roadways in the area) are northbound in the morning and southbound in the evening.

San Tomas Expressway is a six- to eight-lane, north-south roadway that extends between SR 17 in Campbell and US 101 in the City of Santa Clara. One lane in each direction operates as an HOV lane from 6:00 AM to 9:00 AM and from 3:00 PM to 7:00 PM Monday through Friday.

Bowers Avenue is a four-lane, north-south arterial roadway that connects US 101 with El Camino Real. South of El Camino Real, Bowers Avenue is called Kiely Boulevard.

Kiely Boulevard is a four-lane, north-south arterial roadway within the Santa Clara city limits that links El Camino Real to Stevens Creek Boulevard.

Monroe Street is a two-lane arterial roadway that provides access to residential areas surrounding the revised Plan Area. Monroe Street is an east-west roadway that links Lawrence Expressway, Calabazas Boulevard, Bowers Avenue, San Tomas Expressway, Scott Boulevard, and El Camino Real north of the revised Plan Area. To the south Monroe Street provides a north-south connection between El Camino Real and the commercial and residential areas surrounding Westfield Valley Fair.

Scott Boulevard is a four-lane arterial roadway that provides access to the residential and office buildings near the revised Plan Area. Scott Boulevard extends between Lawrence Expressway and Saratoga Avenue and intersects with several other arterial roadways in the City including Bowers Avenue, San Tomas Expressway, Monroe Street, and El Camino Real.

3.2 Existing Truck Routes

The Santa Clara General Plan highlights the importance of the movement of trucks and freight through the City's transportation network while recognizing the need to protect neighborhoods from adverse noise and vibration effects. Truck travel is focused along the City of Santa Clara's arterials and is discouraged on local and collector streets, except for deliveries to destinations that can only be accessed by those streets.

3.3 Existing Intersection Operations

Existing Conditions, in terms of intersection operations/level of service, are discussed in this section.

3.3.1 Existing Intersection Volumes and Lane Geometries

3.3.1.1 Existing Intersection Volumes

Intersection turning movement counts were obtained from the 2019 TIA and compared to recent counts in the area to ensure they are valid for analysis purposes. Most of the 2019 TIA counts are from 2018 and 2019, and the more recent counts are from 2023. In comparing the intersections counts, the higher count data was used. Specifically, 4 out of the 16 study intersections have recent counts that are higher than the 2019 TIA counts, so the recent counts are used for these four intersections. The count dates for study intersections are noted in **Table 6.**

Peak period turning movement counts can be found in **Appendix B**. The AM and PM peak hour intersection volumes for Existing Conditions are presented on **Figure 4**.

3.3.1.2 Existing Lane Geometries

Existing lane configurations and traffic controls were obtained through field observations and are presented on **Figure 4**.

3.3.2 Existing Intersection Operations

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the level of service for the study intersections during each peak hour. The results are presented in **Table 6. Appendix C** contains the corresponding LOS calculation sheets.

The results of the LOS calculations indicate that all study intersections operate at acceptable levels during the peak hours under Existing Conditions with the exception of the following:

- Intersection # 1 – El Camino Real / San Tomas Expressway (VTA/LOS E): LOS F in PM peak hour.

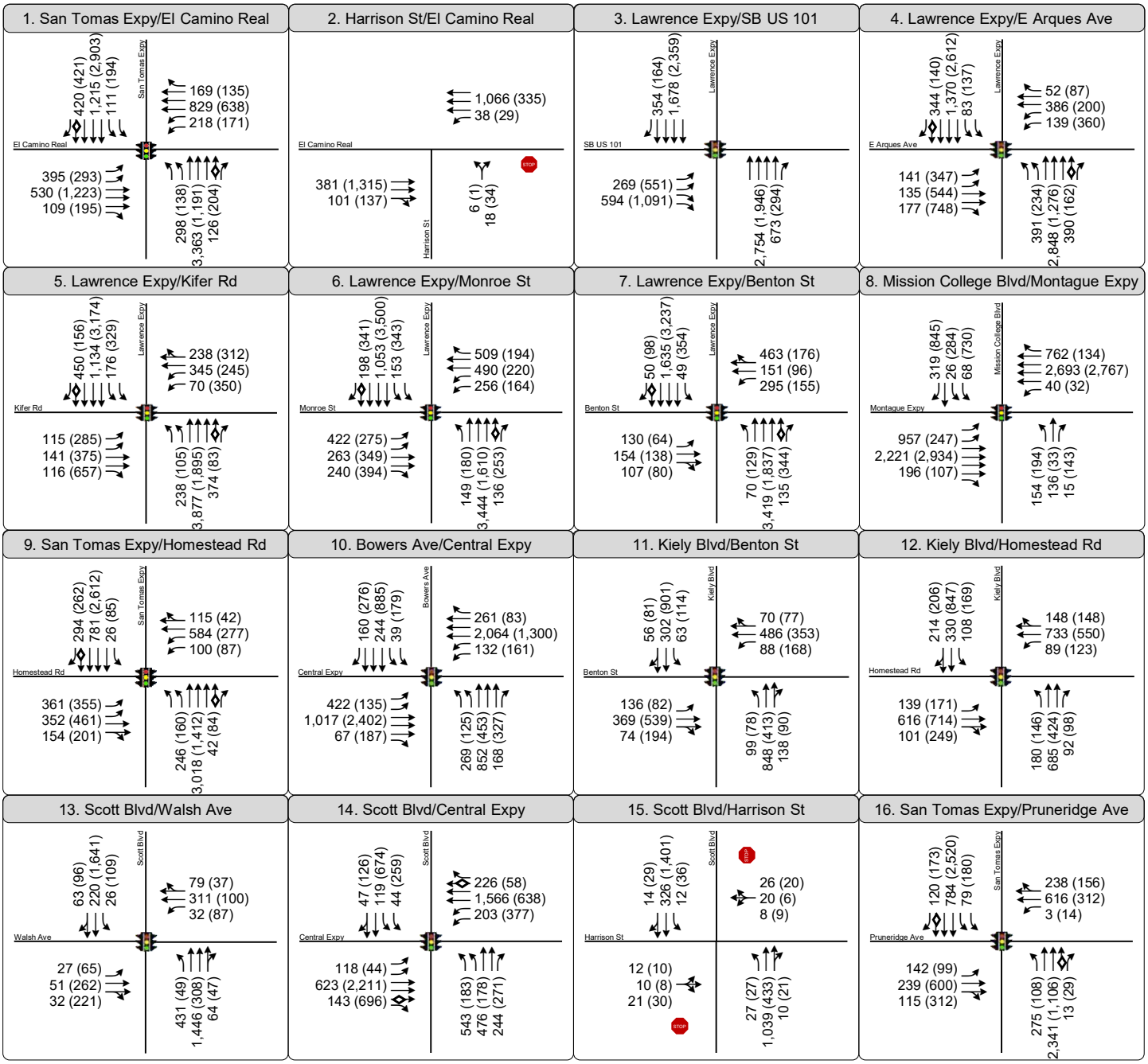
Table 6: Existing Intersection Level of Service

#	Intersection Name	Control[1]	Jurisdiction	Count Date	LOS Threshold[2]	Peak Hour	Existing	
							Delay[3]	LOS[4]
1	El Camino Real / San Tomas Expressway	Signal	VTA/SCC	June 2019 (AM) November 2018 (PM)	E	AM PM	53.3 **94.0**	D- **F**
2	El Camino Real / Harrison Street	SSSC	Santa Clara	June 2019	D	AM PM	0.4 0.5	A A
3	Lawrence Expressway / Southbound US 101	Signal	SCC	June 2019	E	AM PM	10.6 72.4	B+ E
4	Lawrence Expressway / Arques Avenue	Signal	VTA/SCC	June 2019 (AM) November 2018 (PM)	E	AM PM	38.3 71.6	D+ E
5	Lawrence Expressway / Kifer Road	Signal	SCC	March 2018 (AM) April 2023 (PM)	E	AM PM	39.6 68.7	D E
6	Lawrence Expressway / Monroe Street	Signal	VTA/SCC	June 2019 (AM) April 2023 (PM)	E	AM PM	54.6 50.3	D- D
7	Lawrence Expressway / Benton Street	Signal	SCC	June 2019 (AM) April 2023 (PM)	E	AM PM	58.8 42.8	E+ D
8	San Tomas Expressway / Mission College Boulevard	Signal	VTA/SCC	October 2019 (AM) November 2018 (PM)	E	AM PM	47.9 66.7	D E
9	San Tomas Expressway / Homestead Road	Signal	VTA/SCC	October 2019 (AM) April 2023 (PM)	E	AM PM	49.6 40.1	D D
10	Bowers Avenue / Central Expressway	Signal	VTA/SCC	October 2019 (AM) November 2018 (PM)	E	AM PM	50.2 53.8	D D-
11	Kiely Boulevard / Benton Street	Signal	Santa Clara	October 2019 (AM) May 2018 (PM)	D	AM PM	34.4 36.5	C- D+
12	Kiely Boulevard / Homestead Road	Signal	Santa Clara	October 2019 (AM) May 2018 (PM)	D	AM PM	35.7 40.3	D+ D
13	Scott Boulevard / Walsh Avenue	Signal	Santa Clara	October 2019 (AM) May 2018 (PM)	D	AM PM	25.3 29.8	C C
14	Scott Boulevard / Central Expressway	Signal	VTA/SCC	October 2019 (AM) November 2018 (PM)	E	AM PM	45.0 60.8	D E
15	Scott Boulevard / Harrison Street	SSSC	Santa Clara	October 2019	D	AM PM	2.0 2.4	A A
16	San Tomas Expressway / Pruneridge Avenue	Signal	SCC	May 2018	E	AM PM	63.0 63.8	E E

Notes:

1. Intersection control. Signal = signalized intersection, SSSC = side-street stop-controlled intersection.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stops-controlled intersections. Overall intersection delay is presented for side-street stop-controlled intersections.
4. LOS = Level of Service. LOS calculations were conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 *Highway Capacity Manual*.

Bold text indicates unacceptable operations by jurisdiction level of service standard.
Source: Fehr & Peers, 2024.



LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volum		Signalized
	Lane Configuration		Yield Sign

High Occupancy Vehicle (HOV) and Bus Only Lane
6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday

Figure 4

Existing Intersection Volumes and Lane Configurations

3.4 Pedestrian Facilities

Pedestrian facilities comprise sidewalks, crosswalks, and shared use paths. Pedestrians are most vulnerable when crossing roadways since they are exposed to vehicular traffic. Crosswalks designate the pedestrian crossing space and make pedestrians more visible to drivers. Good quality and appropriate placement of crosswalks improve pedestrian safety. Long roadway crossings, particularly where pedestrians must cross several lanes of traffic, increase exposure to traffic, thus potentially increasing the risk of collisions.

3.4.1.1 Existing Pedestrian Facilities

Pedestrian connectivity within the revised Plan Area is provided by a mostly complete network of sidewalks, crosswalks, and shared use paths. There are a few gaps in the sidewalk network on portions of San Tomas Expressway and Lawrence Expressway.

Signalized crossings on El Camino Real, which have pedestrian signals to provide safe pedestrian/bicycle crossings, are provided at numerous locations including Monroe Street, Scott Boulevard, San Tomas Expressway, Bowers Avenue – Kiely Boulevard, and Lawrence Expressway.

The closest rail station is the Santa Clara Transit station located on the east side of El Camino Real, southeast of the revised Plan Area. Pedestrians can either use El Camino Real to access the station or the pedestrian signals and crosswalks at Benton Street or Palm Drive.

3.4.1.2 Planned Pedestrian Improvements

The *Santa Clara General Plan* (2010) includes nine Focus Areas representing locations with opportunities for more intense development with limited impact on existing neighborhoods. Future Focus Areas are identified for Phases II and III of the General Plan and require conformance with applicable prerequisites including approval of a comprehensive plan for each area, prior to implementation. El Camino Real is designated as a General Plan Focus Area. El Camino Real Focus Area Goals and Policies related to improvements to the pedestrian environment are the following:

> *Goal 5.4.1-G2 High quality design that respects the scale and character of adjacent residential neighborhoods and historic resources and creates a walkable environment.*
>
> *Goal 5.4.1-G4 Pedestrian, bicycle, and transit priority for mobility in the El Camino Real Focus Area.*
>
> *Policy 5.4.1-P1 Require that the mix of uses is consistent with the Regional Mixed Used land use classification and the development is pedestrian-oriented, with enhanced streetscapes, publicly accessible open space and plazas, and connections to surrounding neighborhoods.*
>
> *Policy 5.4.1-P19 Work with Valley Transportation Authority and Caltrans toward a roadway design for El Camino Real that includes narrower and/or reduced travel lanes, enhanced pedestrian facilities, wider sidewalks, street trees, planted medians, and enhanced signage and lighting, as well as transit and bicycle lanes without increasing overall right-of-way requirements.*

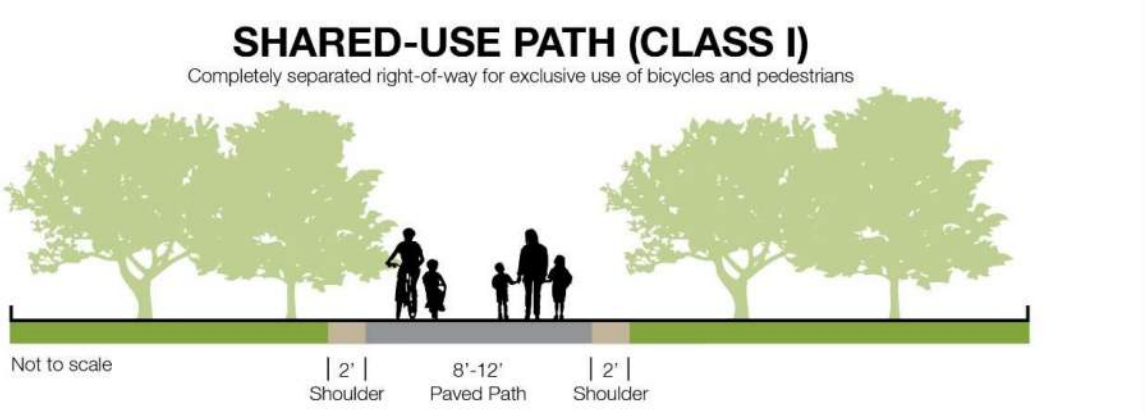
The City of Santa Clara adopted the *Pedestrian Master Plan* in February 2020, which identifies the entirety of El Camino Real within the City as a Priority Pedestrian Zone. These zones are areas with the highest potential for increasing walkability with respect to safety, comfort, destination accessibility, and land use.

3.5 Bicycle Facilities

Bikeway planning and design in California typically relies on guidelines and design standards established by Caltrans in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design and other design documents). For local reference, the *City of Santa Clara Bicycle Plan Update* (2018) provides a bikeway planning and design tool. Bicycle facilities are separated into four categories: shared use paths (Class I), bicycle lanes (Class II), bicycle routes (Class III), and cycletracks or separated bikeways (Class IV) as described below.

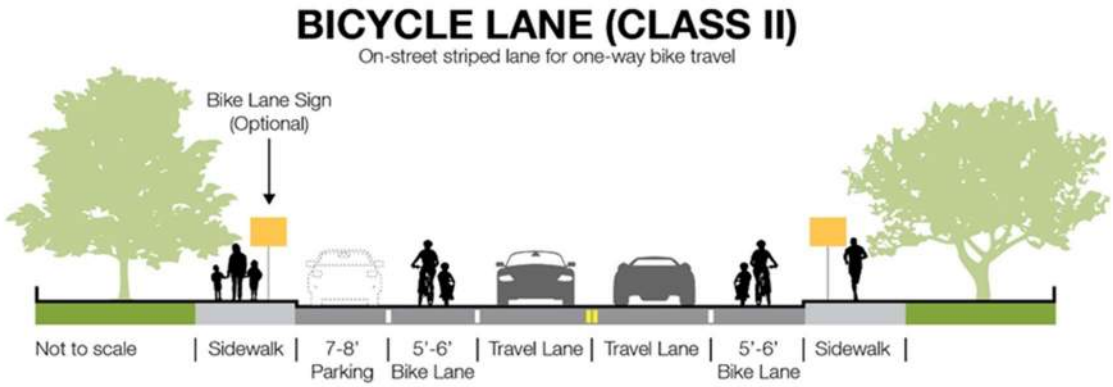
3.5.1.1 Class I Bikeways (Shared-Use Paths)

Class I bikeways provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors where on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.



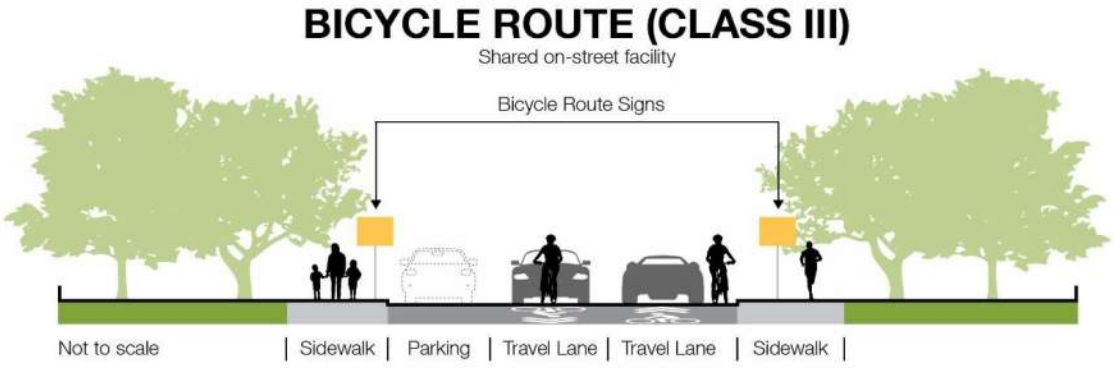
3.5.1.2 Class II Bikeways (Bicycle Lanes)

Class II bikeways, or bike lanes, are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.



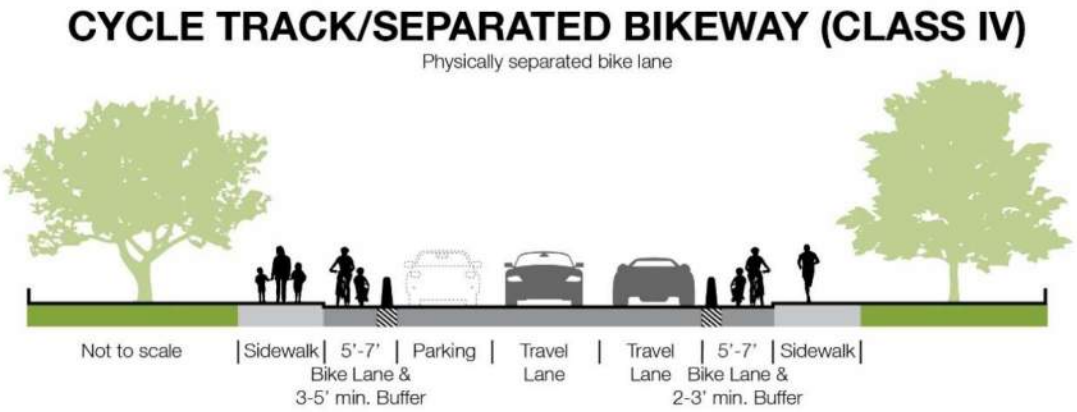
3.5.1.3 Class III Bikeways (Bicycle Routes)

Class III bikeways (bike routes) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.



3.5.1.4 Class IV Bikeways (Cycletracks or Separated Bikeways)

Class IV bikeways (cycletracks or separated bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs, or parked cars.



3.5.2 Existing Bicycle Facilities

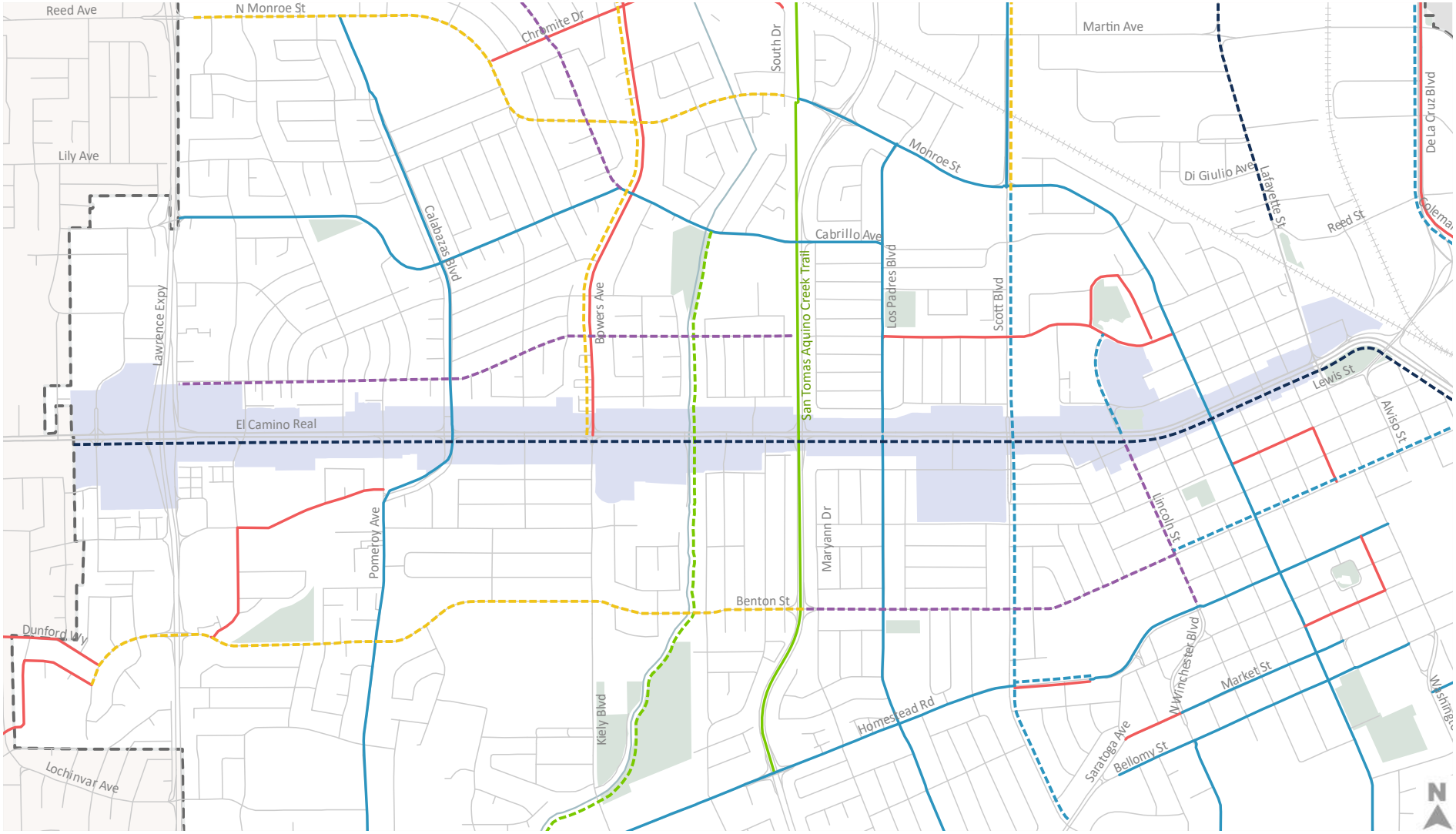
Existing and planned bicycle facilities in the Study Area are shown on **Figure 5**. The ECR area is well-connected in the north-south direction with an off-street bicycle path along San Tomas Aquino Creek that provides access between the Baylands Park Trail to the north and Homestead Road to the south. Bicycle lanes are present along Monroe Street and Homestead Road. Several bicycle routes exist within the revised Plan Area, notably Scott Boulevard and Bowers Avenue. Bicycles are permitted on Lawrence Expressway and San Tomas Expressway. East-west bicycle access is allowed along El Camino Real in the revised Plan Area but there are no bicycle facility provisions. El Camino Real is designated as a "high caution" bike route within the County.

3.5.3 Planned Bicycle Improvements

The *City of Santa Clara Bicycle Plan* (2018) identifies several bicycle infrastructure improvements near the Project Area, listed below:

- Bicycle Lanes (Class II): Along Monroe Street and Scott Boulevard
- Buffered Bicycle Lanes (Class IIB): Along Kiely Boulevard north of El Camino Real
- Separated Bikeway (Class IV): Along El Camino Real, which is included as part of the El Camino Real Specific Plan

VTA adopted the updated Santa Clara Countywide Bicycle Plan in May 2018, which includes a vision of 10 Bicycle Superhighways and 57 identified Cross County Bicycle Corridors (CCBC). The Santa Clara Countywide Bicycle Plan synthesizes other local and county plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan. Near the Project area, the plan identifies El Camino Real, Monroe Street, San Tomas Expressway, San Tomas Aquino Creek Trail, Kiely Boulevard, and Lawrence Expressway as Priority Cross-County Bicycle Corridors.



Existing Bikeways

High-Priority Recommendations

- Class I Bike Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IIIB Bike Boulevard
- Class IV Cycle Track
- City of Santa Clara Boundary
- PDA Boundary

Figure 5

Existing Bicycle Facilities and High-Priority Recommendations

3.6 Existing Transit Service

This section summarizes local and regional transit connectivity in the revised El Camino Real Specific Plan Area, including bus, light rail, commuter rail, and public and private shuttles. The greater San Francisco Bay Area is served by an extensive public transit network of rail, buses, and ferries. Many of these transit providers offer regional transit mobility to employees, residents, and visitors in Santa Clara. Transit systems that serve the revised Plan Area are described below:

Santa Clara Valley Transportation Authority (VTA): VTA provides light rail, bus, and paratransit service to Santa Clara County, including the City of Santa Clara. VTA is governed by a 12-member Board of Directors. Light rail trains operate at 15-, 20-, and 60-minute frequencies depending on time of day. VTA bus routes generally operate either 24 hours or between 5:00 AM and 12:00 AM with varying headways.

Caltrain: Caltrain provides inter- and intra-county commuter rail service from San Francisco County in the north through San Mateo County to Santa Clara County. The Peninsula Corridor Joint Powers Board operates Caltrain 365 days a year with reduced schedules on major U.S. holidays. Weekday trains are a mix of Baby Bullets, Limited, and Local trains. The nearest Baby Bullet Station is San José Diridon. Santa Clara Station (1001 Railroad Avenue, Santa Clara), College Park Station (780 Stockton Avenue Santa Clara) and Lawrence Caltrain Station (137 San Zeno Way, Sunnyvale) are closest to the Study Area, while the San José Diridon Station (65 Cahill Street) is located outside the study area, closer to downtown San José.

Altamont Corridor Express (ACE): ACE provides passenger rail service across the Altamont corridor, extending between San José and Stockton, and stops at the Santa Clara Station (1001 Railroad Avenue, Santa Clara). ACE trains connect to Caltrain at the Santa Clara and San José Diridon Stations. The San Joaquin Regional Rail Commission (SJRRC) is the owner and operator of ACE services. ACE's hours of operation on weekdays for westbound trains are 4:10 AM to 9:45 AM; eastbound trains operate between 3:35 PM and 8:50 PM. Trains depart approximately every hour during service hours.

Capitol Corridor: Capitol Corridor provides intercity passenger rail service to Sacramento, Oakland, and San José with Amtrak Thruway bus connections to nearby cities and includes a stop at the Santa Clara Station. Capitol Corridor trains operate between 4:30 AM and 11:30 PM. Trains depart about every hour to two hours during weekdays. The Capitol Corridor is managed by the Capitol Corridor Joint Powers Authority (CCJPA), a partnership of six local transit agencies in the eight-county service area. BART provides daily management support to the CCJPA, and trains are operated by Amtrak. The closest Capitol Corridor station is the San José Diridon Station.

3.6.1 Local Transit Network Connectivity

VTA operates bus service in the Study Area. The operating hours, frequencies, and ridership for the routes in the Study Area are detailed in **Table 7** and displayed on **Figure 6**. These exhibits reflect typical transit operations during normal operating conditions (i.e., without temporary schedule changes due to construction or emergency conditions).

Table 7: Existing VTA Bus Service

Route	Weekdays[1]		Weekends[1]	
	Operating Hours	Peak Headway (minutes)	Operating Hours	Peak Headway (minutes)
Route 21 – Stanford Shopping Center to Santa Clara Transit Center	5:30 AM to 9:45 PM	30	8:30 AM to 7:30 PM	60
Route 22 – Palo Alto Transit Center to Eastridge Transit Center via El Camino	24 hours	15	24 hours	15
Route 53 – De Anza College to Alum Rock vis Stevens Creek	5:00 AM to 1:30 AM	15	6:00 AM to 1:30 AM	15
Route 57 – West Valley College to Great America	5:30 AM to 11:00 PM	30	8:00 AM to 9:00 PM	30
Route 59 Steven Creek & Saratoga to Baypointe via Alviso	5:40 AM to 10:15 PM	30	8:00 AM to 8:15 PM	40
Route 60 – Winchester Transit Center to Great America	5:30 AM to 11:00 PM	15	7:00 AM to 10:45 PM	30
Rapid 522 – Palo Alto Transit Center to Eastridge Transit Center	4:45 AM to 11:45 PM	15	6:00 AM to 11:45 PM	15

Notes:
Weekday and weekend service as of February 2024.
Sources: Santa Clara Valley Transportation Authority (2024) and Fehr & Peers (2024).



Source: Valley Transportation Authority (VTA), 2023

VTA Bus Services
- Local
- Frequent

Bus Stop

City of Santa Clara Boundary

PDA Boundary

Figure 6

Existing Transit Services in Study Area

4. Background Conditions

This chapter presents the results of the intersection level of service calculations under Background Conditions both without and with the Project. Traffic volumes for Background No Project Conditions comprise of existing volumes plus traffic generated by "approved but not yet built" and "not occupied" developments to account for growth in the Study Area. Background Plus Project Conditions are defined as Background Conditions plus traffic generated by the Project.

4.1 Background Traffic Volumes

Santa Clara staff provided a list of "approved but not yet built" and "not occupied" development projects. Trip generation estimates for these projects were obtained from their respective traffic reports or estimated based on trip generation rates published in the ITE's *Trip Generation Manual* (11th Edition). One of the largest and most relevant projects is Phases 1, 2 and 3 of the Related Santa Clara (also known as the City Place) project. Vehicle trips for each of the background projects were then assigned to the roadway network based on existing and estimated future travel patterns, and recent TIAs completed in the area.

Appendix E contains a list of approved and not occupied projects. Trip estimates were added to the existing volumes shown on **Figure 4** to represent Background No Project Conditions, as shown in **Figure 7**.

4.2 Background No Project Roadway Improvements

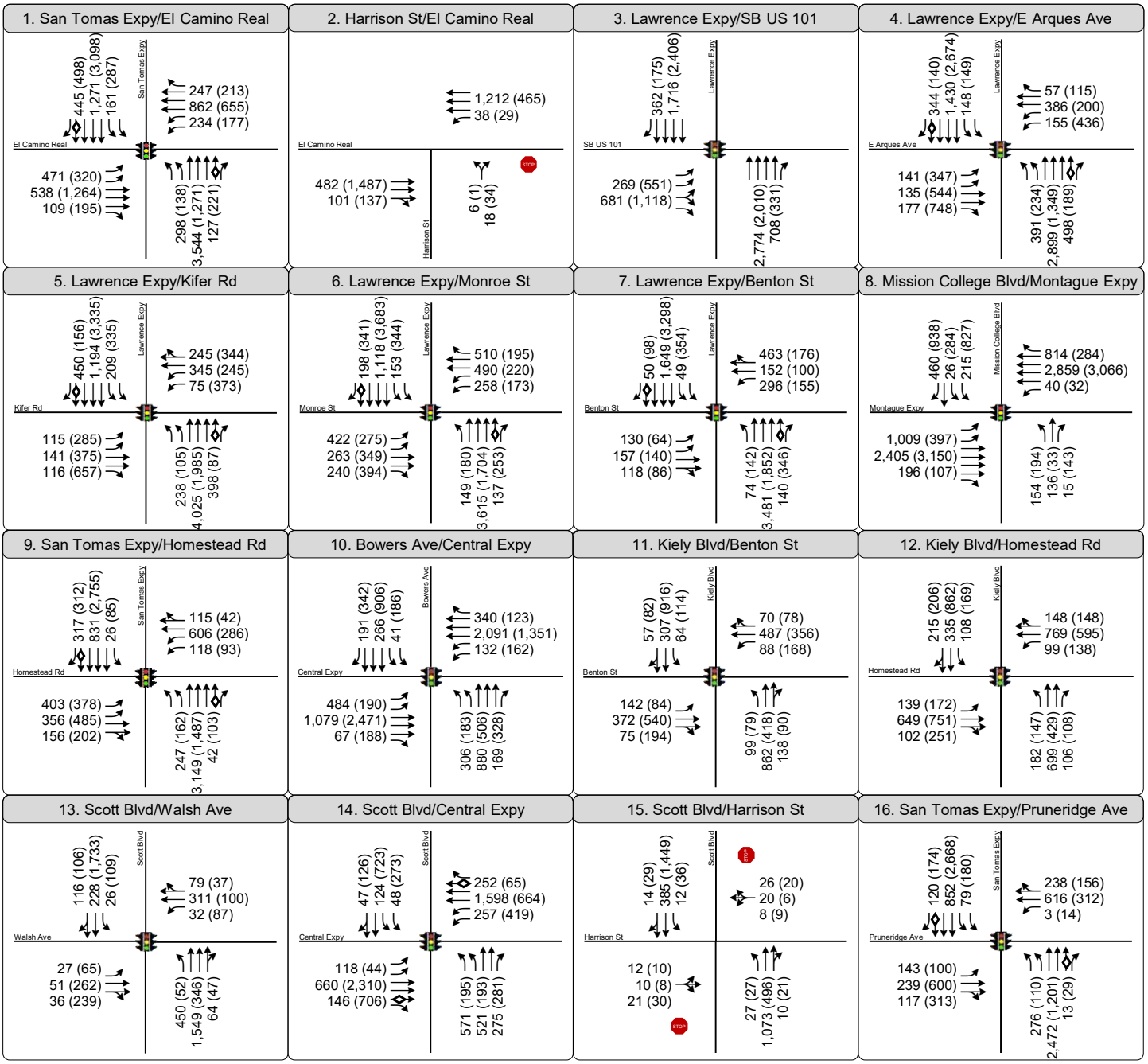
The roadway network under Background Conditions was updated from Existing Conditions based on the planned and fully funded improvements identified by the City of Santa Clara, including improvements that are conditions of approval for City Place. Fully funded roadway improvements within the Study Area that were included in the analysis are summarized in **Table 8.**

Table 8: Roadway Improvement Projects for Background Conditions

Intersection		Improvement	Source
3	Lawrence Expressway/US 101 SB Ramps	Convert eastbound left-turn lane to a shared left-/right-turn lane.	City Place
7	Lawrence Expressway/Benton Street	Second southbound left-turn lane. Second eastbound left-turn lane.	City Place
16	San Tomas Expressway/ Pruneridge Avenue	Second northbound left-turn lane.	City Place

Source: Fehr & Peers, 2024.

These improvements are included in both the "No Project" and "Plus Project" scenarios for the Background Conditions analysis and are reflected in the intersection operation results.



LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volum		Signalized
	Lane Configuration		Yield Sign

High Occupancy Vehicle (HOV) and Bus Only Lane
6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday

Figure 7

Background Intersection Volumes and Lane Configurations

4.3 Project Traffic

This section presents estimates of traffic generated by the revised Plan. The amount of traffic associated with the revised Plan was estimated using a three-step process:

1. **Trip Generation** – The amount of vehicle traffic entering/exiting the Project site is estimated.
2. **Trip Distribution** – The directions trips use to approach and depart the site are projected.
3. **Trip Assignment** – Trips are assigned to specific roadway segments and intersection turning movements.

The results of the process are described in the following sections.

4.3.1 Project Trip Generation Estimates

The amount of vehicle traffic added to the roadway system by the Project was estimated using the City of Santa Clara travel demand model. Land uses in the City's base year 2050 model were adjusted to reflect the planned development included in the revised Plan. The Project's net-new trip generation, or the magnitudes of the traffic volumes changes due to the land uses changes, is presented in **Table 9**.

Table 9: Project Trip Generation

Land Uses	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
2050 with Project Model (A)						
2050 land uses and: +4,392 Residential (Apartment) dwelling units -289,000 square feet of Retail development	3,906	5,381	9,287	5,714	4,899	10,613
2050 Base Year Model (B)						
2050 land use (no changes)	3,592	3,789	7,381	4,683	4,322	9,005
Net-Added Traffic (A-B)	***314***	***1,592***	***1,906***	***1,031***	***577***	***1,608***

Sources: Fehr & Peers, 2024.

4.3.2 Project Trip Distribution and Assignment

The Project trip distribution and assignment for the revised Plan was developed using information from the 2019 TIA. The 2019 TIA used the City of Santa Clara travel demand model to estimate the amount of vehicle traffic added to the roadway system. Specifically, land uses in the City's base year model were adjusted to include the Specific Plan to reflect "plus Project" conditions. Intersection forecasts were developed using guidelines published in National Cooperative Highway Research Program (NCHRP)

Report 255[3] for converting raw model results into forecast volumes. This method, known as the *difference forecast method*, relies on the difference between the model's base year and base year plus project volumes to determine the amount of vehicle traffic added to the roadway system by the land use changes. It normalizes model projections according to the accuracy of model validation and existing roadway conditions. The changes in traffic forecasts at the study intersections between the 2018 base year model and the 2018 with Project model represent the Project's trip assignment.

The trip assignment for the revised Plan presented in this report was developed by applying an adjustment factor to the 2019 TIA trip assignment. Specifically, we compared trip generation estimates discussed above to those from the 2019 study and applied the percent difference to the trip assignment from the 2019 TIA to account for the revised Plan. The adjustment factor for trip assignment was determined by averaging the AM and PM peak hour percentage difference in net-new trip generation estimates and accounts for the lower density residential land uses in the revised Plan.

Table 10 shows the net-new trip generation comparison. The adjustment factor resulting from averaging the AM and PM peak hour percentage difference in net-new trip generation estimates is -15%, or a 15% reduction in net-new trip generation.

The Project trip assignment was added to the Background volumes in **Figure 7** to develop intersection turning movement volumes for Background Plus Project Conditions. The Project trip assignment is shown in **Figure 8** and the intersection turning movement volumes for Background Plus Project Conditions is shown in **Figure 9**.

The Project would replace commercial uses with residential uses, which causes shifts in travel patterns throughout the area as existing trips divert to other commercial areas and new trips from the new residential uses connect to employment centers. This results in negative trips on some movements for the diverted commercial trips and added trips for the new residential uses.

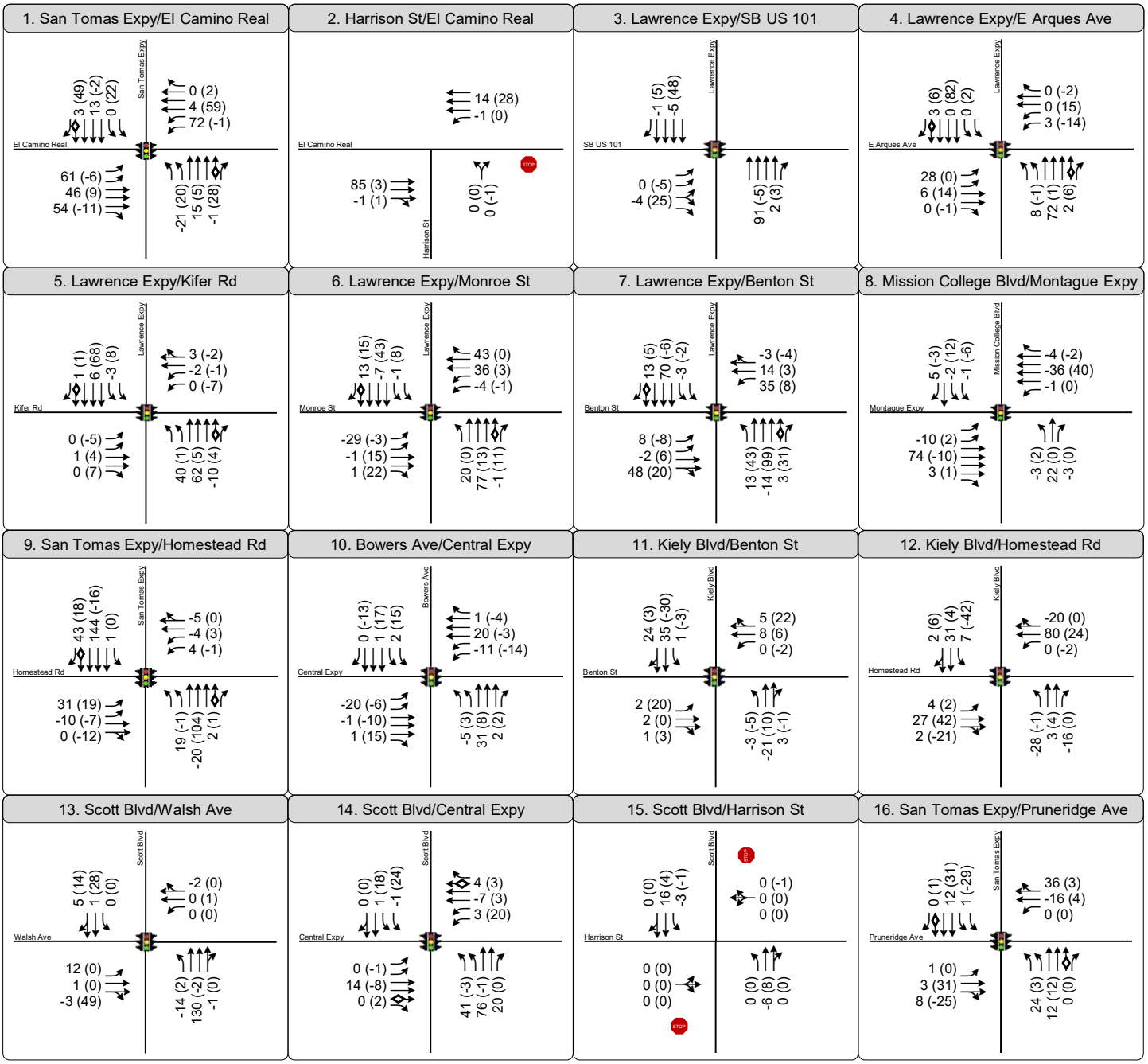
Table 10: Net-New Trip Generation Comparison

Trip Generation Source	AM Peak Hour Total	PM Peak Hour Total
2019 TIA: City of Santa Clara 2018 Base Year Model[1] (A)	2,097	2,034
2024 Revised Plan: City of Santa Clara 2050 Model (B)	1,906	1,608
Net-New Traffic (F=(B-A)/A*100%)	***-9%***	***-21%***
Average Net-New ((AM+PM)/2)	***-15%***	

Notes:
1. *El Camino Real Specific Plan TIA* (November 2019).

Source: Fehr & Peers, 2024.

[3] National Cooperative Highway Research Program. 1982. *Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design.* Washington, D.C.: National Academy Press.



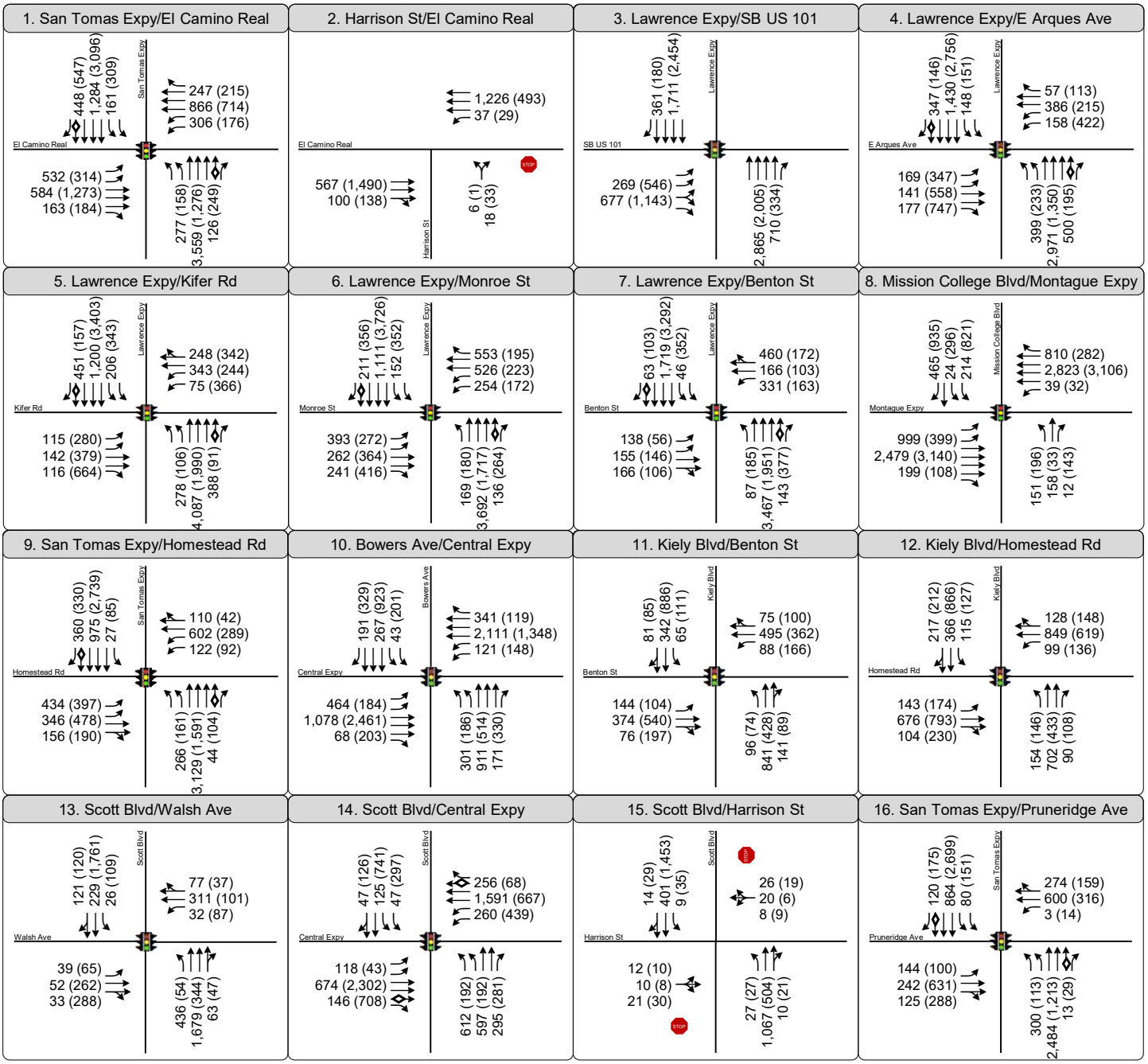
LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volum		Signalized
	Lane Configuration		Yield Sign

High Occupancy Vehicle (HOV) and Bus Only Lane
6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday

Figure 8

Project Trip Assignment (Background Conditions)



LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volum		Signalized
	Lane Configuration		Yield Sign

High Occupancy Vehicle (HOV) and Bus Only Lane
6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday

Figure 9

Background Plus Project Intersection Volumes

4.4 Background Intersection Level of Service

Intersection level of service were calculated for Background and Background Plus Project Conditions. **Table 11** shows the delays, LOS, and changes in critical volume-to-capacity ratio and delay used to identify adverse effects under Background Plus Project Conditions that are highlighted and bold. The corresponding LOS calculation sheets are included in **Appendix C.**

The peak hour traffic signal warrant results for El Camino Real / Harrison Street (#2) and Scott Boulevard / Harrison Street (#15) are not met during either peak hour. The peak hour volume warrants are contained in **Appendix D**.

Table 11: Background Intersection LOS Results

#	Intersection Name	Control	Jurisdiction[1]	LOS	Peak Hour[2]	Background		Background Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
1	El Camino Real / San Tomas Expressway	Signal	VTA/SCC	E	AM PM	58.7 **105.3**	E+ **F**	62.2 **104.7**	E **F**	0.024 0.008	5.4 -0.4
2	El Camino Real / Harrison Street	Side Street Stop Control	Santa Clara	D	AM PM	0.3 0.4	A A	0.3 0.4	A A	NA	NA
3	Lawrence Expressway / Southbound US 101	Signal	SCC	E	AM PM	10.0 43.8	A D	10.0 45.9	A D	0.013 0.012	-0.1 4.0
4	Lawrence Expressway / Arques Avenue	Signal	VTA/SCC	E	AM PM	38.6 75.6	D+ E-	39.3 75.4	D E-	0.020 0.007	0.8 -0.4
5	Lawrence Expressway / Kifer Road	Signal	SCC	E	AM PM	40.6 69.6	D E	41.2 70.0	D E	0.008 0.005	0.4 1.0
6	Lawrence Expressway / Monroe Street	Signal	VTA/SCC	E	AM PM	56.7 51.2	E+ D-	59.6 51.5	E+ D-	0.028 0.006	6.9 0.3
7	Lawrence Expressway / Benton Street	Signal	SCC	E	AM PM	59.7 43.6	E+ D	59.8 45.9	E+ D	-0.002 0.026	-0.7 0.8
8	San Tomas Expressway / Mission College Boulevard	Signal	VTA/SCC	E	AM PM	53.2 **80.3**	D- **F**	53.9 **80.7**	D- **F**	0.004 0.005	3.2 0.8
9	San Tomas Expressway / Homestead Road	Signal	VTA/SCC	E	AM PM	51.7 40.1	D- D	52.1 39.9	D- D	0.006 0.005	1.3 0.5
10	Bowers Avenue / Central Expressway	Signal	VTA/SCC	E	AM PM	52.1 55.3	D- E+	51.9 55.4	D- E+	0.003 -0.002	-0.3 0.0
11	Kiely Boulevard / Benton Street	Signal	Santa Clara	D	AM PM	34.6 36.6	C- D+	34.5 36.3	C- D+	0.000 -0.012	0.3 -0.4

#	Intersection Name	Control	Jurisdiction[1]	LOS	Peak Hour[2]	Background		Background Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
12	Kiely Boulevard / Homestead Road	Signal	Santa Clara	D	AM PM	36.0 41.2	D+ D	36.0 41.5	D+ D	0.026 0.007	0.6 0.3
13	Scott Boulevard / Walsh Avenue	Signal	Santa Clara	D	AM PM	25.3 30.7	C C	23.9 33.0	C C-	-0.020 0.046	-15.4 3.7
14	Scott Boulevard / Central Expressway	Signal	VTA/SCC	E	AM PM	46.2 71.8	D E	47.2 74.5	D E	0.019 0.009	0.7 3.9
15	Scott Boulevard / Harrison Street	Side Street Stop Control	Santa Clara	D	AM PM	2.1 2.7	A A	2.1 2.7	A A	NA	NA
16	San Tomas Expressway / Pruneridge Avenue	Signal	SCC	E	AM PM	50.3 55.4	D E+	51.4 53.8	D- D-	0.009 -0.006	1.2 -3.6

Notes:

1. VTA = Congestion Management Program (CMP) intersection; SCC = Santa Clara County intersection
2. AM = morning peak hour, PM = evening peak hour
3. For signalized intersections whole intersection weighted average control delay is expressed in seconds per vehicle, calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Overall intersection delay is presented for side-street stop-controlled intersections.
4. LOS = Level of service. LOS calculations were conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical V/C ratio between Background and Background Plus Project Conditions.
6. Change in average critical movement delay between Background and Background Plus Project Conditions.

Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.
Bold and highlighted indicates an adverse effect.
Source: Fehr & Peers, 2024.

4.4.1 Unacceptable Intersection Operations

As shown in **Table 11**, the following intersections do not operate at acceptable levels under Background Plus Project Conditions:

- Intersection #1 – El Camino Real / San Tomas Expressway (VTA/LOS E): LOS F in the PM peak hour
- Intersection #8 – San Tomas Expressway / Mission College Boulevard (VTA/LOS E): LOS F in the PM peak hour

4.5 Background Plus Project Intersection Adverse Effects and Recommended Improvements

The addition of Project traffic does not cause any intersections to degrade from acceptable LOS under Background Conditions to unacceptable LOS under Background plus Project conditions. In addition, none

of the intersections that operate unacceptably under both Background and Background Plus Project conditions meet the significance criteria; therefore, there the revised Plan has no adverse effects Under Background conditions.

5. Cumulative (2040) Conditions

This chapter presents the results of the intersection level of service calculations under Cumulative Conditions with and without the Project. Cumulative Conditions are defined as traffic conditions expected in the year 2040. Traffic volumes were estimated using the 2023 *Kylli Mission Point Mixed-Use Development* Transportation Analysis (Kylli TA) and the 2019 *El Camino Real Specific Plan TIA*. Planned and funded roadway improvements expected to be completed by 2040 are included in the analysis of Cumulative Conditions.

5.1 Cumulative No Project Traffic Volumes

The study intersection turning movement volumes under the Cumulative Conditions were developed using previously published forecasts from both the Kylli TA and the 2019 El Camino Real Specific Plan TIA. The intersection turning movement volumes for Cumulative Conditions is shown in **Figure 10**.

Below is a list of study intersections from this study that are also included in the Kylli TA:

- Intersection #1 – El Camino Real / San Tomas Expressway
- Intersection #3 – Lawrence Expressway / Southbound US 101
- Intersection #4 – Lawrence Expressway / Arques Avenue
- Intersection #5 – Lawrence Expressway / Kifer Road
- Intersection #6 – Lawrence Expressway / Monroe Street
- Intersection #8 – San Tomas Expressway / Mission College Boulevard
- Intersection #10 – Bowers Avenue / Central Expressway
- Intersection #13 – Walsh Avenue / Scott Boulevard
- Intersection #14 – Scott Boulevard / Central Expressway

The Kylli TA, provided by the City, included Year 2035 traffic forecasts produced by the City's most recently developed travel demand model. For the intersections listed above, the Kylli 2035 volume forecasts were used and a five-year growth factor was applied to grow the volumes to the year 2040. Specifically, a compounded annual growth rate was calculated for each intersection during the AM and PM peak hour using the Kylli TA Existing Conditions and Year 2035 Cumulative Plus Project Conditions. The compounded annual growth rate was applied to the Year 2035 Cumulative Plus Project volumes while maintaining the same turning movement volume assignment patterns.

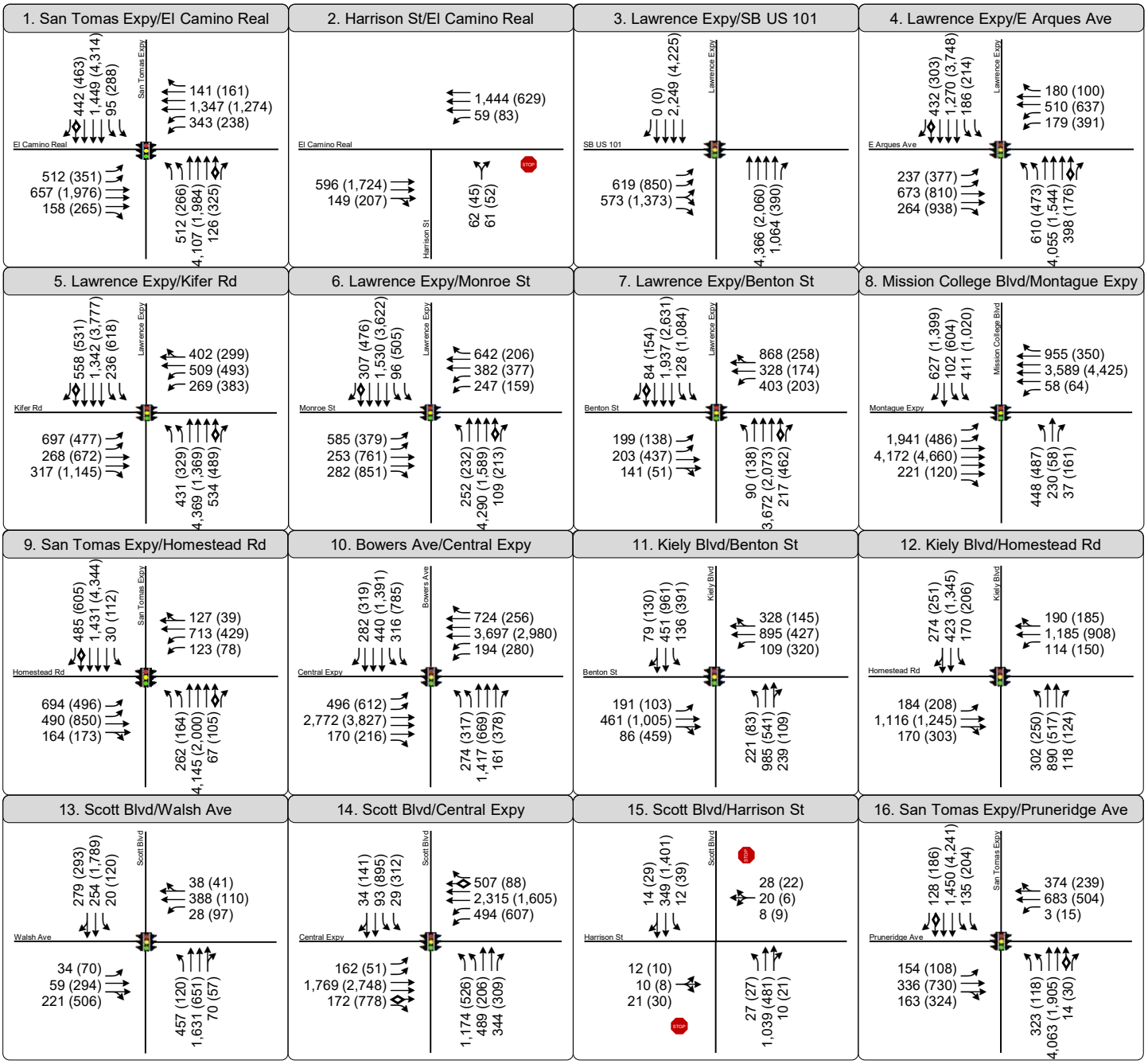
Below is a list of study intersections that were not included in the Kylli TA (with the exception of Scott Boulevard / Harrison Street):

- Intersection #2 – El Camino Real / Harrison Street
- Intersection #7 – Lawrence Expressway / Benton Street
- Intersection #9 – San Tomas Expressway / Homestead Road

- Intersection #11 – Kiely Boulevard / Benton Street
- Intersection #12 – Kiely Boulevard / Homestead Road
- Intersection #16 – San Tomas Expressway / Pruneridge Avenue

For these study intersections that were not in the Kylli TA, a global growth rate of 1.9% was calculated for the AM and PM peak hours. The global growth rate was calculated by averaging the growth rates derived from the study intersections that are in the Kylli TA. Specifically, volumes were compared between Existing and Cumulative Plus Project Conditions to develop the growth rate. The Cumulative volumes for this analysis were estimated by extrapolating the 2019 El Camino Real TIA Existing intersection volumes to Year 2040 volumes using the global growth rate and maintaining the same turning movement volume assignment patterns as the 2019 El Camino Real TIA Cumulative Conditions.

The exception to the above approach is for the Scott Boulevard / Harrison Street intersection. At this location, Cumulative volumes from the 2019 El Camino Real TIA were directly applied to this analysis because the annual growth between Existing and Cumulative Conditions in the 2019 TIA is minimal (the annual growth rate is approximately 0.1% for both AM and PM peak hour).



LEGEND

- # — Study Intersection
- AM (PM) — Peak Hour Traffic Volum
- Lane Configuration
- High Occupancy Vehicle (HOV) and Bus Only Lane
  6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday
- STOP — Stop Sign
- Signalized
- Yield Sign

Figure 10

Cumulative Intersection Volumes and Lane Configurations

5.2 Cumulative Intersection Improvements

The fully funded improvements for Background Conditions listed in **Table 7**, which includes improvements that are conditions of approval for City Place, were also applied to Cumulative Conditions. There were no additional planned transportation improvements for our study intersections.

5.3 Cumulative Plus Project Volumes

The project trip assignments for the cumulative analysis are different than those under Background Conditions, since there are changes in regional land uses and roadway networks.

The project trip assignment for Cumulative Plus Project Conditions was developed by applying the same adjustment factor discussed in **Chapter 4** to the differences in turning movement volumes at the study intersections between the Cumulative and Cumulative Plus Project Conditions in the 2019 El Camino Real TIA.

The project trip assignment was added to the Cumulative volumes shown **Figure 10** to develop intersection turning movement volumes for Cumulative Plus Project Conditions. The project trip assignment is shown in **Figure 11** and the intersection turning movement volumes for Cumulative Plus Project Conditions is shown in **Figure 12**.

As noted earlier, the Project would replace commercial uses with residential uses, which causes shifts in travel patterns throughout the area as existing trips divert to other commercial areas and new trips from the new residential uses connect to employment centers. This results in negative trips for some turning movements that account for the diverted commercial trips and added trips for the new residential uses.

5.4 Cumulative Intersection Level of Service

Intersection level of service were calculated for Cumulative and Cumulative Plus Project Conditions. **Table 12** shows the delays, LOS, and changes in critical volume-to-capacity ratio and delay used to identify adverse effects under Cumulative Plus Project Conditions that are highlighted and bold. The corresponding LOS calculation sheets are included in **Appendix C**.

The peak hour traffic signal warrant results for El Camino Real / Harrison Street (#2) and Scott Boulevard / Harrison Street (#15) are not met during the PM peak hour when the intersections operate at an unacceptable LOS level. It should be noted that the peak hour volume warrant was met during the AM peak hour at the El Camino Real / Harrison Street (#2) intersection, however, the intersection operates acceptably during that peak hour. The signal warrant is not met during the AM peak hour for the Scott Boulevard / Harrison Street (#15) intersection. The peak hour volume warrants are contained in **Appendix D.**

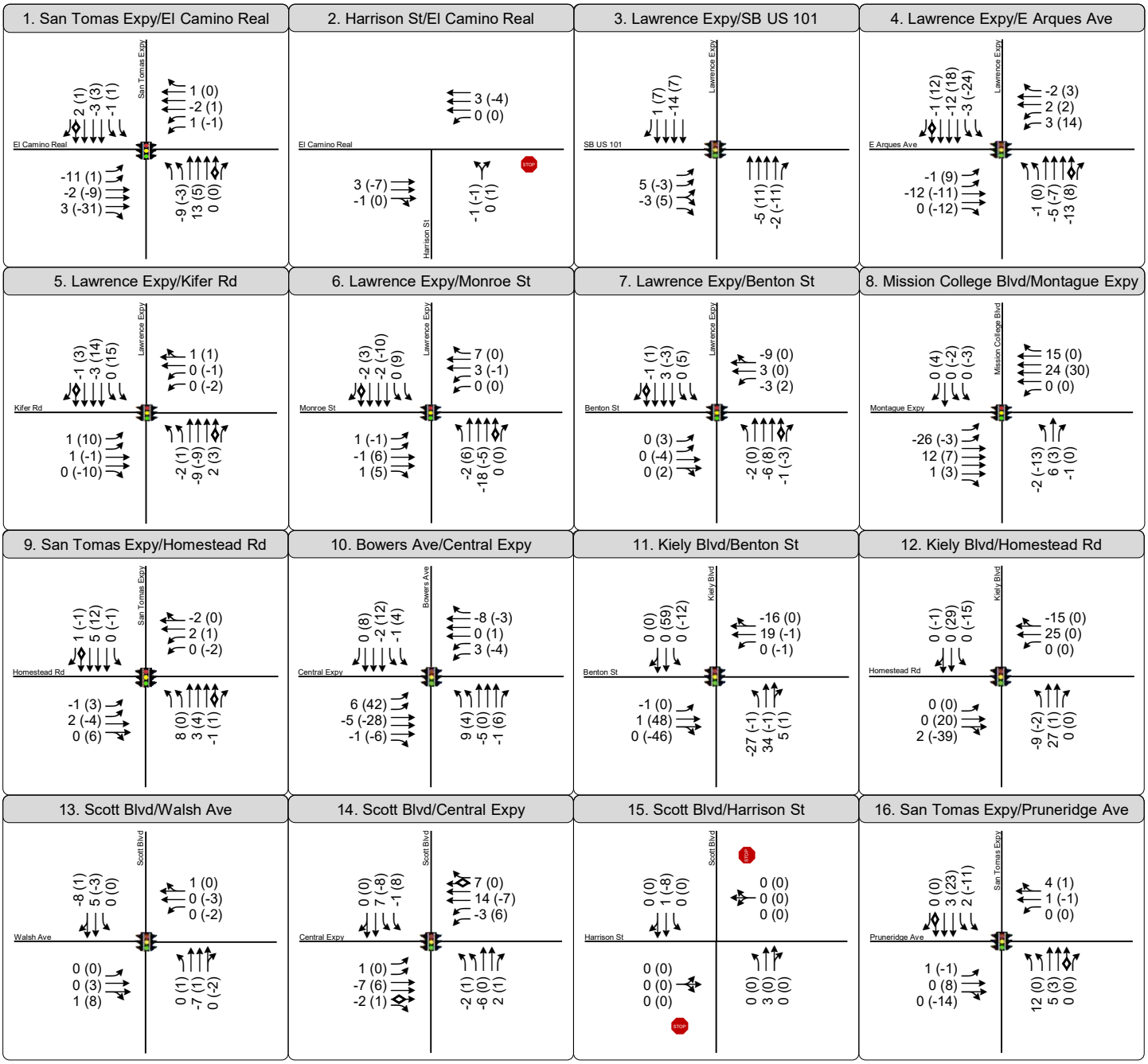
Table 12: Cumulative Intersection LOS Results

#	Intersection Name	Control	Jurisdiction[1]	LOS	Peak Hour[2]	Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
1	El Camino Real / San Tomas Expressway	Signal	VTA/SCC	E	AM PM	**100.7** **213.7**	**F** **F**	**99.9** **213.8**	**F** **F**	-0.002 -0.002	-1.2 -0.4
2	El Camino Real / Harrison Street	Side Street Stop Control	Santa Clara	D	AM PM	1.9 16.3	A C	1.8 15.4	A C	N/A	N/A
3	Lawrence Expressway / Southbound US 101	Signal	SCC	E	AM PM	13.5 **90.0**	B **F**	13.6 **90.0**	B **F**	0.001 0.002	0.3 0.7
4	Lawrence Expressway / Arques Avenue	Signal	VTA/SCC	E	AM PM	59.0 **140.0**	E+ **F**	58.5 **139.9**	E+ **F**	-0.004 -0.001	-1.4 0.4
5	Lawrence Expressway / Kifer Road	Signal	SCC	E	AM PM	**114.1** **170.3**	**F** **F**	**114.1** **170.0**	**F** **F**	-0.001 -0.003	0.2 -1.2
6	Lawrence Expressway / Monroe Street	Signal	VTA/SCC	E	AM PM	**110.2** **89.7**	**F** **F**	**109.8** **90.8**	**F** **F**	0.002 0.002	-0.2 1.5
7	Lawrence Expressway / Benton Street	Signal	SCC	E	AM PM	**135.1** 76.4	**F** E-	**132.8** 77.2	**F** E-	-0.006 0.003	-3.6 1.3
8	San Tomas Expressway / Mission College Boulevard	Signal	VTA/SCC	E	AM PM	**195.0** **230.7**	**F** **F**	**191.5** **231.2**	**F** **F**	-0.007 -0.001	-6.9 0.8
9	San Tomas Expressway / Homestead Road	Signal	VTA/SCC	E	AM PM	**102.2** 77.4	**F** E-	**102.3** 78.2	**F** E-	0.000 0.002	0.0 1.1
10	Bowers Avenue / Central Expressway	Signal	VTA/SCC	E	AM PM	**115.6** **173.9**	**F** **F**	**115.9** **176.1**	**F** **F**	0.001 -0.005	0.4 -2.6
11	Kiely Boulevard / Benton Street	Signal	Santa Clara	D	AM PM	51.4 **81.8**	D- **F**	52.7 **82.6**	D- **F**	0.012 -0.008	2.1 -2.9
12	Kiely Boulevard / Homestead Road	Signal	Santa Clara	D	AM PM	50.2 **110.4**	D **F**	50.4 **111.6**	D **F**	-0.003 0.001	-0.7 0.5
13	Walsh Avenue / Scott Boulevard	Signal	Santa Clara	D	AM PM	28.1 **70.6**	C **E**	28.1 **71.7**	C **E**	-0.004 0.004	-0.1 1.5
14	Scott Boulevard / Central Expressway	Signal	VTA/SCC	E	AM PM	78.4 **111.7**	E- **F**	78 **112.1**	E- **F**	-0.001 0.001	-0.8 0.2
15	Harrison Street / Scott Boulevard	Side Street Stop Controlled	Santa Clara	D	AM PM	2.0 2.6	A A	2.0 2.5	A A	N/A	N/A
16	San Tomas Expressway / Pruneridge Avenue	Signal	SCC	E	AM PM	**91.2** 77.3	**F** E-	**92.1** 77.2	**F** E-	0.004 0.002	1.2 0.2

Notes:

1. VTA = Congestion Management Program (CMP) intersection; SCC = Santa Clara County intersection
2. AM = morning peak hour, PM = evening peak hour
3. For signalized intersections whole intersection weighted average control delay is expressed in seconds per vehicle, calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Overall intersection delay is presented for side-street stop-controlled intersections.
4. LOS = Level of service. LOS calculations were conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical V/C ratio between Cumulative and Cumulative Plus Project Conditions.
6. Change in average critical movement delay between Cumulative and Cumulative Plus Project Conditions.

Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.
Bold and highlighted indicates an adverse effect.
Source: Fehr & Peers, 2024.



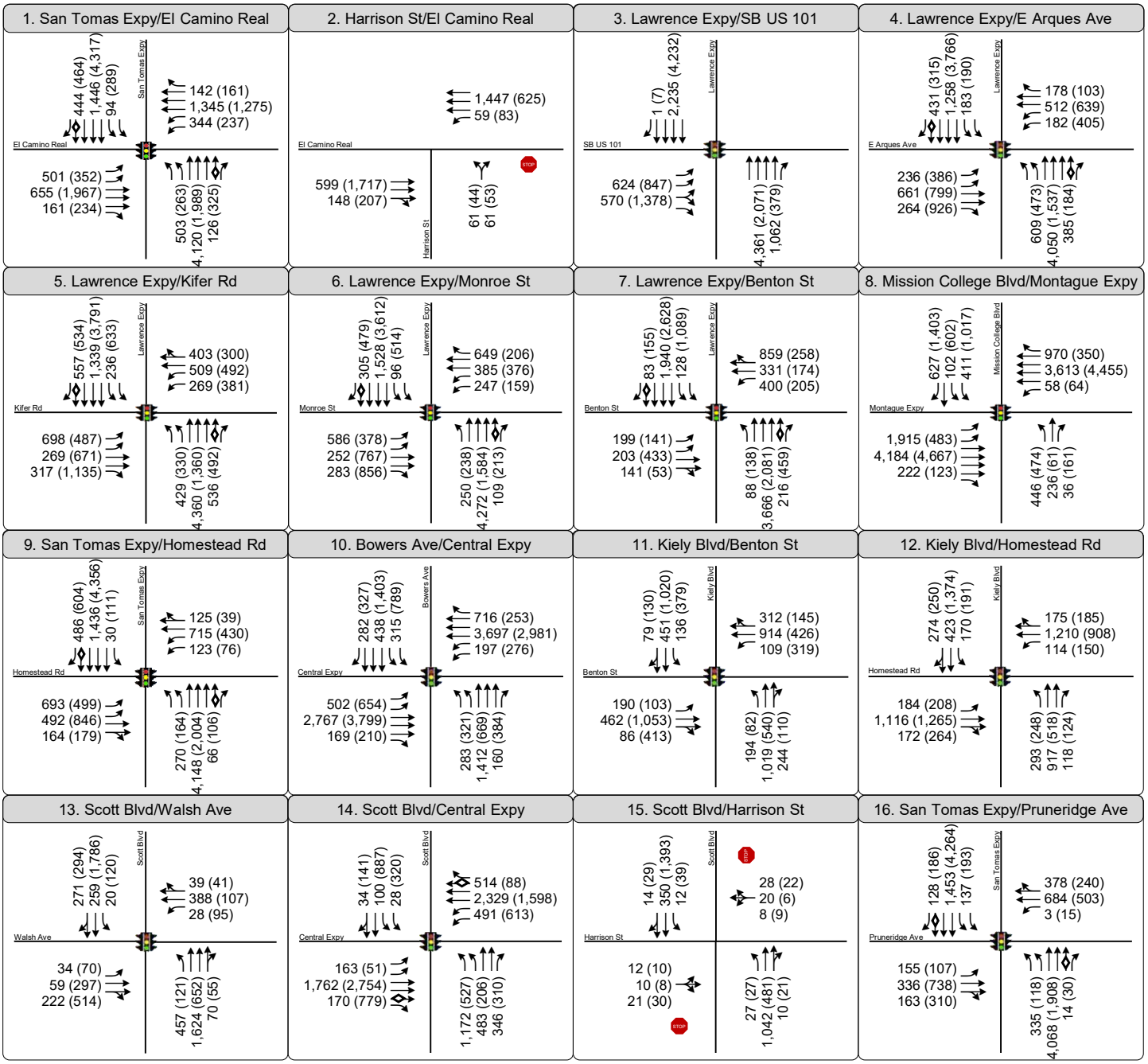
LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volum		Signalized
	Lane Configuration		Yield Sign

High Occupancy Vehicle (HOV) and Bus Only Lane
6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday

Figure 11

Project Trip Assignment (Cumulative Conditions)



LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volum		Signalized
	Lane Configuration		Yield Sign

High Occupancy Vehicle (HOV) and Bus Only Lane
6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday

Figure 12

Cumulative Plus Project Intersection Volumes

5.4.1 Unacceptable Intersection Operations

As shown in **Table 12**, the following intersections do not operate at acceptable levels under Cumulative Plus Project Conditions:

- Intersection #1 – El Camino Real / San Tomas Expressway (VTA/LOS E): LOS F in the AM and PM peak hour
- Intersection #3 – Lawrence Expressway / Southbound US 101 (VTA/LOS E): LOS F in the PM peak hour
- Intersection #4 – Lawrence Expressway / Arques Avenue (VTA/LOS E): LOS F in the PM peak hour
- Intersection #5 – Lawrence Expressway / Kifer Road (Santa Clara County/LOS E): LOS F in the AM and PM peak hours
- Intersection #6 – Lawrence Expressway / Monroe Street (VTA/LOS E): LOS F in the AM and PM peak hours
- Intersection #7 – Lawrence Expressway / Benton Street (Santa Clara County/LOS E): LOS F in the AM peak hours
- Intersection #8 – San Tomas Expressway / Mission College Boulevard (VTA/LOS E): LOS F in the AM and PM peak hour
- Intersection #9 – San Tomas Expressway / Homestead Road (VTA/LOS E): LOS F in the AM peak hour
- Intersection #10 – Bowers Avenue / Central Expressway (VTA/LOS E): LOS F in the AM and PM peak hour
- Intersection #11 – Kiely Boulevard / Benton Street (Santa Clara/LOS D): LOS E- in the PM peak hour
- Intersection #12 – Kiely Boulevard / Homestead Road (Santa Clara/LOS D): LOS F in the PM peak hour
- Intersection #13 – Walsh Avenue / Scott Boulevard (Santa Clara/LOS D): LOS E in the PM peak hour
- Intersection #14 – Scott Boulevard / Central Expressway (VTA/LOS E): LOS E in the PM peak hour
- Intersection #16 – San Tomas Expressway / Pruneridge Avenue (Santa Clara County/LOS E): LOS F in the AM peak hour

5.5 Cumulative Plus Project Intersection Adverse Effects and Recommended Improvements

The addition of Project traffic does not cause any intersections to degrade from acceptable LOS under Cumulative Conditions to unacceptable LOS under Cumulative plus Project Conditions. In addition, none of the intersections that operate unacceptably under both Cumulative and Cumulative Plus Project Conditions meet the significance criteria; therefore, the revised Plan has no adverse effects Under Cumulative Conditions.

6. Multimodal Evaluation

The following section evaluates potentially adverse pedestrian, bicycle, and transit effects and associated improvement recommendations within the revised Plan area.

6.1 Bicycle Access and Circulation

6.1.1 Bicycle Circulation

Existing and proposed bicycle and pedestrian facilities in the Project area are shown on **Figure 5**. A key element of the Plan is the provision of a cycle track along El Camino Real that includes separated and protected bike lanes along the corridor. Installation of the cycle track will require the removal of on-street parking and has been already approved by Santa Clara City Council. The cycle track would be protected from the vehicular travel lanes via a two-foot wide raised buffer (i.e., concrete median). As an interim solution before full implementation of the cycle track, a two-foot wide painted buffer could be provided. Ultimately a raised buffer would be provided to truly enhance bicycle travel and safety along the corridor. **Figure 3** presents the proposed ultimate cross-section of El Camino Real, including the new cycle track on both sides of the street.

In addition, the revised Plan includes the provision of additional enhancements to the San Tomas Aquino trail crossing on the west leg of the El Camino Real/San Tomas Expressway intersection in the short-term to enhance its visibility. These enhancements include pedestrian motion sensors, "Yield Here to Peds" signs, transit waiting area improvements, accessible pedestrian signal, pedestrian countdown timer, and a signalized bicycle crossing across El Camino Real. In the long term, *the Central Bikeway Feasibility Study* completed by VTA in February 2022 recommends a protection intersection with leading pedestrian intervals at this intersection.

6.1.2 Pedestrian Circulation

The pedestrian network improvements generally include increased sidewalk widths, buffers from traffic, more comfortable crossings, and more landscaping and tree canopy along El Camino Real. Pedestrian improvements will be particularly important and prioritized at centers of pedestrian and commercial activity and other areas where concentrations of commercial activity are planned. Consistent with the City's Pedestrian Master Plan, intersections of pedestrian paths would include treatments such as pedestrian bulbouts, curb extensions and enhanced crosswalks. All intersections and crosswalks within the El Camino Real Specific Plan Area would be well lit to help motorists see pedestrians crossing the street and pedestrian-scaled lighting will be used for nighttime safety and security.

6.2 Pedestrian and Bicycle Adverse Effects

Overall, the Project will provide improved pedestrian and bicycling facilities to enhance the pedestrian and bicycling networks. None of the proposed bicycle and pedestrian improvements meet the adverse effect criteria:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Santa Clara for facilities within the City of Santa Clara portion of the study area.

Therefore, the Project is considered to have no adverse effect on these facilities and no additional improvements are needed.

6.3 Transit Access and Circulation

To support the corridor's transit access, transit improvements identified as part of the Plan include the provision of bus boarding islands. Bus boarding islands are extensions of the curb that provide more space for riders to wait, board, and disembark, and that minimize potential conflicts between cyclists and buses. With the extension of the curb, bus boarding islands would allow buses to stop in the travel lane when accessing a bus stop and minimize wait times for buses to merge back into traffic. These improvements along El Camino Real will support Bus Route 22 and Rapid 522, part of the VTA's core bus service that provides connections between San José and Palo Alto.

6.4 Transit Travel Time

Transit vehicles operating on the same roadways used by private vehicles to access the Project site could incur additional delay due to increased auto congestion. However, a transit delay analysis was not included for this report because the study intersections are scattered throughout a larger area and generally do not represent any corridors.

Based on the transit delay analysis in the 2019 TIA, the traffic created by the El Camino Real Corridor Specific Plan project would increase travel times by less than 33 seconds for Route 22/Rapid 522 along the 3 mile El Camino Real corridor between Halford Avenue and Lafayette Street under all scenarios except. The 2019 TIA also showed that the addition of project traffic would increase travel times by less than 2 seconds for Route 57/Route 58 along the 4 miles Kiely Boulevard-Bowers Avenue corridor between Homestead Road and Scott Boulevard under all scenarios.

The 2029 TIA concluded that since neither the City nor VTA has established policies or quantitative significance criteria related to transit vehicle delay, the Project had no transit travel time impacts. The conclusion from the transit delay analysis in the 2019 TIA remains true for this supplemental TIA. It should be noted that the potential transit delay increases would be less, since the Project represented the lower-density revised Plan that adds less Project trips to the roadway network than under the 2019 TIA.

7. Traffic Operational Analysis

This section includes an evaluation of left-turn pocket storage and freeway ramp queuing. Analysis results are presented for informational purposes only and are not assumed to result in any adverse effects for the Project.

7.1 Left-Turn Pocket Queuing Analysis

The addition of Project traffic along the roadway network has the potential to add vehicles to left-turn movements, causing left-turn queues to exceed left-turn pocket storage lengths or freeway off-ramps to exceed available storage. Queues that exceed left-turn pocket storage length have the potential to impede adjacent through traffic movements. Potentially affected major study intersections were selected for this evaluation based on where the Project would add more than 30 left turning vehicles during either AM or PM peak hours, including freeway off-ramps. The following intersection movements were selected:

- Intersection #1 San Tomas Expressway / El Camino Real (EBL and WBL)
- Intersection #5 Lawrence Expressway / Kifer Road (NBL)
- Intersection #7 Lawrence Expressway / Benton Street (WBL and NBL)
- Intersection #9 San Tomas Expressway / Homestead Road (EBL)
- Intersection #14 Scott Boulevard / Central Expressway (NBL)

The 95th percentile queues from the TRAFFIX LOS analysis (**Appendix C**) were used to evaluate the projected maximum queues at the identified left-turn movements. The results of the left-turn queue analysis are presented in **Table 13**.

Several turn pocket lengths are exceeded in the Background Plus Project condition. In each case where queue length is exceeded in the Background Plus Project condition, it also is exceeded in the corresponding Background No Project condition. Recommended improvements are summarized below in **Table 13** for intersections where queue length is exceeded in the Plus Project condition.

Table 13: Left-Turn Queue Analysis

Intersection		Pocket	Available Storage Length[1] (feet)	Peak Hour	Number of Left Turning Project Trips	Projected Queue Length (feet)[2] Background (Background Plus Project)	Improvements *(presented for informational purposes only)*
1	San Tomas Expressway / El Camino Real	EBL	455 x2	AM PM	61 -6	**775 (875)** **500 (475)**	Additional capacity is not available by restriping. Increase signal timing for eastbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
		WBL	265 x2	AM PM	72 -1	**350 (450)** **275 (275)**	Additional capacity is not available by restriping. Increase signal timing for westbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
5	Lawrence Expressway / Kifer Road	NBL	330 x2	AM PM	40 1	325 **(375)** 175 (200)	Additional capacity is not available by restriping. Increase signal timing for northbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
7	Lawrence Expressway / Benton Street	WBL	50 x1	AM PM	35 8	**750 (875)** **425 (450)**	Additional capacity is not available by restriping. Increase signal timing for eastbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
		NBL	315 x1	AM PM	13 43	200 (225) **425 (625)**	Additional capacity is not available by restriping. Increase signal timing for eastbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.

Intersection		Pocket	Available Storage Length[1] (feet)	Peak Hour	Number of Left Turning Project Trips	Projected Queue Length (feet)[2]	Improvements *(presented for informational purposes only)*
						Background (Background Plus Project)	
9	San Tomas Expressway / Homestead Road	EBL	385 x2	AM PM	31 19	**650 (675)** **550 (575)**	Additional capacity is not available by restriping. Increase signal timing for eastbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
14	Scott Boulevard / Central Expressway	NBL	200 x2	AM PM	41 -3	**750 (800)** **325 (300)**	Additional capacity is unavailable because the opposing southbound left turn storage at the upstream intersection is less than 200 feet, preventing any extension of the northbound left turn pockets. Increase signal timing for northbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.

Notes:
1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.

Bold text indicates projected queue length exceeds available storage length.
Source: Fehr & Peers,

8. VMT Screening

Projects that meet certain screening criteria may be exempt from the preparation of a detailed VMT assessment for CEQA transportation assessment purposes (although VMT calculations may still be needed for air quality, noise, and climate change evaluations). CEQA screening criteria used in the City of Santa Clara for land use projects are listed below.

8.1 Screening Criteria

Project screening means some projects have characteristics that lend themselves to the conclusion they would not cause a VMT impact, and therefore could be screened out of conducting a detailed VMT analysis. Below are the screening criteria adopted by City Council in June 2020 and listed in the VMT *Transportation Analysis Policy for Environmental Review* (June 2020):

- *Small Projects (generating 110 daily trips or less)*
- *Retail uses of 50,000 square feet or less ("Local Serving Retail")*
- *Local serving public projects such as fire stations, neighborhood parks, libraries, and community centers*
- *100% Affordable Housing projects*
- *"Transit Supportive Projects." A project will qualify as a Transit Supportive Project if it meets the following requirements:*
    - *The Project is located within ½ mile of an existing Major Transit Stop or an existing transit stop along a High-Quality Transit Corridor*
    - *For Office/R&D projects, a minimum Floor Area Ratio of 0.75*
    - *For Residential projects, a minimum density of 35 units/acre*
    - *Project promotes multimodal transportation networks*
    - *Project includes transit-oriented design elements*
    - *No excess parking: the project does not include more parking for use by residents, customers, or employees of the project than required by the City Code*
    - *No loss of affordable dwelling units: the project does not replace affordable*
    - *residential units with a smaller number of affordable units, and any replacement units are at the same level of affordability*

8.2 Screening Results

El Camino Real qualifies as a high-quality transit corridor[4] because VTA operates Rapid 522 Bus Rapid Transit service on the facility. As identified in **Table 7**, Rapid 522 operates with 15-minute headways on

[4] A "high-quality transit corridor" is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

weekdays and 15-minute headways on weekends. Transit supportive projects are presumed to have less-than-significant impacts based on their proximity to and synergy with high-quality transit facilities. When a project's service population can easily access high-quality transit facilities, they are more likely to use transit instead of personal vehicles to travel, thereby lowering the number of vehicle-trips and VMT associated with the project. Transit supportive project also typically include improvements that encourage multimodal travel, including enhanced bicycle and pedestrian facilities.

Additionally, the El Camino Real Specific Plan will have an average residential density greater than 35 residential units per acre, will not construct more parking than required by City Municipal Code, and will not result in a loss of affordable residential units. Therefore, the El Camino Real Specific Plan qualifies as a transit supportive project and is presumed to have a less-than-significant impact on VMT.

Appendix A:
2019 El Camino Real Specific Plan TIA LOS Summary Table

Table 1: November 2019 El Camino Real Specific Plan TIA Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
1	El Camino Real / Wolfe Road	Signal	VTA/ Sunnyvale	E	AM PM	40.7 46.4	D D	41.0 46.1	D D	0.009 0.010	0.2 -1.0	41.7 46.0	D D	42.0 45.8	D D	0.009 0.002	0.1 -0.3	42.1 47.5	D D	42.1 47.6	D D	0.001 0.001	0.0 0.0
2	El Camino Real / Halford Avenue	Signal	Santa Clara	D	AM PM	19.0 22.4	B- C+	21.6 22.2	C+ C+	0.039 0.009	4.5 0.0	18.4 21.2	B- C+	20.9 21.0	C+ C+	0.039 0.009	4.4 0.1	18.3 21.1	B- C+	18.3 21.0	B- C+	0.000 0.000	0.0 -0.1
3	El Camino Real / Lawrence Expressway	Signal	VTA/SCC	E	AM PM	26.8 28.8	C C	26.6 28.5	C C	0.014 -0.016	-0.2 -0.6	26.5 28.6	C C	26.3 28.3	C C	0.014 -0.016	-0.1 -0.6	26.2 30.1	C C	26.4 29.8	C C	0.006 -0.011	0.3 -0.5
4	El Camino Real / Flora Vista Avenue	Signal	Santa Clara	D	AM PM	20.3 25.7	C+ C	21.8 29.5	C+ C	0.010 0.000	0.7 2.0	19.5 24.3	B- C	20.9 28.2	C+ C	0.010 0.000	0.5 1.9	19.3 27.0	B- C	19.3 27.4	B- C	-0.002 0.007	0.0 0.8
5	El Camino Real / Calabazas Boulevard	Signal	Santa Clara	D	AM PM	28.7 32.7	C C-	33.4 37.9	C- D+	0.073 0.056	6.0 8.1	27.8 31.3	C C	32.8 36.6	C- D+	0.073 0.056	6.2 8.0	29.6 41.2	C D	29.6 42.0	C D	-0.002 0.008	0.0 0.7
6	El Camino Real / Kiely Boulevard-Bowers Avenue	Signal	VTA/ Santa Clara	E	AM PM	28.9 30.4	C C	29.6 30.6	C C	0.038 0.015	1.3 0.2	29.1 30.7	C C	29.8 30.9	C C	0.038 0.015	1.4 0.2	30.7 32.0	C C-	30.7 31.8	C C	-0.006 -0.010	-0.2 -0.3
7	El Camino Real / Bowe Avenue	Signal	Santa Clara	D	AM PM	12.5 14.3	B B	28.8 23.7	C C	0.118 0.082	17.1 11.5	12.3 13.8	B B	28.0 23.0	C C+	0.118 0.082	16.4 10.9	16.6 23.7	B C	16.8 24.0	B C	-0.002 -0.009	0.1 0.4
8	El Camino Real / San Tomas Expressway	Signal	VTA/SCC	E	AM PM	53.3 **94.0**	D- **F**	56.3 **93.3**	E+ **F**	0.028 **0.009**	4.3 **-0.3**	53.7 **101.5**	D- **F**	57.0 **100.7**	E+ **F**	0.028 0.009	4.7 -0.4	69.9 **150.2**	E **F**	69.2 **150.4**	E **F**	-0.002 -0.003	-1.1 0.6

Table 1: November 2019 El Camino Real Specific Plan TIA Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
9	El Camino Real / McCormick Drive	Signal	Santa Clara	D	AM PM	10.6 20.6	B+ C+	11.3 20.9	B+ C+	0.018 0.012	2.7 0.9	11.7 20.0	B+ C+	12.3 20.3	B C+	0.017 0.012	2.5 0.9	19.6 28.3	B- C	19.6 28.4	B- C	0.001 0.000	0.0 0.0
10	El Camino Real / Scott Boulevard	Signal	VTA/ Santa Clara	E	AM PM	34.6 38.2	C- D+	34.6 38.7	C- D+	0.023 0.022	0.3 0.9	34.6 39.0	C- D+	34.6 39.6	C- D	0.023 0.022	0.3 1.0	35.3 40.3	D+ D	35.1 40.2	D+ D	0.003 -0.001	0.0 -0.1
11	El Camino Real / Lincoln Street	Signal	VTA/ Santa Clara	E	AM PM	29.6 24.9	C C	29.8 24.1	C C	-0.004 -0.017	-0.1 -1.6	29.0 23.8	C C	29.1 23.1	C C	-0.004 -0.017	-0.3 -1.6	33.5 23.5	C- C	33 23.3	C- C	-0.018 -0.004	-0.7 -0.4
12	El Camino Real / Monroe Street	Signal	VTA/ Santa Clara	E	AM PM	33.4 34.6	C- C-	36.6 35.1	D+ D+	0.091 0.028	4.9 1.7	33.7 34.1	C- C-	36.9 34.7	D+ C-	0.091 0.028	4.8 1.8	36.2 38.1	D+ D+	36.4 38.3	D+ D+	0.007 0.013	0.3 0.6
13	El Camino Real / Lafayette Street	Signal	VTA/ Santa Clara	E	AM PM	42.3 39.8	D D	42.1 41.0	D D	0.003 0.042	0.5 2.5	42.1 41.0	D D	41.9 42.4	D D	0.003 0.042	0.5 2.5	39.2 40.2	D D	39.1 40.2	D D	-0.003 -0.003	-0.4 0.0
14	El Camino Real / Harrison Street	SSSC	Santa Clara	D	AM PM	11.6 13.4	B B	12.3 15.3	B C	0.002 -0.002	0.0 0.0	20.4 **38.5**	C **E**	23.4 **39.8**	C **E**	0.031 0.006	0.0 0.0	25.0 **159.1**	C **F**	24.9 **147.2**	C **F**	-0.003 -0.034	0.0 -0.4
15	El Camino Real / Benton Street	Signal	Santa Clara	D	AM PM	16.6 26.0	B C	16.6 25.9	B C	0.001 0.001	-0.2 0.0	16.5 24.1	B C	16.1 24.0	B C	0.001 0.001	-0.2 0.0	15.8 23.8	B C	15.8 23.8	B C	0.000 -0.001	0.0 0.0
16	El Camino Real / The Alameda	Signal	VTA/ Santa Clara	E	AM PM	12.3 16.2	B B	11.6 16.3	B+ B	-0.017 0.001	-0.7 0.2	12.2 15.0	B B	11.4 15.1	B+ B	-0.017 0.001	-0.7 0.2	12.9 17.2	B B	13.3 17.2	B B	0.004 0.001	0.4 0.0
17	Lawrence Expressway / Northbound US 101	Signal	SCC	E	AM PM	11.4 12.0	B+ B	11.4 12.1	B+ B	0.009 0.009	0.0 0.0	11.3 12.2	B+ B	11.4 12.2	B+ B	0.009 0.009	0.0 0.0	14.9 15.2	B B	14.9 15.1	B B	-0.001 0.002	0.0 -0.1

Table 1: November 2019 El Camino Real Specific Plan TIA Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
18	Lawrence Expressway / Southbound US 101	Signal	SCC	E	AM	10.6	B+	10.5	B+	0.013	-0.2	13.1	B	12.9	B	0.013	-0.5	10.4	B+	10.4	B+	0.001	0.0
					PM	72.4	E	77.0	E-	0.018	6.9	**83.4**	**F**	**88.3**	**F**	**0.018**	**7.0**	**80.1**	**F**	**80.5**	**F**	0.002	0.8
19	Lawrence Expressway / Oakmead Parkway	Signal	SCC	E	AM	41.1	D	41.3	D	0.014	0.2	41.2	D	41.4	D	0.014	0.3	57.1	E+	56.8	E+	-0.003	-0.4
					PM	46.3	D	46.1	D	0.012	-0.3	46.2	D	46.2	D	0.012	0.1	54.5	D-	54.6	D-	-0.001	0.0
20	Lawrence Expressway / Arques Avenue	Signal	VTA/SCC	E	AM	38.3	D+	39.1	D	0.024	1.0	38.8	D+	39.6	D	0.024	1.0	47.2	D	47.1	D	-0.002	0.1
					PM	71.6	E	71.9	E	0.008	0.4	72.3	E	73.1	E	0.008	1.4	**119.9**	**F**	**117.0**	**F**	0.000	0.4
21	Lawrence Expressway / Kifer Road	Signal	SCC	E	AM	39.6	D	40.2	D	0.009	0.4	39.8	D	40.5	D	0.009	0.5	49.1	D	49.1	D	-0.001	-0.1
					PM	65.8	E	66.7	E	0.006	2.1	69.2	E	70.0	E	0.006	1.7	**136.3**	**F**	**136.2**	**F**	-0.004	0.2
22	Lawrence Expressway / Monroe Street	Signal	VTA/SCC	E	AM	54.6	D-	57.6	E+	0.033	8.2	55.1	E+	58.3	E+	0.033	7.6	**88.5**	**F**	**89.2**	**F**	0.004	2.1
					PM	61.8	E	64.0	E	0.022	4.2	61.7	E	63.9	E	0.022	4.2	**83.2**	**F**	**84.5**	**F**	0.002	1.8
23	Lawrence Expressway / Cabrillo Avenue	Signal	SCC	E	AM	34.6	C-	38.8	D+	0.062	6.3	34.2	C-	38.7	D+	0.054	7.7	38.3	D+	38.2	D+	-0.003	-0.2
					PM	31.9	C	34.4	C-	0.044	6.8	32.6	C-	35.0	D+	0.044	6.4	38.4	D+	38.4	D+	0.002	0.3
24	Lawrence Expressway / Benton Street	Signal	SCC	E	AM	58.8	E+	59.2	E+	-0.001	-0.6	60.0	E	60.1	E	-0.002	-0.9	**93.3**	**F**	**91.1**	**F**	-0.008	-3.8
					PM	41.5	D	43.3	D	0.012	-0.1	39.2	D	40.9	D	0.015	-0.1	52.8	D-	53.3	D-	0.004	1.0
25	Lawrence Expressway / Lochinvar Avenue	Signal	SCC	E	AM	25.9	C	28.8	C	0.021	3.3	25.8	C	28.7	C	0.021	3.3	37.2	D+	37.0	D+	-0.003	-0.3
					PM	25.1	C	25.8	C	0.006	0.6	25.1	C	25.7	C	0.006	0.6	28.8	C	28.9	C	0.001	0.1

Table 1: November 2019 El Camino Real Specific Plan TIA Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
26	Lawrence Expressway / Homestead Road	Signal	VTA/SCC	E	AM PM	62.0 65.9	E E	62.0 67.2	E E	0.020 0.024	-0.4 0.7	61.9 66.1	E E	61.9 67.0	E E	0.017 -0.002	-0.4 1.0	64.2 75.5	E E-	64.1 75.0	E E	-0.003 -0.006	-0.2 -1.4
27	Lawrence Expressway / Pruneridge Avenue	Signal	SCC	E	AM PM	53.1 48.0	D- D	45.6 47.8	D D	-0.122 0.004	-17.1 -0.3	44.4 48.0	D D	45.5 47.8	D D	0.005 0.004	0.3 -0.3	54.4 54.0	D- D-	53.9 54.0	D- D-	-0.002 -0.003	-0.1 -0.3
28	San Tomas Expressway / Mission College Boulevard	Signal	VTA/SCC	E	AM PM	47.9 66.7	D E	48.9 66.6	D E	-0.005 0.005	5.5 -0.2	61.1 77.2	E E-	62.2 76.9	E E-	0.004 0.005	7.9 -0.3	77.0 **114.6**	E- **F**	74.6 **116.2**	E **F**	-0.007 -0.001	-5.3 3.3
29	San Tomas Expressway / Monroe Street	Signal	VTA/SCC	E	AM PM	39.3 38.5	D D+	39.8 38.4	D D+	-0.058 0.006	-0.1 -0.4	40.0 38.5	D D+	40.9 38.7	D D+	-0.040 0.006	1.7 0.0	45.4 44.9	D D	45.3 45.5	D D	0.001 0.007	-0.5 1.3
30	San Tomas Expressway / Cabrillo Avenue	Signal	SCC	E	AM PM	28.2 20.6	C C+	27.9 20.8	C C+	0.021 0.011	-0.1 0.1	27.4 22.1	C C+	27.2 22.2	C C+	0.016 0.011	0.1 0.1	27.7 21.5	C C+	26.8 21.5	C C+	0.003 0.002	-0.1 0.1
31	San Tomas Expressway / Benton Street	Signal	SCC	E	AM PM	38.5 37.3	D+ D+	39.2 40.7	D D	0.010 0.057	0.7 6.2	38.9 37.6	D+ D+	39.6 41.4	D D	0.010 0.057	0.7 6.8	64.0 47.0	E D	67.0 47.6	E D	0.003 -0.007	-0.2 -0.3
32	San Tomas Expressway / Homestead Road	Signal	VTA/SCC	E	AM PM	49.6 39.7	D D	50.1 39.2	D D	0.006 -0.010	1.4 -0.5	51.2 40.3	D- D	51.7 39.9	D- D	0.006 -0.010	1.5 -0.6	**99.8** 56.7	**F** E+	**99.8** 57.5	**F** E+	0.000 0.004	0.0 1.3
33	Bowers Avenue / Cabrillo Avenue	Signal	Santa Clara	D	AM PM	23.3 28.4	C C	22.8 28.4	C+ C	0.036 0.047	-0.8 -0.2	23.8 28.9	C C	23.3 29.1	C C	0.036 0.047	-0.8 -0.1	24.8 30.9	C C	24.2 30.8	C C	-0.014 0.002	-0.8 0.0

Table 1: November 2019 El Camino Real Specific Plan TIA Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
34	Bowers Avenue / Monroe Street	Signal	Santa Clara	D	AM PM	30.2 33.1	C C-	30.5 36.1	C D+	0.034 0.067	0.3 3.9	30.9 34.1	C C-	31.4 37.5	C D+	0.034 0.067	0.5 4.4	29.9 30.2	C C	29.8 30.4	C C	-0.008 0.005	-0.2 0.3
35	Bowers Avenue / Kifer Road-Walsh Avenue	Signal	Santa Clara	D	AM PM	34.4 34.1	C- C-	34.5 35.1	C- D+	0.015 -0.010	0.2 2.0	35.1 35.1	D+ D+	35.2 35.5	D+ D+	0.015 0.021	0.2 0.4	36.7 38.0	D+ D+	36.6 38.3	D+ D+	-0.004 0.005	0.0 0.7
36	Bowers Avenue / Central Expressway	Signal	VTA/SCC	E	AM PM	50.2 53.8	D D-	49.9 53.9	D D-	0.004 -0.003	-0.4 0.0	47.9 55.8	D E+	47.7 55.9	D E+	0.006 -0.003	-0.2 0.1	55.3 **86.2**	E+ **F**	55.5 **85.1**	E+ **F**	0.000 -0.007	0.2 -2.6
37	Kiely Boulevard / Benton Street	Signal	Santa Clara	D	AM PM	34.4 36.5	C- D+	34.4 36.2	C- D+	0.000 -0.014	0.4 -0.4	34.9 36.6	C- D+	34.8 36.3	C- D+	0.000 -0.014	0.4 -0.4	41.6 **63.1**	D **E**	42.0 **64.8**	D **E**	0.014 -0.009	0.7 -2.6
38	Kiely Boulevard / Homestead Road	Signal	Santa Clara	D	AM PM	35.7 40.3	D+ D	35.7 40.5	D+ D	0.031 0.009	0.6 0.3	36.1 41.1	D+ D	36.2 41.5	D+ D	0.031 0.009	0.8 0.4	38.0 **57.0**	D+ **E+**	37.5 **57.5**	D+ **E+**	-0.013 0.002	-2.3 0.4
39	Scott Boulevard / Monroe Street	Signal	Santa Clara	D	AM PM	35.3 30.8	D+ C	36.6 30.8	D+ C	0.103 0.032	2.6 1.0	36.8 32.6	D+ C-	39.1 33.2	D C-	0.058 0.032	4.0 1.4	44.8 35.7	D D+	45.5 35.7	D D+	0.006 -0.001	1.6 0.0
40	Scott Boulevard / Walsh Avenue	Signal	Santa Clara	D	AM PM	25.3 29.8	C C	23.8 31.9	C C	-0.004 0.048	-14.2 3.2	23.5 30.6	C C	23.4 33.5	C C-	0.039 0.055	0.3 4.6	22.6 **55.2**	C+ **E+**	22.6 **56.2**	C+ **E+**	-0.001 0.004	0.0 1.3
41	Scott Boulevard / Central Expressway	Signal	VTA/SCC	E	AM PM	45.0 60.8	D E	46.5 62.2	D E	0.015 -0.099	1.6 3.2	47.3 68.4	D E	46.8 71.7	D E	-0.110 0.149	15.5 5.1	55.2 **87.1**	E+ **F**	55.0 **88.2**	E+ **F**	-0.001 0.001	-0.4 0.5
42	Scott Boulevard / Clay Street	Signal	Santa Clara	D	AM PM	11.0 20.3	B+ C+	11.1 21.0	B+ C+	0.006 0.009	0.5 0.7	11.1 20.6	B+ C+	11.2 21.3	B+ C+	0.008 0.009	0.7 0.7	11.5 23.7	B+ C	11.8 23.5	B+ C	0.001 0.005	0.0 0.7

Table 1: November 2019 El Camino Real Specific Plan TIA Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
43	Scott Boulevard / Harrison Street	SSSC	Santa Clara	D	AM	31.4	D	31.4	D	0.001	0.0	32.0	D	31.9	D	0.001	0.0	31.9	D	32.1	D	0.001	0.0
					PM	**62.0**	**F**	**63.2**	**F**	**0.003**	**0.0**	**64.8**	**F**	**66.1**	**F**	0.003	0.0	**67.9**	**F**	**66.4**	**F**	-0.004	0.0
44	Scott Boulevard / Benton Street	Signal	Santa Clara	D	AM	18.1	B-	18.3	B-	0.003	0.3	18.4	B-	18.7	B-	0.003	0.3	19.8	B-	19.8	B-	0.001	0.0
					PM	16.5	B	16.6	B	0.007	0.2	17.1	B	17.3	B	0.007	0.4	18.9	B-	18.9	B-	-0.002	0.0
45	Scott Boulevard / Homestead Road	Signal	Santa Clara	D	AM	16.0	B	15.7	B	0.001	-0.1	15.9	B	15.7	B	0.001	-0.1	16.6	B	16.6	B	0.001	0.1
					PM	16.4	B	16.5	B	0.002	0.2	16.2	B	16.2	B	0.002	0.2	17.9	B	18.0	B	0.001	0.1
46	Lawrence Expressway Southbound / Stevens Creek Boulevard	Signal	VTA/SCC	E	AM	25.9	C	27.1	C	0.018	1.4	27.0	C	28.2	C	0.018	1.4	31.3	C	31.3	C	0.000	0.0
					PM	26.1	C	26.3	C	0.005	0.2	26.7	C	26.9	C	0.005	0.2	26.6	C	26.6	C	-0.001	0.0
47	Lawrence Expressway Northbound / Stevens Creek Boulevard	Signal	VTA/SCC	E	AM	31.6	C	31.4	C	-0.001	-0.1	31.8	C	31.7	C	-0.001	-0.1	34.7	C-	34.5	C-	-0.005	-0.2
					PM	28.0	C	28.2	C	0.006	0.1	28.2	C	28.5	C	0.006	0.1	29.7	C	29.8	C	0.000	0.0
48	Lawrence Expressway / Calvert Drive – I-280 Southbound	Signal	VTA/SCC	E	AM	32.8	C-	34.5	C-	0.606	20.2	32.9	C-	34.7	C-	0.601	21.2	39.5	D	39.0	D+	-0.003	-0.7
					PM	42.1	D	43.0	D	0.008	1.0	42.5	D	43.4	D	0.008	1.0	48.5	D	48.4	D	0.000	-0.1
49	Bowers Avenue / Scott Boulevard	Signal	VTA/ Santa Clara	E	AM	39.5	D	39.5	D	0.002	-0.1	40.4	D	40.4	D	0.002	-0.1	54.0	D-	54.0	D-	-0.006	-0.1
					PM	31.6	C	31.1	C	0.007	-0.3	33.0	C-	32.1	C-	-0.022	-6.4	39.2	D	39.8	D	0.008	0.6

Table 1: November 2019 El Camino Real Specific Plan TIA Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
50	San Tomas Expressway / Scott Boulevard	Signal	VTA/SCC	E	AM	35.8	D+	42.5	D	-0.033	-0.1	36.9	D+	37.6	D+	0.001	-0.3	50.9	D	51.6	D-	0.001	0.2
					PM	50.7	D	52.3	D-	0.023	2.4	54.9	D-	56.1	E+	0.023	2.1	73.4	E	74.3	E	0.009	1.7
51	San Tomas Expressway / Walsh Avenue	Signal	SCC	E	AM	40.8	D	41.1	D	0.014	0.7	43.0	D	43.4	D	0.014	0.8	48.5	D	48.6	D	-0.002	-0.4
					PM	50.7	D	50.2	D	-0.006	-1.5	52.9	D-	52.7	D-	-0.006	-0.9	64.0	E	62.4	E	-0.018	-3.7
52	San Tomas Expressway / Forbes Avenue	Signal	SCC	E	AM	25.4	C	26.4	C	0.013	1.5	26.1	C	27.3	C	0.013	1.9	29.7	C	29.7	C	0.001	-0.6
					PM	17.8	B	17.9	B	0.001	0.1	17.7	B	17.8	B	0.001	0.1	25.0	C	24.6	C	-0.002	-0.7
53	San Tomas Expressway / Pruneridge Avenue	Signal	SCC	E	AM	63.0	E	66.3	E	0.027	8.3	61.2	E	63.3	E	0.011	2.8	**80.5**	**F**	**81.5**	**F**	0.004	1.3
					PM	63.8	E	62.8	E	-0.007	-4.0	62.7	E	62.0	E	-0.007	-3.8	71.7	E	70.8	E	-0.006	-4.0
54	The Alameda / I-880 Southbound	Signal	VTA/ San José	E	AM	20.1	C+	19.9	B-	0.004	-0.2	20.9	C+	20.8	C+	0.004	-0.2	28.2	C	28.6	C	0.004	0.4
					PM	13.9	B	14.1	B	0.014	0.2	15.0	B	15.1	B	0.014	0.2	15.1	B	15.0	B	-0.002	0.0
55	The Alameda / I-880 Northbound	Signal	VTA/ San José	E	AM	24.4	C	24.5	C	0.008	0.2	24.3	C	24.4	C	0.008	0.2	24.3	C	24.3	C	0.000	0.0
					PM	22.0	C+	21.5	C+	-0.001	-0.3	22.0	C+	21.5	C+	-0.001	-0.3	22.0	C+	22.4	C+	0.017	0.5

Notes:

1. VTA = Congestion Management Program (CMP) intersection; SCC = Santa Clara County intersection
2. AM = morning peak hour, PM = evening peak hour
3. For signalized intersections whole intersection weighted average control delay is expressed in seconds per vehicle, calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
4. LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Change in critical V/C ratio between background and background with-Project conditions.
6. Change in average critical movement delay between Existing and Existing Plus Project conditions.

Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.

Highlighted intersections were included in the LTA analysis for 2024 Revised El Camino Real Corridor Specific Plan. These intersection were identified to operate at or above their respective level of service (LOS) threshold under Cumulative Conditions in the 2019 TIA as shown above.

Source: Fehr & Peers, November 2019.

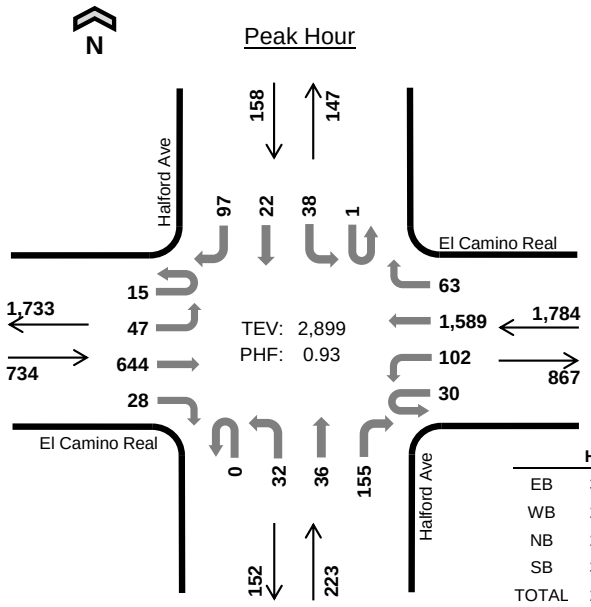
Appendix B:
Peak Period Intersection Turning Movement Counts

North/South	East/West	Count Date	AM Time	PHF (whole	Northbound				Southbound				Eastbound				Westbound				Grand Total
					L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
San Tomas Expressway	El Camino Real	April 2019	7:30AM-8:30AM	1	382	2832	114	3328	82	980	409	1471	398	431	74	903	154	840	105	1099	6801
San Tomas Expressway	El Camino Real	November 2017	7:45AM-8:45AM	0.99	192	2833	48	3073	96	1105	433	1634	450	399	82	931	129	753	211	1093	6731
San Tomas Expressway	El Camino Real	October 2016	7:30AM-8:30AM	0.92	258	3406	72	3736	80	1004	360	1444	259	638	127	1024	174	886	315	1375	7579
San Tomas Expy	El Camino Real	April 2023	8:00 - 9:00 AM	0.95	174	3006	147	3327	155	1295	466	1916	352	423	102	877	183	564	123	870	6990
Lawrence Expressway	Arques Ave	October 2019	08:00AM-09:00AM	0.96	356	2647	386	3389	70	1380	321	1771	103	151	184	438	129	373	45	547	6145
Lawrence Expy	Kifer Rd	April 2023	8:00 - 09:00 AM	0.96	273	3290	169	3732	222	1421	428	2071	155	88	153	396	127	178	147	452	6651
Lawrence Expy	Monroe St	April 2023	8:00 - 09:00 AM	0.92	132	2950	210	3292	155	1260	287	1702	375	318	210	903	228	272	407	907	6804
Lawrence Expy	Benton St	April 2023	8:00 - 9:00 AM	0.93	72	2627	81	2780	127	1940	63	2130	156	96	82	334	229	121	365	715	5959
Mission College-Thomas Road	Montague Expressway	April 2019	8:00AM-9:00AM	1	149	129	32	310	46	19	294	359	996	2367	193	3556	51	2369	633	3053	7278
Mission College-Thomas Road	Montague Expressway	November 2017	8:00 AM - 9:00 AM	0.96	197	207	13	417	60	29	339	428	929	2500	289	3718	53	2576	744	3373	7936
Mission College-Thomas Road	Montague Expressway	October 2016	None																		
San Tomas Expy	Homestead Rd	April 2023	8:00 - 9:00 AM	0.96	241	2721	63	3025	51	941	308	1300	291	268	149	708	82	417	88	587	5620
San Tomas Expressway	Homestead Road	October 2016	None																		
Bowers Avenue	Central Expressway	April 2019	8:00AM-9:00AM	1	187	611	116	914	50	266	135	451	443	1056	68	1567	128	2309	180	2617	5549
Bowers Avenue	Central Expressway	November 2017	8:00 AM - 9:00 AM	0.95	322	826	106	1254	64	330	156	550	411	1137	82	1630	147	2544	190	2881	6315
Bowers Avenue	Central Expressway	October 2016	None																		
Kiely Boulevard	Benton Street	May 2018	None																		
Kiely Boulevard	Benton Street	November 2017	7:45AM-8:45AM	0.85	91	823	85	999	69	324	71	464	156	318	87	561	84	483	115	682	2706
Kiely Blvd	Benton St	April 2023	8:00 - 9:00 AM	0.87	124	445	101	670	67	271	112	450	160	506	148	814	78	581	70	729	2663
Kiely Boulevard	Homestead Road	May 2018	None																		
Kiely Boulevard	Homestead Road	November 2017	7:45AM-8:45AM	0.83	238	658	61	957	116	319	204	639	160	531	81	772	60	770	125	955	3323
Kiely Blvd	Homestead Rd	April 2023	8:00 - 9:00 AM	0.92	136	350	77	563	122	310	202	634	103	433	105	641	60	685	193	938	2776
Scott Boulevard	Walsh Avenue	May 2018	None																		
Scott Boulevard	Walsh Avenue	November 2017	8:00 AM - 9:00 AM	0.92	342	1554	71	1967	27	221	118	366	34	63	23	120	48	324	70	442	2895
Scott Boulevard	Walsh Avenue	April 2023	8:00 AM - 9:00 AM	0.93	126	541	26	693	22	256	44	322	28	75	51	154	19	101	33	153	1322
Scott Boulevard	Central Expressway	April 2019	8:00AM-9:00AM	1	472	371	290	1133	30	99	48	177	115	680	178	973	208	2101	230	2539	4822
Scott Boulevard	Central Expressway	November 2017	8:00 AM - 9:00 AM	0.96	539	490	381	1410	32	93	17	142	134	898	170	1202	257	1705	349	2311	5065
Scott Boulevard	Central Expressway	October 2015	7:45AM-8:45AM	0.97	445	405	232	1082	36	125	49	210	120	644	110	874	216	1843	292	2351	4517
San Tomas Expressway	Pruneridge Avenue	May 2018	07:30 AM - 08:30 AM	#N/A	275	2341	13	2629	79	784	120	983	142	239	115	496	3	616	238	857	4965

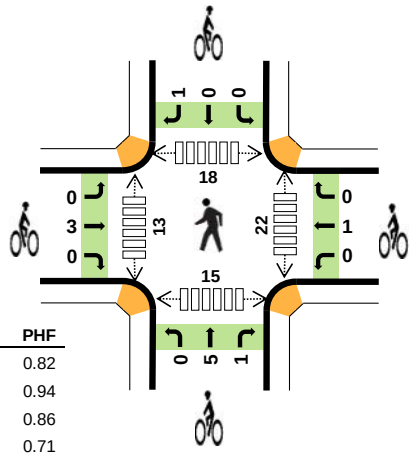
North/South	East/West	Count Date	PM Time	PHF(whole	Northbound				Southbound				Eastbound				Westbound				Grand Total
					L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
San Tomas Expressway	El Camino Real	April 2019	None																		
San Tomas Expressway	El Camino Real	November 2017	3:00PM-4:00PM	0.95	107	904	172	1183	172	1802	350	2324	328	670	195	1193	167	527	145	839	5539
San Tomas Expressway	El Camino Real	October 2016	4:45PM-5:45PM	1.00	150	1045	149	1344	235	2610	495	3340	333	1017	200	1550	155	633	158	946	7180
San Tomas Expy	El Camino Real	April 2023	4:45 - 5:45 PM	0.97	136	1575	185	1896	214	2864	287	3365	382	774	201	1357	229	532	158	919	7537
Lawrence Expressway	Arques Ave	October 2019	--	--	--	--	--	0	--	--	--	0	--	--	--	0	--	--	--	0	0
Lawrence Expy	Kifer Rd	April 2023	5:00 - 6:00 PM	0.91	105	1895	83	2083	329	3174	156	3659	285	375	657	1317	350	245	312	907	7966
Lawrence Expy	Monroe St	April 2023	5:00 - 6:00 PM	0.91	180	1610	253	2043	343	3500	341	4184	275	349	394	1018	164	220	194	578	7823
Lawrence Expy	Benton St	April 2023	5:00 - 6:00 PM	0.95	129	1837	344	2310	354	3237	98	3689	64	138	80	282	155	96	176	427	6708
Mission College-Thomas Road	Montague Expressway	April 2019																			
Mission College-Thomas Road	Montague Expressway	November 2017	3:00 PM - 4:00 PM	0.92	146	29	77	252	398	76	418	892	238	2375	145	2758	35	1312	72	1419	5321
Mission College-Thomas Road	Montague Expressway	October 2016	05:00 PM - 06:00 PM	#N/A	177	45	103	325	690	267	734	1691	242	3177	132	3551	33	2787	160	2980	8547
San Tomas Expy	Homestead Rd	April 2023	4:45 - 5:45 PM	0.95	160	1412	84	1656	85	2612	262	2959	355	461	201	1017	87	277	42	406	6038
San Tomas Expressway	Homestead Road	October 2016	04:45 PM - 05:45 PM	#N/A	174	1089	99	1362	65	2442	277	2784	204	605	296	1105	69	400	50	519	5770
Bowers Avenue	Central Expressway	April 2019	None																		
Bowers Avenue	Central Expressway	November 2017	3:00 PM - 4:00 PM	0.98	103	397	169	669	243	474	132	849	118	2493	130	2741	114	630	58	802	5061
Bowers Avenue	Central Expressway	October 2016	05:15 PM - 06:15 PM	#N/A	135	361	223	719	172	929	333	1434	165	2195	254	2614	170	1277	108	1555	6322
Kiely Boulevard	Benton Street	May 2018	05:00 PM - 06:00 PM	0.92	78	413	90	581	114	901	81	1096	82	539	194	815	168	353	77	598	3090
Kiely Boulevard	Benton Street	November 2017	2:30PM-3:30PM	0.89	86	412	62	560	82	526	92	700	114	351	123	588	120	297	73	490	2338
Kiely Blvd	Benton St	April 2023	5:00 - 6:00 PM	0.92	90	338	92	520	74	537	88	699	86	441	97	624	141	413	59	613	2456
Kiely Boulevard	Homestead Road	May 2018	05:00 PM - 06:00 PM	0.96	146	424	98	668	169	847	206	1222	171	714	249	1134	123	550	148	821	3845
Kiely Boulevard	Homestead Road	November 2017	3:00PM-4:00PM	0.94	142	316	117	575	169	415	160	744	116	823	111	1050	72	499	133	704	3073
Kiely Blvd	Homestead Rd	April 2023	5:00 - 6:00 PM	0.97	104	354	68	526	149	378	131	658	131	775	133	1039	71	435	158	664	2887
Scott Boulevard	Walsh Avenue	May 2018	04:45 PM - 05:45 PM	0.93	49	308	47	404	109	1641	96	1846	65	262	221	548	87	100	37	224	3022
Scott Boulevard	Walsh Avenue	November 2017	3:00 PM - 4:00 PM	0.92	50	367	62	479	79	745	61	885	37	240	107	384	75	101	40	216	1964
Scott Boulevard	Walsh Avenue	April 2023	4:30PM - 5:30PM	0.92	48	349	33	430	35	699	44	778	35	149	110	294	32	108	14	154	1656
Scott Boulevard	Central Expressway	April 2019	None																		
Scott Boulevard	Central Expressway	November 2017	3:00 PM - 4:00 PM	0.98	121	202	159	482	164	267	41	472	52	1895	394	2341	195	311	84	590	3885
Scott Boulevard	Central Expressway	October 2015	5:00PM-6:00PM	0.95	191	187	295	673	322	592	98	1012	55	2351	266	2672	285	603	76	964	5321
San Tomas Expressway	Pruneridge Avenue	May 2018	05:00 PM - 06:00 PM	#N/A	108	1106	29	1243	180	2520	173	2873	99	600	312	1011	14	312	156	482	5609

Halford Ave
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.1%	0.82
WB	2.7%	0.94
NB	2.2%	0.86
SB	3.8%	0.71
TOTAL	2.8%	0.93



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Halford Ave Northbound				Halford Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		4	4	59	4	5	11	190	5	0	3	5	13	0	4	3	15	325	0
7:15 AM		2	14	86	2	10	15	283	10	1	10	3	17	0	6	4	20	483	0
7:30 AM		1	17	128	5	9	19	350	8	0	11	8	38	0	11	12	24	641	0
7:45 AM		**4**	**17**	**162**	**5**	**6**	**35**	**398**	**10**	**0**	**6**	**8**	**51**	**1**	**11**	**11**	**33**	**758**	2,207
8:00 AM		**4**	**16**	**193**	**10**	**5**	**28**	**423**	**16**	**0**	**5**	**12**	**35**	**0**	**7**	**4**	**22**	**780**	2,662
8:15 AM		**2**	**9**	**130**	**8**	**9**	**15**	**367**	**14**	**0**	**16**	**9**	**38**	**0**	**11**	**6**	**19**	**653**	2,832
8:30 AM		**5**	**5**	**159**	**5**	**10**	**24**	**401**	**23**	**0**	**5**	**7**	**31**	**0**	**9**	**1**	**23**	**708**	**2,899**
8:45 AM		3	19	137	10	7	14	412	21	0	22	10	36	0	8	4	20	723	2,864
Count Total		25	101	1,054	49	61	161	2,824	107	1	78	62	259	1	67	45	176	5,071	0
Peak Hour	**All**	**15**	**47**	**644**	**28**	**30**	**102**	**1,589**	**63**	**0**	**32**	**36**	**155**	**1**	**38**	**22**	**97**	**2,899**	**0**
	HV	**1**	**1**	**19**	**2**	**0**	**2**	**42**	**4**	**0**	**2**	**0**	**3**	**0**	**4**	**0**	**2**	**82**	**0**
	HV%	**7%**	**2%**	**3%**	**7%**	**0%**	**2%**	**3%**	**6%**	**-**	**6%**	**0%**	**2%**	**0%**	**11%**	**0%**	**2%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	6	1	2	*15*	1	0	1	0	*2*	5	1	10	2	*18*
7:15 AM	5	8	0	0	*13*	0	2	1	0	*3*	3	3	4	5	*15*
7:30 AM	8	9	1	3	*21*	0	0	1	2	*3*	5	5	3	4	*17*
7:45 AM	**6**	**13**	**1**	**4**	***24***	**0**	**0**	**0**	**0**	***0***	**3**	**5**	**3**	**4**	*15*
8:00 AM	**7**	**15**	**1**	**1**	***24***	**2**	**0**	**1**	**1**	***4***	**7**	**2**	**2**	**2**	*13*
8:15 AM	**3**	**11**	**1**	**0**	***15***	**1**	**1**	**2**	**0**	***4***	**8**	**4**	**9**	**3**	*24*
8:30 AM	**7**	**9**	**2**	**1**	***19***	**0**	**0**	**3**	**0**	***3***	**4**	**2**	**4**	**6**	***16***
8:45 AM	8	14	0	2	*24*	0	0	0	1	*1*	6	4	4	5	*19*
Count Total	50	85	7	13	*155*	4	3	9	4	*20*	41	26	39	31	*137*
Peak Hour	**23**	**48**	**5**	**6**	***82***	**3**	**1**	**6**	**1**	***11***	**22**	**13**	**18**	**15**	***68***

Two-Hour Count Summaries - Heavy Vehicles

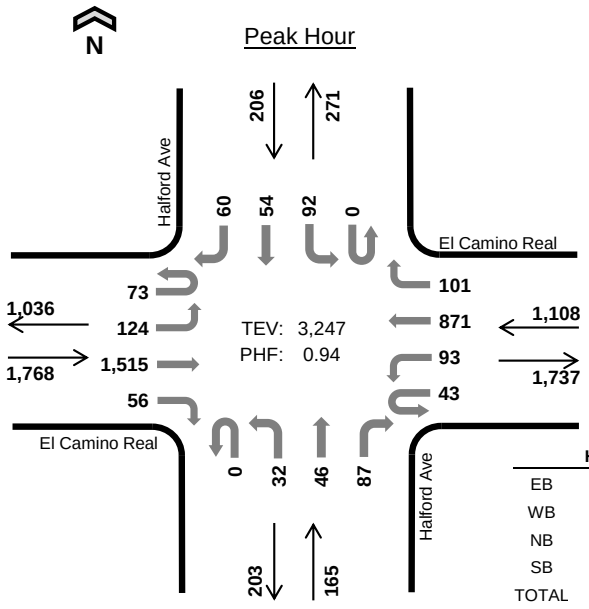
Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Halford Ave Northbound				Halford Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	5	0	0	0	6	0	0	0	0	1	0	0	0	2	15	0
7:15 AM	0	1	4	0	0	0	7	1	0	0	0	0	0	0	0	0	13	0
7:30 AM	0	1	7	0	0	1	7	1	0	1	0	0	0	3	0	0	21	0
7:45 AM	**1**	**1**	**4**	**0**	**0**	**1**	**11**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**2**	**24**	73
8:00 AM	**0**	**0**	**5**	**2**	**0**	**0**	**15**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**24**	82
8:15 AM	**0**	**0**	**3**	**0**	**0**	**1**	**8**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	84
8:30 AM	**0**	**0**	**7**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**19**	**82**
8:45 AM	0	1	7	0	0	0	12	2	0	0	0	0	0	1	0	1	24	82
Count Total	1	5	42	2	0	3	74	8	0	3	0	4	0	8	0	5	155	0
Peak Hour	**1**	**1**	**19**	**2**	**0**	**2**	**42**	**4**	**0**	**2**	**0**	**3**	**0**	**4**	**0**	**2**	**82**	**0**

Two-Hour Count Summaries - Bikes

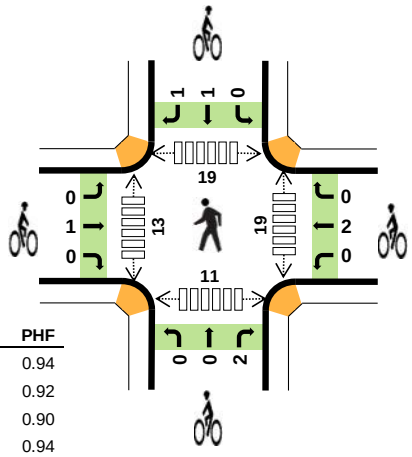
Interval Start	El Camino Real Eastbound			El Camino Real Westbound			Halford Ave Northbound			Halford Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	2	0	0	1	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	2	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	8
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	10
8:15 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	11
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**11**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	12
Count Total	0	4	0	0	3	0	0	7	2	0	3	1	20	0
Peak Hour	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**11**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Halford Ave
El Camino Real



Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.5%	0.94
WB	1.1%	0.92
NB	0.0%	0.90
SB	0.5%	0.94
TOTAL	1.2%	0.94

Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Halford Ave Northbound				Halford Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		8	27	365	9	17	18	211	18	0	14	13	14	0	21	14	20	769	0
4:30 PM		26	37	371	19	7	19	211	31	0	5	7	29	0	24	12	13	811	0
4:45 PM		15	29	381	12	10	19	221	24	0	6	15	25	0	23	13	15	808	0
5:00 PM		24	31	398	16	9	37	228	28	0	7	11	19	0	24	15	12	859	3,247
Peak Hour	All	73	124	1,515	56	43	93	871	101	0	32	46	87	0	92	54	60	3,247	0
	HV	0	0	26	0	0	0	12	0	0	0	0	0	0	0	0	1	39	0
	HV%	0%	0%	2%	0%	0%	0%	1%	0%	-	0%	0%	0%	-	0%	0%	2%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	9	3	0	0	*12*	0	0	0	0	*0*	4	2	6	4	*16*
4:30 PM	6	2	0	0	*8*	1	0	0	0	*1*	5	2	4	5	*16*
4:45 PM	6	4	0	1	*11*	0	2	2	1	*5*	5	4	5	0	*14*
5:00 PM	5	3	0	0	*8*	0	0	0	1	*1*	5	5	4	2	*16*
Peak Hour	26	12	0	1	*39*	1	2	2	2	*7*	19	13	19	11	*62*

Three-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Halford Ave Northbound				Halford Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	14	25	390	17	5	20	198	22	0	6	6	21	0	7	10	15	756	0
4:15 PM	**8**	**27**	**365**	**9**	**17**	**18**	**211**	**18**	**0**	**14**	**13**	**14**	**0**	**21**	**14**	**20**	**769**	0
4:30 PM	**26**	**37**	**371**	**19**	**7**	**19**	**211**	**31**	**0**	**5**	**7**	**29**	**0**	**24**	**12**	**13**	**811**	0
4:45 PM	**15**	**29**	**381**	**12**	**10**	**19**	**221**	**24**	**0**	**6**	**15**	**25**	**0**	**23**	**13**	**15**	**808**	3,144
5:00 PM	**24**	**31**	**398**	**16**	**9**	**37**	**228**	**28**	**0**	**7**	**11**	**19**	**0**	**24**	**15**	**12**	**859**	**3,247**
5:15 PM	16	29	317	8	9	30	249	19	0	12	12	23	0	20	9	16	769	3,247
5:30 PM	13	23	277	12	6	24	238	28	0	13	17	29	0	24	13	20	737	3,173
5:45 PM	19	31	248	10	8	28	257	20	0	14	15	47	0	28	15	27	767	3,132
6:00 PM	7	24	262	9	5	23	246	27	0	13	21	56	0	24	15	16	748	3,021
6:15 PM	10	29	262	8	9	29	230	25	0	11	17	54	0	34	11	23	752	3,004
6:30 PM	8	31	326	8	7	27	264	26	0	13	21	26	0	27	14	17	815	3,082
6:45 PM	5	25	274	8	11	23	227	38	0	17	16	35	0	35	11	14	739	3,054
Count Total	165	341	3,871	136	103	297	2,780	306	0	131	171	378	0	291	152	208	9,330	0
Peak Hour All	**73**	**124**	**1,515**	**56**	**43**	**93**	**871**	**101**	**0**	**32**	**46**	**87**	**0**	**92**	**54**	**60**	**3,247**	**0**
Peak Hour HV	**0**	**0**	**26**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**39**	**0**
Peak Hour HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**2%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	4	1	0	*10*	0	0	0	0	*0*	2	1	5	2	*10*
4:15 PM	**9**	**3**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**6**	**4**	*16*
4:30 PM	**6**	**2**	**0**	**0**	***8***	**1**	**0**	**0**	**0**	***1***	**5**	**2**	**4**	**5**	*16*
4:45 PM	**6**	**4**	**0**	**1**	***11***	**0**	**2**	**2**	**1**	***5***	**5**	**4**	**5**	**0**	*14*
5:00 PM	**5**	**3**	**0**	**0**	***8***	**0**	**0**	**0**	**1**	***1***	**5**	**5**	**4**	**2**	***16***
5:15 PM	5	3	1	0	*9*	1	0	0	2	*3*	7	5	3	3	*18*
5:30 PM	6	3	0	0	*9*	1	1	0	1	*3*	3	5	1	0	*9*
5:45 PM	3	3	0	0	*6*	1	1	0	2	*4*	4	7	8	6	*25*
6:00 PM	2	6	0	0	*8*	0	0	1	1	*2*	2	1	5	1	*9*
6:15 PM	6	4	0	1	*11*	0	0	0	0	*0*	4	2	2	5	*13*
6:30 PM	3	3	0	0	*6*	1	0	0	0	*1*	2	8	3	6	*19*
6:45 PM	2	2	0	0	*4*	0	0	0	2	*2*	2	2	2	1	*7*
Count Total	58	40	2	2	*102*	5	4	3	10	*22*	45	44	48	35	*172*
Peak Hour	**26**	**12**	**0**	**1**	***39***	**1**	**2**	**2**	**2**	***7***	**19**	**13**	**19**	**11**	***62***

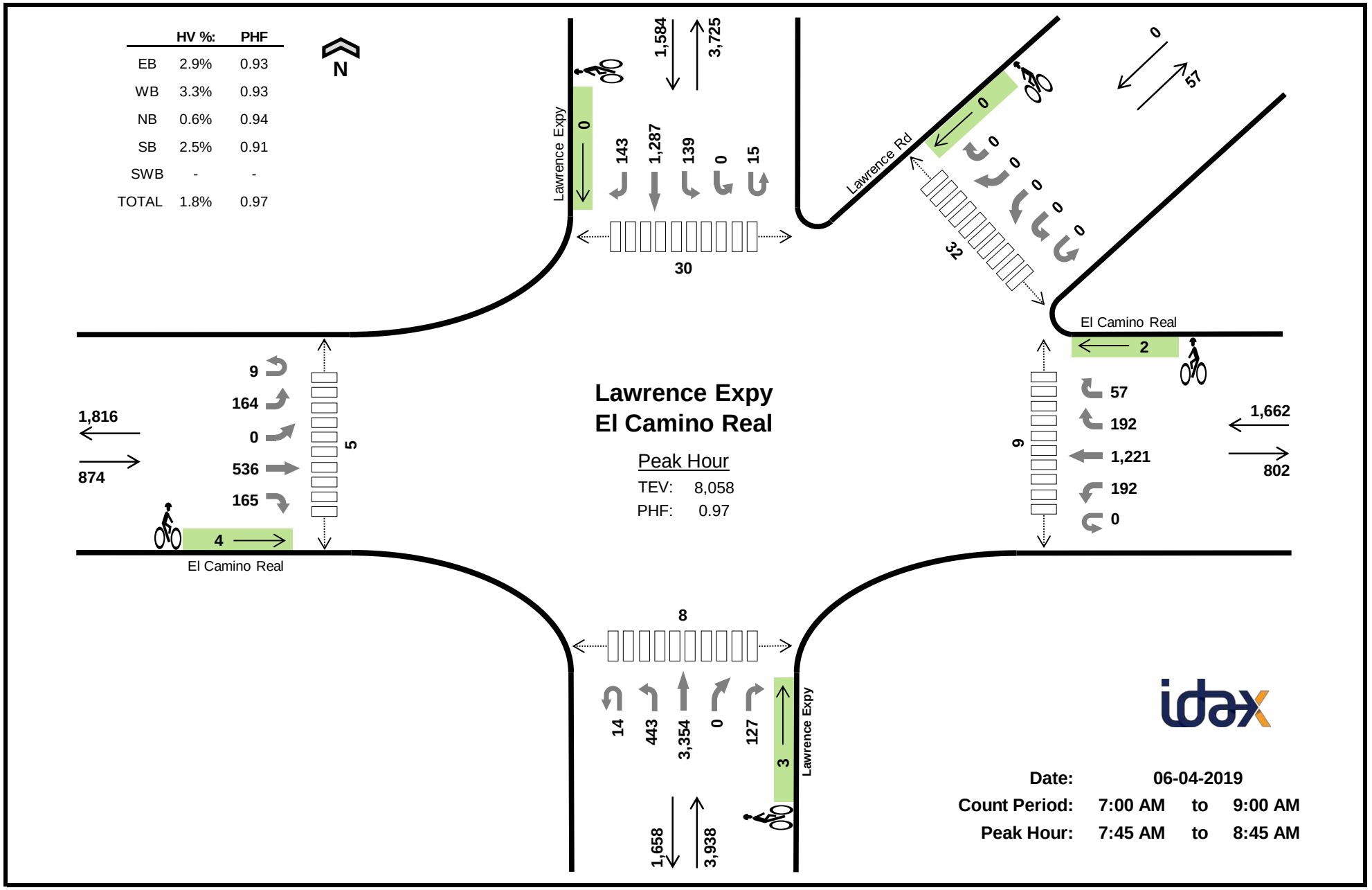
Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Halford Ave Northbound				Halford Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	4	0	0	0	0	1	0	0	0	0	10	0
4:15 PM	**0**	**0**	**9**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	0
4:30 PM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	0
4:45 PM	**0**	**0**	**6**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	41
5:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**39**
5:15 PM	0	0	5	0	0	0	3	0	0	1	0	0	0	0	0	0	9	36
5:30 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	37
5:45 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	32
6:00 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	32
6:15 PM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	1	11	34
6:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	31
6:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	29
Count Total	0	0	58	0	0	0	40	0	0	1	0	1	0	0	0	2	102	0
Peak Hour	**0**	**0**	**26**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**39**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real Eastbound			El Camino Real Westbound			Halford Ave Northbound			Halford Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**5**	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**7**
5:15 PM	0	1	0	0	0	0	0	0	0	0	2	0	3	10
5:30 PM	0	1	0	0	0	1	0	0	0	0	1	0	3	12
5:45 PM	0	1	0	1	0	0	0	0	0	0	2	0	4	11
6:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	7
6:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Count Total	0	5	0	1	2	1	0	1	2	0	9	1	22	0
Peak Hour	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**7**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Project Manager: (415) 310-6469

project.manager.ca@idaxdata.com

Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound					El Camino Real Westbound					Lawrence Expy Northbound					Lawrence Expy Southbound					Lawrence Rd Southwestbound					15-min Total	Rolling One Hour
		UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM		2	19	0	42	15	0	23	161	42	9	0	46	500	0	13	5	0	16	164	23	0	0	0	0	0	1,080	0
7:15 AM		0	30	0	74	26	0	31	220	51	12	3	57	589	0	13	5	0	19	262	39	0	0	0	0	0	1,431	0
7:30 AM		2	44	0	103	21	0	48	310	43	13	1	93	744	0	17	4	0	21	252	40	0	0	0	0	0	1,756	0
7:45 AM		**3**	**58**	**0**	**135**	**40**	**0**	**26**	**331**	**50**	**16**	**3**	**87**	**880**	**0**	**22**	**6**	**0**	**37**	**306**	**51**	**0**	**0**	**0**	**0**	**0**	**2,051**	6,318
8:00 AM		**1**	**45**	**0**	**138**	**37**	**0**	**48**	**333**	**50**	**16**	**3**	**100**	**835**	**0**	**33**	**2**	**0**	**37**	**358**	**36**	**0**	**0**	**0**	**0**	**0**	**2,072**	7,310
8:15 AM		**3**	**37**	**0**	**134**	**37**	**0**	**51**	**289**	**58**	**14**	**2**	**103**	**795**	**0**	**25**	**3**	**0**	**39**	**308**	**22**	**0**	**0**	**0**	**0**	**0**	**1,920**	7,799
8:30 AM		**2**	**24**	**0**	**129**	**51**	**0**	**67**	**268**	**34**	**11**	**6**	**153**	**844**	**0**	**47**	**4**	**0**	**26**	**315**	**34**	**0**	**0**	**0**	**0**	**0**	**2,015**	**8,058**
8:45 AM		2	38	0	109	38	0	50	290	43	10	5	153	700	0	50	3	0	32	273	23	0	0	0	0	0	1,819	7,826
Count Total		15	295	0	864	265	0	344	2,202	371	101	23	792	5,887	0	220	32	0	227	2,238	268	0	0	0	0	0	14,144	0
Peak Hour	**All**	**9**	**164**	**0**	**536**	**165**	**0**	**192**	**1,221**	**192**	**57**	**14**	**443**	**3,354**	**0**	**127**	**15**	**0**	**139**	**1,287**	**143**	**0**	**0**	**0**	**0**	**0**	**8,058**	**0**
	HV	**0**	**3**	**0**	**18**	**4**	**0**	**4**	**36**	**11**	**4**	**0**	**4**	**20**	**0**	**1**	**0**	**0**	**0**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**144**	**0**
	HV%	**0%**	**2%**	**-**	**3%**	**2%**	**-**	**2%**	**3%**	**6%**	**7%**	**0%**	**1%**	**1%**	**-**	**1%**	**0%**	**-**	**0%**	**3%**	**3%**	**-**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
7:00 AM	5	9	7	5	0	*26*	1	0	0	0	0	*1*	2	2	5	1	2	*12*
7:15 AM	5	9	5	11	0	*30*	0	1	0	0	0	*1*	0	1	3	1	5	*10*
7:30 AM	11	10	8	7	0	*36*	2	0	0	0	0	*2*	1	0	8	4	12	*25*
7:45 AM	**7**	**11**	**4**	**13**	**0**	***35***	**0**	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**7**	**0**	**6**	***13***
8:00 AM	**5**	**18**	**7**	**10**	**0**	***40***	**2**	**0**	**0**	**0**	**0**	***2***	**4**	**3**	**6**	**1**	**5**	***19***
8:15 AM	**4**	**15**	**5**	**9**	**0**	***33***	**1**	**2**	**1**	**0**	**0**	***4***	**4**	**2**	**13**	**4**	**17**	***40***
8:30 AM	**9**	**11**	**9**	**7**	**0**	***36***	**1**	**0**	**1**	**0**	**0**	***2***	**1**	**0**	**4**	**3**	**4**	***12***
8:45 AM	8	12	8	13	0	*41*	0	1	0	0	0	*1*	3	2	10	2	11	*28*
Count Total	54	95	53	75	0	*277*	7	4	3	0	0	*14*	15	10	56	16	62	*159*
Peak Hr	**25**	**55**	**25**	**39**	**0**	***144***	**4**	**2**	**3**	**0**	**0**	***9***	**9**	**5**	**30**	**8**	**32**	*84*

Two-Hour Count Summaries - Heavy Vehicles

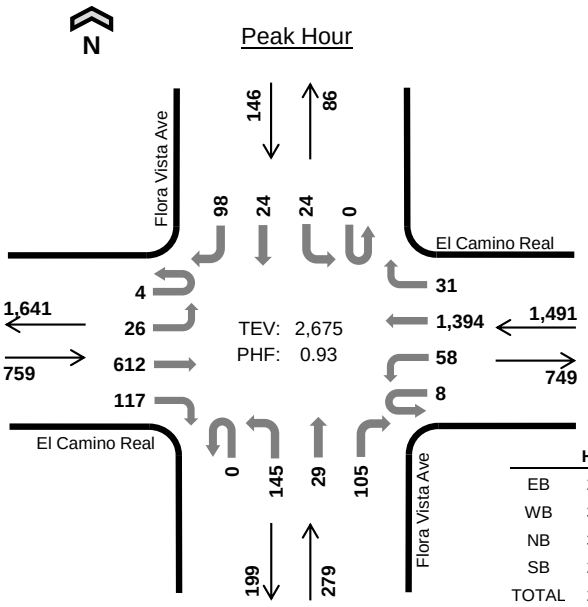
Interval Start	El Camino Real					El Camino Real					Lawrence Expy					Lawrence Expy					Lawrence Rd					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	2	0	3	0	0	1	5	2	1	0	1	5	0	1	0	0	0	5	0	0	0	0	0	0	26	0
7:15 AM	0	0	0	3	2	0	2	5	2	0	0	1	4	0	0	0	0	0	9	2	0	0	0	0	0	30	0
7:30 AM	0	2	0	7	2	0	0	9	1	0	0	1	7	0	0	0	0	0	5	2	0	0	0	0	0	36	0
7:45 AM	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**8**	**1**	**2**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**35**	127
8:00 AM	**0**	**2**	**0**	**3**	**0**	**0**	**1**	**13**	**3**	**1**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	141
8:15 AM	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**9**	**4**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	144
8:30 AM	**0**	**1**	**0**	**5**	**3**	**0**	**2**	**6**	**3**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**144**
8:45 AM	0	2	0	4	2	0	2	8	2	0	0	1	7	0	0	0	0	0	10	3	0	0	0	0	0	41	150
Count Total	0	9	0	35	10	0	9	63	18	5	0	8	43	0	2	0	0	0	64	11	0	0	0	0	0	277	0
Peak Hour	**0**	**3**	**0**	**18**	**4**	**0**	**4**	**36**	**11**	**4**	**0**	**4**	**20**	**0**	**1**	**0**	**0**	**0**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	144	**0**

Two-Hour Count Summaries - Bikes

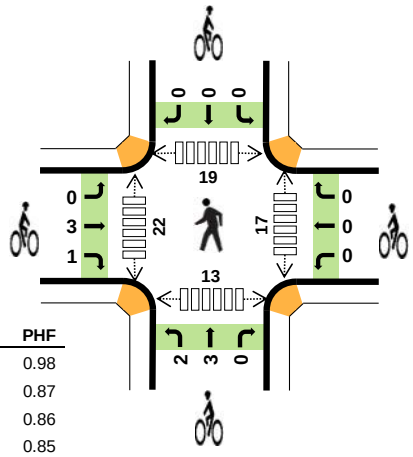
Interval Start	El Camino Real					El Camino Real					Lawrence Expy					Lawrence Expy					Lawrence Rd					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
8:00 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	9
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Count Total	0	1	1	5	0	0	0	2	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	14	0
Peak Hour	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	9	**0**

Flora Vista Ave
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.1%	0.98
WB	3.3%	0.87
NB	3.2%	0.86
SB	2.7%	0.85
TOTAL	2.9%	0.93



Two-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Flora Vista Ave Northbound				Flora Vista Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	1	4	42	14	1	5	214	4	0	13	1	7	0	1	2	16	325	0
7:15 AM	0	9	77	13	1	16	287	5	0	14	6	10	0	2	7	18	465	0
7:30 AM	3	6	105	19	2	18	374	2	0	24	4	12	0	4	7	32	612	0
7:45 AM	2	9	135	40	1	11	329	4	0	27	10	14	0	4	5	37	628	2,030
8:00 AM	**0**	**5**	**152**	**34**	**4**	**17**	**393**	**13**	**0**	**29**	**8**	**19**	**0**	**6**	**6**	**31**	**717**	2,422
8:15 AM	**2**	**9**	**159**	**22**	**2**	**14**	**345**	**3**	**0**	**51**	**8**	**22**	**0**	**6**	**6**	**27**	**676**	2,633
8:30 AM	**0**	**7**	**156**	**30**	**0**	**11**	**340**	**7**	**0**	**31**	**5**	**32**	**0**	**0**	**6**	**20**	**645**	2,666
8:45 AM	**2**	**5**	**145**	**31**	**2**	**16**	**316**	**8**	**0**	**34**	**8**	**32**	**0**	**12**	**6**	**20**	**637**	**2,675**
Count Total	10	54	971	203	13	108	2,598	46	0	223	50	148	0	35	45	201	4,705	0
Peak Hour All	**4**	**26**	**612**	**117**	**8**	**58**	**1,394**	**31**	**0**	**145**	**29**	**105**	**0**	**24**	**24**	**98**	**2,675**	**0**
Peak Hour HV	**0**	**1**	**13**	**2**	**0**	**1**	**47**	**1**	**0**	**6**	**1**	**2**	**0**	**1**	**0**	**3**	**78**	**0**
Peak Hour HV%	**0%**	**4%**	**2%**	**2%**	**0%**	**2%**	**3%**	**3%**	**-**	**4%**	**3%**	**2%**	**-**	**4%**	**0%**	**3%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	7	1	0	*12*	1	0	1	0	*2*	0	4	0	1	*5*
7:15 AM	3	9	0	0	*12*	0	0	0	0	*0*	3	1	2	0	*6*
7:30 AM	6	9	0	0	*15*	0	0	0	0	*0*	0	5	1	0	*6*
7:45 AM	5	10	1	1	*17*	0	0	0	0	*0*	0	3	2	0	*5*
8:00 AM	**3**	**13**	**2**	**2**	***20***	**2**	**0**	**0**	**0**	***2***	**5**	**4**	**3**	**3**	*15*
8:15 AM	**4**	**15**	**1**	**0**	***20***	**1**	**0**	**3**	**0**	***4***	**3**	**7**	**6**	**3**	*19*
8:30 AM	**5**	**12**	**3**	**1**	***21***	**0**	**0**	**1**	**0**	***1***	**5**	**2**	**1**	**5**	*13*
8:45 AM	**4**	**9**	**3**	**1**	***17***	**1**	**0**	**1**	**0**	***2***	**4**	**9**	**9**	**2**	***24***
Count Total	34	84	11	5	*134*	5	0	6	0	*11*	20	35	24	14	*93*
Peak Hour	**16**	**49**	**9**	**4**	***78***	**4**	**0**	**5**	**0**	***9***	**17**	**22**	**19**	**13**	***71***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Flora Vista Ave				Flora Vista Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	7	0	0	1	0	0	0	0	0	0	12	0
7:15 AM	0	0	3	0	0	0	9	0	0	0	0	0	0	0	0	0	12	0
7:30 AM	0	0	6	0	0	0	8	1	0	0	0	0	0	0	0	0	15	0
7:45 AM	0	0	5	0	0	0	10	0	0	1	0	0	0	0	0	1	17	56
8:00 AM	**0**	**0**	**3**	**0**	**0**	**1**	**12**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**20**	64
8:15 AM	**0**	**1**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	72
8:30 AM	**0**	**0**	**4**	**1**	**0**	**0**	**11**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**21**	78
8:45 AM	**0**	**0**	**3**	**1**	**0**	**0**	**9**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**17**	**78**
Count Total	0	1	31	2	0	1	81	2	0	8	1	2	0	1	0	4	134	0
Peak Hour	**0**	**1**	**13**	**2**	**0**	**1**	**47**	**1**	**0**	**6**	**1**	**2**	**0**	**1**	**0**	**3**	**78**	**0**

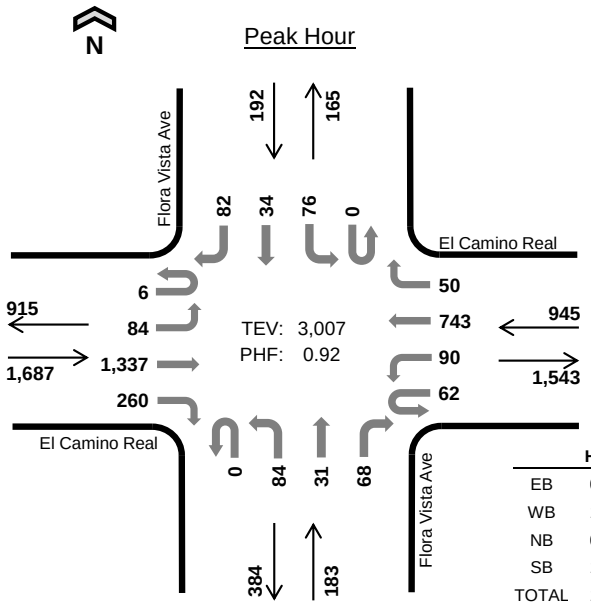
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Flora Vista Ave			Flora Vista Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	2
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**4**	6
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	7
8:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
Count Total	0	4	1	0	0	0	3	3	0	0	0	0	11	0
Peak Hour	**0**	**3**	**1**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**9**	**0**

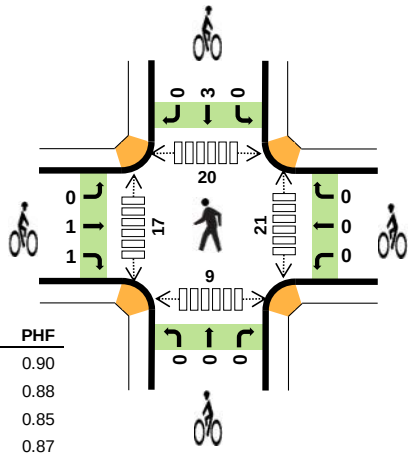
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Flora Vista Ave
El Camino Real

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:45 PM to 6:45 PM



	HV %:	PHF
EB	0.8%	0.90
WB	1.5%	0.88
NB	0.5%	0.85
SB	1.0%	0.87
TOTAL	1.0%	0.92



Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Flora Vista Ave Northbound				Flora Vista Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:45 PM		1	19	311	75	13	35	176	12	0	18	9	20	0	16	12	22	739	0
6:00 PM		2	20	377	71	20	16	217	15	0	18	4	14	0	18	3	19	814	0
6:15 PM		3	15	315	56	14	25	156	11	0	24	10	12	0	20	10	25	696	0
6:30 PM		0	30	334	58	15	14	194	12	0	24	8	22	0	22	9	16	758	3,007
Peak Hour	All	6	84	1,337	260	62	90	743	50	0	84	31	68	0	76	34	82	3,007	0
	HV	0	0	14	0	0	0	14	0	0	0	0	1	0	1	0	1	31	0
	HV%	0%	0%	1%	0%	0%	0%	2%	0%	-	0%	0%	1%	-	1%	0%	1%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:45 PM	3	3	0	1	*7*	0	0	0	0	*0*	4	2	3	3	*12*
6:00 PM	2	6	0	0	*8*	0	0	0	2	*2*	2	6	5	3	*16*
6:15 PM	6	3	0	0	*9*	0	0	0	0	*0*	14	5	8	1	*28*
6:30 PM	3	2	1	1	*7*	2	0	0	1	*3*	1	4	4	2	*11*
Peak Hour	14	14	1	2	*31*	2	0	0	3	*5*	21	17	20	9	*67*

Three-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Flora Vista Ave Northbound				Flora Vista Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	1	16	291	33	17	13	172	8	0	22	10	17	0	15	8	12	635	0
4:15 PM	0	14	318	46	15	14	182	7	0	24	10	23	0	7	4	9	673	0
4:30 PM	1	16	320	45	18	13	154	7	0	19	7	22	0	12	9	18	661	0
4:45 PM	1	9	387	50	19	9	155	14	0	28	14	16	0	14	5	21	742	2,711
5:00 PM	0	17	351	41	16	18	191	10	0	34	13	26	0	20	8	17	762	2,838
5:15 PM	3	17	327	67	12	28	201	5	0	20	9	20	0	9	7	27	752	2,917
5:30 PM	1	13	312	73	18	14	180	7	0	17	11	19	0	14	7	10	696	2,952
5:45 PM	**1**	**19**	**311**	**75**	**13**	**35**	**176**	**12**	**0**	**18**	**9**	**20**	**0**	**16**	**12**	**22**	**739**	2,949
6:00 PM	**2**	**20**	**377**	**71**	**20**	**16**	**217**	**15**	**0**	**18**	**4**	**14**	**0**	**18**	**3**	**19**	**814**	3,001
6:15 PM	**3**	**15**	**315**	**56**	**14**	**25**	**156**	**11**	**0**	**24**	**10**	**12**	**0**	**20**	**10**	**25**	**696**	2,945
6:30 PM	**0**	**30**	**334**	**58**	**15**	**14**	**194**	**12**	**0**	**24**	**8**	**22**	**0**	**22**	**9**	**16**	**758**	**3,007**
6:45 PM	1	15	276	61	21	23	179	10	0	37	5	12	0	12	6	17	675	2,943
Count Total	14	201	3,919	676	198	222	2,157	118	0	285	110	223	0	179	88	213	8,603	0
Peak Hour All	**6**	**84**	**1,337**	**260**	**62**	**90**	**743**	**50**	**0**	**84**	**31**	**68**	**0**	**76**	**34**	**82**	**3,007**	**0**
Peak Hour HV	**0**	**0**	**14**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**31**	**0**
Peak Hour HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**1%**	**-**	**1%**	**0%**	**1%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	3	1	0	*9*	0	0	0	0	*0*	1	1	4	1	*7*
4:15 PM	6	3	0	0	*9*	0	0	0	0	*0*	5	3	2	8	*18*
4:30 PM	9	4	0	0	*13*	0	0	0	0	*0*	1	4	1	3	*9*
4:45 PM	4	4	0	0	*8*	0	2	1	0	*3*	3	9	3	1	*16*
5:00 PM	6	5	0	0	*11*	0	0	0	0	*0*	3	7	1	4	*15*
5:15 PM	6	1	0	0	*7*	0	0	0	1	*1*	2	4	1	9	*16*
5:30 PM	5	4	1	0	*10*	2	0	0	0	*2*	4	3	4	2	*13*
5:45 PM	**3**	**3**	**0**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**3**	**3**	*12*
6:00 PM	**2**	**6**	**0**	**0**	***8***	**0**	**0**	**0**	**2**	***2***	**2**	**6**	**5**	**3**	*16*
6:15 PM	**6**	**3**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**14**	**5**	**8**	**1**	*28*
6:30 PM	**3**	**2**	**1**	**1**	***7***	**2**	**0**	**0**	**1**	***3***	**1**	**4**	**4**	**2**	***11***
6:45 PM	3	2	0	0	*5*	0	0	0	0	*0*	9	7	4	7	*27*
Count Total	58	40	3	2	*103*	4	2	1	4	*11*	49	55	40	44	*188*
Peak Hour	**14**	**14**	**1**	**2**	***31***	**2**	**0**	**0**	**3**	***5***	**21**	**17**	**20**	**9**	***67***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Flora Vista Ave				Flora Vista Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	3	0	0	0	0	1	0	0	0	0	9	0
4:15 PM	0	0	6	0	1	0	2	0	0	0	0	0	0	0	0	0	9	0
4:30 PM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	13	0
4:45 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8	39
5:00 PM	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0	11	41
5:15 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7	39
5:30 PM	0	2	3	0	0	0	3	1	0	0	1	0	0	0	0	0	10	36
5:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	35
6:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	32
6:15 PM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	34
6:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**7**	**31**
6:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	29
Count Total	0	3	55	0	1	0	38	1	0	0	1	2	0	1	0	1	103	0
Peak Hour	**0**	**0**	**14**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**31**	**0**

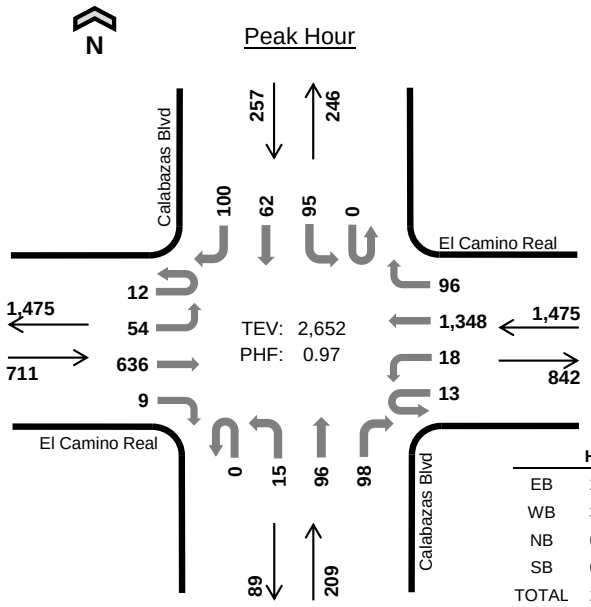
Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Flora Vista Ave			Flora Vista Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	0	0	1	0	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	2	6
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	5
6:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
6:30 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**5**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	2	2	0	1	1	0	0	1	0	4	0	11	0
Peak Hour	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**5**	**0**

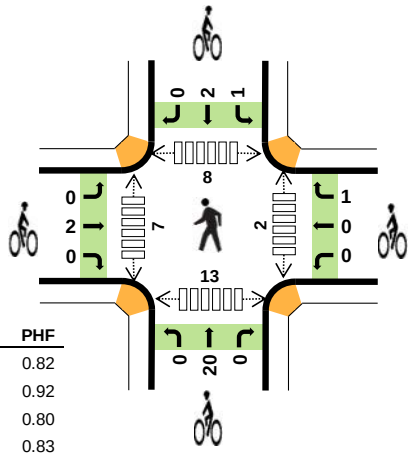
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Calabazas Blvd
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.1%	0.82
WB	3.8%	0.92
NB	0.5%	0.80
SB	0.8%	0.83
TOTAL	2.8%	0.97



Two-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Calabazas Blvd Northbound				Calabazas Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	4	4	48	0	0	2	207	2	0	1	8	6	0	7	6	9	304	0
7:15 AM	0	4	74	1	0	1	302	7	0	3	14	9	0	7	5	14	441	0
7:30 AM	4	19	106	2	1	1	378	18	0	2	22	26	0	17	10	24	630	0
7:45 AM	**4**	**19**	**131**	**3**	**3**	**6**	**335**	**24**	**0**	**7**	**34**	**24**	**0**	**20**	**14**	**31**	**655**	2,030
8:00 AM	**2**	**11**	**145**	**3**	**3**	**4**	**376**	**20**	**0**	**2**	**22**	**22**	**0**	**22**	**21**	**29**	**682**	2,408
8:15 AM	**3**	**9**	**162**	**2**	**3**	**5**	**337**	**22**	**0**	**3**	**20**	**26**	**0**	**35**	**20**	**22**	**669**	2,636
8:30 AM	**3**	**15**	**198**	**1**	**4**	**3**	**300**	**30**	**0**	**3**	**20**	**26**	**0**	**18**	**7**	**18**	**646**	**2,652**
8:45 AM	1	17	152	2	2	6	283	33	0	7	24	19	1	14	6	16	583	2,580
Count Total	21	98	1,016	14	16	28	2,518	156	0	28	164	158	1	140	89	163	4,610	0
Peak Hour All	**12**	**54**	**636**	**9**	**13**	**18**	**1,348**	**96**	**0**	**15**	**96**	**98**	**0**	**95**	**62**	**100**	**2,652**	**0**
Peak Hour HV	**0**	**0**	**15**	**0**	**0**	**0**	**52**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**74**	**0**
Peak Hour HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**4%**	**4%**	**-**	**7%**	**0%**	**0%**	**-**	**1%**	**0%**	**1%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	6	0	1	*12*	0	0	2	0	*2*	1	0	1	1	*3*
7:15 AM	4	12	0	0	*16*	0	1	4	4	*9*	1	2	0	2	*5*
7:30 AM	6	12	0	2	*20*	0	1	6	0	*7*	1	0	1	2	*4*
7:45 AM	**5**	**13**	**0**	**1**	***19***	**0**	**0**	**3**	**0**	***3***	**1**	**4**	**1**	**4**	*10*
8:00 AM	**3**	**15**	**1**	**0**	***19***	**0**	**0**	**4**	**1**	***5***	**0**	**2**	**4**	**3**	*9*
8:15 AM	**3**	**16**	**0**	**1**	***20***	**2**	**0**	**5**	**0**	***7***	**1**	**0**	**3**	**4**	*8*
8:30 AM	**4**	**12**	**0**	**0**	***16***	**0**	**1**	**8**	**2**	***11***	**0**	**1**	**0**	**2**	***3***
8:45 AM	4	8	0	0	*12*	0	0	2	0	*2*	2	1	1	1	*5*
Count Total	34	94	1	5	*134*	2	3	34	7	*46*	7	10	11	19	*47*
Peak Hour	**15**	**56**	**1**	**2**	***74***	**2**	**1**	**20**	**3**	***26***	**2**	**7**	**8**	**13**	***30***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Calabazas Blvd				Calabazas Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	1	12	0
7:15 AM	0	0	4	0	0	0	12	0	0	0	0	0	0	0	0	0	16	0
7:30 AM	0	0	6	0	1	1	10	0	0	0	0	0	0	1	0	1	20	0
7:45 AM	**0**	**0**	**5**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**19**	67
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**14**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	74
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**20**	78
8:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**74**
8:45 AM	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	12	67
Count Total	0	0	34	0	1	1	88	4	0	1	0	0	0	2	0	3	134	0
Peak Hour	**0**	**0**	**15**	**0**	**0**	**0**	**52**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**74**	**0**

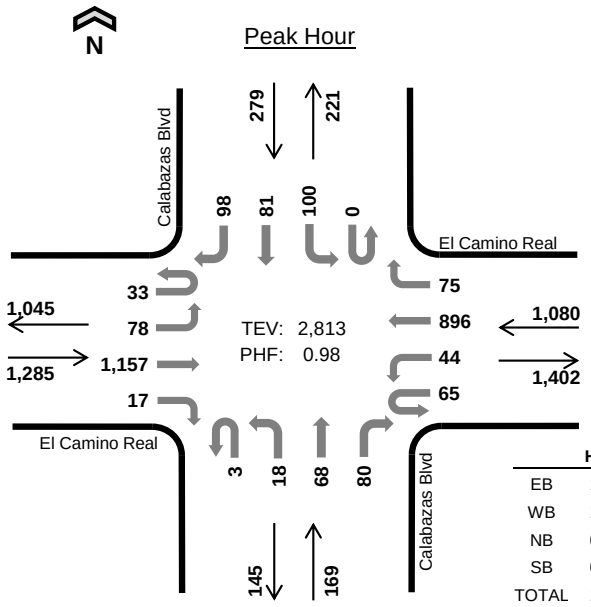
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Calabazas Blvd			Calabazas Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	0	1	0	0	4	0	0	3	1	9	0
7:30 AM	0	0	0	0	1	0	0	6	0	0	0	0	7	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	21
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**5**	24
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**7**	22
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**1**	**1**	**0**	**11**	**26**
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	25
Count Total	0	2	0	0	2	1	0	34	0	1	5	1	46	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**20**	**0**	**1**	**2**	**0**	**26**	**0**

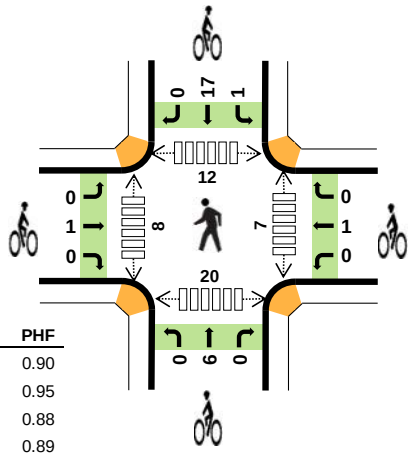
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Calabazas Blvd
El Camino Real

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:15 PM to 6:15 PM



	HV %:	PHF
EB	1.1%	0.90
WB	1.3%	0.95
NB	0.0%	0.88
SB	0.7%	0.89
TOTAL	1.1%	0.98



Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Calabazas Blvd Northbound				Calabazas Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:15 PM		8	22	325	3	14	13	219	18	0	6	12	22	0	22	16	16	716	0
5:30 PM		9	20	290	4	10	17	219	22	1	4	19	20	0	24	23	26	708	0
5:45 PM		7	16	275	7	23	9	230	22	0	3	18	16	0	22	25	27	700	0
6:00 PM		9	20	267	3	18	5	228	13	2	5	19	22	0	32	17	29	689	2,813
Peak Hour	All	33	78	1,157	17	65	44	896	75	3	18	68	80	0	100	81	98	2,813	0
	HV	0	0	14	0	0	1	13	0	0	0	0	0	0	2	0	0	30	0
	HV%	0%	0%	1%	0%	0%	2%	1%	0%	0%	0%	0%	0%	-	2%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:15 PM	6	1	0	0	*7*	0	1	2	6	*9*	2	3	4	1	*10*
5:30 PM	4	4	0	1	*9*	0	0	0	1	*1*	0	5	1	10	*16*
5:45 PM	2	4	0	0	*6*	1	0	0	7	*8*	4	0	4	2	*10*
6:00 PM	2	5	0	1	*8*	0	0	4	4	*8*	1	0	3	7	*11*
Peak Hour	14	14	0	2	*30*	1	1	6	18	*26*	7	8	12	20	*47*

Three-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Calabazas Blvd Northbound				Calabazas Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	3	15	303	3	20	2	204	18	0	2	10	12	0	22	10	20	644	0
4:15 PM	4	11	318	2	17	5	194	14	2	1	14	9	0	21	8	16	636	0
4:30 PM	6	25	333	5	13	5	189	18	0	1	9	7	0	18	13	26	668	0
4:45 PM	11	15	341	4	16	8	197	20	1	4	7	12	0	22	15	18	691	2,639
5:00 PM	10	19	314	0	10	8	217	22	1	3	15	9	0	23	14	14	679	2,674
5:15 PM	**8**	**22**	**325**	**3**	**14**	**13**	**219**	**18**	**0**	**6**	**12**	**22**	**0**	**22**	**16**	**16**	**716**	2,754
5:30 PM	**9**	**20**	**290**	**4**	**10**	**17**	**219**	**22**	**1**	**4**	**19**	**20**	**0**	**24**	**23**	**26**	**708**	2,794
5:45 PM	**7**	**16**	**275**	**7**	**23**	**9**	**230**	**22**	**0**	**3**	**18**	**16**	**0**	**22**	**25**	**27**	**700**	2,803
6:00 PM	**9**	**20**	**267**	**3**	**18**	**5**	**228**	**13**	**2**	**5**	**19**	**22**	**0**	**32**	**17**	**29**	**689**	**2,813**
6:15 PM	3	18	297	8	21	7	190	16	0	8	12	14	0	33	24	26	677	2,774
6:30 PM	7	16	317	8	28	8	216	25	0	2	13	13	0	15	8	23	699	2,765
6:45 PM	9	16	275	6	15	8	210	12	0	4	16	13	0	25	16	18	643	2,708
Count Total	86	213	3,655	53	205	95	2,513	220	7	43	164	169	0	279	189	259	8,150	0
Peak Hour All	**33**	**78**	**1,157**	**17**	**65**	**44**	**896**	**75**	**3**	**18**	**68**	**80**	**0**	**100**	**81**	**98**	**2,813**	**0**
Peak Hour HV	**0**	**0**	**14**	**0**	**0**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**30**	**0**
Peak Hour HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**2%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**0%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	2	0	2	*10*	0	0	2	0	*2*	1	0	2	0	*3*
4:15 PM	6	3	1	0	*10*	0	0	0	5	*5*	0	2	4	5	*11*
4:30 PM	9	3	0	1	*13*	0	1	0	1	*2*	0	3	1	6	*10*
4:45 PM	5	5	0	2	*12*	0	0	1	0	*1*	4	0	2	3	*9*
5:00 PM	5	4	0	0	*9*	0	1	0	2	*3*	1	1	5	3	*10*
5:15 PM	**6**	**1**	**0**	**0**	***7***	**0**	**1**	**2**	**6**	***9***	**2**	**3**	**4**	**1**	*10*
5:30 PM	**4**	**4**	**0**	**1**	***9***	**0**	**0**	**0**	**1**	***1***	**0**	**5**	**1**	**10**	*16*
5:45 PM	**2**	**4**	**0**	**0**	***6***	**1**	**0**	**0**	**7**	***8***	**4**	**0**	**4**	**2**	*10*
6:00 PM	**2**	**5**	**0**	**1**	***8***	**0**	**0**	**4**	**4**	***8***	**1**	**0**	**3**	**7**	***11***
6:15 PM	6	2	0	1	*9*	0	0	0	5	*5*	2	1	1	9	*13*
6:30 PM	4	3	0	0	*7*	1	0	1	4	*6*	0	1	1	1	*3*
6:45 PM	3	2	0	0	*5*	0	1	1	5	*7*	2	1	6	2	*11*
Count Total	58	38	1	8	*105*	2	4	11	40	*57*	17	17	34	49	*117*
Peak Hour	**14**	**14**	**0**	**2**	***30***	**1**	**1**	**6**	**18**	***26***	**7**	**8**	**12**	**20**	***47***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Calabazas Blvd Northbound				Calabazas Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	6	0	0	0	2	0	0	0	0	0	0	1	0	1	10	0
4:15 PM	0	0	6	0	0	0	3	0	1	0	0	0	0	0	0	0	10	0
4:30 PM	0	0	8	1	0	0	3	0	0	0	0	0	0	1	0	0	13	0
4:45 PM	0	0	4	1	0	0	5	0	0	0	0	0	0	1	1	0	12	45
5:00 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	44
5:15 PM	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	41
5:30 PM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	37
5:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	31
6:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**30**
6:15 PM	0	0	6	0	0	0	2	0	0	0	0	0	0	1	0	0	9	32
6:30 PM	0	0	4	0	0	0	2	1	0	0	0	0	0	0	0	0	7	30
6:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	29
Count Total	0	0	56	2	0	1	36	1	1	0	0	0	0	6	1	1	105	0
Peak Hour	**0**	**0**	**14**	**0**	**0**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**30**	**0**

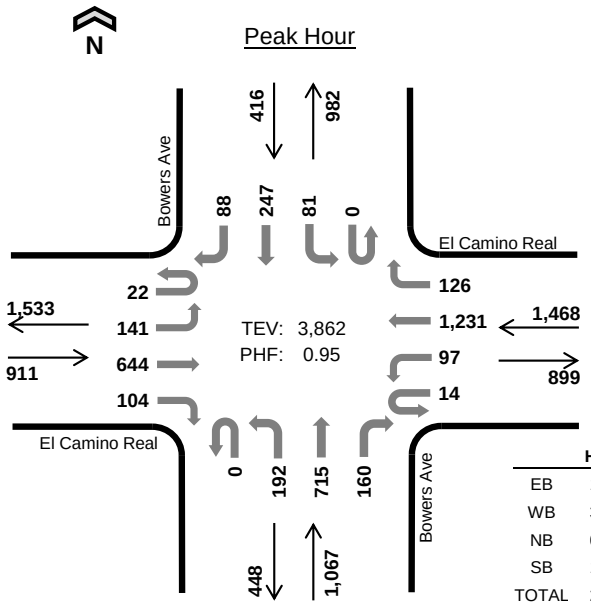
Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real Eastbound			El Camino Real Westbound			Calabazas Blvd Northbound			Calabazas Blvd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	10
5:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	3	11
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**6**	**0**	**9**	15
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	14
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**8**	21
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**8**	**26**
6:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	22
6:30 PM	0	1	0	0	0	0	0	1	0	0	4	0	6	27
6:45 PM	0	0	0	0	1	0	0	1	0	0	5	0	7	26
Count Total	0	2	0	0	3	1	0	11	0	1	39	0	57	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**1**	**17**	**0**	**26**	**0**

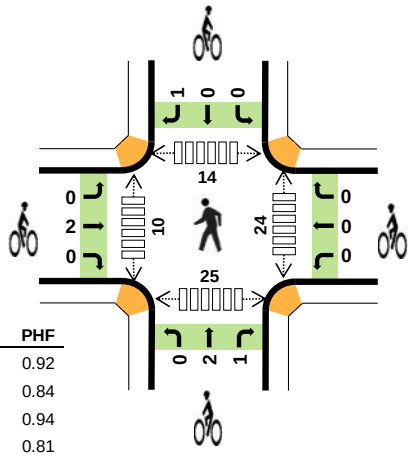
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bowers Ave
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.8%	0.92
WB	3.5%	0.84
NB	0.8%	0.94
SB	1.7%	0.81
TOTAL	2.2%	0.95



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Bowers Ave Northbound				Bowers Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		1	6	51	9	2	9	199	13	0	10	49	18	0	6	22	6	401	0
7:15 AM		0	13	78	9	1	18	286	17	0	19	61	22	0	9	22	5	560	0
7:30 AM		3	26	107	14	0	20	380	18	1	26	111	30	0	13	45	14	808	0
7:45 AM		7	26	134	16	0	28	342	34	0	23	121	48	0	17	64	17	877	2,646
8:00 AM		**4**	**28**	**154**	**25**	**2**	**44**	**363**	**27**	**0**	**42**	**141**	**60**	**0**	**20**	**89**	**19**	**1,018**	3,263
8:15 AM		**9**	**39**	**169**	**30**	**1**	**21**	**299**	**17**	**0**	**57**	**189**	**37**	**0**	**19**	**77**	**29**	**993**	3,696
8:30 AM		**3**	**39**	**170**	**30**	**5**	**17**	**306**	**32**	**0**	**45**	**181**	**40**	**0**	**26**	**41**	**22**	**957**	3,845
8:45 AM		**6**	**35**	**151**	**19**	**6**	**15**	**263**	**50**	**0**	**48**	**204**	**23**	**0**	**16**	**40**	**18**	**894**	**3,862**
Count Total		33	212	1,014	152	17	172	2,438	208	1	270	1,057	278	0	126	400	130	6,508	0
Peak Hour	**All**	**22**	**141**	**644**	**104**	**14**	**97**	**1,231**	**126**	**0**	**192**	**715**	**160**	**0**	**81**	**247**	**88**	**3,862**	**0**
	HV	**0**	**0**	**15**	**1**	**1**	**2**	**47**	**2**	**0**	**2**	**6**	**1**	**0**	**1**	**3**	**3**	**84**	**0**
	HV%	**0%**	**0%**	**2%**	**1%**	**7%**	**2%**	**4%**	**2%**	**-**	**1%**	**1%**	**1%**	**-**	**1%**	**1%**	**3%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	6	1	1	*13*	0	0	1	0	*1*	10	1	2	5	*18*
7:15 AM	4	11	2	1	*18*	0	1	1	0	*2*	4	2	4	6	*16*
7:30 AM	6	13	1	4	*24*	0	0	0	0	*0*	11	3	3	10	*27*
7:45 AM	6	12	0	0	*18*	0	0	0	0	*0*	5	3	0	1	*9*
8:00 AM	**4**	**19**	**6**	**1**	***30***	**0**	**0**	**1**	**0**	***1***	**7**	**1**	**2**	**3**	*13*
8:15 AM	**4**	**12**	**2**	**2**	***20***	**1**	**0**	**0**	**0**	***1***	**8**	**2**	**4**	**10**	*24*
8:30 AM	**3**	**12**	**0**	**1**	***16***	**1**	**0**	**0**	**1**	***2***	**4**	**4**	**4**	**5**	*17*
8:45 AM	**5**	**9**	**1**	**3**	***18***	**0**	**0**	**2**	**0**	***2***	**5**	**3**	**4**	**7**	***19***
Count Total	37	94	13	13	*157*	2	1	5	1	*9*	54	19	23	47	*143*
Peak Hour	**16**	**52**	**9**	**7**	***84***	**2**	**0**	**3**	**1**	***6***	**24**	**10**	**14**	**25**	***73***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Bowers Ave				Bowers Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	6	0	0	0	1	0	0	0	1	0	13	0
7:15 AM	0	0	4	0	0	1	10	0	0	1	1	0	0	0	1	0	18	0
7:30 AM	0	0	4	2	0	0	12	1	0	0	1	0	0	1	1	2	24	0
7:45 AM	0	0	6	0	0	0	12	0	0	0	0	0	0	0	0	0	18	73
8:00 AM	**0**	**0**	**3**	**1**	**0**	**2**	**15**	**2**	**0**	**1**	**4**	**1**	**0**	**1**	**0**	**0**	**30**	90
8:15 AM	**0**	**0**	**4**	**0**	**0**	**0**	**12**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**20**	92
8:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**16**	84
8:45 AM	**0**	**0**	**5**	**0**	**1**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**18**	**84**
Count Total	0	0	34	3	1	3	87	3	0	3	9	1	0	2	6	5	157	0
Peak Hour	**0**	**0**	**15**	**1**	**1**	**2**	**47**	**2**	**0**	**2**	**6**	**1**	**0**	**1**	**3**	**3**	**84**	**0**

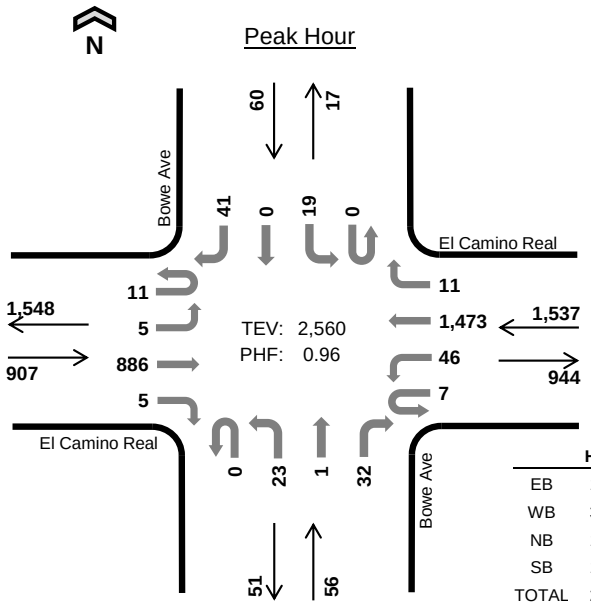
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Bowers Ave			Bowers Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	3
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	4
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**6**
Count Total	0	2	0	0	1	0	0	4	1	0	0	1	9	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**6**	**0**

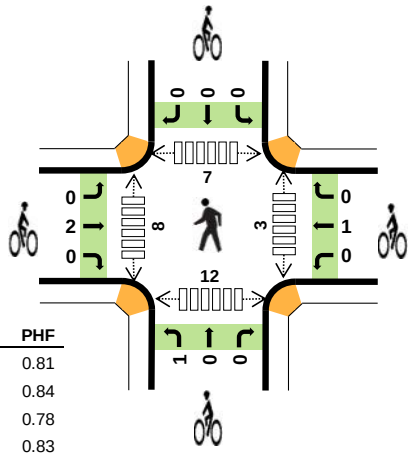
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bowe Ave
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.9%	0.81
WB	3.5%	0.84
NB	1.8%	0.78
SB	1.7%	0.83
TOTAL	2.9%	0.96



Two-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Bowe Ave Northbound				Bowe Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	72	1	1	5	227	1	0	4	0	5	0	1	0	1	318	0
7:15 AM	0	1	102	0	4	7	370	4	0	2	0	8	0	3	0	4	505	0
7:30 AM	2	1	141	1	2	7	392	3	0	3	0	11	0	1	0	9	573	0
7:45 AM	**2**	**1**	**191**	**1**	**2**	**20**	**430**	**4**	**0**	**3**	**1**	**2**	**0**	**3**	**0**	**8**	**668**	2,064
8:00 AM	**0**	**0**	**236**	**0**	**1**	**12**	**369**	**1**	**0**	**10**	**0**	**5**	**0**	**6**	**0**	**12**	**652**	2,398
8:15 AM	**1**	**1**	**192**	**1**	**3**	**7**	**343**	**3**	**0**	**5**	**0**	**13**	**0**	**4**	**0**	**10**	**583**	2,476
8:30 AM	**8**	**3**	**267**	**3**	**1**	**7**	**331**	**3**	**0**	**5**	**0**	**12**	**0**	**6**	**0**	**11**	**657**	**2,560**
8:45 AM	1	1	189	2	3	9	314	1	0	7	0	9	0	5	0	12	553	2,445
Count Total	14	8	1,390	9	17	74	2,776	20	0	39	1	65	0	29	0	67	4,509	0
Peak Hour All	**11**	**5**	**886**	**5**	**7**	**46**	**1,473**	**11**	**0**	**23**	**1**	**32**	**0**	**19**	**0**	**41**	**2,560**	**0**
Peak Hour HV	**0**	**0**	**17**	**0**	**0**	**0**	**53**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**73**	**0**
Peak Hour HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**4%**	**9%**	**-**	**4%**	**0%**	**0%**	**-**	**0%**	**-**	**2%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	5	0	0	*10*	0	0	0	0	*0*	1	0	3	0	*4*
7:15 AM	3	14	0	0	*17*	0	1	1	0	*2*	0	1	6	3	*10*
7:30 AM	4	11	0	0	*15*	0	0	0	0	*0*	0	0	1	4	*5*
7:45 AM	**6**	**14**	**0**	**1**	***21***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**2**	**3**	*10*
8:00 AM	**5**	**16**	**1**	**0**	***22***	**1**	**1**	**0**	**0**	***2***	**1**	**0**	**4**	**4**	*9*
8:15 AM	**3**	**13**	**0**	**0**	***16***	**1**	**0**	**1**	**0**	***2***	**1**	**4**	**0**	**3**	*8*
8:30 AM	**3**	**11**	**0**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	***3***
8:45 AM	7	10	0	0	*17*	0	0	0	0	*0*	0	0	8	3	*11*
Count Total	36	94	1	1	*132*	2	2	2	0	*6*	4	9	25	22	*60*
Peak Hour	**17**	**54**	**1**	**1**	***73***	**2**	**1**	**1**	**0**	***4***	**3**	**8**	**7**	**12**	***30***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Bowe Ave Northbound				Bowe Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10	0
7:15 AM	0	0	3	0	0	0	14	0	0	0	0	0	0	0	0	0	17	0
7:30 AM	0	0	4	0	0	0	11	0	0	0	0	0	0	0	0	0	15	0
7:45 AM	**0**	**0**	**6**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	63
8:00 AM	**0**	**0**	**5**	**0**	**0**	**0**	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	75
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	74
8:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**73**
8:45 AM	0	0	7	0	0	0	10	0	0	0	0	0	0	0	0	0	17	69
Count Total	0	0	36	0	0	0	93	1	0	1	0	0	0	0	0	1	132	0
Peak Hour	**0**	**0**	**17**	**0**	**0**	**0**	**53**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**73**	**0**

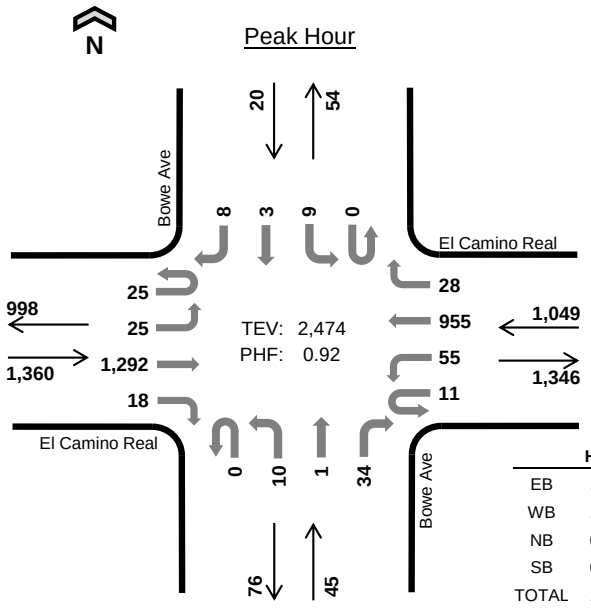
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real Eastbound			El Camino Real Westbound			Bowe Ave Northbound			Bowe Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	4
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	4
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	2	0	0	2	0	1	0	1	0	0	0	6	0
Peak Hour	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**

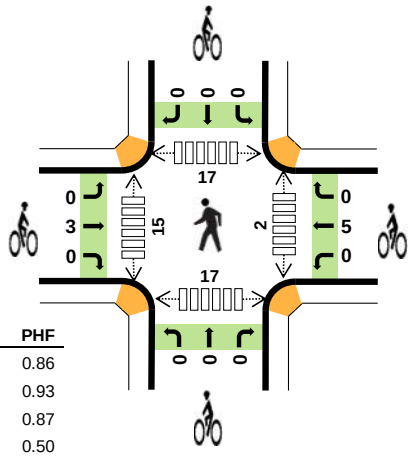
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bowe Ave
El Camino Real

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:15 PM to 6:15 PM



	HV %:	PHF
EB	1.4%	0.86
WB	1.0%	0.93
NB	0.0%	0.87
SB	0.0%	0.50
TOTAL	1.2%	0.92



Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Bowe Ave Northbound				Bowe Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:15 PM		5	5	376	8	2	8	246	3	0	2	1	10	0	0	3	1	670	0
5:30 PM		11	5	272	2	1	13	217	9	0	2	0	9	0	1	0	1	543	0
5:45 PM		5	9	353	4	4	19	250	10	0	2	0	7	0	2	0	2	667	0
6:00 PM		4	6	291	4	4	15	242	6	0	4	0	8	0	6	0	4	594	2,474
Peak Hour	All	25	25	1,292	18	11	55	955	28	0	10	1	34	0	9	3	8	2,474	0
	HV	0	0	19	0	0	0	11	0	0	0	0	0	0	0	0	0	30	0
	HV%	0%	0%	1%	0%	0%	0%	1%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:15 PM	8	2	0	0	*10*	1	3	0	0	*4*	0	8	6	5	*19*
5:30 PM	3	3	0	0	*6*	1	2	0	0	*3*	2	0	3	3	*8*
5:45 PM	5	2	0	0	*7*	1	0	0	0	*1*	0	2	4	3	*9*
6:00 PM	3	4	0	0	*7*	0	0	0	0	*0*	0	5	4	6	*15*
Peak Hour	19	11	0	0	*30*	3	5	0	0	*8*	2	15	17	17	*51*

Three-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Bowe Ave Northbound				Bowe Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	2	1	292	3	1	12	224	4	0	2	0	2	0	2	0	1	546	0
4:15 PM	3	3	326	6	3	10	212	3	0	3	0	8	0	5	0	2	584	0
4:30 PM	5	5	342	7	1	9	212	3	0	6	0	6	0	1	1	0	598	0
4:45 PM	3	4	349	10	2	13	196	3	0	2	0	4	0	1	0	1	588	2,316
5:00 PM	5	5	284	4	2	11	232	1	0	2	0	4	0	5	0	4	559	2,329
5:15 PM	**5**	**5**	**376**	**8**	**2**	**8**	**246**	**3**	**0**	**2**	**1**	**10**	**0**	**0**	**3**	**1**	**670**	2,415
5:30 PM	**11**	**5**	**272**	**2**	**1**	**13**	**217**	**9**	**0**	**2**	**0**	**9**	**0**	**1**	**0**	**1**	**543**	2,360
5:45 PM	**5**	**9**	**353**	**4**	**4**	**19**	**250**	**10**	**0**	**2**	**0**	**7**	**0**	**2**	**0**	**2**	**667**	2,439
6:00 PM	**4**	**6**	**291**	**4**	**4**	**15**	**242**	**6**	**0**	**4**	**0**	**8**	**0**	**6**	**0**	**4**	**594**	**2,474**
6:15 PM	4	6	304	6	0	15	246	7	0	3	1	8	0	4	0	2	606	2,410
6:30 PM	8	6	344	1	5	14	193	5	0	2	0	11	0	4	0	4	597	2,464
6:45 PM	5	7	316	5	3	15	231	6	0	5	0	4	0	5	0	2	604	2,401
Count Total	60	62	3,849	60	28	154	2,701	60	0	35	2	81	0	36	4	24	7,156	0
Peak Hour All	**25**	**25**	**1,292**	**18**	**11**	**55**	**955**	**28**	**0**	**10**	**1**	**34**	**0**	**9**	**3**	**8**	**2,474**	**0**
Peak Hour HV	**0**	**0**	**19**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**
Peak Hour HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	11	4	0	0	*15*	0	1	0	0	*1*	1	0	3	0	*4*
4:15 PM	3	4	1	0	*8*	0	0	0	0	*0*	2	1	4	1	*8*
4:30 PM	10	5	0	0	*15*	0	1	0	0	*1*	1	4	5	3	*13*
4:45 PM	5	3	0	0	*8*	1	2	0	0	*3*	1	1	1	4	*7*
5:00 PM	7	4	0	0	*11*	1	0	1	0	*2*	1	1	2	3	*7*
5:15 PM	**8**	**2**	**0**	**0**	***10***	**1**	**3**	**0**	**0**	***4***	**0**	**8**	**6**	**5**	*19*
5:30 PM	**3**	**3**	**0**	**0**	***6***	**1**	**2**	**0**	**0**	***3***	**2**	**0**	**3**	**3**	*8*
5:45 PM	**5**	**2**	**0**	**0**	***7***	**1**	**0**	**0**	**0**	***1***	**0**	**2**	**4**	**3**	*9*
6:00 PM	**3**	**4**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**4**	**6**	***15***
6:15 PM	8	2	0	0	*10*	1	0	0	0	*1*	2	2	1	5	*10*
6:30 PM	4	2	0	0	*6*	0	0	0	0	*0*	2	3	8	0	*13*
6:45 PM	4	3	0	0	*7*	0	0	0	0	*0*	2	1	5	4	*12*
Count Total	71	38	1	0	*110*	6	9	1	0	*16*	14	28	46	37	*125*
Peak Hour	**19**	**11**	**0**	**0**	***30***	**3**	**5**	**0**	**0**	***8***	**2**	**15**	**17**	**17**	***51***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Bowe Ave Northbound				Bowe Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	11	0	0	1	3	0	0	0	0	0	0	0	0	0	15	0
4:15 PM	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	8	0
4:30 PM	0	0	10	0	0	0	5	0	0	0	0	0	0	0	0	0	15	0
4:45 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	46
5:00 PM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11	42
5:15 PM	**0**	**0**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	44
5:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	35
5:45 PM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	34
6:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**30**
6:15 PM	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	10	30
6:30 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	30
6:45 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	30
Count Total	0	0	71	0	0	1	36	1	0	0	0	1	0	0	0	0	110	0
Peak Hour	**0**	**0**	**19**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**

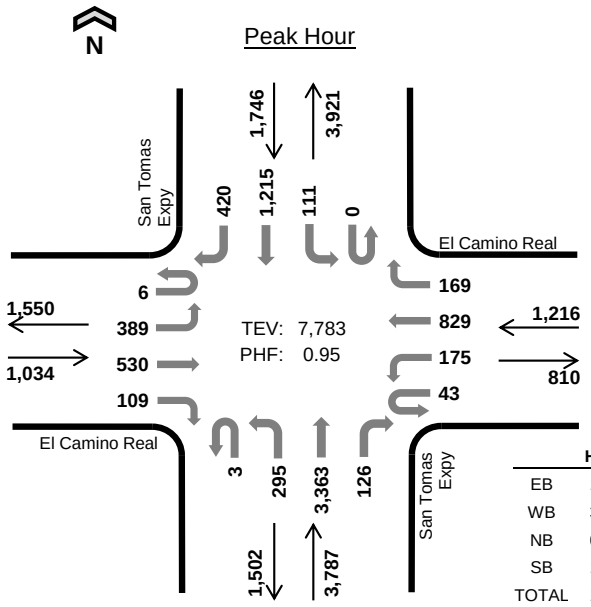
Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real Eastbound			El Camino Real Westbound			Bowe Ave Northbound			Bowe Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	5
5:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	2	6
5:15 PM	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	10
5:30 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	12
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	10
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	5
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	5	0	0	9	0	0	0	1	0	0	0	16	0
Peak Hour	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**

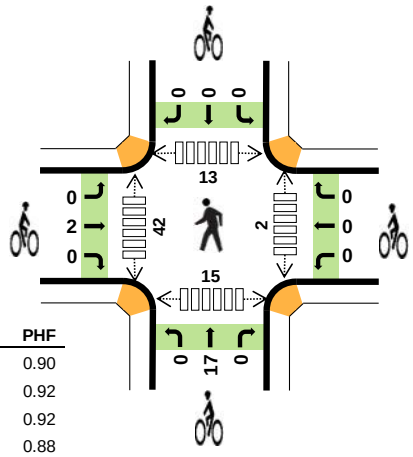
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

San Tomas Expy
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.7%	0.90
WB	3.8%	0.92
NB	0.6%	0.92
SB	1.6%	0.88
TOTAL	1.5%	0.95



Two-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				San Tomas Expy Northbound				San Tomas Expy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	37	57	4	4	22	146	34	0	70	501	17	0	7	132	32	1,063	0
7:15 AM	1	58	63	7	10	27	191	31	0	103	632	18	0	15	204	70	1,430	0
7:30 AM	2	62	80	18	14	37	211	33	0	85	731	17	0	18	234	82	1,624	0
7:45 AM	**1**	**105**	**102**	**19**	**12**	**35**	**248**	**34**	**0**	**87**	**682**	**30**	**0**	**26**	**336**	**135**	**1,852**	5,969
8:00 AM	**2**	**103**	**136**	**37**	**9**	**61**	**204**	**36**	**1**	**88**	**862**	**38**	**0**	**25**	**320**	**130**	**2,052**	6,958
8:15 AM	**1**	**88**	**131**	**23**	**12**	**42**	**177**	**42**	**1**	**67**	**934**	**29**	**0**	**33**	**322**	**88**	**1,990**	7,518
8:30 AM	**2**	**93**	**161**	**30**	**10**	**37**	**200**	**57**	**1**	**53**	**885**	**29**	**0**	**27**	**237**	**67**	**1,889**	**7,783**
8:45 AM	2	102	131	19	13	45	193	25	0	81	784	34	1	26	189	49	1,694	7,625
Count Total	11	648	861	157	84	306	1,570	292	3	634	6,011	212	1	177	1,974	653	13,594	0
Peak Hour All	**6**	**389**	**530**	**109**	**43**	**175**	**829**	**169**	**3**	**295**	**3,363**	**126**	**0**	**111**	**1,215**	**420**	**7,783**	**0**
Peak Hour HV	**0**	**0**	**15**	**3**	**1**	**2**	**39**	**4**	**0**	**4**	**18**	**1**	**0**	**1**	**17**	**10**	**115**	**0**
Peak Hour HV%	**0%**	**0%**	**3%**	**3%**	**2%**	**1%**	**5%**	**2%**	**0%**	**1%**	**1%**	**1%**	**-**	**1%**	**1%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	8	3	10	*25*	0	0	2	0	*2*	2	7	0	1	*10*
7:15 AM	2	8	10	8	*28*	1	0	1	0	*2*	1	5	2	4	*12*
7:30 AM	4	10	4	10	*28*	0	0	3	0	*3*	1	8	5	2	*16*
7:45 AM	**5**	**14**	**5**	**9**	***33***	**0**	**0**	**7**	**0**	***7***	**1**	**12**	**7**	**3**	*23*
8:00 AM	**6**	**13**	**5**	**7**	***31***	**0**	**0**	**2**	**0**	***2***	**1**	**3**	**2**	**5**	*11*
8:15 AM	**3**	**7**	**6**	**5**	***21***	**2**	**0**	**5**	**0**	***7***	**0**	**14**	**3**	**3**	*20*
8:30 AM	**4**	**12**	**7**	**7**	***30***	**0**	**0**	**3**	**0**	***3***	**0**	**13**	**1**	**4**	***18***
8:45 AM	7	9	7	12	*35*	0	0	2	1	*3*	1	9	4	1	*15*
Count Total	35	81	47	68	*231*	3	0	25	1	*29*	7	71	24	23	*125*
Peak Hour	**18**	**46**	**23**	**28**	***115***	**2**	**0**	**17**	**0**	***19***	**2**	**42**	**13**	**15**	***72***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				San Tomas Expy				San Tomas Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	5	3	0	0	2	1	0	0	9	1	25	0
7:15 AM	0	0	2	0	0	0	8	0	0	1	8	1	0	0	4	4	28	0
7:30 AM	0	0	4	0	0	1	8	1	0	0	4	0	0	2	5	3	28	0
7:45 AM	**0**	**0**	**5**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**5**	**33**	114
8:00 AM	**0**	**0**	**3**	**3**	**1**	**0**	**10**	**2**	**0**	**1**	**4**	**0**	**0**	**1**	**5**	**1**	**31**	120
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**1**	**0**	**3**	**3**	**0**	**0**	**0**	**4**	**1**	**21**	113
8:30 AM	**0**	**0**	**4**	**0**	**0**	**2**	**9**	**1**	**0**	**0**	**6**	**1**	**0**	**0**	**4**	**3**	**30**	**115**
8:45 AM	0	1	6	0	0	1	8	0	0	1	4	2	0	4	7	1	35	117
Count Total	0	1	31	3	1	4	68	8	0	6	36	5	0	7	42	19	231	0
Peak Hour	**0**	**0**	**15**	**3**	**1**	**2**	**39**	**4**	**0**	**4**	**18**	**1**	**0**	**1**	**17**	**10**	**115**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			San Tomas Expy			San Tomas Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	14
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	14
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**7**	19
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**19**
8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	15
Count Total	0	2	1	0	0	0	0	25	0	0	1	0	29	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**19**	**0**

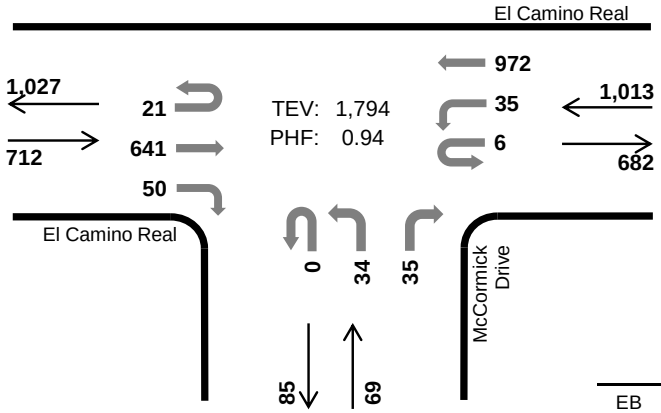
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

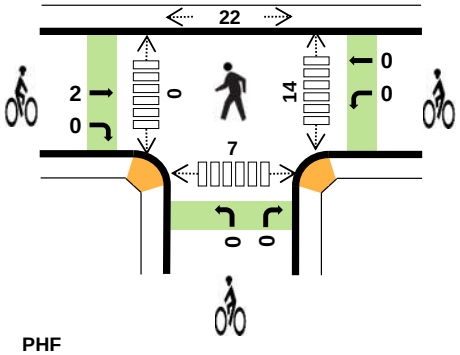
McCormick Drive
El Camino Real

N

Peak Hour

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	3.2%	0.91
WB	4.4%	0.92
NB	0.0%	0.82
SB	-	-
TOTAL	3.8%	0.94

Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				McCormick Drive Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		2	0	44	2	1	6	147	0	0	3	0	3	0	0	0	0	208	0
7:15 AM		5	0	92	2	1	3	218	0	0	7	0	5	0	0	0	0	333	0
7:30 AM		4	0	93	2	1	4	296	0	0	8	0	6	0	0	0	0	414	0
7:45 AM		4	0	118	3	0	4	261	0	0	8	0	5	0	0	0	0	403	1,358
8:00 AM		**5**	**0**	**158**	**12**	**0**	**7**	**260**	**0**	**0**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**453**	1,603
8:15 AM		**2**	**0**	**178**	**15**	**1**	**13**	**228**	**0**	**0**	**10**	**0**	**11**	**0**	**0**	**0**	**0**	**458**	1,728
8:30 AM		**8**	**0**	**162**	**12**	**1**	**6**	**268**	**0**	**0**	**12**	**0**	**8**	**0**	**0**	**0**	**0**	**477**	1,791
8:45 AM		**6**	**0**	**143**	**11**	**4**	**9**	**216**	**0**	**0**	**8**	**0**	**9**	**0**	**0**	**0**	**0**	**406**	**1,794**
Count Total		36	0	988	59	9	52	1,894	0	0	60	0	54	0	0	0	0	3,152	0
Peak Hour	**All**	**21**	**0**	**641**	**50**	**6**	**35**	**972**	**0**	**0**	**34**	**0**	**35**	**0**	**0**	**0**	**0**	**1,794**	**0**
	HV	**0**	**0**	**21**	**2**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**0**
	HV%	**0%**	**-**	**3%**	**4%**	**0%**	**0%**	**5%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	5	0	0	*10*	0	1	0	0	*1*	1	0	3	1	*5*
7:15 AM	4	8	0	0	*12*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	4	15	0	0	*19*	0	0	0	0	*0*	0	0	1	0	*1*
7:45 AM	6	10	1	0	*17*	0	0	0	0	*0*	2	0	1	2	*5*
8:00 AM	**3**	**15**	**0**	**0**	***18***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**2**	**1**	*5*
8:15 AM	**5**	**9**	**0**	**0**	***14***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**11**	**0**	*13*
8:30 AM	**5**	**12**	**0**	**0**	***17***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**1**	**5**	*9*
8:45 AM	**10**	**9**	**0**	**0**	***19***	**0**	**0**	**0**	**0**	***0***	**7**	**0**	**8**	**1**	***16***
Count Total	42	83	1	0	*126*	2	1	0	0	*3*	17	0	28	10	*55*
Peak Hr	**23**	**45**	**0**	**0**	***68***	**2**	**0**	**0**	**0**	***2***	**14**	**0**	**22**	**7**	***43***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				McCormick Drive				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10	0
7:15 AM	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	12	0
7:30 AM	0	0	4	0	0	0	15	0	0	0	0	0	0	0	0	0	19	0
7:45 AM	1	0	5	0	0	0	10	0	0	0	0	1	0	0	0	0	17	58
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	66
8:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	68
8:30 AM	**0**	**0**	**4**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	66
8:45 AM	**0**	**0**	**9**	**1**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**68**
Count Total	1	0	39	2	0	0	83	0	0	0	0	1	0	0	0	0	126	0
Peak Hour	**0**	**0**	**21**	**2**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			McCormick Drive			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	2	0	1	0	0	0	0	0	0	0	0	3	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

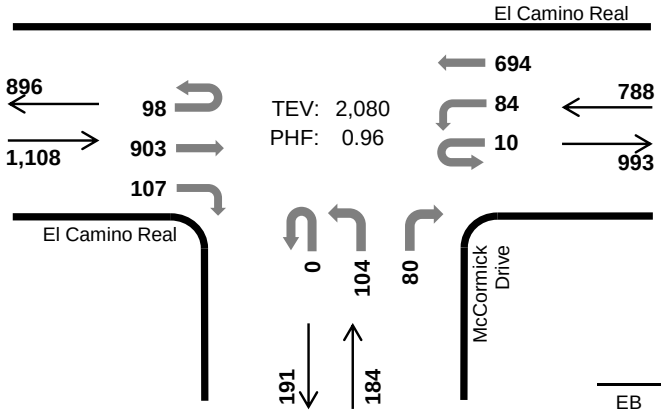
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

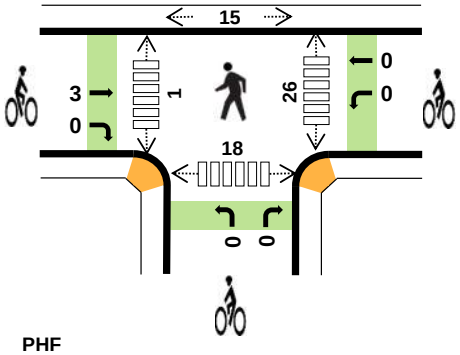
McCormick Drive
El Camino Real

N

Peak Hour

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:15 PM to 6:15 PM





	HV %:	PHF
EB	1.9%	0.93
WB	1.3%	0.92
NB	0.0%	0.98
SB	-	-
TOTAL	1.5%	0.96

Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				McCormick Drive Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:15 PM		23	0	228	31	3	16	151	0	0	28	0	19	0	0	0	0	499	0
5:30 PM		28	0	236	20	3	26	184	0	0	28	0	19	0	0	0	0	544	0
5:45 PM		24	0	243	32	0	22	175	0	0	24	0	22	0	0	0	0	542	0
6:00 PM		23	0	196	24	4	20	184	0	0	24	0	20	0	0	0	0	495	2,080
Peak Hour	All	98	0	903	107	10	84	694	0	0	104	0	80	0	0	0	0	2,080	0
	HV	0	0	20	1	0	0	10	0	0	0	0	0	0	0	0	0	31	0
	HV%	0%	-	2%	1%	0%	0%	1%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:15 PM	6	1	0	0	*7*	1	0	0	0	*1*	7	0	3	5	*15*
5:30 PM	6	3	0	0	*9*	1	0	0	0	*1*	6	0	5	3	*14*
5:45 PM	6	3	0	0	*9*	1	0	0	0	*1*	9	0	4	7	*20*
6:00 PM	3	3	0	0	*6*	0	0	0	0	*0*	4	1	3	3	*11*
Peak Hour	21	10	0	0	*31*	3	0	0	0	*3*	26	1	15	18	*60*

Three-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				McCormick Drive Northbound				n/a Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	17	0	221	28	1	18	128	0	0	35	0	17	0	0	0	0	465	0
4:15 PM	11	0	197	26	1	15	109	0	0	20	0	18	0	0	0	0	397	0
4:30 PM	18	0	212	31	6	13	142	0	0	22	0	14	0	0	0	0	458	0
4:45 PM	23	0	238	31	2	18	136	0	0	24	0	19	0	0	0	0	491	1,811
5:00 PM	22	0	223	36	2	18	141	0	0	33	0	16	0	0	0	0	491	1,837
5:15 PM	**23**	**0**	**228**	**31**	**3**	**16**	**151**	**0**	**0**	**28**	**0**	**19**	**0**	**0**	**0**	**0**	**499**	1,939
5:30 PM	**28**	**0**	**236**	**20**	**3**	**26**	**184**	**0**	**0**	**28**	**0**	**19**	**0**	**0**	**0**	**0**	**544**	2,025
5:45 PM	**24**	**0**	**243**	**32**	**0**	**22**	**175**	**0**	**0**	**24**	**0**	**22**	**0**	**0**	**0**	**0**	**542**	2,076
6:00 PM	**23**	**0**	**196**	**24**	**4**	**20**	**184**	**0**	**0**	**24**	**0**	**20**	**0**	**0**	**0**	**0**	**495**	**2,080**
6:15 PM	27	0	201	30	5	19	170	0	0	23	0	23	0	0	0	0	498	2,079
6:30 PM	19	0	228	39	1	21	164	0	0	25	0	16	0	0	0	0	513	2,048
6:45 PM	41	0	209	32	3	20	172	0	0	29	0	20	0	0	0	0	526	2,032
Count Total	276	0	2,632	360	31	226	1,856	0	0	315	0	223	0	0	0	0	5,919	0
Peak Hour All	**98**	**0**	**903**	**107**	**10**	**84**	**694**	**0**	**0**	**104**	**0**	**80**	**0**	**0**	**0**	**0**	**2,080**	**0**
Peak Hour HV	**0**	**0**	**20**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**0**
Peak Hour HV%	**0%**	**-**	**2%**	**1%**	**0%**	**0%**	**1%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	10	4	0	0	*14*	1	1	0	0	*2*	6	0	5	5	*16*
4:15 PM	4	3	0	0	*7*	0	0	0	0	*0*	5	0	5	0	*10*
4:30 PM	6	7	0	0	*13*	0	1	0	0	*1*	5	0	1	0	*6*
4:45 PM	6	4	0	0	*10*	0	0	0	0	*0*	5	0	2	4	*11*
5:00 PM	1	1	0	0	*2*	0	0	0	0	*0*	3	0	3	0	*6*
5:15 PM	**6**	**1**	**0**	**0**	***7***	**1**	**0**	**0**	**0**	***1***	**7**	**0**	**3**	**5**	*15*
5:30 PM	**6**	**3**	**0**	**0**	***9***	**1**	**0**	**0**	**0**	***1***	**6**	**0**	**5**	**3**	*14*
5:45 PM	**6**	**3**	**0**	**0**	***9***	**1**	**0**	**0**	**0**	***1***	**9**	**0**	**4**	**7**	*20*
6:00 PM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**4**	**1**	**3**	**3**	***11***
6:15 PM	3	3	0	0	*6*	0	0	0	0	*0*	7	0	5	2	*14*
6:30 PM	6	3	0	0	*9*	0	0	0	0	*0*	8	0	4	5	*17*
6:45 PM	2	0	0	0	*2*	0	0	0	0	*0*	11	0	7	5	*23*
Count Total	59	35	0	0	*94*	4	2	0	0	*6*	76	1	47	39	*163*
Peak Hr	**21**	**10**	**0**	**0**	***31***	**3**	**0**	**0**	**0**	***3***	**26**	**1**	**15**	**18**	***60***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				McCormick Drive				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	14	0
4:15 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
4:30 PM	0	0	5	1	1	0	6	0	0	0	0	0	0	0	0	0	13	0
4:45 PM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	44
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	32
5:15 PM	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	32
5:30 PM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	28
5:45 PM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	27
6:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**31**
6:15 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	30
6:30 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	30
6:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23
Count Total	0	0	57	2	1	0	34	0	0	0	0	0	0	0	0	0	94	0
Peak Hour	**0**	**0**	**20**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**0**

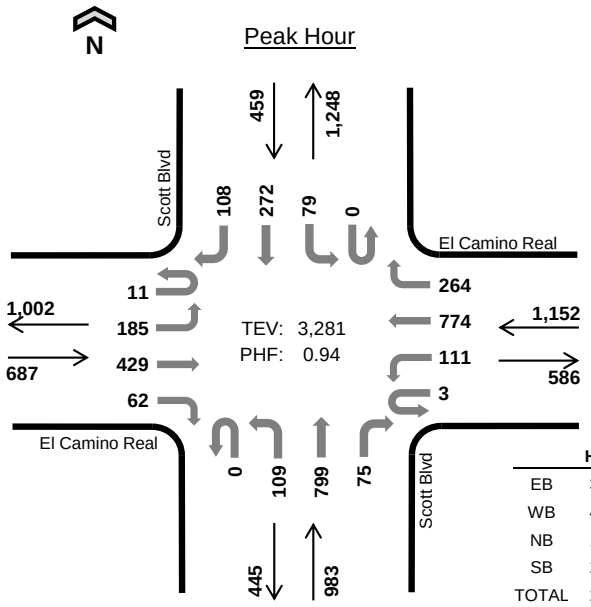
Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			McCormick Drive			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	1	0	2	0	0	0	0	0	0	0	6	0
Peak Hour	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

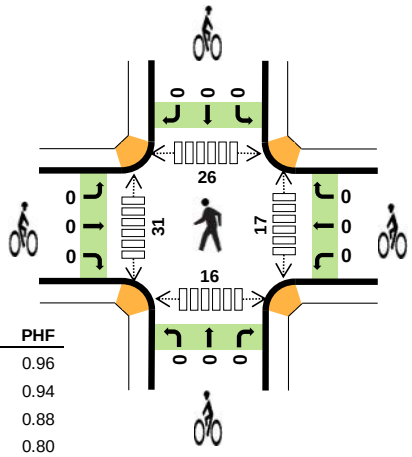
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Scott Blvd
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	3.2%	0.96
WB	4.3%	0.94
NB	1.0%	0.88
SB	2.8%	0.80
TOTAL	2.9%	0.94



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Scott Blvd Northbound				Scott Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		5	9	40	5	0	8	129	25	0	15	84	14	0	11	39	12	396	0
7:15 AM		0	18	67	8	0	12	175	36	0	29	82	13	0	10	30	20	500	0
7:30 AM		2	26	65	9	2	19	258	42	0	20	110	20	0	8	35	24	640	0
7:45 AM		3	30	74	9	1	29	211	55	0	30	153	21	0	21	71	27	735	2,271
8:00 AM		**3**	**36**	**107**	**17**	**1**	**37**	**184**	**60**	**0**	**30**	**169**	**13**	**0**	**29**	**85**	**30**	**801**	2,676
8:15 AM		**3**	**48**	**114**	**13**	**1**	**25**	**198**	**66**	**0**	**26**	**177**	**20**	**0**	**16**	**80**	**21**	**808**	2,984
8:30 AM		**2**	**46**	**122**	**9**	**1**	**25**	**210**	**70**	**0**	**31**	**230**	**17**	**0**	**19**	**61**	**31**	**874**	3,218
8:45 AM		**3**	**55**	**86**	**23**	**0**	**24**	**182**	**68**	**0**	**22**	**223**	**25**	**0**	**15**	**46**	**26**	**798**	**3,281**
Count Total		21	268	675	93	6	179	1,547	422	0	203	1,228	143	0	129	447	191	5,552	0
Peak Hour	**All**	**11**	**185**	**429**	**62**	**3**	**111**	**774**	**264**	**0**	**109**	**799**	**75**	**0**	**79**	**272**	**108**	**3,281**	**0**
	HV	**0**	**3**	**13**	**6**	**0**	**5**	**41**	**4**	**0**	**3**	**7**	**0**	**0**	**1**	**7**	**5**	**95**	**0**
	HV%	**0%**	**2%**	**3%**	**10%**	**0%**	**5%**	**5%**	**2%**	**-**	**3%**	**1%**	**0%**	**-**	**1%**	**3%**	**5%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	7	1	1	*14*	0	1	0	0	*1*	4	5	3	2	*14*
7:15 AM	4	7	2	3	*16*	0	0	0	0	*0*	2	2	8	1	*13*
7:30 AM	4	11	5	5	*25*	0	0	0	0	*0*	3	2	1	2	*8*
7:45 AM	4	17	3	6	*30*	0	0	1	0	*1*	0	13	7	1	*21*
8:00 AM	**5**	**15**	**5**	**5**	***30***	**0**	**0**	**0**	**0**	***0***	**4**	**6**	**4**	**3**	*17*
8:15 AM	**3**	**15**	**2**	**2**	***22***	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**4**	**5**	*15*
8:30 AM	**5**	**9**	**1**	**4**	***19***	**0**	**0**	**0**	**0**	***0***	**8**	**11**	**5**	**7**	*31*
8:45 AM	**9**	**11**	**2**	**2**	***24***	**0**	**0**	**0**	**0**	***0***	**1**	**12**	**13**	**1**	***27***
Count Total	39	92	21	28	*180*	0	1	1	0	*2*	26	53	45	22	*146*
Peak Hour	**22**	**50**	**10**	**13**	***95***	**0**	**0**	**0**	**0**	***0***	**17**	**31**	**26**	**16**	***90***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Scott Blvd Northbound				Scott Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	4	0	0	0	7	0	0	0	1	0	0	0	1	0	14	0
7:15 AM	0	1	2	1	0	0	6	1	0	0	1	1	0	0	2	1	16	0
7:30 AM	0	0	4	0	0	0	11	0	0	3	1	1	0	2	1	2	25	0
7:45 AM	0	0	4	0	0	2	12	3	0	0	2	1	0	3	2	1	30	85
8:00 AM	**0**	**1**	**3**	**1**	**0**	**1**	**13**	**1**	**0**	**1**	**4**	**0**	**0**	**1**	**4**	**0**	**30**	101
8:15 AM	**0**	**1**	**2**	**0**	**0**	**2**	**11**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**22**	107
8:30 AM	**0**	**0**	**5**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**19**	101
8:45 AM	**0**	**1**	**3**	**5**	**0**	**1**	**9**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**24**	**95**
Count Total	0	5	27	7	0	7	77	8	0	6	12	3	0	6	13	9	180	0
Peak Hour	**0**	**3**	**13**	**6**	**0**	**5**	**41**	**4**	**0**	**3**	**7**	**0**	**0**	**1**	**7**	**5**	**95**	**0**

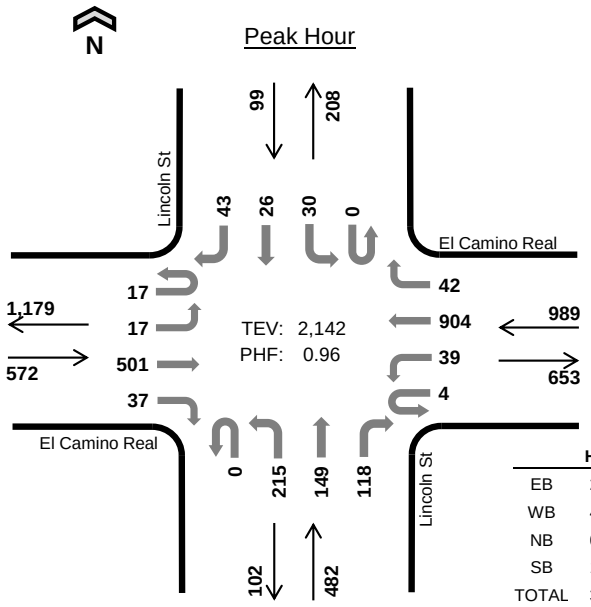
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real Eastbound			El Camino Real Westbound			Scott Blvd Northbound			Scott Blvd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	1	0	0	1	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

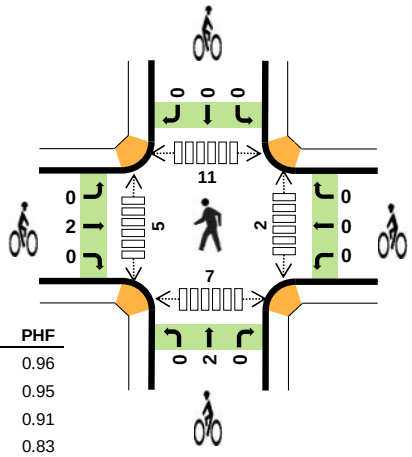
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lincoln St
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.3%	0.96
WB	4.9%	0.95
NB	0.4%	0.91
SB	1.0%	0.83
TOTAL	3.0%	0.96



Two-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Lincoln St Northbound				Lincoln St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	2	1	52	7	0	2	143	4	0	14	14	11	0	2	6	3	261	0
7:15 AM	0	2	76	3	1	4	218	9	0	30	16	16	0	6	4	4	389	0
7:30 AM	3	3	73	4	1	5	273	7	0	25	10	15	0	4	7	8	438	0
7:45 AM	2	7	107	9	1	11	226	11	0	54	25	23	0	8	8	6	498	1,586
8:00 AM	**1**	**7**	**121**	**11**	**1**	**9**	**231**	**9**	**0**	**47**	**44**	**32**	**0**	**12**	**7**	**11**	**543**	1,868
8:15 AM	**7**	**2**	**122**	**8**	**2**	**16**	**236**	**7**	**0**	**56**	**29**	**27**	**0**	**7**	**8**	**10**	**537**	2,016
8:30 AM	**3**	**4**	**132**	**10**	**0**	**3**	**233**	**14**	**0**	**59**	**50**	**23**	**0**	**6**	**8**	**12**	**557**	2,135
8:45 AM	**6**	**4**	**126**	**8**	**1**	**11**	**204**	**12**	**0**	**53**	**26**	**36**	**0**	**5**	**3**	**10**	**505**	**2,142**
Count Total	24	30	809	60	7	61	1,764	73	0	338	214	183	0	50	51	64	3,728	0
Peak Hour All	**17**	**17**	**501**	**37**	**4**	**39**	**904**	**42**	**0**	**215**	**149**	**118**	**0**	**30**	**26**	**43**	**2,142**	**0**
Peak Hour HV	**0**	**0**	**12**	**1**	**0**	**3**	**44**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**64**	**0**
Peak Hour HV%	**0%**	**0%**	**2%**	**3%**	**0%**	**8%**	**5%**	**2%**	**-**	**0%**	**0%**	**1%**	**-**	**0%**	**0%**	**2%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	8	1	1	*14*	0	0	2	0	*2*	2	2	0	3	*7*
7:15 AM	3	8	1	0	*12*	0	0	1	0	*1*	0	0	1	0	*1*
7:30 AM	4	8	1	0	*13*	0	0	0	0	*0*	1	1	0	2	*4*
7:45 AM	10	17	1	0	*28*	0	0	0	0	*0*	2	4	0	2	*8*
8:00 AM	**2**	**13**	**1**	**1**	***17***	**1**	**0**	**1**	**0**	***2***	**1**	**2**	**1**	**1**	*5*
8:15 AM	**2**	**14**	**0**	**0**	***16***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**1**	*3*
8:30 AM	**6**	**9**	**1**	**0**	***16***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**8**	**1**	*10*
8:45 AM	**3**	**12**	**0**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**4**	***7***
Count Total	34	89	6	2	*131*	2	0	5	0	*7*	7	12	12	14	*45*
Peak Hour	**13**	**48**	**2**	**1**	***64***	**2**	**0**	**2**	**0**	***4***	**2**	**5**	**11**	**7**	***25***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Lincoln St				Lincoln St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	8	0	0	0	1	0	0	0	1	0	14	0
7:15 AM	0	0	3	0	0	0	8	0	0	1	0	0	0	0	0	0	12	0
7:30 AM	0	0	4	0	0	0	8	0	0	0	0	1	0	0	0	0	13	0
7:45 AM	0	0	10	0	0	1	16	0	0	0	0	1	0	0	0	0	28	67
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	70
8:15 AM	**0**	**0**	**2**	**0**	**0**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	74
8:30 AM	**0**	**0**	**5**	**1**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	77
8:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**64**
Count Total	0	0	33	1	0	4	84	1	0	2	1	3	0	0	1	1	131	0
Peak Hour	**0**	**0**	**12**	**1**	**0**	**3**	**44**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**64**	**0**

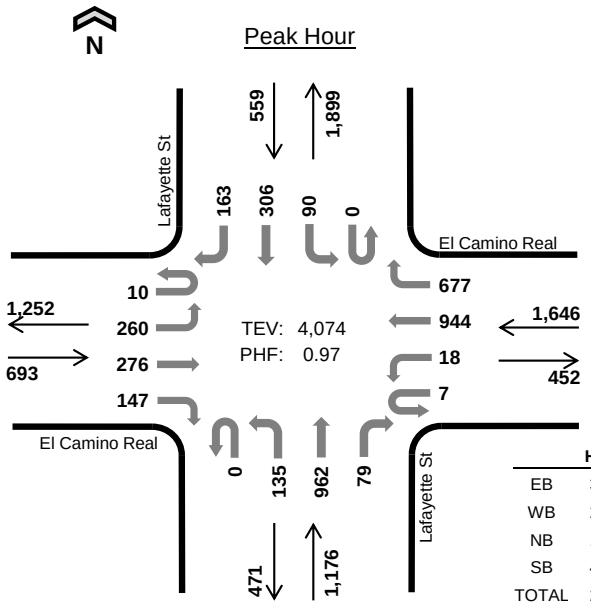
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Lincoln St			Lincoln St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	3
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	4
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Count Total	0	2	0	0	0	0	1	4	0	0	0	0	7	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**0**

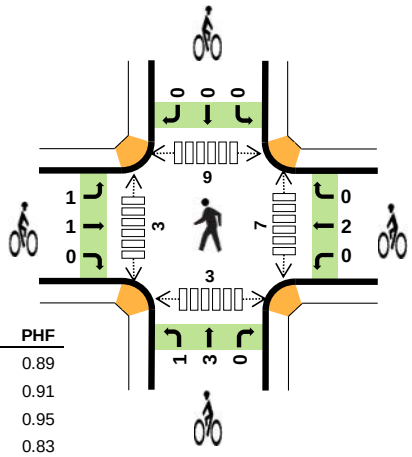
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lafayette St
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.6%	0.89
WB	2.9%	0.91
NB	1.4%	0.95
SB	4.3%	0.83
TOTAL	2.7%	0.97



Two-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Lafayette St Northbound				Lafayette St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	1	36	40	12	2	4	158	99	0	14	145	11	0	14	26	21	583	0
7:15 AM	1	35	49	22	3	4	231	156	0	33	169	11	0	18	45	26	803	0
7:30 AM	6	42	40	38	2	2	263	146	0	21	231	14	0	16	58	26	905	0
7:45 AM	**3**	**50**	**68**	**23**	**0**	**5**	**277**	**170**	**0**	**44**	**239**	**18**	**0**	**28**	**75**	**30**	**1,030**	3,321
8:00 AM	**3**	**72**	**74**	**46**	**2**	**2**	**216**	**157**	**0**	**26**	**261**	**21**	**0**	**14**	**106**	**49**	**1,049**	3,787
8:15 AM	**2**	**57**	**62**	**42**	**3**	**5**	**220**	**187**	**0**	**35**	**205**	**18**	**0**	**29**	**75**	**42**	**982**	3,966
8:30 AM	**2**	**81**	**72**	**36**	**2**	**6**	**231**	**163**	**0**	**30**	**257**	**22**	**0**	**19**	**50**	**42**	**1,013**	**4,074**
8:45 AM	4	72	91	28	0	4	222	168	0	31	222	26	0	28	38	45	979	4,023
Count Total	22	445	496	247	14	32	1,818	1,246	0	234	1,729	141	0	166	473	281	7,344	0
Peak Hour All	**10**	**260**	**276**	**147**	**7**	**18**	**944**	**677**	**0**	**135**	**962**	**79**	**0**	**90**	**306**	**163**	**4,074**	**0**
Peak Hour HV	**2**	**2**	**19**	**2**	**0**	**0**	**36**	**11**	**0**	**6**	**3**	**7**	**0**	**5**	**10**	**9**	**112**	**0**
Peak Hour HV%	**20%**	**1%**	**7%**	**1%**	**0%**	**0%**	**4%**	**2%**	**-**	**4%**	**0%**	**9%**	**-**	**6%**	**3%**	**6%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	10	4	6	*22*	0	0	0	1	*1*	0	0	1	0	*1*
7:15 AM	7	12	4	6	*29*	0	1	0	0	*1*	1	1	2	0	*4*
7:30 AM	2	6	3	7	*18*	0	0	0	0	*0*	1	4	3	1	*9*
7:45 AM	**9**	**16**	**4**	**6**	***35***	**1**	**0**	**2**	**0**	***3***	**4**	**1**	**4**	**2**	*11*
8:00 AM	**5**	**13**	**6**	**4**	***28***	**0**	**1**	**2**	**0**	***3***	**1**	**1**	**2**	**0**	*4*
8:15 AM	**6**	**7**	**3**	**6**	***22***	**0**	**1**	**0**	**0**	***1***	**1**	**1**	**2**	**1**	*5*
8:30 AM	**5**	**11**	**3**	**8**	***27***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**1**	**0**	***2***
8:45 AM	5	11	4	6	*26*	0	0	0	0	*0*	1	1	4	0	*6*
Count Total	41	86	31	49	*207*	2	3	4	1	*10*	10	9	19	4	*42*
Peak Hour	**25**	**47**	**16**	**24**	***112***	**2**	**2**	**4**	**0**	***8***	**7**	**3**	**9**	**3**	***22***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Lafayette St				Lafayette St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	1	7	2	0	0	3	1	0	2	2	2	22	0
7:15 AM	0	1	4	2	0	0	6	6	0	1	0	3	0	2	2	2	29	0
7:30 AM	0	0	1	1	0	0	6	0	0	1	1	1	0	2	4	1	18	0
7:45 AM	**1**	**0**	**7**	**1**	**0**	**0**	**13**	**3**	**0**	**2**	**1**	**1**	**0**	**1**	**2**	**3**	**35**	104
8:00 AM	**0**	**1**	**4**	**0**	**0**	**0**	**9**	**4**	**0**	**2**	**1**	**3**	**0**	**1**	**1**	**2**	**28**	110
8:15 AM	**1**	**0**	**4**	**1**	**0**	**0**	**7**	**0**	**0**	**1**	**1**	**1**	**0**	**2**	**3**	**1**	**22**	103
8:30 AM	**0**	**1**	**4**	**0**	**0**	**0**	**7**	**4**	**0**	**1**	**0**	**2**	**0**	**1**	**4**	**3**	**27**	**112**
8:45 AM	0	1	3	1	0	0	7	4	0	1	1	2	0	2	2	2	26	103
Count Total	2	4	29	6	0	1	62	23	0	9	8	14	0	13	20	16	207	0
Peak Hour	**2**	**2**	**19**	**2**	**0**	**0**	**36**	**11**	**0**	**6**	**3**	**7**	**0**	**5**	**10**	**9**	**112**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Lafayette St			Lafayette St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	5
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	7
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
8:30 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	1	1	0	0	2	1	1	3	0	0	1	0	10	0
Peak Hour	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**8**	**0**

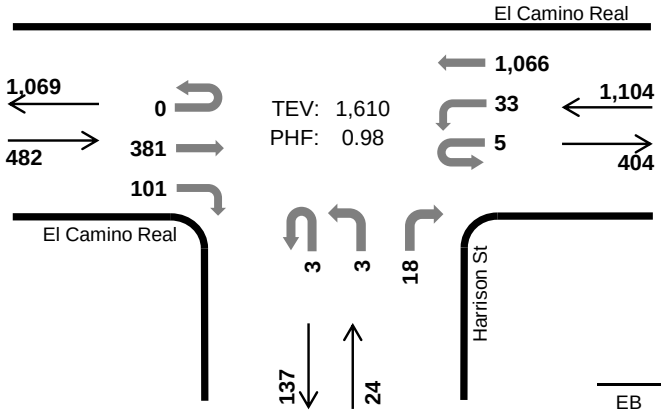
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

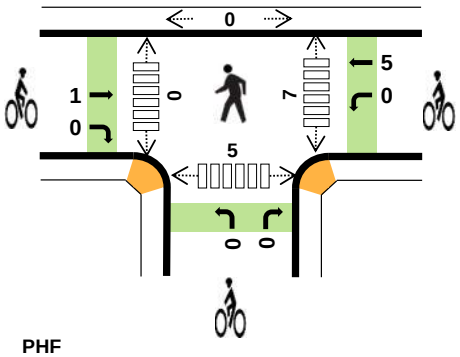
Harrison St
El Camino Real

N

Peak Hour

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	6.0%	0.84
WB	2.6%	0.97
NB	33.3%	0.50
SB	-	-
TOTAL	4.1%	0.98

Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Harrison St Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	63	4	2	8	173	0	0	1	0	7	0	0	0	0	258	0
7:15 AM		0	0	74	11	2	10	242	0	0	0	0	11	0	0	0	0	350	0
7:30 AM		0	0	61	11	0	6	302	0	2	1	0	3	0	0	0	0	386	0
7:45 AM		0	0	94	23	0	6	231	0	0	0	0	7	0	0	0	0	361	1,355
8:00 AM		**0**	**0**	**89**	**24**	**1**	**8**	**276**	**0**	**1**	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**410**	1,507
8:15 AM		**0**	**0**	**87**	**29**	**3**	**5**	**270**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**398**	1,555
8:30 AM		**0**	**0**	**94**	**16**	**0**	**9**	**273**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**397**	1,566
8:45 AM		**0**	**0**	**111**	**32**	**1**	**11**	**247**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**405**	**1,610**
Count Total		0	0	673	150	9	63	2,014	0	5	5	0	46	0	0	0	0	2,965	0
Peak Hour	**All**	**0**	**0**	**381**	**101**	**5**	**33**	**1,066**	**0**	**3**	**3**	**0**	**18**	**0**	**0**	**0**	**0**	**1,610**	**0**
	HV	**0**	**0**	**29**	**0**	**0**	**6**	**23**	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**66**	**0**
	HV%	**-**	**-**	**8%**	**0%**	**0%**	**18%**	**2%**	**-**	**100%**	**0%**	**-**	**28%**	**-**	**-**	**-**	**-**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	8	2	0	*15*	0	0	0	0	*0*	0	0	0	2	*2*
7:15 AM	9	9	3	0	*21*	1	1	0	0	*2*	13	0	0	0	*13*
7:30 AM	5	3	4	0	*12*	0	2	0	0	*2*	11	0	0	2	*13*
7:45 AM	10	10	1	0	*21*	1	0	0	0	*1*	15	0	0	1	*16*
8:00 AM	**8**	**7**	**2**	**0**	***17***	**0**	**2**	**0**	**0**	***2***	**1**	**0**	**0**	**1**	*2*
8:15 AM	**7**	**6**	**1**	**0**	***14***	**0**	**2**	**0**	**0**	***2***	**2**	**0**	**0**	**1**	*3*
8:30 AM	**7**	**10**	**3**	**0**	***20***	**1**	**0**	**0**	**0**	***1***	**3**	**0**	**0**	**1**	*4*
8:45 AM	**7**	**6**	**2**	**0**	***15***	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**0**	**2**	***3***
Count Total	58	59	18	0	*135*	3	8	0	0	*11*	46	0	0	10	*56*
Peak Hr	**29**	**29**	**8**	**0**	***66***	**1**	**5**	**0**	**0**	***6***	**7**	**0**	**0**	**5**	***12***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Harrison St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	1	7	0	0	0	0	2	0	0	0	0	15	0
7:15 AM	0	0	9	0	0	0	9	0	0	0	0	3	0	0	0	0	21	0
7:30 AM	0	0	5	0	0	0	3	0	2	1	0	1	0	0	0	0	12	0
7:45 AM	0	0	10	0	0	0	10	0	0	0	0	1	0	0	0	0	21	69
8:00 AM	**0**	**0**	**8**	**0**	**0**	**1**	**6**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**17**	71
8:15 AM	**0**	**0**	**7**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**14**	64
8:30 AM	**0**	**0**	**7**	**0**	**0**	**2**	**8**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**20**	72
8:45 AM	**0**	**0**	**7**	**0**	**0**	**1**	**5**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**15**	**66**
Count Total	0	0	58	0	0	7	52	0	5	1	0	12	0	0	0	0	135	0
Peak Hour	**0**	**0**	**29**	**0**	**0**	**6**	**23**	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**66**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Harrison St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	5
8:00 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	7
8:15 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	7
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
8:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
Count Total	0	3	0	0	8	0	0	0	0	0	0	0	11	0
Peak Hour	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**

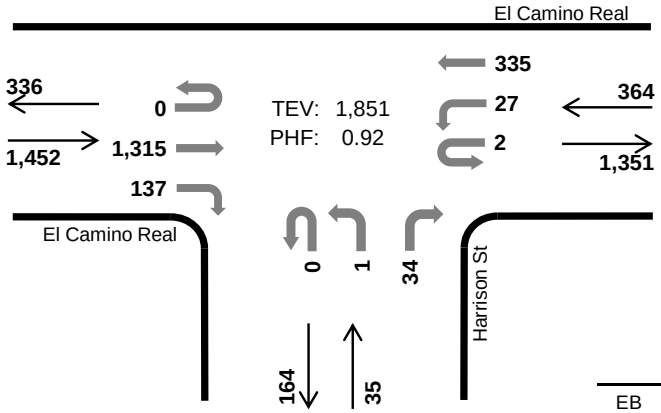
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

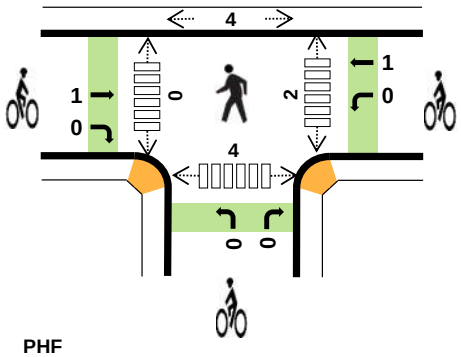
Harrison St
El Camino Real

N

Peak Hour

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:15 PM to 6:15 PM





	HV %:	PHF
EB	1.7%	0.91
WB	3.8%	0.95
NB	0.0%	0.73
SB	-	-
TOTAL	2.1%	0.92

Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Harrison St Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:15 PM		0	0	296	38	0	8	83	0	0	0	0	10	0	0	0	0	435	0
5:30 PM		0	0	368	31	2	4	90	0	0	1	0	7	0	0	0	0	503	0
5:45 PM		0	0	348	29	0	9	77	0	0	0	0	12	0	0	0	0	475	0
6:00 PM		0	0	303	39	0	6	85	0	0	0	0	5	0	0	0	0	438	1,851
Peak Hour	All	0	0	1,315	137	2	27	335	0	0	1	0	34	0	0	0	0	1,851	0
	HV	0	0	25	0	0	0	14	0	0	0	0	0	0	0	0	0	39	0
	HV%	-	-	2%	0%	0%	0%	4%	-	-	0%	-	0%	-	-	-	-	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:15 PM	8	5	0	0	*13*	0	1	0	0	*1*	0	0	1	0	*1*
5:30 PM	7	3	0	0	*10*	1	0	0	0	*1*	0	0	1	3	*4*
5:45 PM	5	2	0	0	*7*	0	0	0	0	*0*	1	0	2	1	*4*
6:00 PM	5	4	0	0	*9*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	25	14	0	0	*39*	1	1	0	0	*2*	2	0	4	4	*10*

Three-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Harrison St Northbound				n/a Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	144	37	0	5	61	0	1	2	0	3	0	0	0	0	253	0
4:15 PM	0	0	168	82	1	6	54	0	0	0	0	5	0	0	0	0	316	0
4:30 PM	2	0	214	91	1	3	85	0	0	3	0	2	0	0	0	0	401	0
4:45 PM	0	0	258	23	2	7	51	0	0	0	0	6	0	0	0	0	347	1,317
5:00 PM	0	0	253	26	1	4	106	0	0	0	0	4	0	0	0	0	394	1,458
5:15 PM	**0**	**0**	**296**	**38**	**0**	**8**	**83**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**435**	1,577
5:30 PM	**0**	**0**	**368**	**31**	**2**	**4**	**90**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**503**	1,679
5:45 PM	**0**	**0**	**348**	**29**	**0**	**9**	**77**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**475**	1,807
6:00 PM	**0**	**0**	**303**	**39**	**0**	**6**	**85**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**438**	**1,851**
6:15 PM	0	0	269	30	0	7	81	0	0	1	0	5	0	0	0	0	393	1,809
6:30 PM	0	0	287	13	0	3	74	0	0	1	0	7	0	0	0	0	385	1,691
6:45 PM	0	0	233	15	1	6	68	0	0	0	0	8	0	0	0	0	331	1,547
Count Total	2	0	3,141	454	8	68	915	0	1	8	0	74	0	0	0	0	4,671	0
Peak Hour All	**0**	**0**	**1,315**	**137**	**2**	**27**	**335**	**0**	**0**	**1**	**0**	**34**	**0**	**0**	**0**	**0**	**1,851**	**0**
Peak Hour HV	**0**	**0**	**25**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**
Peak Hour HV%	**-**	**-**	**2%**	**0%**	**0%**	**0%**	**4%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	9	7	1	0	*17*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	6	3	0	0	*9*	1	2	0	0	*3*	1	0	0	1	*2*
4:30 PM	6	6	1	0	*13*	0	0	0	0	*0*	0	0	3	0	*3*
4:45 PM	7	4	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	4	2	0	0	*6*	1	0	0	0	*1*	2	0	1	2	*5*
5:15 PM	**8**	**5**	**0**	**0**	***13***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	*1*
5:30 PM	**7**	**3**	**0**	**0**	***10***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**3**	*4*
5:45 PM	**5**	**2**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**1**	*4*
6:00 PM	**5**	**4**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
6:15 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	2	*2*
6:30 PM	8	4	0	0	*12*	1	0	0	0	*1*	0	0	0	0	*0*
6:45 PM	6	3	0	0	*9*	0	0	0	0	*0*	1	0	0	2	*3*
Count Total	73	45	2	0	*120*	4	3	0	0	*7*	6	0	9	11	*26*
Peak Hr	**25**	**14**	**0**	**0**	***39***	**1**	**1**	**0**	**0**	***2***	**2**	**0**	**4**	**4**	***10***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Harrison St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	8	1	0	0	7	0	1	0	0	0	0	0	0	0	17	0
4:15 PM	0	0	4	2	0	0	3	0	0	0	0	0	0	0	0	0	9	0
4:30 PM	0	0	6	0	0	0	6	0	0	1	0	0	0	0	0	0	13	0
4:45 PM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11	50
5:00 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	39
5:15 PM	**0**	**0**	**8**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	43
5:30 PM	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	40
5:45 PM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	36
6:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**39**
6:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	30
6:30 PM	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	12	32
6:45 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	34
Count Total	0	0	70	3	0	0	45	0	1	1	0	0	0	0	0	0	120	0
Peak Hour	**0**	**0**	**25**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**

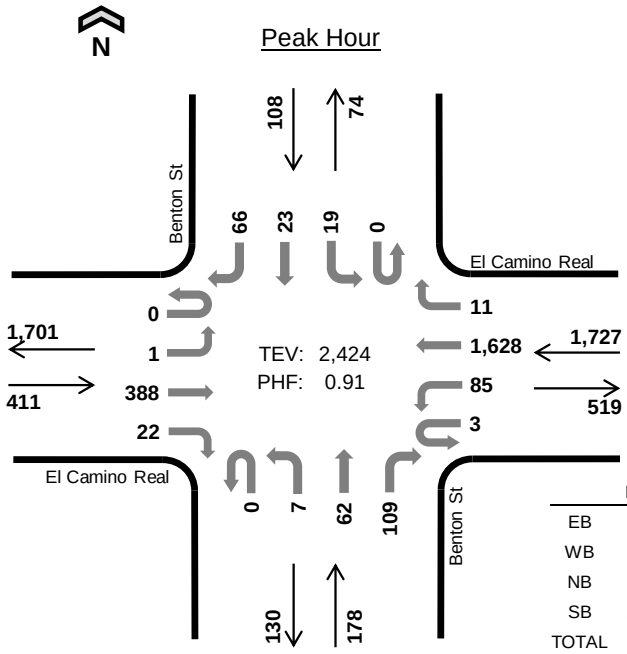
Three-Hour Count Summaries - Bikes

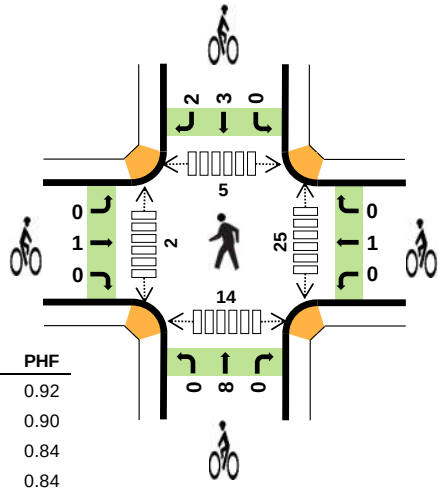
Interval Start	El Camino Real			El Camino Real			Harrison St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	4	0	0	3	0	0	0	0	0	0	0	7	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Benton St
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	7.8%	0.92
WB	2.3%	0.90
NB	9.6%	0.84
SB	14.8%	0.84
TOTAL	4.3%	0.91

Two-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Benton St Northbound				Benton St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	2	10	56	4	0	20	223	3	0	4	5	23	0	4	2	16	372	0
7:15 AM	2	10	63	8	1	14	301	6	0	1	17	13	0	11	7	17	471	0
7:30 AM	0	0	59	4	0	16	387	7	0	0	14	21	0	2	2	10	522	0
7:45 AM	0	1	88	5	0	16	295	4	1	1	8	21	0	6	5	27	478	1,843
8:00 AM	**0**	**0**	**108**	**4**	**1**	**14**	**382**	**3**	**0**	**1**	**20**	**23**	**0**	**4**	**7**	**19**	**586**	2,057
8:15 AM	**0**	**0**	**79**	**8**	**2**	**37**	**409**	**2**	**0**	**1**	**22**	**30**	**0**	**6**	**4**	**13**	**613**	2,199
8:30 AM	**0**	**0**	**104**	**6**	**0**	**15**	**464**	**3**	**0**	**5**	**12**	**25**	**0**	**8**	**6**	**18**	**666**	2,343
8:45 AM	**0**	**1**	**97**	**4**	**0**	**19**	**373**	**3**	**0**	**0**	**8**	**31**	**0**	**1**	**6**	**16**	**559**	**2,424**
Count Total	4	22	654	43	4	151	2,834	31	1	13	106	187	0	42	39	136	4,267	0
Peak Hour All	**0**	**1**	**388**	**22**	**3**	**85**	**1,628**	**11**	**0**	**7**	**62**	**109**	**0**	**19**	**23**	**66**	**2,424**	**0**
Peak Hour HV	**0**	**1**	**26**	**5**	**0**	**7**	**31**	**1**	**0**	**0**	**8**	**9**	**0**	**6**	**5**	**5**	**104**	**0**
Peak Hour HV%	**-**	**100%**	**7%**	**23%**	**0%**	**8%**	**2%**	**9%**	**-**	**0%**	**13%**	**8%**	**-**	**32%**	**22%**	**8%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	14	4	1	*25*	0	0	1	0	*1*	5	1	3	2	*11*
7:15 AM	9	9	7	4	*29*	1	0	3	2	*6*	9	0	4	2	*15*
7:30 AM	5	12	6	2	*25*	0	1	0	0	*1*	1	0	3	1	*5*
7:45 AM	12	13	5	6	*36*	1	0	2	0	*3*	3	0	0	4	*7*
8:00 AM	**9**	**9**	**5**	**2**	***25***	**0**	**0**	**3**	**3**	***6***	**3**	**0**	**1**	**3**	*7*
8:15 AM	**8**	**8**	**5**	**4**	***25***	**0**	**0**	**3**	**1**	***4***	**11**	**0**	**3**	**2**	*16*
8:30 AM	**7**	**14**	**1**	**5**	***27***	**1**	**1**	**2**	**1**	***5***	**4**	**1**	**0**	**8**	*13*
8:45 AM	**8**	**8**	**6**	**5**	***27***	**0**	**0**	**0**	**0**	***0***	**7**	**1**	**1**	**1**	***10***
Count Total	64	87	39	29	*219*	3	2	14	7	*26*	43	3	15	23	*84*
Peak Hour	**32**	**39**	**17**	**16**	***104***	**1**	**1**	**8**	**5**	***15***	**25**	**2**	**5**	**14**	***46***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Benton St Northbound				Benton St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	3	1	0	4	9	1	0	0	0	4	0	0	0	1	25	0
7:15 AM	0	4	5	0	0	2	7	0	0	0	3	4	0	0	2	2	29	0
7:30 AM	0	0	3	2	0	4	7	1	0	0	3	3	0	0	0	2	25	0
7:45 AM	0	1	8	3	0	1	11	1	0	0	2	3	0	1	3	2	36	115
8:00 AM	**0**	**0**	**9**	**0**	**0**	**3**	**6**	**0**	**0**	**0**	**1**	**4**	**0**	**1**	**1**	**0**	**25**	115
8:15 AM	**0**	**0**	**6**	**2**	**0**	**1**	**7**	**0**	**0**	**0**	**4**	**1**	**0**	**2**	**1**	**1**	**25**	111
8:30 AM	**0**	**0**	**6**	**1**	**0**	**2**	**11**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	**1**	**1**	**27**	113
8:45 AM	**0**	**1**	**5**	**2**	**0**	**1**	**7**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**2**	**3**	**27**	**104**
Count Total	0	8	45	11	0	18	65	4	0	0	16	23	0	7	10	12	219	0
Peak Hour	**0**	**1**	**26**	**5**	**0**	**7**	**31**	**1**	**0**	**0**	**8**	**9**	**0**	**6**	**5**	**5**	**104**	**0**

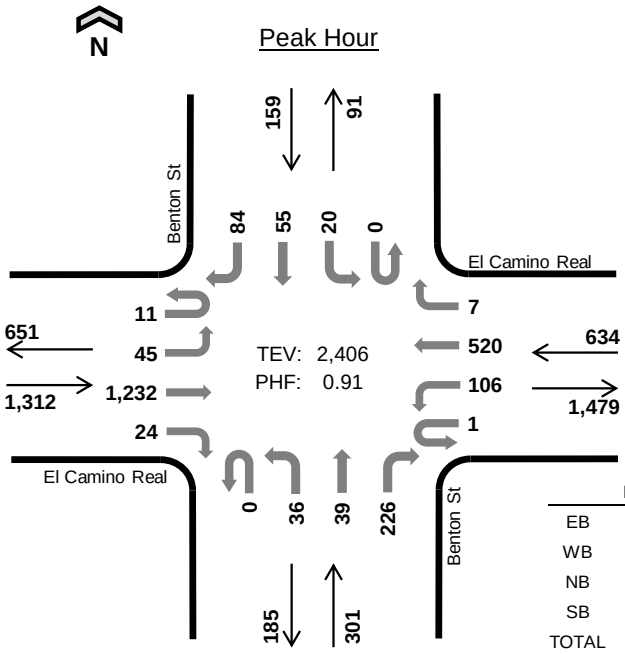
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real Eastbound			El Camino Real Westbound			Benton St Northbound			Benton St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	0	3	0	0	1	1	6	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**1**	**6**	16
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**4**	14
8:30 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**5**	18
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
Count Total	0	2	1	0	2	0	0	14	0	0	4	3	26	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**8**	**0**	**0**	**3**	**2**	**15**	**0**

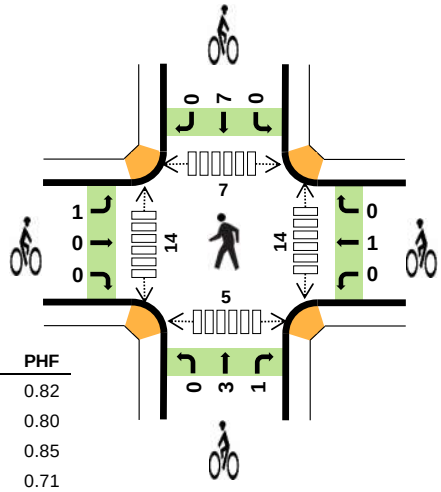
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Benton St
El Camino Real

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.1%	0.82
WB	3.3%	0.80
NB	4.3%	0.85
SB	6.3%	0.71
TOTAL	3.0%	0.91



Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Benton St Northbound				Benton St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		3	7	264	6	1	24	140	0	0	4	12	56	0	5	11	20	553	0
5:15 PM		5	9	259	3	0	39	157	2	0	11	12	66	0	3	8	9	583	0
5:30 PM		1	14	373	10	0	27	106	2	0	9	6	56	0	5	23	28	660	0
5:45 PM		2	15	336	5	0	16	117	3	0	12	9	48	0	7	13	27	610	2,406
Peak Hour	All	11	45	1,232	24	1	106	520	7	0	36	39	226	0	20	55	84	2,406	0
	HV	0	9	18	0	0	6	13	2	0	1	8	4	0	0	5	5	71	0
	HV%	0%	20%	1%	0%	0%	6%	3%	29%	-	3%	21%	2%	-	0%	9%	6%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	4	3	3	2	*12*	0	0	1	0	*1*	2	2	4	3	*11*
5:15 PM	9	8	4	4	*25*	0	1	2	0	*3*	1	0	0	0	*1*
5:30 PM	7	4	3	3	*17*	1	0	0	4	*5*	4	9	1	2	*16*
5:45 PM	7	6	3	1	*17*	0	0	1	3	*4*	7	3	2	0	*12*
Peak Hour	27	21	13	10	*71*	1	1	4	7	*13*	14	14	7	5	*40*

Three-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Benton St Northbound				Benton St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	153	7	0	21	85	1	0	2	11	85	0	3	3	8	383	0
4:15 PM	0	1	143	14	2	34	106	3	0	4	26	112	0	4	7	16	472	0
4:30 PM	0	6	259	10	0	17	103	3	0	2	12	110	1	6	5	11	545	0
4:45 PM	5	12	234	6	0	38	89	3	0	3	7	120	0	2	7	14	540	1,940
5:00 PM	**3**	**7**	**264**	**6**	**1**	**24**	**140**	**0**	**0**	**4**	**12**	**56**	**0**	**5**	**11**	**20**	**553**	2,110
5:15 PM	**5**	**9**	**259**	**3**	**0**	**39**	**157**	**2**	**0**	**11**	**12**	**66**	**0**	**3**	**8**	**9**	**583**	2,221
5:30 PM	**1**	**14**	**373**	**10**	**0**	**27**	**106**	**2**	**0**	**9**	**6**	**56**	**0**	**5**	**23**	**28**	**660**	2,336
5:45 PM	**2**	**15**	**336**	**5**	**0**	**16**	**117**	**3**	**0**	**12**	**9**	**48**	**0**	**7**	**13**	**27**	**610**	**2,406**
6:00 PM	1	10	297	2	1	20	118	3	0	6	5	40	0	4	10	12	529	2,382
6:15 PM	4	14	245	4	0	20	138	0	0	3	9	29	0	4	10	14	494	2,293
6:30 PM	1	17	271	4	0	20	90	2	0	4	13	33	0	10	32	25	522	2,155
6:45 PM	4	10	207	6	0	20	105	2	0	4	8	30	0	1	3	6	406	1,951
Count Total	26	119	3,041	77	4	296	1,354	24	0	64	130	785	1	54	132	190	6,297	0
Peak Hour All	**11**	**45**	**1,232**	**24**	**1**	**106**	**520**	**7**	**0**	**36**	**39**	**226**	**0**	**20**	**55**	**84**	**2,406**	**0**
Peak Hour HV	**0**	**9**	**18**	**0**	**0**	**6**	**13**	**2**	**0**	**1**	**8**	**4**	**0**	**0**	**5**	**5**	**71**	**0**
Peak Hour HV%	**0%**	**20%**	**1%**	**0%**	**0%**	**6%**	**3%**	**29%**	**-**	**3%**	**21%**	**2%**	**-**	**0%**	**9%**	**6%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	15	7	6	2	*30*	0	0	0	0	*0*	6	0	1	2	*9*
4:15 PM	10	6	6	4	*26*	1	0	4	0	*5*	13	0	1	0	*14*
4:30 PM	9	6	4	3	*22*	0	0	1	2	*3*	5	0	2	5	*12*
4:45 PM	9	7	6	3	*25*	0	0	0	2	*2*	3	1	1	0	*5*
5:00 PM	**4**	**3**	**3**	**2**	***12***	**0**	**0**	**1**	**0**	***1***	**2**	**2**	**4**	**3**	*11*
5:15 PM	**9**	**8**	**4**	**4**	***25***	**0**	**1**	**2**	**0**	***3***	**1**	**0**	**0**	**0**	*1*
5:30 PM	**7**	**4**	**3**	**3**	***17***	**1**	**0**	**0**	**4**	***5***	**4**	**9**	**1**	**2**	*16*
5:45 PM	**7**	**6**	**3**	**1**	***17***	**0**	**0**	**1**	**3**	***4***	**7**	**3**	**2**	**0**	***12***
6:00 PM	5	5	2	3	*15*	0	0	0	0	*0*	1	1	2	0	*4*
6:15 PM	2	3	3	3	*11*	0	0	0	2	*2*	4	1	2	1	*8*
6:30 PM	11	5	4	4	*24*	0	0	0	2	*2*	6	1	0	2	*9*
6:45 PM	5	5	1	2	*13*	0	0	0	1	*1*	0	1	2	0	*3*
Count Total	93	65	45	34	*237*	2	1	9	16	*28*	52	19	18	15	*104*
Peak Hour	**27**	**21**	**13**	**10**	***71***	**1**	**1**	**4**	**7**	***13***	**14**	**14**	**7**	**5**	***40***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Benton St				Benton St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	6	5	0	1	6	0	0	1	2	3	0	0	1	1	30	0
4:15 PM	0	1	4	5	0	2	3	1	0	0	3	3	0	1	2	1	26	0
4:30 PM	0	3	2	4	0	1	5	0	0	0	2	2	0	0	1	2	22	0
4:45 PM	0	5	4	0	0	2	4	1	0	0	1	5	0	0	2	1	25	103
5:00 PM	**0**	**2**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**12**	85
5:15 PM	**0**	**3**	**6**	**0**	**0**	**2**	**5**	**1**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**2**	**25**	84
5:30 PM	**0**	**2**	**5**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**2**	**1**	**17**	79
5:45 PM	**0**	**2**	**5**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**17**	**71**
6:00 PM	0	3	2	0	0	1	4	0	0	0	2	0	0	0	2	1	15	74
6:15 PM	0	1	1	0	0	1	2	0	0	0	1	2	0	2	0	1	11	60
6:30 PM	0	4	7	0	0	1	4	0	0	0	2	2	0	0	2	2	24	67
6:45 PM	0	3	2	0	0	1	4	0	0	0	0	1	0	0	0	2	13	63
Count Total	0	33	46	14	0	16	45	4	0	2	21	22	0	3	15	16	237	0
Peak Hour	**0**	**9**	**18**	**0**	**0**	**6**	**13**	**2**	**0**	**1**	**8**	**4**	**0**	**0**	**5**	**5**	**71**	**0**

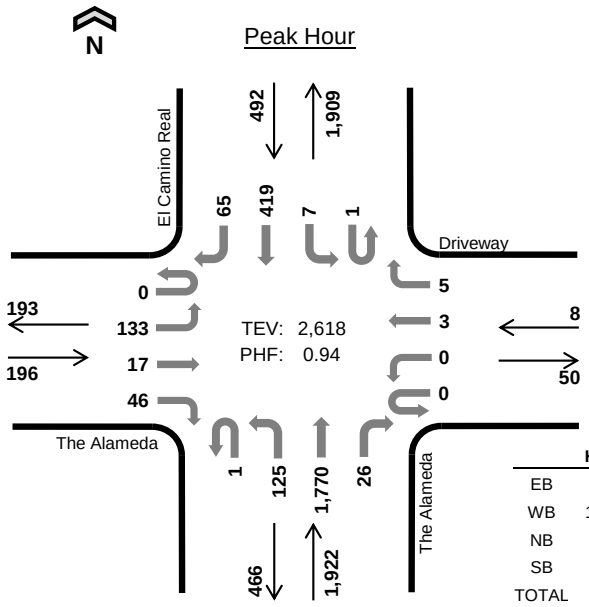
Three-Hour Count Summaries - Bikes

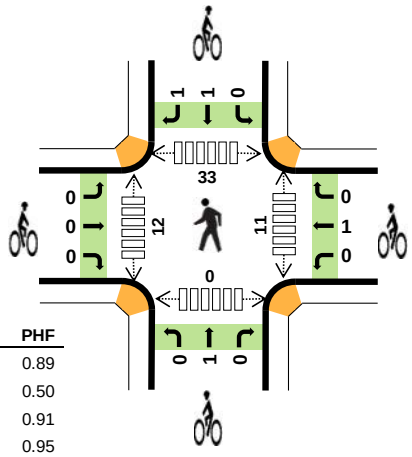
Interval Start	El Camino Real			El Camino Real			Benton St			Benton St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	4	0	0	0	0	5	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	11
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	9
5:30 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	11
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**4**	**13**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	11
6:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	8
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	5
Count Total	1	1	0	0	1	0	0	8	1	1	15	0	28	0
Peak Hour	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**1**	**0**	**7**	**0**	**13**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

The Alameda
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	2.0%	0.89
WB	12.5%	0.50
NB	2.1%	0.91
SB	6.5%	0.95
TOTAL	2.9%	0.94

Two-Hour Count Summaries

Interval Start	The Alameda Eastbound				Driveway Westbound				The Alameda Northbound				El Camino Real Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	16	0	7	0	0	0	0	0	38	304	3	0	0	58	8	434	0
7:15 AM	0	18	2	7	0	1	2	1	0	33	342	5	1	0	95	13	520	0
7:30 AM	0	18	1	4	0	0	1	1	0	33	397	6	0	3	80	10	554	0
7:45 AM	2	21	4	11	0	0	0	0	0	33	336	0	0	0	103	13	523	2,031
8:00 AM	**0**	**30**	**4**	**15**	**0**	**0**	**1**	**2**	**0**	**38**	**447**	**7**	**0**	**4**	**114**	**12**	**674**	2,271
8:15 AM	**0**	**34**	**6**	**15**	**0**	**0**	**0**	**1**	**0**	**29**	**436**	**6**	**0**	**1**	**90**	**19**	**637**	2,388
8:30 AM	**0**	**33**	**4**	**7**	**0**	**0**	**0**	**0**	**1**	**32**	**491**	**4**	**1**	**0**	**100**	**21**	**694**	2,528
8:45 AM	**0**	**36**	**3**	**9**	**0**	**0**	**2**	**2**	**0**	**26**	**396**	**9**	**0**	**2**	**115**	**13**	**613**	**2,618**
Count Total	2	206	24	75	0	1	6	7	1	262	3,149	40	2	10	755	109	4,649	0
Peak Hour All	**0**	**133**	**17**	**46**	**0**	**0**	**3**	**5**	**1**	**125**	**1,770**	**26**	**1**	**7**	**419**	**65**	**2,618**	**0**
Peak Hour HV	**0**	**2**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**37**	**0**	**0**	**0**	**26**	**6**	**77**	**0**
Peak Hour HV%	**-**	**2%**	**0%**	**4%**	**-**	**-**	**33%**	**0%**	**0%**	**2%**	**2%**	**0%**	**0%**	**0%**	**6%**	**9%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	17	8	*25*	0	0	0	0	*0*	3	0	13	0	*16*
7:15 AM	1	0	9	12	*22*	0	0	0	0	*0*	2	3	15	0	*20*
7:30 AM	1	1	8	7	*17*	0	0	2	0	*2*	1	0	2	1	*4*
7:45 AM	1	0	10	10	*21*	0	0	0	1	*1*	3	5	5	0	*13*
8:00 AM	**0**	**0**	**7**	**9**	***16***	**0**	**0**	**0**	**0**	***0***	**3**	**3**	**7**	**0**	*13*
8:15 AM	**2**	**0**	**10**	**10**	***22***	**0**	**1**	**0**	**1**	***2***	**6**	**2**	**7**	**0**	*15*
8:30 AM	**1**	**0**	**11**	**7**	***19***	**0**	**0**	**1**	**1**	***2***	**2**	**4**	**8**	**0**	*14*
8:45 AM	**1**	**1**	**12**	**6**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**11**	**0**	***14***
Count Total	7	2	84	69	*162*	0	1	3	3	*7*	20	20	68	1	*109*
Peak Hour	**4**	**1**	**40**	**32**	***77***	**0**	**1**	**1**	**2**	***4***	**11**	**12**	**33**	**0**	***56***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	The Alameda Eastbound				Driveway Westbound				The Alameda Northbound				El Camino Real Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	2	15	0	0	0	7	1	25	0
7:15 AM	0	1	0	0	0	0	0	0	0	1	8	0	0	0	10	2	22	0
7:30 AM	0	1	0	0	0	0	0	1	0	1	6	1	0	0	7	0	17	0
7:45 AM	0	1	0	0	0	0	0	0	0	2	8	0	0	0	10	0	21	85
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**9**	**0**	**16**	76
8:15 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**7**	**3**	**22**	76
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**6**	**1**	**19**	78
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**11**	**0**	**0**	**0**	**4**	**2**	**20**	**77**
Count Total	0	5	0	2	0	0	1	1	0	9	74	1	0	0	60	9	162	0
Peak Hour	**0**	**2**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**37**	**0**	**0**	**0**	**26**	**6**	**77**	**0**

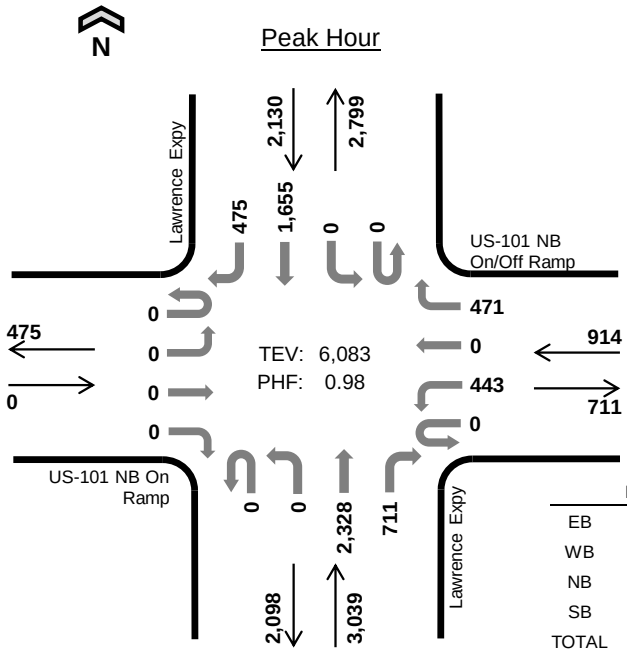
Two-Hour Count Summaries - Bikes

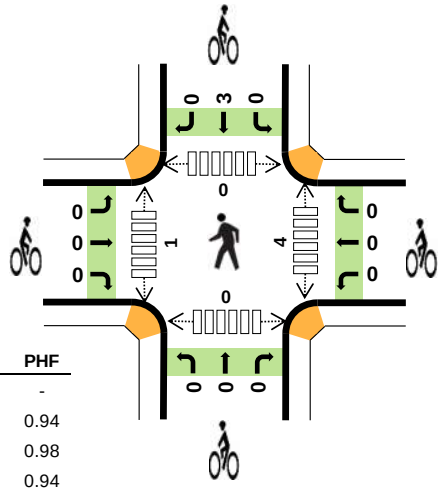
Interval Start	The Alameda Eastbound			Driveway Westbound			The Alameda Northbound			El Camino Real Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	5
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	5
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Count Total	0	0	0	0	1	0	1	2	0	0	2	1	7	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**4**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
US-101 NB Ramps

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	-	-
WB	3.3%	0.94
NB	2.1%	0.98
SB	3.6%	0.94
TOTAL	2.8%	0.98

Two-Hour Count Summaries

Interval Start		US-101 NB On Ramp				US-101 NB On/Off Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	112	0	146	0	0	227	89	0	0	242	92	908	0
7:15 AM		0	0	0	0	0	93	0	139	0	0	445	157	0	0	351	100	1,285	0
7:30 AM		0	0	0	0	0	97	0	132	0	0	447	130	0	0	355	131	1,292	0
7:45 AM		**0**	**0**	**0**	**0**	**0**	**99**	**0**	**111**	**0**	**0**	**629**	**149**	**0**	**0**	**403**	**162**	**1,553**	5,038
8:00 AM		**0**	**0**	**0**	**0**	**0**	**93**	**0**	**131**	**0**	**0**	**583**	**180**	**0**	**0**	**421**	**148**	**1,556**	5,686
8:15 AM		**0**	**0**	**0**	**0**	**0**	**123**	**0**	**119**	**0**	**0**	**557**	**181**	**0**	**0**	**392**	**77**	**1,449**	5,850
8:30 AM		**0**	**0**	**0**	**0**	**0**	**128**	**0**	**110**	**0**	**0**	**559**	**201**	**0**	**0**	**439**	**88**	**1,525**	**6,083**
8:45 AM		0	0	0	0	0	135	0	142	0	0	593	164	0	0	361	70	1,465	5,995
Count Total		0	0	0	0	0	880	0	1,030	0	0	4,040	1,251	0	0	2,964	868	11,033	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**443**	**0**	**471**	**0**	**0**	**2,328**	**711**	**0**	**0**	**1,655**	**475**	**6,083**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**15**	**0**	**0**	**55**	**8**	**0**	**0**	**73**	**3**	**169**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**3%**	**-**	**-**	**2%**	**1%**	**-**	**-**	**4%**	**1%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	7	13	13	*33*	0	0	0	1	*1*	1	2	0	0	*3*
7:15 AM	0	10	20	12	*42*	0	0	0	2	*2*	0	0	0	0	*0*
7:30 AM	0	13	12	19	*44*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	**0**	**8**	**8**	**19**	***35***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
8:00 AM	**0**	**11**	**14**	**20**	***45***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	*1*
8:15 AM	**0**	**5**	**21**	**17**	***43***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	*1*
8:30 AM	**0**	**6**	**20**	**20**	***46***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	***1***
8:45 AM	0	9	15	17	*41*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	69	123	137	*329*	0	0	0	6	*6*	5	4	0	0	*9*
Peak Hour	**0**	**30**	**63**	**76**	***169***	**0**	**0**	**0**	**3**	***3***	**4**	**1**	**0**	**0**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 NB On Ramp				US-101 NB On/Off Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	5	0	2	0	0	12	1	0	0	12	1	33	0
7:15 AM	0	0	0	0	0	2	0	8	0	0	16	4	0	0	11	1	42	0
7:30 AM	0	0	0	0	0	5	0	8	0	0	9	3	0	0	17	2	44	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**8**	**0**	**0**	**0**	**17**	**2**	**35**	154
8:00 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**5**	**0**	**0**	**12**	**2**	**0**	**0**	**20**	**0**	**45**	166
8:15 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**16**	**5**	**0**	**0**	**16**	**1**	**43**	167
8:30 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**19**	**1**	**0**	**0**	**20**	**0**	**46**	**169**
8:45 AM	0	0	0	0	0	3	0	6	0	0	11	4	0	0	14	3	41	175
Count Total	0	0	0	0	0	30	0	39	0	0	103	20	0	0	127	10	329	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**15**	**0**	**0**	**55**	**8**	**0**	**0**	**73**	**3**	**169**	**0**

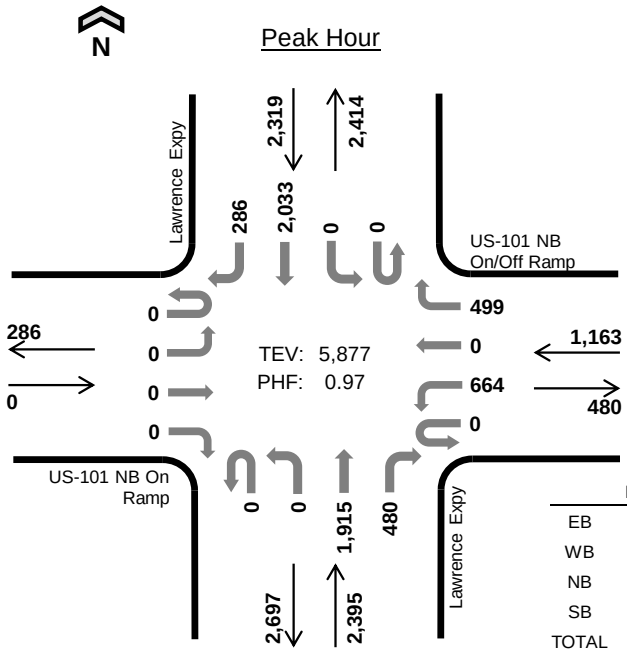
Two-Hour Count Summaries - Bikes

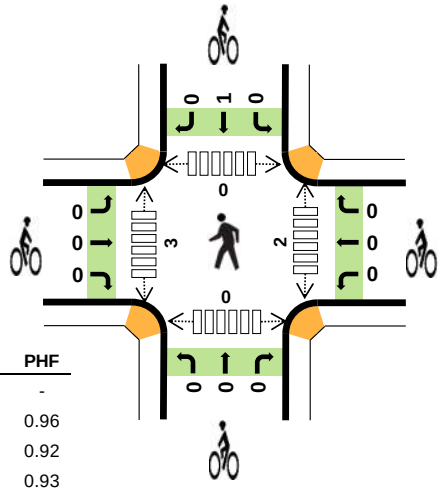
Interval Start	US-101 NB On Ramp			US-101 NB On/Off Ramp			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	2
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	0	0	0	6	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
US-101 NB Ramps

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	-	-
WB	1.7%	0.96
NB	1.2%	0.92
SB	0.7%	0.93
TOTAL	1.1%	0.97

Three-Hour Count Summaries

Interval Start		US-101 NB On Ramp (Eastbound)				US-101 NB On/Off Ramp (Westbound)				Lawrence Expy (Northbound)				Lawrence Expy (Southbound)				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	0	0	0	0	157	0	122	0	0	442	122	0	0	464	71	1,378	0
5:00 PM		0	0	0	0	0	171	0	114	0	0	521	114	0	0	539	62	1,521	0
5:15 PM		0	0	0	0	0	162	0	135	0	0	520	129	0	0	494	67	1,507	0
5:30 PM		0	0	0	0	0	174	0	128	0	0	432	115	0	0	536	86	1,471	5,877
Peak Hour	All	0	0	0	0	0	664	0	499	0	0	1,915	480	0	0	2,033	286	5,877	0
	HV	0	0	0	0	0	16	0	4	0	0	22	6	0	0	13	3	64	0
	HV%	-	-	-	-	-	2%	-	1%	-	-	1%	1%	-	-	1%	1%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	0	6	9	3	*18*	0	0	0	1	*1*	0	0	0	0	*0*
5:00 PM	0	5	7	6	*18*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	5	9	3	*17*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	0	4	3	4	*11*	0	0	0	0	*0*	1	3	0	0	*4*
Peak Hour	0	20	28	16	*64*	0	0	0	1	*1*	2	3	0	0	*5*

Three-Hour Count Summaries

Interval Start	US-101 NB On Ramp				US-101 NB On/Off Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	110	0	91	0	0	358	105	0	0	436	53	1,153	0
4:15 PM	0	0	0	0	0	125	0	102	0	0	423	132	0	0	457	58	1,297	0
4:30 PM	0	0	0	0	0	111	0	92	0	0	409	123	0	0	494	69	1,298	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**157**	**0**	**122**	**0**	**0**	**442**	**122**	**0**	**0**	**464**	**71**	**1,378**	5,126
5:00 PM	**0**	**0**	**0**	**0**	**0**	**171**	**0**	**114**	**0**	**0**	**521**	**114**	**0**	**0**	**539**	**62**	**1,521**	5,494
5:15 PM	**0**	**0**	**0**	**0**	**0**	**162**	**0**	**135**	**0**	**0**	**520**	**129**	**0**	**0**	**494**	**67**	**1,507**	5,704
5:30 PM	**0**	**0**	**0**	**0**	**0**	**174**	**0**	**128**	**0**	**0**	**432**	**115**	**0**	**0**	**536**	**86**	**1,471**	**5,877**
5:45 PM	0	0	0	0	0	170	0	116	0	0	413	131	0	0	449	94	1,373	5,872
6:00 PM	0	0	0	0	0	156	0	118	0	0	444	142	0	0	501	79	1,440	5,791
6:15 PM	0	0	0	0	0	164	0	113	0	0	479	137	0	0	481	73	1,447	5,731
6:30 PM	0	0	0	0	0	145	0	100	0	0	427	128	0	0	496	88	1,384	5,644
6:45 PM	0	0	0	0	0	150	0	104	0	0	376	137	0	0	396	104	1,267	5,538
Count Total	0	0	0	0	0	1,795	0	1,335	0	0	5,244	1,515	0	0	5,743	904	16,536	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**664**	**0**	**499**	**0**	**0**	**1,915**	**480**	**0**	**0**	**2,033**	**286**	**5,877**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**4**	**0**	**0**	**22**	**6**	**0**	**0**	**13**	**3**	**64**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**1%**	**-**	**-**	**1%**	**1%**	**-**	**-**	**1%**	**1%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	5	10	4	*19*	0	0	1	1	*2*	1	0	0	0	*1*
4:15 PM	0	17	5	3	*25*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	0	7	5	3	*15*	0	0	1	2	*3*	0	3	0	0	*3*
4:45 PM	**0**	**6**	**9**	**3**	***18***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**5**	**7**	**6**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**5**	**9**	**3**	***17***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:30 PM	**0**	**4**	**3**	**4**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**0**	**0**	***4***
5:45 PM	0	1	2	6	*9*	0	0	0	2	*2*	0	0	0	0	*0*
6:00 PM	0	1	4	5	*10*	0	0	0	0	*0*	0	1	0	0	*1*
6:15 PM	0	3	5	3	*11*	0	0	0	0	*0*	0	2	0	0	*2*
6:30 PM	0	3	5	0	*8*	0	0	0	1	*1*	0	0	0	0	*0*
6:45 PM	0	2	9	1	*12*	0	0	1	0	*1*	0	2	0	0	*2*
Count Total	0	59	73	41	*173*	0	0	3	7	*10*	4	11	0	0	*15*
Peak Hour	**0**	**20**	**28**	**16**	***64***	**0**	**0**	**0**	**1**	***1***	**2**	**3**	**0**	**0**	***5***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 NB On Ramp				US-101 NB On/Off Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	4	0	0	7	3	0	0	4	0	19	0
4:15 PM	0	0	0	0	0	14	0	3	0	0	5	0	0	0	3	0	25	0
4:30 PM	0	0	0	0	0	6	0	1	0	0	5	0	0	0	3	0	15	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**6**	**3**	**0**	**0**	**2**	**1**	**18**	77
5:00 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**5**	**2**	**0**	**0**	**5**	**1**	**18**	76
5:15 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**2**	**1**	**17**	68
5:30 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**11**	**64**
5:45 PM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	2	9	55
6:00 PM	0	0	0	0	0	0	0	1	0	0	3	1	0	0	5	0	10	47
6:15 PM	0	0	0	0	0	2	0	1	0	0	4	1	0	0	2	1	11	41
6:30 PM	0	0	0	0	0	0	0	3	0	0	3	2	0	0	0	0	8	38
6:45 PM	0	0	0	0	0	1	0	1	0	0	8	1	0	0	1	0	12	41
Count Total	0	0	0	0	0	41	0	18	0	0	58	15	0	0	35	6	173	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**4**	**0**	**0**	**22**	**6**	**0**	**0**	**13**	**3**	**64**	**0**

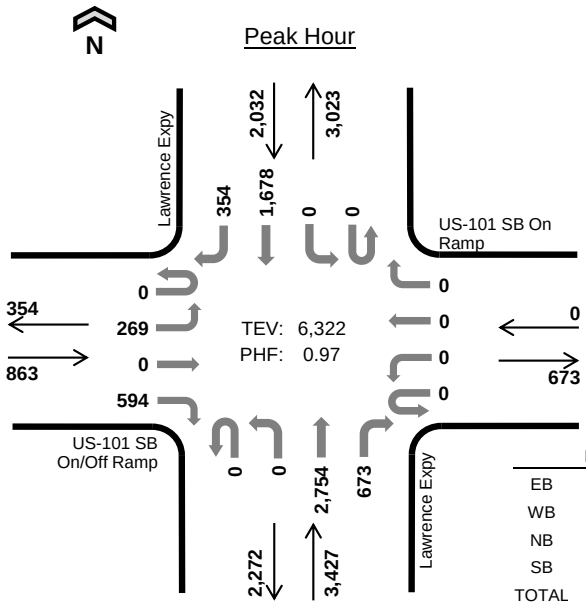
Three-Hour Count Summaries - Bikes

Interval Start	US-101 NB On Ramp			US-101 NB On/Off Ramp			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	3	0	0	7	0	10	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

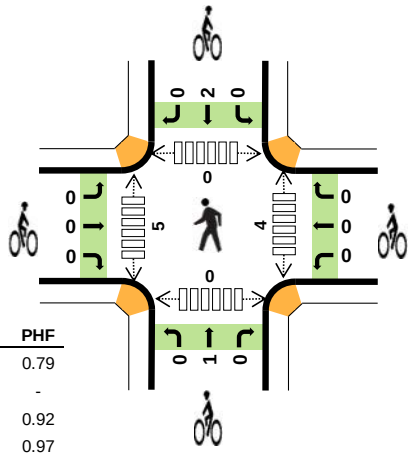
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
US-101 SB Ramps

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.9%	0.79
WB	-	-
NB	2.2%	0.92
SB	4.1%	0.97
TOTAL	2.8%	0.97



Two-Hour Count Summaries

Interval Start		US-101 SB On/Off Ramp Eastbound				US-101 SB On Ramp Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	20	0	99	0	0	0	0	0	0	355	96	0	0	297	54	921	0
7:15 AM		0	38	0	109	0	0	0	0	0	0	518	144	0	0	345	67	1,221	0
7:30 AM		0	65	0	107	0	0	0	0	0	0	582	165	0	0	367	102	1,388	0
7:45 AM		**0**	**123**	**0**	**149**	**0**	**0**	**0**	**0**	**0**	**0**	**634**	**165**	**0**	**0**	**409**	**80**	**1,560**	5,090
8:00 AM		**0**	**70**	**0**	**145**	**0**	**0**	**0**	**0**	**0**	**0**	**674**	**164**	**0**	**0**	**409**	**94**	**1,556**	5,725
8:15 AM		**0**	**45**	**0**	**159**	**0**	**0**	**0**	**0**	**0**	**0**	**691**	**164**	**0**	**0**	**431**	**87**	**1,577**	6,081
8:30 AM		**0**	**31**	**0**	**141**	**0**	**0**	**0**	**0**	**0**	**0**	**755**	**180**	**0**	**0**	**429**	**93**	**1,629**	**6,322**
8:45 AM		0	44	0	126	0	0	0	0	0	0	711	154	0	0	439	78	1,552	6,314
Count Total		0	436	0	1,035	0	0	0	0	0	0	4,920	1,232	0	0	3,126	655	11,404	0
Peak Hour	**All**	**0**	**269**	**0**	**594**	**0**	**0**	**0**	**0**	**0**	**0**	**2,754**	**673**	**0**	**0**	**1,678**	**354**	**6,322**	**0**
	HV	**0**	**2**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**16**	**0**	**0**	**62**	**22**	**176**	**0**
	HV%	**-**	**1%**	**-**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**2%**	**-**	**-**	**4%**	**6%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	3	0	20	18	*41*	0	0	0	1	*1*	0	1	0	0	*1*
7:15 AM	8	0	22	16	*46*	0	0	0	2	*2*	0	1	0	0	*1*
7:30 AM	4	0	12	24	*40*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	**2**	**0**	**14**	**18**	***34***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	*3*
8:00 AM	**4**	**0**	**15**	**26**	***45***	**0**	**0**	**0**	**1**	***1***	**0**	**2**	**0**	**0**	*2*
8:15 AM	**3**	**0**	**28**	**19**	***50***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	*1*
8:30 AM	**7**	**0**	**19**	**21**	***47***	**0**	**0**	**1**	**0**	***1***	**2**	**1**	**0**	**0**	***3***
8:45 AM	6	0	22	33	*61*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	37	0	152	175	*364*	0	0	1	5	*6*	4	8	0	0	*12*
Peak Hour	**16**	**0**	**76**	**84**	***176***	**0**	**0**	**1**	**2**	***3***	**4**	**5**	**0**	**0**	***9***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 SB On/Off Ramp				US-101 SB On Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	3	0	0	0	0	0	0	15	5	0	0	13	5	41	0
7:15 AM	0	3	0	5	0	0	0	0	0	0	18	4	0	0	10	6	46	0
7:30 AM	0	1	0	3	0	0	0	0	0	0	10	2	0	0	19	5	40	0
7:45 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**6**	**0**	**0**	**16**	**2**	**34**	161
8:00 AM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**3**	**0**	**0**	**17**	**9**	**45**	165
8:15 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**5**	**0**	**0**	**15**	**4**	**50**	169
8:30 AM	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**2**	**0**	**0**	**14**	**7**	**47**	**176**
8:45 AM	0	1	0	5	0	0	0	0	0	0	18	4	0	0	28	5	61	203
Count Total	0	7	0	30	0	0	0	0	0	0	121	31	0	0	132	43	364	0
Peak Hour	**0**	**2**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**16**	**0**	**0**	**62**	**22**	**176**	**0**

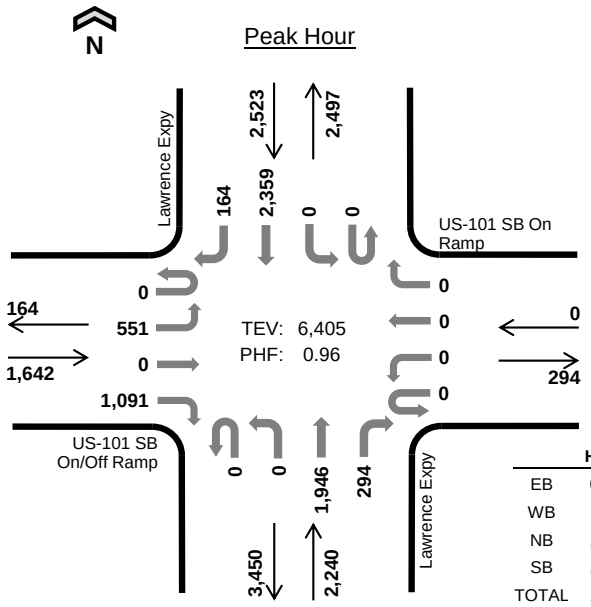
Two-Hour Count Summaries - Bikes

Interval Start	US-101 SB On/Off Ramp			US-101 SB On Ramp			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	2
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	1	0	0	5	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**0**

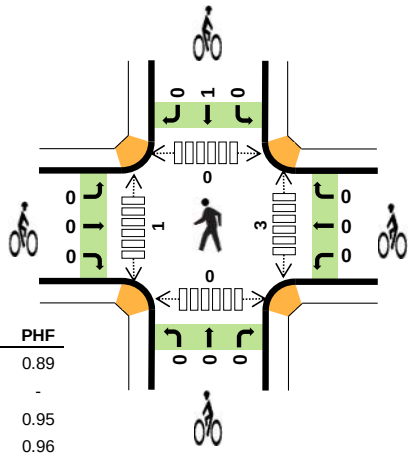
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
US-101 SB Ramps

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.7%	0.89
WB	-	-
NB	1.3%	0.95
SB	1.1%	0.96
TOTAL	1.1%	0.96



Three-Hour Count Summaries

Interval Start		US-101 SB On/Off Ramp Eastbound				US-101 SB On Ramp Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	103	0	289	0	0	0	0	0	0	482	73	0	0	572	48	1,567	0
5:00 PM		0	167	0	294	0	0	0	0	0	0	468	78	0	0	617	43	1,667	0
5:15 PM		0	155	0	273	0	0	0	0	0	0	521	71	0	0	574	36	1,630	0
5:30 PM		0	126	0	235	0	0	0	0	0	0	475	72	0	0	596	37	1,541	6,405
Peak Hour	All	0	551	0	1,091	0	0	0	0	0	0	1,946	294	0	0	2,359	164	6,405	0
	HV	0	2	0	9	0	0	0	0	0	0	29	1	0	0	26	2	69	0
	HV%	-	0%	-	1%	-	-	-	-	-	-	1%	0%	-	-	1%	1%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	2	0	10	7	*19*	0	0	0	1	*1*	1	0	0	0	*1*
5:00 PM	5	0	7	8	*20*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	0	10	6	*18*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	2	0	3	7	*12*	0	0	0	0	*0*	1	1	0	0	*2*
Peak Hour	11	0	30	28	*69*	0	0	0	1	*1*	3	1	0	0	*4*

Three-Hour Count Summaries

Interval Start	US-101 SB On/Off Ramp				US-101 SB On Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	79	0	331	0	0	0	0	0	0	386	80	0	0	482	44	1,402	0
4:15 PM	0	97	0	298	0	0	0	0	0	0	428	65	0	0	537	32	1,457	0
4:30 PM	0	102	0	330	0	0	0	0	0	0	445	63	0	0	492	50	1,482	0
4:45 PM	**0**	**103**	**0**	**289**	**0**	**0**	**0**	**0**	**0**	**0**	**482**	**73**	**0**	**0**	**572**	**48**	**1,567**	5,908
5:00 PM	**0**	**167**	**0**	**294**	**0**	**0**	**0**	**0**	**0**	**0**	**468**	**78**	**0**	**0**	**617**	**43**	**1,667**	6,173
5:15 PM	**0**	**155**	**0**	**273**	**0**	**0**	**0**	**0**	**0**	**0**	**521**	**71**	**0**	**0**	**574**	**36**	**1,630**	6,346
5:30 PM	**0**	**126**	**0**	**235**	**0**	**0**	**0**	**0**	**0**	**0**	**475**	**72**	**0**	**0**	**596**	**37**	**1,541**	**6,405**
5:45 PM	0	115	0	241	0	0	0	0	0	0	451	85	0	0	583	47	1,522	6,360
6:00 PM	0	104	0	203	0	0	0	0	0	0	446	103	0	0	596	71	1,523	6,216
6:15 PM	0	121	0	246	0	0	0	0	0	0	520	137	0	0	528	56	1,608	6,194
6:30 PM	0	117	0	239	0	0	0	0	0	0	460	127	0	0	567	76	1,586	6,239
6:45 PM	0	73	0	243	0	0	0	0	0	0	428	121	0	0	439	88	1,392	6,109
Count Total	0	1,359	0	3,222	0	0	0	0	0	0	5,510	1,075	0	0	6,583	628	18,377	0
Peak Hour All	**0**	**551**	**0**	**1,091**	**0**	**0**	**0**	**0**	**0**	**0**	**1,946**	**294**	**0**	**0**	**2,359**	**164**	**6,405**	**0**
Peak Hour HV	**0**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**1**	**0**	**0**	**26**	**2**	**69**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**-**	**-**	**1%**	**1%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	10	3	*15*	0	0	1	1	*2*	1	0	0	0	*1*
4:15 PM	5	0	6	17	*28*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	5	0	4	8	*17*	0	0	1	1	*2*	0	1	0	0	*1*
4:45 PM	**2**	**0**	**10**	**7**	***19***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	*1*
5:00 PM	**5**	**0**	**7**	**8**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**2**	**0**	**10**	**6**	***18***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:30 PM	**2**	**0**	**3**	**7**	***12***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	***2***
5:45 PM	3	0	3	5	*11*	0	0	0	2	*2*	0	0	0	0	*0*
6:00 PM	2	0	5	5	*12*	0	0	1	0	*1*	0	2	0	0	*2*
6:15 PM	2	0	5	2	*9*	0	0	1	0	*1*	1	6	0	0	*7*
6:30 PM	0	0	7	1	*8*	0	0	0	1	*1*	0	2	0	0	*2*
6:45 PM	3	0	8	1	*12*	0	0	1	0	*1*	1	1	0	0	*2*
Count Total	33	0	78	70	*181*	0	0	5	6	*11*	6	14	0	0	*20*
Peak Hour	**11**	**0**	**30**	**28**	***69***	**0**	**0**	**0**	**1**	***1***	**3**	**1**	**0**	**0**	***4***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 SB On/Off Ramp				US-101 SB On Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	2	0	0	0	0	0	0	8	2	0	0	3	0	15	0
4:15 PM	0	1	0	4	0	0	0	0	0	0	4	2	0	0	17	0	28	0
4:30 PM	0	1	0	4	0	0	0	0	0	0	4	0	0	0	8	0	17	0
4:45 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**7**	**0**	**19**	79
5:00 PM	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**1**	**20**	84
5:15 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**6**	**0**	**18**	74
5:30 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**1**	**12**	**69**
5:45 PM	0	0	0	3	0	0	0	0	0	0	2	1	0	0	3	2	11	61
6:00 PM	0	0	0	2	0	0	0	0	0	0	5	0	0	0	4	1	12	53
6:15 PM	0	1	0	1	0	0	0	0	0	0	4	1	0	0	2	0	9	44
6:30 PM	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	0	8	40
6:45 PM	0	0	0	3	0	0	0	0	0	0	8	0	0	0	1	0	12	41
Count Total	0	5	0	28	0	0	0	0	0	0	70	8	0	0	65	5	181	0
Peak Hour	**0**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**1**	**0**	**0**	**26**	**2**	**69**	**0**

Three-Hour Count Summaries - Bikes

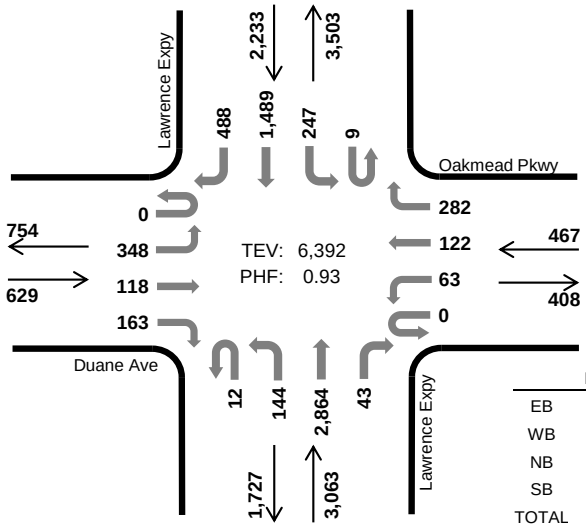
Interval Start	US-101 SB On/Off Ramp			US-101 SB On Ramp			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	0	0	0	0	0	0	0	4	1	0	6	0	11	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

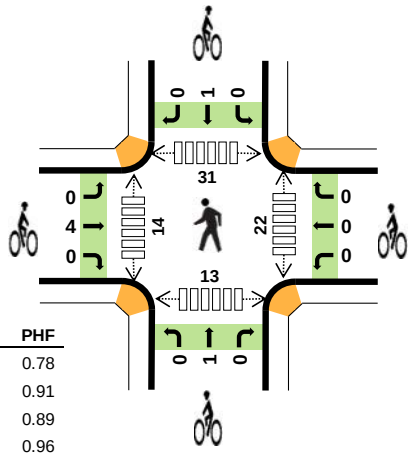
Lawrence Expy
Duane Ave

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour



	HV %:	PHF
EB	1.4%	0.78
WB	0.6%	0.91
NB	2.6%	0.89
SB	3.1%	0.96
TOTAL	2.6%	0.93



Two-Hour Count Summaries

Interval Start		Duane Ave Eastbound				Oakmead Pkwy Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	27	7	15	0	4	7	26	1	16	391	6	1	56	256	86	899	0
7:15 AM		0	69	17	24	0	4	16	44	4	22	545	11	1	43	306	74	1,180	0
7:30 AM		0	58	20	34	0	4	19	54	1	34	641	10	0	45	329	79	1,328	0
7:45 AM		0	81	22	41	0	15	32	56	3	32	681	6	1	56	391	120	1,537	4,944
8:00 AM		**0**	**69**	**17**	**44**	**0**	**15**	**28**	**61**	**4**	**30**	**704**	**10**	**0**	**67**	**373**	**102**	**1,524**	5,569
8:15 AM		**0**	**88**	**18**	**37**	**0**	**14**	**34**	**69**	**6**	**37**	**706**	**12**	**5**	**57**	**352**	**139**	**1,574**	5,963
8:30 AM		**0**	**78**	**39**	**38**	**0**	**14**	**29**	**74**	**1**	**42**	**810**	**9**	**4**	**55**	**391**	**130**	**1,714**	6,349
8:45 AM		**0**	**113**	**44**	**44**	**0**	**20**	**31**	**78**	**1**	**35**	**644**	**12**	**0**	**68**	**373**	**117**	**1,580**	**6,392**
Count Total		0	583	184	277	0	90	196	462	21	248	5,122	76	12	447	2,771	847	11,336	0
Peak Hour	**All**	**0**	**348**	**118**	**163**	**0**	**63**	**122**	**282**	**12**	**144**	**2,864**	**43**	**9**	**247**	**1,489**	**488**	**6,392**	**0**
	HV	**0**	**8**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**80**	**0**	**1**	**1**	**53**	**15**	**163**	**0**
	HV%	**-**	**2%**	**0%**	**1%**	**-**	**2%**	**0%**	**1%**	**0%**	**1%**	**3%**	**0%**	**11%**	**0%**	**4%**	**3%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	0	18	15	*36*	0	0	1	0	*1*	2	7	12	2	*23*
7:15 AM	4	1	19	14	*38*	0	1	0	1	*2*	0	3	8	1	*12*
7:30 AM	2	0	10	14	*26*	3	1	0	0	*4*	2	0	4	0	*6*
7:45 AM	4	1	10	24	*39*	0	1	0	0	*1*	3	0	2	2	*7*
8:00 AM	**3**	**1**	**12**	**19**	***35***	**0**	**0**	**0**	**1**	***1***	**2**	**4**	**5**	**0**	*11*
8:15 AM	**4**	**1**	**23**	**15**	***43***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**11**	**0**	*16*
8:30 AM	**0**	**0**	**30**	**18**	***48***	**2**	**0**	**1**	**0**	***3***	**12**	**5**	**11**	**10**	*38*
8:45 AM	**2**	**1**	**16**	**18**	***37***	**2**	**0**	**0**	**0**	***2***	**7**	**1**	**4**	**3**	***15***
Count Total	22	5	138	137	*302*	7	3	2	2	*14*	29	24	57	18	*128*
Peak Hour	**9**	**3**	**81**	**70**	***163***	**4**	**0**	**1**	**1**	***6***	**22**	**14**	**31**	**13**	***80***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Duane Ave				Oakmead Pkwy				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	0	0	0	0	0	0	0	0	18	0	0	0	12	3	36	0
7:15 AM	0	3	1	0	0	0	0	1	0	0	19	0	0	1	10	3	38	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	10	4	26	0
7:45 AM	0	4	0	0	0	0	0	1	0	1	9	0	0	1	14	9	39	139
8:00 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**14**	**5**	**35**	138
8:15 AM	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**22**	**0**	**0**	**1**	**12**	**2**	**43**	143
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**1**	**0**	**11**	**6**	**48**	165
8:45 AM	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**16**	**2**	**37**	**163**
Count Total	0	20	1	1	0	1	0	4	0	2	136	0	1	3	99	34	302	0
Peak Hour	**0**	**8**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**80**	**0**	**1**	**1**	**53**	**15**	**163**	**0**

Two-Hour Count Summaries - Bikes

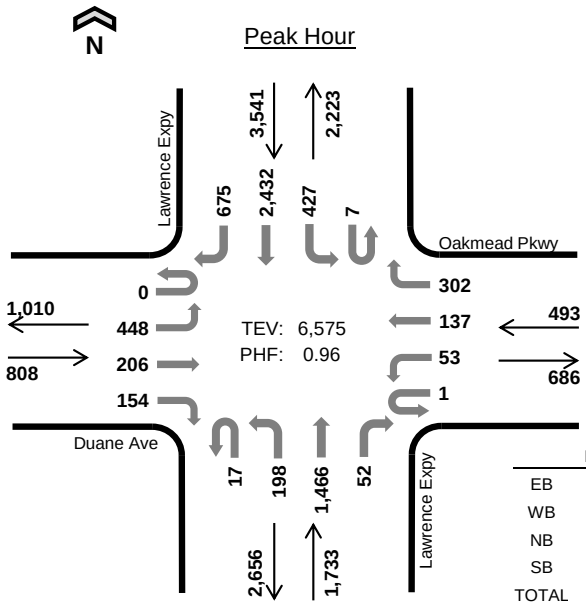
Interval Start	Duane Ave			Oakmead Pkwy			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0
7:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	8
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
8:30 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	5
8:45 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
Count Total	0	7	0	0	3	0	0	2	0	0	1	1	14	0
Peak Hour	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**6**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

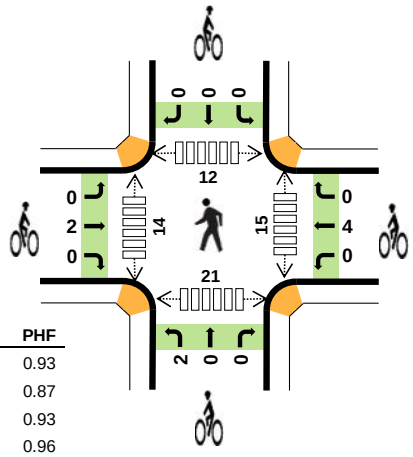
Lawrence Expy
Duane Ave

Peak Hour

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.4%	0.93
WB	1.0%	0.87
NB	0.6%	0.93
SB	0.9%	0.96
TOTAL	0.9%	0.96



Three-Hour Count Summaries

Interval Start		Duane Ave Eastbound				Oakmead Pkwy Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	128	53	37	1	20	30	72	4	47	331	12	2	92	634	145	1,608	0
5:15 PM		0	119	55	34	0	16	45	80	4	46	404	11	3	89	659	147	1,712	0
5:30 PM		0	95	56	41	0	8	26	78	5	48	355	11	1	135	586	199	1,644	0
5:45 PM		0	106	42	42	0	9	36	72	4	57	376	18	1	111	553	184	1,611	6,575
Peak Hour	All	0	448	206	154	1	53	137	302	17	198	1,466	52	7	427	2,432	675	6,575	0
	HV	0	10	1	0	0	0	0	5	0	2	9	0	0	0	20	12	59	0
	HV%	-	2%	0%	0%	0%	0%	0%	2%	0%	1%	1%	0%	0%	0%	1%	2%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	5	0	4	9	*18*	0	1	2	0	*3*	0	2	0	4	*6*
5:15 PM	2	4	5	7	*18*	1	0	0	0	*1*	10	1	2	9	*22*
5:30 PM	2	1	1	9	*13*	1	0	0	0	*1*	4	5	3	5	*17*
5:45 PM	2	0	1	7	*10*	0	3	0	0	*3*	1	6	7	3	*17*
Peak Hour	11	5	11	32	*59*	2	4	2	0	*8*	15	14	12	21	*62*

Three-Hour Count Summaries

Interval Start	Duane Ave Eastbound				Oakmead Pkwy Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	93	32	36	0	12	14	82	5	31	305	6	1	69	640	80	1,406	0
4:15 PM	0	78	34	42	0	16	13	56	3	34	347	13	1	50	656	104	1,447	0
4:30 PM	0	75	39	35	0	13	15	67	6	33	350	9	2	79	661	90	1,474	0
4:45 PM	0	103	42	39	0	11	12	72	3	46	386	17	1	83	647	99	1,561	5,888
5:00 PM	**0**	**128**	**53**	**37**	**1**	**20**	**30**	**72**	**4**	**47**	**331**	**12**	**2**	**92**	**634**	**145**	**1,608**	6,090
5:15 PM	**0**	**119**	**55**	**34**	**0**	**16**	**45**	**80**	**4**	**46**	**404**	**11**	**3**	**89**	**659**	**147**	**1,712**	6,355
5:30 PM	**0**	**95**	**56**	**41**	**0**	**8**	**26**	**78**	**5**	**48**	**355**	**11**	**1**	**135**	**586**	**199**	**1,644**	6,525
5:45 PM	**0**	**106**	**42**	**42**	**0**	**9**	**36**	**72**	**4**	**57**	**376**	**18**	**1**	**111**	**553**	**184**	**1,611**	**6,575**
6:00 PM	0	135	49	32	0	13	34	85	7	44	324	15	0	70	490	159	1,457	6,424
6:15 PM	0	135	40	32	0	14	25	63	11	31	450	12	2	70	665	126	1,676	6,388
6:30 PM	0	95	22	33	0	13	25	82	6	43	402	9	4	66	613	126	1,539	6,283
6:45 PM	0	103	19	19	0	23	14	75	9	34	393	16	3	82	487	107	1,384	6,056
Count Total	0	1,265	483	422	1	168	289	884	67	494	4,423	149	21	996	7,291	1,566	18,519	0
Peak Hour All	**0**	**448**	**206**	**154**	**1**	**53**	**137**	**302**	**17**	**198**	**1,466**	**52**	**7**	**427**	**2,432**	**675**	**6,575**	**0**
Peak Hour HV	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**9**	**0**	**0**	**0**	**20**	**12**	**59**	**0**
Peak Hour HV%	**-**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**	**2%**	**0%**	**1%**	**1%**	**0%**	**0%**	**0%**	**1%**	**2%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	0	9	7	*19*	2	0	0	0	*2*	3	0	3	0	*6*
4:15 PM	1	0	7	19	*27*	1	0	0	0	*1*	3	7	5	3	*18*
4:30 PM	2	0	5	14	*21*	0	1	1	0	*2*	2	3	1	7	*13*
4:45 PM	3	0	9	8	*20*	0	0	0	0	*0*	1	4	4	2	*11*
5:00 PM	**5**	**0**	**4**	**9**	***18***	**0**	**1**	**2**	**0**	***3***	**0**	**2**	**0**	**4**	*6*
5:15 PM	**2**	**4**	**5**	**7**	***18***	**1**	**0**	**0**	**0**	***1***	**10**	**1**	**2**	**9**	*22*
5:30 PM	**2**	**1**	**1**	**9**	***13***	**1**	**0**	**0**	**0**	***1***	**4**	**5**	**3**	**5**	*17*
5:45 PM	**2**	**0**	**1**	**7**	***10***	**0**	**3**	**0**	**0**	***3***	**1**	**6**	**7**	**3**	***17***
6:00 PM	2	1	4	5	*12*	2	0	1	0	*3*	8	3	3	10	*24*
6:15 PM	1	0	4	5	*10*	0	0	1	0	*1*	3	8	8	3	*22*
6:30 PM	2	0	5	1	*8*	0	1	0	1	*2*	1	1	6	1	*9*
6:45 PM	2	0	7	3	*12*	2	4	1	2	*9*	2	3	6	0	*11*
Count Total	27	6	61	94	*188*	9	10	6	3	*28*	38	43	48	47	*176*
Peak Hour	**11**	**5**	**11**	**32**	***59***	**2**	**4**	**2**	**0**	***8***	**15**	**14**	**12**	**21**	***62***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Duane Ave Eastbound				Oakmead Pkwy Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	0	0	0	0	0	0	0	0	9	0	0	0	5	2	19	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	6	1	0	0	18	1	27	0
4:30 PM	0	1	1	0	0	0	0	0	0	0	5	0	0	0	12	2	21	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	9	0	0	1	5	2	20	87
5:00 PM	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**7**	**2**	**18**	86
5:15 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**5**	**18**	77
5:30 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**3**	**13**	69
5:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**2**	**10**	**59**
6:00 PM	0	2	0	0	0	0	1	0	0	0	3	1	0	1	4	0	12	53
6:15 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	3	2	10	45
6:30 PM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	1	0	8	40
6:45 PM	0	2	0	0	0	0	0	0	0	0	7	0	0	0	2	1	12	42
Count Total	0	25	2	0	0	0	1	5	0	2	57	2	0	2	70	22	188	0
Peak Hour	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**9**	**0**	**0**	**0**	**20**	**12**	**59**	**0**

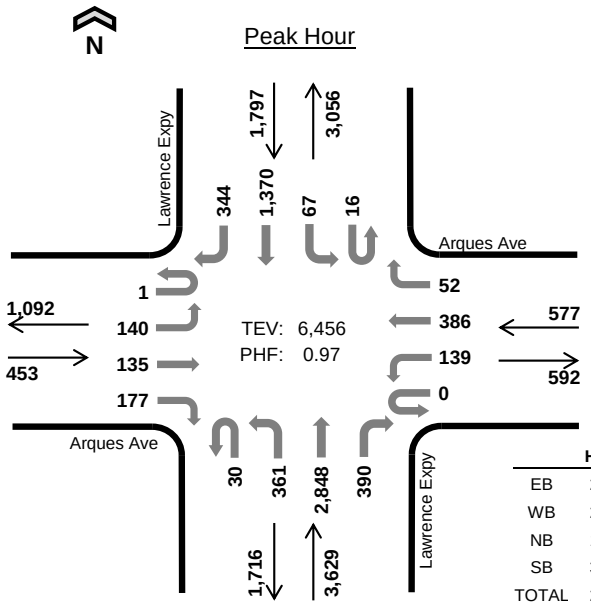
Three-Hour Count Summaries - Bikes

Interval Start	Duane Ave Eastbound			Oakmead Pkwy Westbound			Lawrence Expy Northbound			Lawrence Expy Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	6
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
5:45 PM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**8**
6:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	3	8
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	8
6:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	9
6:45 PM	1	1	0	0	4	0	0	1	0	0	1	1	9	15
Count Total	2	7	0	0	10	0	2	3	1	0	2	1	28	0
Peak Hour	**0**	**2**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**0**

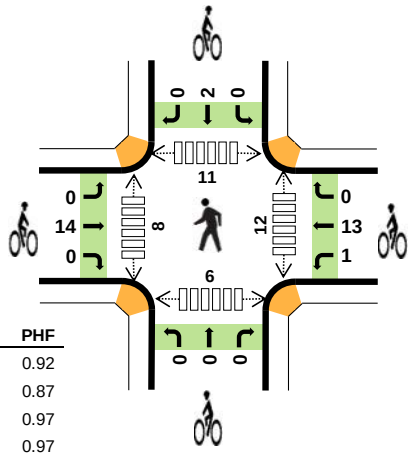
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Arques Ave

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.6%	0.92
WB	2.3%	0.87
NB	1.7%	0.97
SB	3.8%	0.97
TOTAL	2.4%	0.97



Two-Hour Count Summaries

Interval Start	Arques Ave Eastbound				Arques Ave Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	23	8	19	0	17	43	9	3	36	375	33	3	8	236	36	849	0
7:15 AM	0	25	14	24	0	30	47	8	4	72	589	60	2	7	310	37	1,229	0
7:30 AM	0	28	19	35	0	29	85	9	3	45	628	48	1	8	335	47	1,320	0
7:45 AM	0	19	20	28	1	32	71	20	9	89	724	64	7	20	398	65	1,567	4,965
8:00 AM	**1**	**43**	**29**	**47**	**0**	**46**	**103**	**16**	**7**	**96**	**676**	**78**	**2**	**13**	**330**	**74**	**1,561**	5,677
8:15 AM	**0**	**28**	**32**	**41**	**0**	**24**	**96**	**15**	**8**	**71**	**748**	**88**	**6**	**22**	**336**	**85**	**1,600**	6,048
8:30 AM	**0**	**41**	**39**	**43**	**0**	**48**	**96**	**10**	**6**	**90**	**721**	**103**	**5**	**13**	**351**	**95**	**1,661**	6,389
8:45 AM	**0**	**28**	**35**	**46**	**0**	**21**	**91**	**11**	**9**	**104**	**703**	**121**	**3**	**19**	**353**	**90**	**1,634**	**6,456**
Count Total	1	235	196	283	1	247	632	98	49	603	5,164	595	29	110	2,649	529	11,421	0
Peak Hour All	**1**	**140**	**135**	**177**	**0**	**139**	**386**	**52**	**30**	**361**	**2,848**	**390**	**16**	**67**	**1,370**	**344**	**6,456**	**0**
Peak Hour HV	**0**	**9**	**0**	**3**	**0**	**4**	**9**	**0**	**1**	**2**	**60**	**0**	**0**	**1**	**63**	**4**	**156**	**0**
Peak Hour HV%	**0%**	**6%**	**0%**	**2%**	**-**	**3%**	**2%**	**0%**	**3%**	**1%**	**2%**	**0%**	**0%**	**1%**	**5%**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	18	13	*31*	0	0	1	0	*1*	1	1	3	0	*5*
7:15 AM	1	1	20	11	*33*	2	4	0	2	*8*	0	1	2	1	*4*
7:30 AM	3	2	10	13	*28*	3	4	1	0	*8*	3	0	2	1	*6*
7:45 AM	4	5	11	15	*35*	1	4	0	0	*5*	0	5	5	2	*12*
8:00 AM	**1**	**4**	**11**	**14**	***30***	**5**	**2**	**0**	**1**	***8***	**3**	**2**	**2**	**0**	*7*
8:15 AM	**5**	**2**	**22**	**14**	***43***	**2**	**5**	**0**	**0**	***7***	**2**	**1**	**4**	**0**	*7*
8:30 AM	**4**	**2**	**14**	**12**	***32***	**5**	**1**	**0**	**1**	***7***	**4**	**1**	**4**	**3**	*12*
8:45 AM	**2**	**5**	**16**	**28**	***51***	**2**	**6**	**0**	**0**	***8***	**3**	**4**	**1**	**3**	***11***
Count Total	20	21	122	120	*283*	20	26	2	4	*52*	16	15	23	10	*64*
Peak Hour	**12**	**13**	**63**	**68**	***156***	**14**	**14**	**0**	**2**	***30***	**12**	**8**	**11**	**6**	***37***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Arques Ave Eastbound				Arques Ave Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	16	2	0	1	12	0	31	0
7:15 AM	0	1	0	0	0	1	0	0	0	2	18	0	0	1	9	1	33	0
7:30 AM	0	2	0	1	0	0	2	0	1	0	9	0	0	0	11	2	28	0
7:45 AM	0	2	0	2	0	1	4	0	0	2	8	1	0	0	13	2	35	127
8:00 AM	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**13**	**1**	**30**	126
8:15 AM	**0**	**4**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**2**	**20**	**0**	**0**	**0**	**13**	**1**	**43**	136
8:30 AM	**0**	**3**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**12**	**0**	**32**	140
8:45 AM	**0**	**1**	**0**	**1**	**0**	**1**	**4**	**0**	**1**	**0**	**15**	**0**	**0**	**1**	**25**	**2**	**51**	**156**
Count Total	0	14	0	6	0	6	15	0	2	6	111	3	0	3	108	9	283	0
Peak Hour	**0**	**9**	**0**	**3**	**0**	**4**	**9**	**0**	**1**	**2**	**60**	**0**	**0**	**1**	**63**	**4**	**156**	**0**

Two-Hour Count Summaries - Bikes

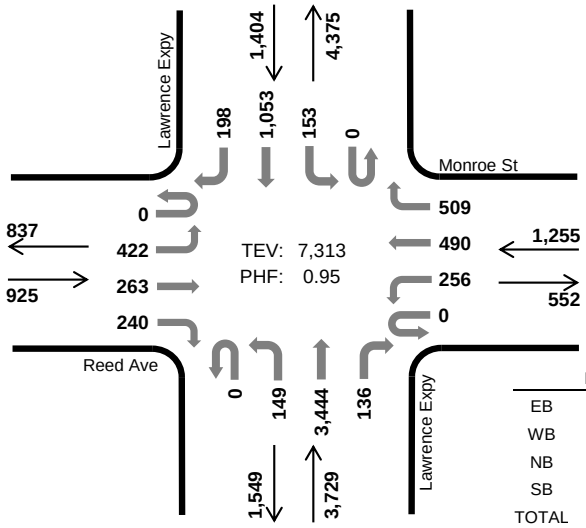
Interval Start	Arques Ave Eastbound			Arques Ave Westbound			Lawrence Expy Northbound			Lawrence Expy Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	2	0	0	4	0	0	0	0	0	2	0	8	0
7:30 AM	1	2	0	0	4	0	0	1	0	0	0	0	8	0
7:45 AM	1	0	0	0	4	0	0	0	0	0	0	0	5	22
8:00 AM	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	29
8:15 AM	**0**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	28
8:30 AM	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	27
8:45 AM	**0**	**2**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**30**
Count Total	2	18	0	1	25	0	1	1	0	0	4	0	52	0
Peak Hour	**0**	**14**	**0**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**30**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

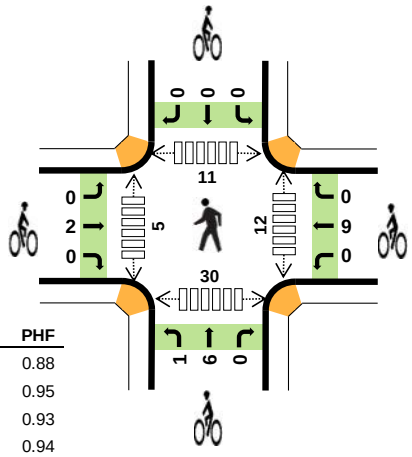
Lawrence Expy
Reed Ave

Peak Hour

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.7%	0.88
WB	0.8%	0.95
NB	0.7%	0.93
SB	3.7%	0.94
TOTAL	1.4%	0.95



Two-Hour Count Summaries

Interval Start		Reed Ave Eastbound				Monroe St Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	51	18	25	0	34	29	76	0	36	542	17	0	20	145	24	1,017	0
7:15 AM		0	108	38	34	0	39	61	66	0	34	692	33	0	23	225	47	1,400	0
7:30 AM		0	107	59	52	0	79	88	105	0	35	698	48	0	30	224	34	1,559	0
7:45 AM		**0**	**105**	**102**	**57**	**0**	**81**	**120**	**131**	**0**	**39**	**862**	**67**	**0**	**44**	**269**	**43**	**1,920**	5,896
8:00 AM		**0**	**102**	**49**	**58**	**0**	**67**	**135**	**119**	**0**	**40**	**928**	**38**	**0**	**43**	**276**	**55**	**1,910**	6,789
8:15 AM		**0**	**93**	**55**	**62**	**0**	**45**	**132**	**128**	**0**	**38**	**742**	**16**	**0**	**40**	**267**	**50**	**1,668**	7,057
8:30 AM		**0**	**122**	**57**	**63**	**0**	**63**	**103**	**131**	**0**	**32**	**912**	**15**	**0**	**26**	**241**	**50**	**1,815**	**7,313**
8:45 AM		0	136	93	53	0	42	112	119	0	18	903	22	0	40	215	49	1,802	7,195
Count Total		0	824	471	404	0	450	780	875	0	272	6,279	256	0	266	1,862	352	13,091	0
Peak Hour	**All**	**0**	**422**	**263**	**240**	**0**	**256**	**490**	**509**	**0**	**149**	**3,444**	**136**	**0**	**153**	**1,053**	**198**	**7,313**	**0**
	HV	**0**	**9**	**5**	**2**	**0**	**2**	**7**	**1**	**0**	**0**	**22**	**4**	**0**	**2**	**41**	**9**	**104**	**0**
	HV%	**-**	**2%**	**2%**	**1%**	**-**	**1%**	**1%**	**0%**	**-**	**0%**	**1%**	**3%**	**-**	**1%**	**4%**	**5%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	7	4	10	5	*26*	3	1	0	1	*5*	4	5	1	8	*18*
7:15 AM	3	2	6	13	*24*	0	0	0	0	*0*	4	3	4	7	*18*
7:30 AM	4	3	8	15	*30*	1	3	0	0	*4*	3	0	2	14	*19*
7:45 AM	**5**	**1**	**4**	**18**	***28***	**0**	**3**	**0**	**0**	***3***	**0**	**1**	**0**	**17**	*18*
8:00 AM	**4**	**5**	**9**	**12**	***30***	**1**	**1**	**0**	**0**	***2***	**8**	**1**	**3**	**6**	*18*
8:15 AM	**4**	**1**	**5**	**10**	***20***	**1**	**3**	**3**	**0**	***7***	**0**	**2**	**5**	**4**	*11*
8:30 AM	**3**	**3**	**8**	**12**	***26***	**0**	**2**	**4**	**0**	***6***	**4**	**1**	**3**	**3**	***11***
8:45 AM	7	5	9	13	*34*	1	3	4	0	*8*	0	0	3	2	*5*
Count Total	37	24	59	98	*218*	7	16	11	1	*35*	23	13	21	61	*118*
Peak Hour	**16**	**10**	**26**	**52**	***104***	**2**	**9**	**7**	**0**	***18***	**12**	**5**	**11**	**30**	***58***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Reed Ave				Monroe St				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	1	1	0	0	0	4	0	1	9	0	0	0	5	0	26	0
7:15 AM	0	1	1	1	0	1	0	1	0	0	5	1	0	0	8	5	24	0
7:30 AM	0	1	1	2	0	0	2	1	0	0	6	2	0	0	12	3	30	0
7:45 AM	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**12**	**4**	**28**	108
8:00 AM	**0**	**2**	**1**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**10**	**2**	**30**	112
8:15 AM	**0**	**2**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**10**	**0**	**20**	108
8:30 AM	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**8**	**0**	**0**	**0**	**9**	**3**	**26**	**104**
8:45 AM	0	4	2	1	0	2	0	3	0	0	9	0	0	0	10	3	34	110
Count Total	0	20	10	7	0	5	9	10	0	1	51	7	0	2	76	20	218	0
Peak Hour	**0**	**9**	**5**	**2**	**0**	**2**	**7**	**1**	**0**	**0**	**22**	**4**	**0**	**2**	**41**	**9**	**104**	**0**

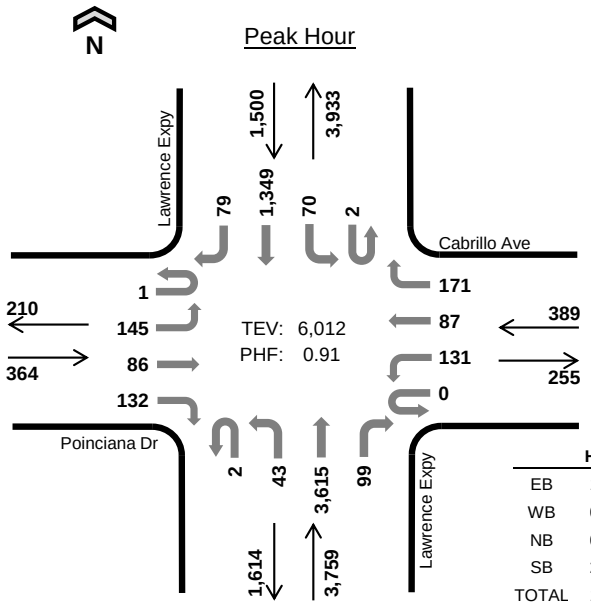
Two-Hour Count Summaries - Bikes

Interval Start	Reed Ave			Monroe St			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	3	0	0	1	0	0	0	0	0	1	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0
7:45 AM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	12
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	9
8:15 AM	**0**	**1**	**0**	**0**	**3**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**7**	16
8:30 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**6**	**18**
8:45 AM	0	1	0	0	2	1	1	3	0	0	0	0	8	23
Count Total	0	7	0	0	15	1	2	9	0	0	1	0	35	0
Peak Hour	**0**	**2**	**0**	**0**	**9**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**18**	**0**

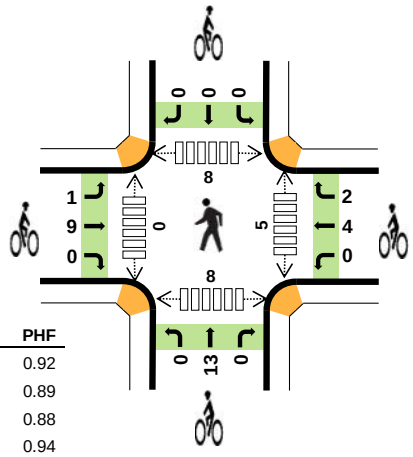
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Poinciana Dr

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.1%	0.92
WB	0.8%	0.89
NB	0.7%	0.88
SB	2.8%	0.94
TOTAL	1.3%	0.91



Two-Hour Count Summaries

Interval Start		Poinciana Dr Eastbound				Cabrillo Ave Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	42	7	12	0	16	8	26	1	6	501	8	0	9	181	11	828	0
7:15 AM		0	31	10	29	0	24	11	18	2	8	780	11	1	5	278	12	1,220	0
7:30 AM		0	45	27	26	0	33	17	35	0	7	840	24	1	20	267	25	1,367	0
7:45 AM		**0**	**30**	**34**	**33**	**0**	**27**	**22**	**37**	**1**	**12**	**1,018**	**37**	**0**	**24**	**340**	**30**	**1,645**	5,060
8:00 AM		**0**	**47**	**12**	**40**	**0**	**37**	**28**	**44**	**0**	**12**	**958**	**16**	**0**	**13**	**369**	**19**	**1,595**	5,827
8:15 AM		**1**	**40**	**27**	**29**	**0**	**33**	**16**	**37**	**1**	**12**	**762**	**22**	**2**	**21**	**319**	**16**	**1,338**	5,945
8:30 AM		**0**	**28**	**13**	**30**	**0**	**34**	**21**	**53**	**0**	**7**	**877**	**24**	**0**	**12**	**321**	**14**	**1,434**	**6,012**
8:45 AM		0	29	23	25	0	32	20	52	3	11	904	17	0	12	278	15	1,421	5,788
Count Total		1	292	153	224	0	236	143	302	8	75	6,640	159	4	116	2,353	142	10,848	0
Peak Hour	**All**	**1**	**145**	**86**	**132**	**0**	**131**	**87**	**171**	**2**	**43**	**3,615**	**99**	**2**	**70**	**1,349**	**79**	**6,012**	**0**
	HV	**0**	**2**	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**25**	**1**	**0**	**2**	**38**	**2**	**76**	**0**
	HV%	**0%**	**1%**	**1%**	**1%**	**-**	**0%**	**2%**	**1%**	**0%**	**2%**	**1%**	**1%**	**0%**	**3%**	**3%**	**3%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	11	5	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	1	4	10	*17*	5	1	1	1	*8*	0	0	0	5	*5*
7:30 AM	0	0	9	5	*14*	4	0	3	0	*7*	0	0	3	5	*8*
7:45 AM	**1**	**0**	**3**	**12**	***16***	**1**	**0**	**1**	**0**	***2***	**5**	**0**	**4**	**1**	*10*
8:00 AM	**0**	**2**	**11**	**12**	***25***	**1**	**0**	**5**	**0**	***6***	**0**	**0**	**2**	**1**	*3*
8:15 AM	**1**	**1**	**5**	**10**	***17***	**4**	**4**	**5**	**0**	***13***	**0**	**0**	**1**	**5**	*6*
8:30 AM	**2**	**0**	**8**	**8**	***18***	**4**	**2**	**2**	**0**	***8***	**0**	**0**	**1**	**1**	***2***
8:45 AM	1	1	8	13	*23*	2	1	4	0	*7*	0	0	0	1	*1*
Count Total	7	6	59	75	*147*	21	8	21	1	*51*	5	0	11	19	*35*
Peak Hour	**4**	**3**	**27**	**42**	***76***	**10**	**6**	**13**	**0**	***29***	**5**	**0**	**8**	**8**	***21***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Poinciana Dr				Cabrillo Ave				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	10	1	0	0	5	0	17	0
7:15 AM	0	0	0	2	0	0	1	0	0	0	4	0	0	0	9	1	17	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	8	1	0	0	5	0	14	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**10**	**2**	**16**	64
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**10**	**0**	**0**	**1**	**11**	**0**	**25**	72
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**10**	**0**	**17**	72
8:30 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**1**	**7**	**0**	**18**	**76**
8:45 AM	0	1	0	0	0	1	0	0	0	0	8	0	0	0	11	2	23	83
Count Total	0	3	1	3	0	1	4	1	0	1	55	3	0	2	68	5	147	0
Peak Hour	**0**	**2**	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**25**	**1**	**0**	**2**	**38**	**2**	**76**	**0**

Two-Hour Count Summaries - Bikes

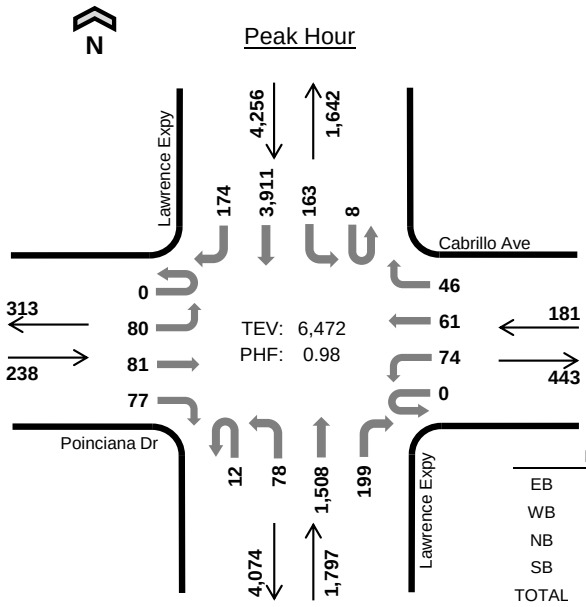
Interval Start	Poinciana Dr			Cabrillo Ave			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	5	0	0	1	0	0	1	0	0	1	0	8	0
7:30 AM	0	4	0	0	0	0	0	3	0	0	0	0	7	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	17
8:00 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**6**	23
8:15 AM	**0**	**4**	**0**	**0**	**3**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**13**	28
8:30 AM	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**29**
8:45 AM	0	2	0	0	0	1	0	4	0	0	0	0	7	34
Count Total	1	20	0	0	5	3	0	21	0	0	1	0	51	0
Peak Hour	**1**	**9**	**0**	**0**	**4**	**2**	**0**	**13**	**0**	**0**	**0**	**0**	**29**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

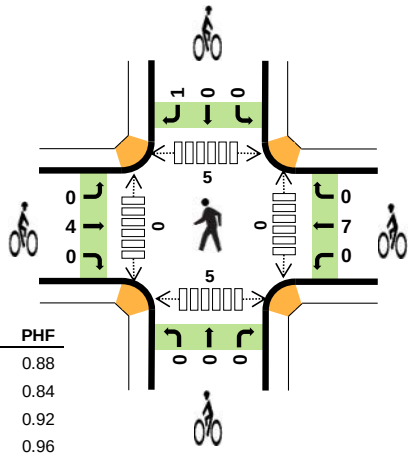
Lawrence Expy
Poinciana Dr

Peak Hour

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.88
WB	0.6%	0.84
NB	0.4%	0.92
SB	0.4%	0.96
TOTAL	0.4%	0.98



Three-Hour Count Summaries

Interval Start		Poinciana Dr Eastbound				Cabrillo Ave Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	19	13	22	0	23	10	10	3	17	359	33	0	35	1,012	38	1,594	0
5:15 PM		0	21	18	16	0	15	12	13	3	20	349	51	2	42	1,021	43	1,626	0
5:30 PM		0	23	25	20	0	13	23	18	4	28	403	52	3	41	911	34	1,598	0
5:45 PM		0	17	25	19	0	23	16	5	2	13	397	63	3	45	967	59	1,654	6,472
Peak Hour	All	0	80	81	77	0	74	61	46	12	78	1,508	199	8	163	3,911	174	6,472	0
	HV	0	0	0	0	0	1	0	0	0	1	6	1	0	3	14	1	27	0
	HV%	-	0%	0%	0%	-	1%	0%	0%	0%	1%	0%	1%	0%	2%	0%	1%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	0	0	0	4	*4*	0	0	0	0	*0*	0	0	0	4	*4*
5:15 PM	0	0	5	7	*12*	3	1	0	1	*5*	0	0	0	1	*1*
5:30 PM	0	1	3	3	*7*	0	4	0	0	*4*	0	0	2	0	*2*
5:45 PM	0	0	0	4	*4*	1	2	0	0	*3*	0	0	3	0	*3*
Peak Hour	0	1	8	18	*27*	4	7	0	1	*12*	0	0	5	5	*10*

Three-Hour Count Summaries

Interval Start	Poinciana Dr Eastbound				Cabrillo Ave Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	18	6	16	0	17	7	13	2	26	390	33	2	17	885	29	1,461	0
4:15 PM	0	28	13	20	0	16	12	11	1	13	325	34	0	19	967	34	1,493	0
4:30 PM	0	15	10	19	0	11	11	11	3	18	345	30	0	30	957	29	1,489	0
4:45 PM	0	25	24	19	0	15	13	13	5	28	398	36	0	26	951	31	1,584	6,027
5:00 PM	**0**	**19**	**13**	**22**	**0**	**23**	**10**	**10**	**3**	**17**	**359**	**33**	**0**	**35**	**1,012**	**38**	**1,594**	6,160
5:15 PM	**0**	**21**	**18**	**16**	**0**	**15**	**12**	**13**	**3**	**20**	**349**	**51**	**2**	**42**	**1,021**	**43**	**1,626**	6,293
5:30 PM	**0**	**23**	**25**	**20**	**0**	**13**	**23**	**18**	**4**	**28**	**403**	**52**	**3**	**41**	**911**	**34**	**1,598**	6,402
5:45 PM	**0**	**17**	**25**	**19**	**0**	**23**	**16**	**5**	**2**	**13**	**397**	**63**	**3**	**45**	**967**	**59**	**1,654**	**6,472**
6:00 PM	0	23	19	22	0	27	20	10	3	30	356	52	0	40	874	46	1,522	6,400
6:15 PM	0	29	16	20	0	14	6	7	3	18	408	36	1	26	944	47	1,575	6,349
6:30 PM	0	19	20	19	0	14	21	12	3	28	406	35	2	30	876	59	1,544	6,295
6:45 PM	1	19	15	13	0	20	8	15	2	18	376	36	5	34	859	53	1,474	6,115
Count Total	1	256	204	225	0	208	159	138	34	257	4,512	491	18	385	#####	502	18,614	0
Peak Hour All	**0**	**80**	**81**	**77**	**0**	**74**	**61**	**46**	**12**	**78**	**1,508**	**199**	**8**	**163**	**3,911**	**174**	**6,472**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**1**	**0**	**3**	**14**	**1**	**27**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**0%**	**0%**	**0%**	**1%**	**0%**	**1%**	**0%**	**2%**	**0%**	**1%**	**0%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	4	3	*7*	0	0	0	0	*0*	1	0	0	3	*4*
4:15 PM	0	0	4	9	*13*	1	0	1	2	*4*	0	0	1	2	*3*
4:30 PM	0	1	3	8	*12*	0	1	0	1	*2*	0	0	0	1	*1*
4:45 PM	0	0	7	3	*10*	0	3	0	1	*4*	0	0	1	1	*2*
5:00 PM	**0**	**0**	**0**	**4**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**4**	*4*
5:15 PM	**0**	**0**	**5**	**7**	***12***	**3**	**1**	**0**	**1**	***5***	**0**	**0**	**0**	**1**	*1*
5:30 PM	**0**	**1**	**3**	**3**	***7***	**0**	**4**	**0**	**0**	***4***	**0**	**0**	**2**	**0**	*2*
5:45 PM	**0**	**0**	**0**	**4**	***4***	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**3**	**0**	***3***
6:00 PM	0	0	5	3	*8*	2	1	0	0	*3*	0	0	2	1	*3*
6:15 PM	1	0	4	5	*10*	1	1	0	0	*2*	0	0	1	2	*3*
6:30 PM	1	1	3	0	*5*	1	3	0	0	*4*	0	0	0	1	*1*
6:45 PM	0	1	4	1	*6*	3	2	0	1	*6*	0	0	0	0	*0*
Count Total	2	4	42	50	*98*	12	18	1	6	*37*	1	0	10	16	*27*
Peak Hour	**0**	**1**	**8**	**18**	***27***	**4**	**7**	**0**	**1**	***12***	**0**	**0**	**5**	**5**	***10***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Poinciana Dr				Cabrillo Ave				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	1	8	0	13	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	8	0	12	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	4	2	0	0	3	0	10	42
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**4**	39
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**1**	**6**	**0**	**12**	38
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**7**	33
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**4**	**27**
6:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8	31
6:15 PM	0	0	1	0	0	0	0	0	0	0	4	0	0	1	4	0	10	29
6:30 PM	0	1	0	0	0	0	1	0	0	0	3	0	0	0	0	0	5	27
6:45 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	1	0	6	29
Count Total	0	1	1	0	0	2	1	1	0	2	36	4	0	5	44	1	98	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**1**	**0**	**3**	**14**	**1**	**27**	**0**

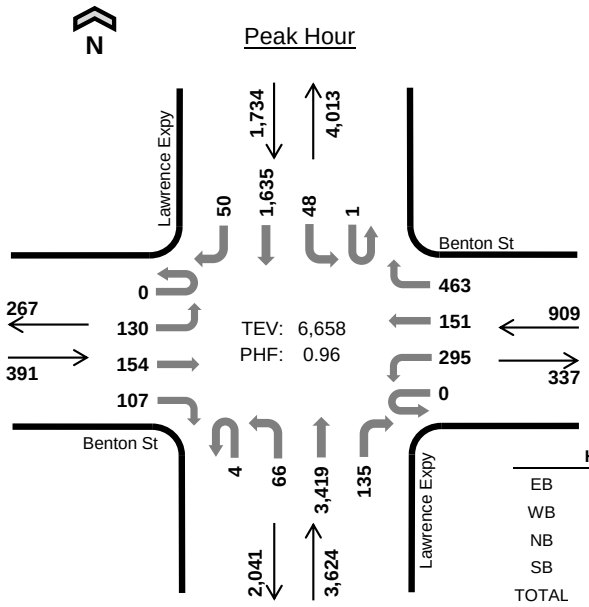
Three-Hour Count Summaries - Bikes

Interval Start	Poinciana Dr			Cabrillo Ave			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	1	0	0	1	1	4	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0
4:45 PM	0	0	0	0	3	0	0	0	0	0	0	1	4	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	10
5:15 PM	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	11
5:30 PM	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	13
5:45 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**
6:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	15
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	12
6:30 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	12
6:45 PM	0	3	0	0	2	0	0	0	0	0	1	0	6	15
Count Total	0	12	0	1	17	0	0	1	0	0	2	4	37	0
Peak Hour	**0**	**4**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**0**

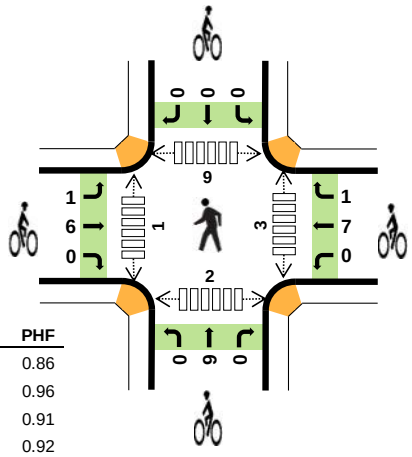
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Benton St

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.5%	0.86
WB	0.6%	0.96
NB	0.6%	0.91
SB	2.0%	0.92
TOTAL	1.0%	0.96



Two-Hour Count Summaries

Interval Start		Benton St Eastbound				Benton St Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	7	9	18	0	36	10	61	0	8	501	13	3	9	197	9	881	0
7:15 AM		0	18	15	15	0	45	25	64	1	13	589	17	2	15	302	11	1,132	0
7:30 AM		0	28	26	21	0	68	36	110	2	26	728	22	3	14	308	15	1,407	0
7:45 AM		**0**	**35**	**50**	**23**	**0**	**57**	**33**	**113**	**1**	**20**	**855**	**30**	**1**	**31**	**329**	**14**	**1,592**	5,012
8:00 AM		**0**	**40**	**44**	**30**	**0**	**75**	**30**	**131**	**0**	**9**	**818**	**31**	**0**	**11**	**443**	**17**	**1,679**	5,810
8:15 AM		**0**	**35**	**32**	**25**	**0**	**86**	**41**	**109**	**3**	**17**	**808**	**38**	**0**	**5**	**444**	**6**	**1,649**	6,327
8:30 AM		**0**	**20**	**28**	**29**	**0**	**77**	**47**	**110**	**0**	**20**	**938**	**36**	**0**	**1**	**419**	**13**	**1,738**	**6,658**
8:45 AM		0	18	26	23	0	76	52	71	0	12	834	25	1	6	426	8	1,578	6,644
Count Total		0	201	230	184	0	520	274	769	7	125	6,071	212	10	92	2,868	93	11,656	0
Peak Hour	**All**	**0**	**130**	**154**	**107**	**0**	**295**	**151**	**463**	**4**	**66**	**3,419**	**135**	**1**	**48**	**1,635**	**50**	**6,658**	**0**
	HV	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**20**	**2**	**0**	**1**	**34**	**0**	**64**	**0**
	HV%	**-**	**1%**	**1%**	**0%**	**-**	**1%**	**0%**	**1%**	**0%**	**0%**	**1%**	**1%**	**0%**	**2%**	**2%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	3	5	3	*11*	0	2	1	0	*3*	0	0	4	0	*4*
7:15 AM	0	0	5	13	*18*	0	0	0	2	*2*	1	0	2	0	*3*
7:30 AM	0	1	7	12	*20*	1	0	2	1	*4*	0	1	7	2	*10*
7:45 AM	**0**	**1**	**3**	**9**	***13***	**0**	**1**	**3**	**0**	***4***	**1**	**0**	**3**	**1**	*5*
8:00 AM	**1**	**2**	**7**	**10**	***20***	**4**	**0**	**2**	**0**	***6***	**0**	**0**	**3**	**1**	*4*
8:15 AM	**0**	**2**	**4**	**6**	***12***	**2**	**5**	**3**	**0**	***10***	**2**	**1**	**2**	**0**	*5*
8:30 AM	**1**	**0**	**8**	**10**	***19***	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**1**	**0**	***1***
8:45 AM	0	2	8	9	*19*	1	0	3	0	*4*	1	0	1	1	*3*
Count Total	2	11	47	72	*132*	9	10	15	3	*37*	5	2	23	5	*35*
Peak Hour	**2**	**5**	**22**	**35**	***64***	**7**	**8**	**9**	**0**	***24***	**3**	**1**	**9**	**2**	***15***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Benton St				Benton St				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	1	0	0	5	0	0	0	3	0	11	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	2	10	1	18	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	7	0	0	0	12	0	20	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**8**	**0**	**13**	62
8:00 AM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**6**	**1**	**0**	**0**	**10**	**0**	**20**	71
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**12**	65
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**10**	**0**	**19**	**64**
8:45 AM	0	0	0	0	0	0	2	0	0	0	7	1	0	0	9	0	19	70
Count Total	0	1	1	0	0	5	2	4	0	0	43	4	0	3	68	1	132	0
Peak Hour	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**20**	**2**	**0**	**1**	**34**	**0**	**64**	**0**

Two-Hour Count Summaries - Bikes

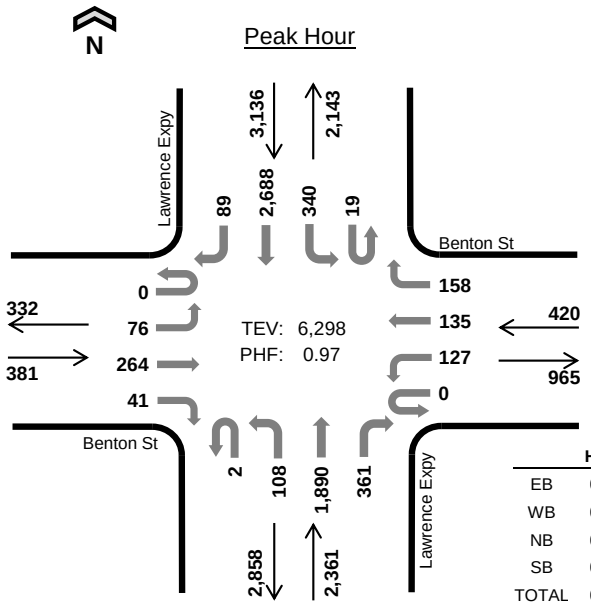
Interval Start	Benton St			Benton St			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	2	0	0	1	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30 AM	0	1	0	0	0	0	0	2	0	0	1	0	4	0
7:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**4**	13
8:00 AM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	16
8:15 AM	**0**	**2**	**0**	**0**	**4**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**10**	24
8:30 AM	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**24**
8:45 AM	0	1	0	0	0	0	0	3	0	0	0	0	4	24
Count Total	1	8	0	0	9	1	0	15	0	0	3	0	37	0
Peak Hour	**1**	**6**	**0**	**0**	**7**	**1**	**0**	**9**	**0**	**0**	**0**	**0**	**24**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

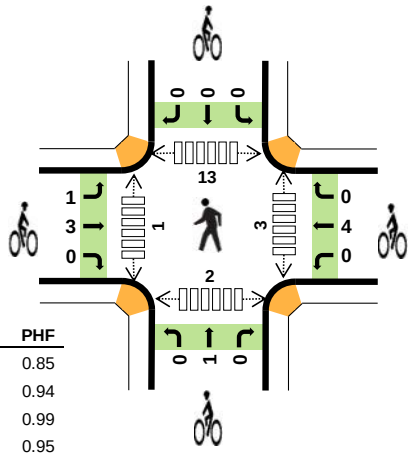
Lawrence Expy
Benton St

Peak Hour

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:30 PM to 6:30 PM



	HV %:	PHF
EB	0.0%	0.85
WB	0.0%	0.94
NB	0.4%	0.99
SB	0.4%	0.95
TOTAL	0.3%	0.97



Three-Hour Count Summaries

Interval Start		Benton St Eastbound				Benton St Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:30 PM		0	14	62	8	0	37	30	45	2	27	471	95	3	104	704	17	1,619	0
5:45 PM		0	16	74	9	0	28	39	43	0	31	479	80	4	86	675	26	1,590	0
6:00 PM		0	24	73	15	0	34	35	41	0	26	479	84	4	80	649	26	1,570	0
6:15 PM		0	22	55	9	0	28	31	29	0	24	461	102	8	70	660	20	1,519	6,298
Peak Hour	All	0	76	264	41	0	127	135	158	2	108	1,890	361	19	340	2,688	89	6,298	0
	HV	0	0	0	0	0	0	0	0	0	0	8	2	0	1	10	0	21	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:30 PM	0	0	2	3	*5*	1	1	0	0	*2*	0	0	4	0	*4*
5:45 PM	0	0	3	0	*3*	1	1	0	0	*2*	0	1	4	1	*6*
6:00 PM	0	0	2	5	*7*	0	0	1	0	*1*	3	0	1	1	*5*
6:15 PM	0	0	3	3	*6*	2	2	0	0	*4*	0	0	4	0	*4*
Peak Hour	0	0	10	11	*21*	4	4	1	0	*9*	3	1	13	2	*19*

Three-Hour Count Summaries

Interval Start	Benton St Eastbound				Benton St Westbound				Lawrence Expy Northbound				Lawrence Expy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	8	28	12	0	25	21	30	0	20	413	56	7	51	794	14	1,479	0
4:15 PM	0	12	31	10	0	38	16	28	1	20	338	47	5	50	815	22	1,433	0
4:30 PM	0	11	19	11	0	30	23	34	0	26	381	52	5	83	911	16	1,602	0
4:45 PM	0	8	49	6	0	21	30	32	0	14	433	58	3	106	839	26	1,625	6,139
5:00 PM	0	18	48	10	0	39	31	40	2	33	373	57	6	89	767	15	1,528	6,188
5:15 PM	0	21	47	10	0	34	27	23	1	26	472	77	3	77	671	21	1,510	6,265
5:30 PM	**0**	**14**	**62**	**8**	**0**	**37**	**30**	**45**	**2**	**27**	**471**	**95**	**3**	**104**	**704**	**17**	**1,619**	6,282
5:45 PM	**0**	**16**	**74**	**9**	**0**	**28**	**39**	**43**	**0**	**31**	**479**	**80**	**4**	**86**	**675**	**26**	**1,590**	6,247
6:00 PM	**0**	**24**	**73**	**15**	**0**	**34**	**35**	**41**	**0**	**26**	**479**	**84**	**4**	**80**	**649**	**26**	**1,570**	6,289
6:15 PM	**0**	**22**	**55**	**9**	**0**	**28**	**31**	**29**	**0**	**24**	**461**	**102**	**8**	**70**	**660**	**20**	**1,519**	**6,298**
6:30 PM	0	10	35	10	0	28	19	45	1	18	468	79	4	65	715	24	1,521	6,200
6:45 PM	0	13	38	14	0	38	20	37	0	19	443	73	6	83	685	16	1,485	6,095
Count Total	0	177	559	124	0	380	322	427	7	284	5,211	860	58	944	8,885	243	18,481	0
Peak Hour All	**0**	**76**	**264**	**41**	**0**	**127**	**135**	**158**	**2**	**108**	**1,890**	**361**	**19**	**340**	**2,688**	**89**	**6,298**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**1**	**10**	**0**	**21**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	5	2	*8*	0	0	2	0	*2*	2	0	4	1	*7*
4:15 PM	0	0	4	9	*13*	0	3	1	0	*4*	0	0	0	0	*0*
4:30 PM	0	2	3	14	*19*	0	1	0	0	*1*	0	0	0	0	*0*
4:45 PM	0	0	4	7	*11*	0	0	0	0	*0*	0	0	3	0	*3*
5:00 PM	0	1	1	2	*4*	0	0	0	0	*0*	0	0	2	1	*3*
5:15 PM	0	0	6	5	*11*	0	1	0	0	*1*	1	0	5	0	*6*
5:30 PM	**0**	**0**	**2**	**3**	***5***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**4**	**0**	*4*
5:45 PM	**0**	**0**	**3**	**0**	***3***	**1**	**1**	**0**	**0**	***2***	**0**	**1**	**4**	**1**	*6*
6:00 PM	**0**	**0**	**2**	**5**	***7***	**0**	**0**	**1**	**0**	***1***	**3**	**0**	**1**	**1**	*5*
6:15 PM	**0**	**0**	**3**	**3**	***6***	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**4**	**0**	***4***
6:30 PM	0	1	1	6	*8*	1	0	0	0	*1*	0	0	1	1	*2*
6:45 PM	0	0	4	2	*6*	1	2	0	0	*3*	0	0	0	1	*1*
Count Total	0	5	38	58	*101*	6	11	4	0	*21*	6	1	28	6	*41*
Peak Hour	**0**	**0**	**10**	**11**	***21***	**4**	**4**	**1**	**0**	***9***	**3**	**1**	**13**	**2**	***19***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Benton St				Benton St				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	4	1	0	0	2	0	8	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0	13	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	2	1	0	0	14	0	19	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11	51
5:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4	47
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	2	0	0	5	0	11	45
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**5**	31
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3**	23
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**0**	**7**	26
6:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**21**
6:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	6	0	8	24
6:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	27
Count Total	0	0	0	0	0	1	0	4	0	0	32	6	0	1	57	0	101	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**1**	**10**	**0**	**21**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	Benton St			Benton St			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
4:15 PM	0	0	0	0	3	0	0	1	0	0	0	0	4	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	3
5:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	5
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	6
6:15 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	8
6:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	9
Count Total	1	5	0	0	11	0	0	4	0	0	0	0	21	0
Peak Hour	**1**	**3**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 14AM FINAL
Site Code : 00000014
Start Date : 10/3/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks

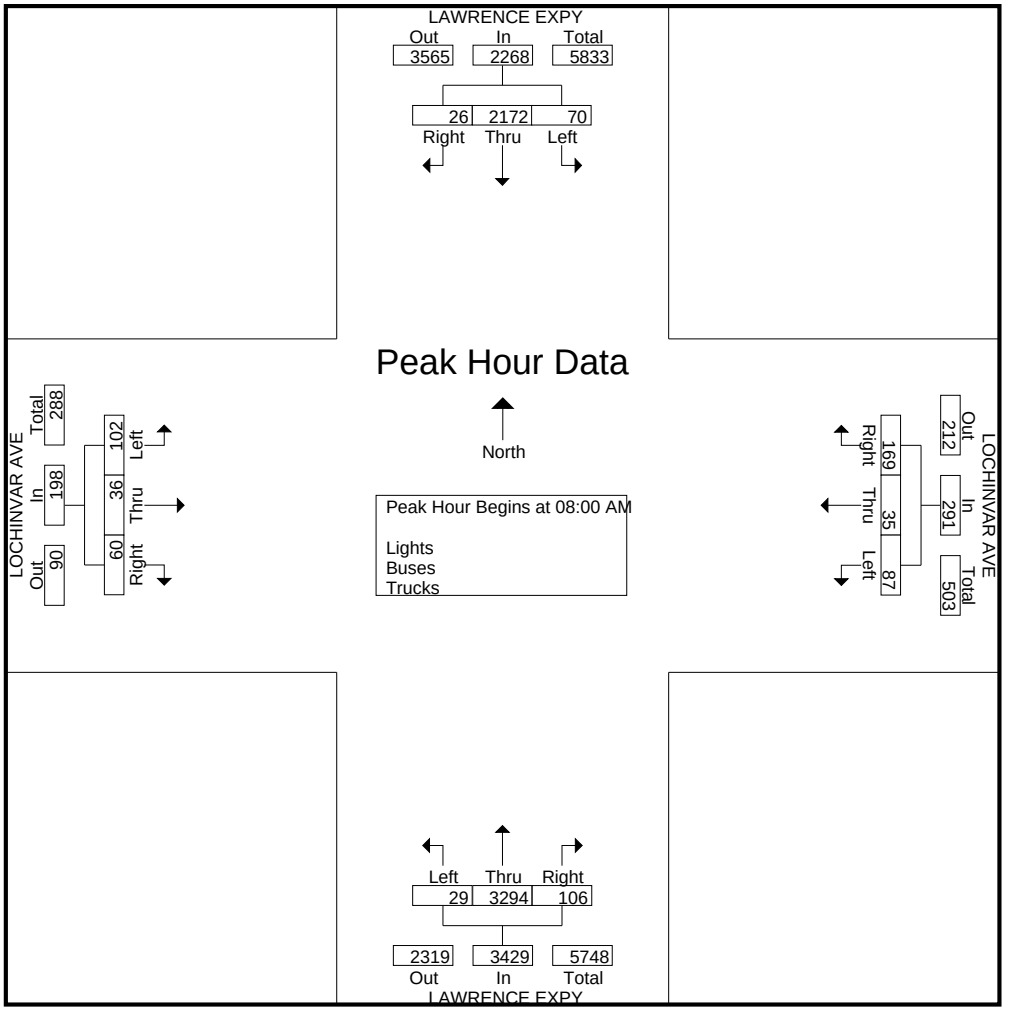
	LAWRENCE EXPY Southbound					LOCHINVAR AVE Westbound					LAWRENCE EXPY Northbound					LOCHINVAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	7	458	9	0	474	44	5	15	0	64	15	750	5	3	773	9	6	11	0	26	1337
07:45 AM	6	453	17	0	476	53	6	11	1	71	54	826	9	1	890	9	16	14	0	39	1476
Total	13	911	26	0	950	97	11	26	1	135	69	1576	14	4	1663	18	22	25	0	65	2813
08:00 AM	6	553	21	0	580	31	6	31	0	68	40	754	9	1	804	18	11	26	0	55	1507
08:15 AM	8	539	30	0	577	51	5	20	1	77	33	829	6	3	871	14	10	24	0	48	1573
08:30 AM	7	561	6	0	574	42	13	14	1	70	17	868	4	1	890	12	11	22	0	45	1579
08:45 AM	5	519	13	0	537	45	11	22	1	79	16	843	10	2	871	16	4	30	0	50	1537
Total	26	2172	70	0	2268	169	35	87	3	294	106	3294	29	7	3436	60	36	102	0	198	6196
09:00 AM	2	442	7	0	451	31	11	7	0	49	11	868	5	3	887	12	5	17	0	34	1421
09:15 AM	3	471	6	0	480	19	1	4	1	25	15	855	6	1	877	11	2	22	0	35	1417
Grand Total	44	3996	109	0	4149	316	58	124	5	503	201	6593	54	15	6863	101	65	166	0	332	11847
Apprch %	1.1	96.3	2.6	0		62.8	11.5	24.7	1		2.9	96.1	0.8	0.2		30.4	19.6	50	0		
Total %	0.4	33.7	0.9	0	35	2.7	0.5	1	0	4.2	1.7	55.7	0.5	0.1	57.9	0.9	0.5	1.4	0	2.8	
Lights	44	3895	107	0	4046	314	58	123	5	500	197	6540	53	15	6805	99	65	166	0	330	11681
% Lights	100	97.5	98.2	0	97.5	99.4	100	99.2	100	99.4	98	99.2	98.1	100	99.2	98	100	100	0	99.4	98.6
Buses	0	26	1	0	27	1	0	0	0	1	1	8	0	0	9	1	0	0	0	1	38
% Buses	0	0.7	0.9	0	0.7	0.3	0	0	0	0.2	0.5	0.1	0	0	0.1	1	0	0	0	0.3	0.3
Trucks	0	75	1	0	76	1	0	1	0	2	3	45	1	0	49	1	0	0	0	1	128
% Trucks	0	1.9	0.9	0	1.8	0.3	0	0.8	0	0.4	1.5	0.7	1.9	0	0.7	1	0	0	0	0.3	1.1

	LAWRENCE EXPY Southbound				LOCHINVAR AVE Westbound				LAWRENCE EXPY Northbound				LOCHINVAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	553	21	**580**	31	6	**31**	68	**40**	754	9	803	**18**	**11**	26	**55**	1506
08:15 AM	**8**	539	**30**	577	**51**	5	20	76	33	829	6	868	14	10	24	48	1569
08:30 AM	7	**561**	6	574	42	**13**	14	69	17	**868**	4	**889**	12	11	22	45	**1577**
08:45 AM	5	519	13	537	45	11	22	**78**	16	843	**10**	869	16	4	**30**	50	1534
Total Volume	26	2172	70	2268	169	35	87	291	106	3294	29	3429	60	36	102	198	6186
% App. Total	1.1	95.8	3.1		58.1	12	29.9		3.1	96.1	0.8		30.3	18.2	51.5		
PHF	.813	.968	.583	.978	.828	.673	.702	.933	.663	.949	.725	.964	.833	.818	.850	.900	.981

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 14AM FINAL
Site Code : 00000014
Start Date : 10/3/2018
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 14PM FINAL
Site Code : 00000014
Start Date : 10/3/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks

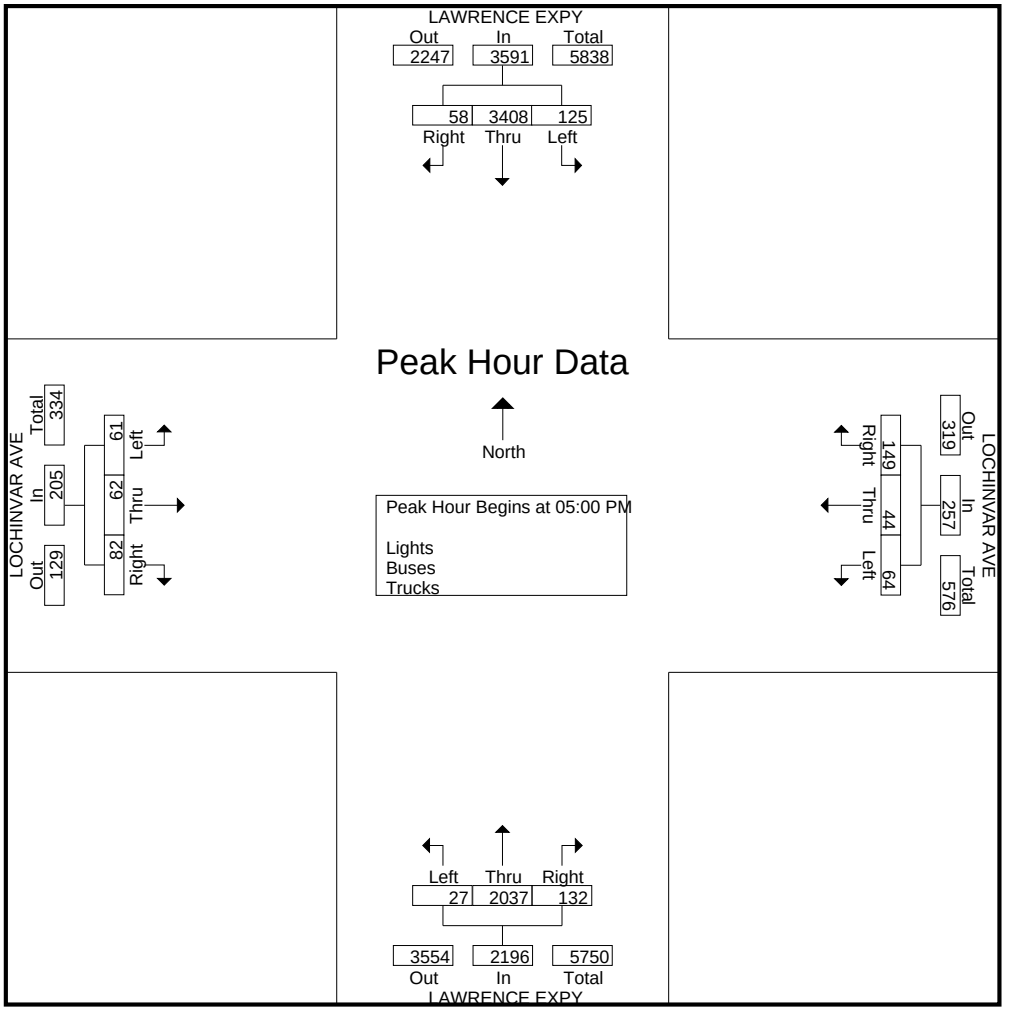
	LAWRENCE EXPY Southbound					LOCHINVAR AVE Westbound					LAWRENCE EXPY Northbound					LOCHINVAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	7	875	28	0	910	20	8	8	0	36	25	429	7	0	461	8	9	3	0	20	1427
04:45 PM	11	865	45	0	921	29	5	8	0	42	30	440	5	3	478	10	17	8	0	35	1476
Total	18	1740	73	0	1831	49	13	16	0	78	55	869	12	3	939	18	26	11	0	55	2903
05:00 PM	19	974	36	0	1029	28	8	19	0	55	41	458	6	2	507	8	15	16	0	39	1630
05:15 PM	18	912	16	0	946	31	12	15	0	58	24	550	4	1	579	22	17	15	0	54	1637
05:30 PM	6	797	42	0	845	43	13	14	3	73	36	488	8	0	532	19	9	13	0	41	1491
05:45 PM	15	725	31	0	771	47	11	16	3	77	31	541	9	4	585	33	21	17	0	71	1504
Total	58	3408	125	0	3591	149	44	64	6	263	132	2037	27	7	2203	82	62	61	0	205	6262
06:00 PM	7	806	27	0	840	35	13	15	0	63	20	498	5	2	525	41	13	13	0	67	1495
06:15 PM	19	891	30	0	940	29	10	3	0	42	20	534	8	0	562	17	9	5	0	31	1575
Grand Total	102	6845	255	0	7202	262	80	98	6	446	227	3938	52	12	4229	158	110	90	0	358	12235
Apprch %	1.4	95	3.5	0		58.7	17.9	22	1.3		5.4	93.1	1.2	0.3		44.1	30.7	25.1	0		
Total %	0.8	55.9	2.1	0	58.9	2.1	0.7	0.8	0	3.6	1.9	32.2	0.4	0.1	34.6	1.3	0.9	0.7	0	2.9	
Lights	102	6804	252	0	7158	260	80	98	6	444	224	3903	52	12	4191	158	110	90	0	358	12151
% Lights	100	99.4	98.8	0	99.4	99.2	100	100	100	99.6	98.7	99.1	100	100	99.1	100	100	100	0	100	99.3
Buses	0	32	3	0	35	1	0	0	0	1	1	17	0	0	18	0	0	0	0	0	54
% Buses	0	0.5	1.2	0	0.5	0.4	0	0	0	0.2	0.4	0.4	0	0	0.4	0	0	0	0	0	0.4
Trucks	0	9	0	0	9	1	0	0	0	1	2	18	0	0	20	0	0	0	0	0	30
% Trucks	0	0.1	0	0	0.1	0.4	0	0	0	0.2	0.9	0.5	0	0	0.5	0	0	0	0	0	0.2

	LAWRENCE EXPY Southbound				LOCHINVAR AVE Westbound				LAWRENCE EXPY Northbound				LOCHINVAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**19**	**974**	36	**1029**	28	8	**19**	55	**41**	458	6	505	8	15	16	39	1628
05:15 PM	18	912	16	946	31	12	15	58	24	**550**	4	578	22	17	15	54	**1636**
05:30 PM	6	797	**42**	845	43	**13**	14	70	36	488	8	532	19	9	13	41	1488
05:45 PM	15	725	31	771	**47**	11	16	**74**	31	541	**9**	**581**	**33**	**21**	**17**	**71**	1497
Total Volume	58	3408	125	3591	149	44	64	257	132	2037	27	2196	82	62	61	205	6249
% App. Total	1.6	94.9	3.5		58	17.1	24.9		6	92.8	1.2		40	30.2	29.8		
PHF	.763	.875	.744	.872	.793	.846	.842	.868	.805	.926	.750	.945	.621	.738	.897	.722	.955

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 14PM FINAL
Site Code : 00000014
Start Date : 10/3/2018
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 17AM FINAL
Site Code : 00000017
Start Date : 10/3/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks

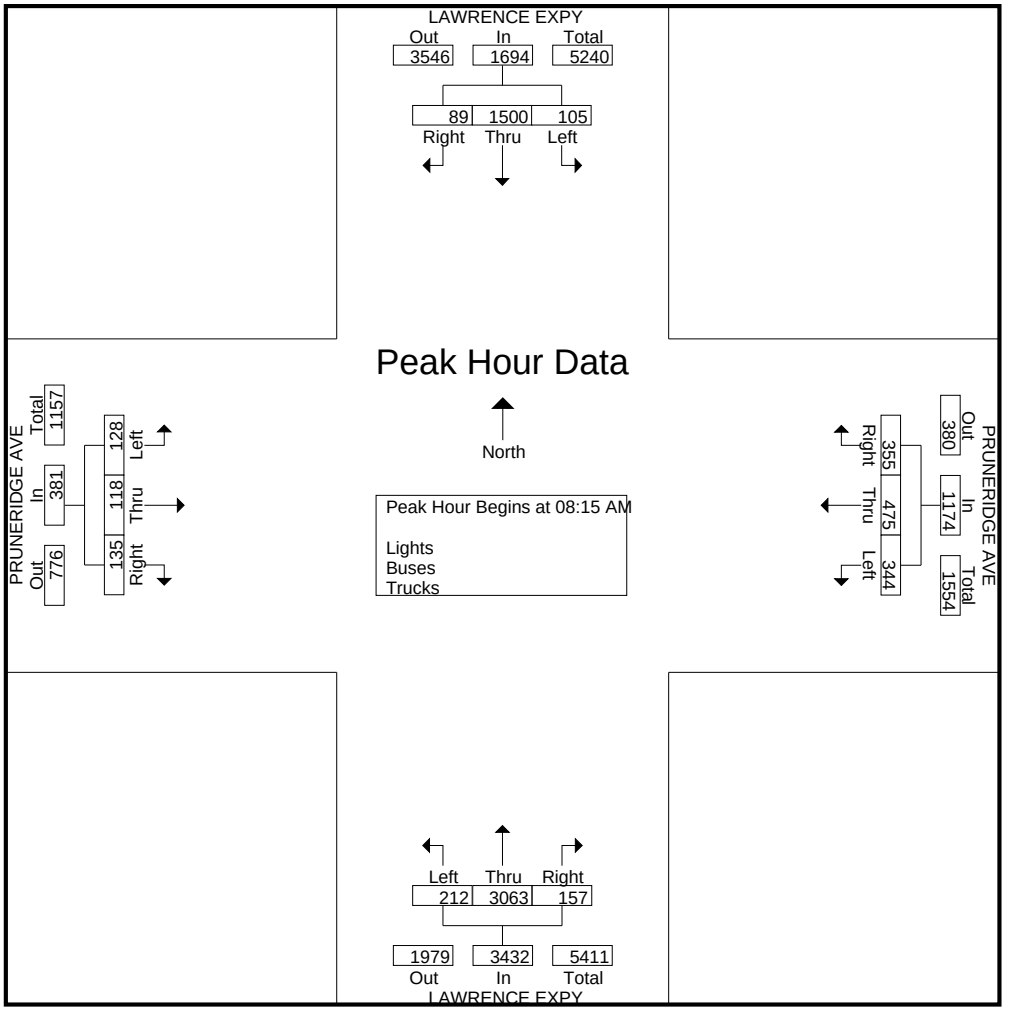
	LAWRENCE EXPY Southbound					PRUNERIDGE AVE Westbound					LAWRENCE EXPY Northbound					PRUNERIDGE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	12	421	25	0	458	160	64	80	0	304	23	604	15	0	642	25	11	20	0	56	1460
07:45 AM	11	366	32	1	410	160	78	96	0	334	27	740	32	2	801	16	20	25	0	61	1606
Total	23	787	57	1	868	320	142	176	0	638	50	1344	47	2	1443	41	31	45	0	117	3066
08:00 AM	21	339	29	2	391	142	101	89	1	333	30	717	34	5	786	34	33	32	0	99	1609
08:15 AM	24	376	22	4	426	116	106	84	1	307	36	819	42	2	899	31	60	26	1	118	1750
08:30 AM	28	405	24	6	463	58	132	86	3	279	44	702	45	2	793	32	24	30	0	86	1621
08:45 AM	17	388	35	2	442	77	105	89	3	274	36	796	66	4	902	39	23	41	0	103	1721
Total	90	1508	110	14	1722	393	444	348	8	1193	146	3034	187	13	3380	136	140	129	1	406	6701
09:00 AM	20	331	24	1	376	104	132	85	1	322	41	746	59	1	847	33	11	31	0	75	1620
09:15 AM	42	375	26	2	445	91	93	60	1	245	46	568	73	0	687	31	23	32	0	86	1463
Grand Total	175	3001	217	18	3411	908	811	669	10	2398	283	5692	366	16	6357	241	205	237	1	684	12850
Apprch %	5.1	88	6.4	0.5		37.9	33.8	27.9	0.4		4.5	89.5	5.8	0.3		35.2	30	34.6	0.1		
Total %	1.4	23.4	1.7	0.1	26.5	7.1	6.3	5.2	0.1	18.7	2.2	44.3	2.8	0.1	49.5	1.9	1.6	1.8	0	5.3	
Lights	170	2935	216	18	3339	901	805	664	10	2380	281	5650	365	16	6312	236	198	235	1	670	12701
% Lights	97.1	97.8	99.5	100	97.9	99.2	99.3	99.3	100	99.2	99.3	99.3	99.7	100	99.3	97.9	96.6	99.2	100	98	98.8
Buses	0	16	0	0	16	2	1	1	0	4	2	11	1	0	14	2	2	0	0	4	38
% Buses	0	0.5	0	0	0.5	0.2	0.1	0.1	0	0.2	0.7	0.2	0.3	0	0.2	0.8	1	0	0	0.6	0.3
Trucks	5	50	1	0	56	5	5	4	0	14	0	31	0	0	31	3	5	2	0	10	111
% Trucks	2.9	1.7	0.5	0	1.6	0.6	0.6	0.6	0	0.6	0	0.5	0	0	0.5	1.2	2.4	0.8	0	1.5	0.9

	LAWRENCE EXPY Southbound				PRUNERIDGE AVE Westbound				LAWRENCE EXPY Northbound				PRUNERIDGE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	24	376	22	422	**116**	106	84	306	36	**819**	42	897	31	**60**	26	**117**	**1742**
08:30 AM	**28**	**405**	24	**457**	58	**132**	86	276	**44**	702	45	791	32	24	30	86	1610
08:45 AM	17	388	**35**	440	77	105	**89**	271	36	796	**66**	**898**	**39**	23	**41**	103	1712
09:00 AM	20	331	24	375	104	132	85	**321**	41	746	59	846	33	11	31	75	1617
Total Volume	89	1500	105	1694	355	475	344	1174	157	3063	212	3432	135	118	128	381	6681
% App. Total	5.3	88.5	6.2		30.2	40.5	29.3		4.6	89.2	6.2		35.4	31	33.6		
PHF	.795	.926	.750	.927	.765	.900	.966	.914	.892	.935	.803	.955	.865	.492	.780	.814	.959

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 17AM FINAL
Site Code : 00000017
Start Date : 10/3/2018
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 17PM FINAL
Site Code : 00000017
Start Date : 10/3/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks

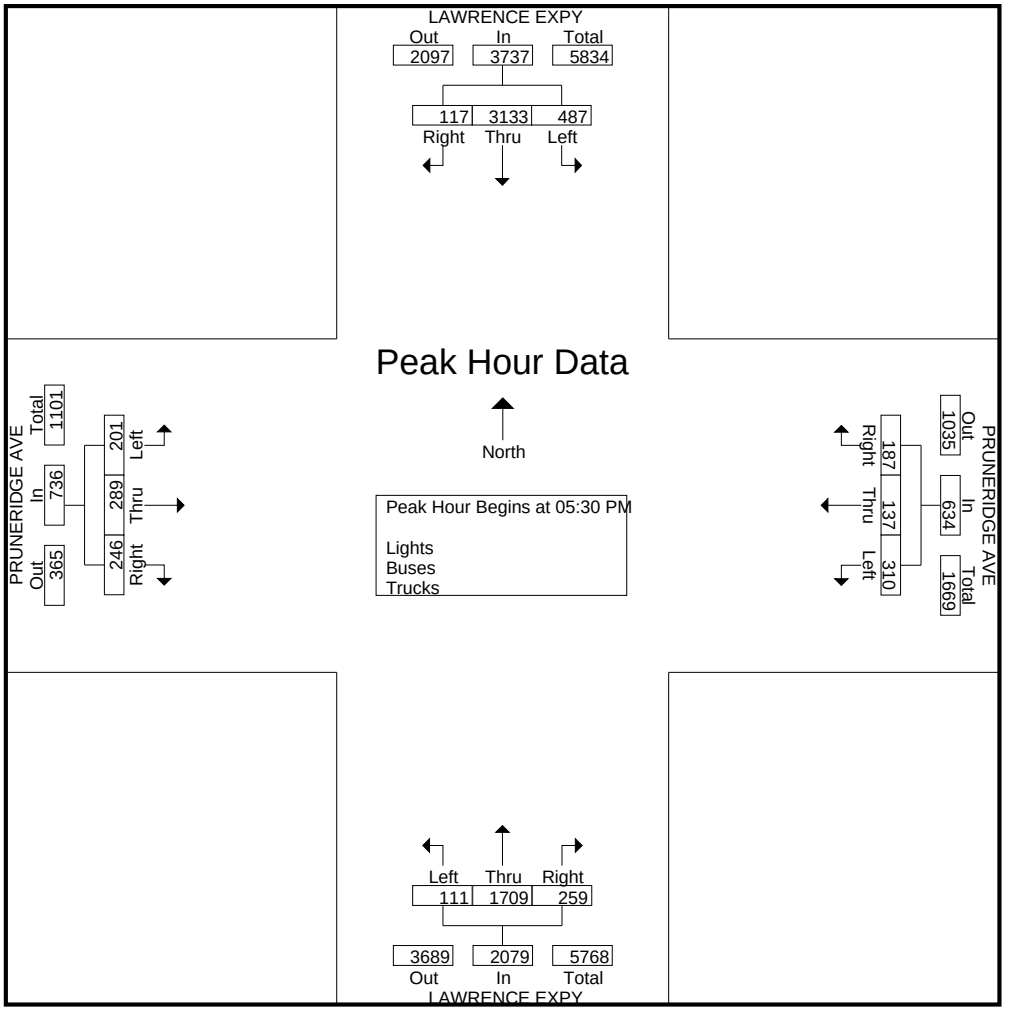
	LAWRENCE EXPY Southbound					PRUNERIDGE AVE Westbound					LAWRENCE EXPY Northbound					PRUNERIDGE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	19	800	123	1	943	43	28	25	0	96	47	377	24	0	448	32	43	19	0	94	1581
04:45 PM	25	791	153	0	969	32	23	54	0	109	52	403	29	0	484	41	50	27	0	118	1680
Total	44	1591	276	1	1912	75	51	79	0	205	99	780	53	0	932	73	93	46	0	212	3261
05:00 PM	32	837	121	0	990	36	31	67	0	134	43	349	26	0	418	51	71	36	0	158	1700
05:15 PM	23	806	125	1	955	48	39	72	0	159	59	435	32	0	526	52	65	29	1	147	1787
05:30 PM	27	733	118	1	879	47	26	80	0	153	54	433	31	2	520	54	83	58	0	195	1747
05:45 PM	33	762	141	0	936	46	52	80	0	178	61	424	34	4	523	68	79	62	0	209	1846
Total	115	3138	505	2	3760	177	148	299	0	624	217	1641	123	6	1987	225	298	185	1	709	7080
06:00 PM	28	829	102	1	960	55	28	87	0	170	74	406	21	2	503	61	62	48	0	171	1804
06:15 PM	29	809	126	0	964	39	31	63	0	133	70	446	25	0	541	63	65	33	0	161	1799
Grand Total	216	6367	1009	4	7596	346	258	528	0	1132	460	3273	222	8	3963	422	518	312	1	1253	13944
Apprch %	2.8	83.8	13.3	0.1		30.6	22.8	46.6	0		11.6	82.6	5.6	0.2		33.7	41.3	24.9	0.1		
Total %	1.5	45.7	7.2	0	54.5	2.5	1.9	3.8	0	8.1	3.3	23.5	1.6	0.1	28.4	3	3.7	2.2	0	9	
Lights	216	6354	1007	4	7581	344	257	528	0	1129	456	3253	220	8	3937	419	518	312	1	1250	13897
% Lights	100	99.8	99.8	100	99.8	99.4	99.6	100	0	99.7	99.1	99.4	99.1	100	99.3	99.3	100	100	100	99.8	99.7
Buses	0	6	0	0	6	1	0	0	0	1	1	5	2	0	8	1	0	0	0	1	16
% Buses	0	0.1	0	0	0.1	0.3	0	0	0	0.1	0.2	0.2	0.9	0	0.2	0.2	0	0	0	0.1	0.1
Trucks	0	7	2	0	9	1	1	0	0	2	3	15	0	0	18	2	0	0	0	2	31
% Trucks	0	0.1	0.2	0	0.1	0.3	0.4	0	0	0.2	0.7	0.5	0	0	0.5	0.5	0	0	0	0.2	0.2

	LAWRENCE EXPY Southbound				PRUNERIDGE AVE Westbound				LAWRENCE EXPY Northbound				PRUNERIDGE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	27	733	118	878	47	26	80	153	54	433	31	518	54	**83**	58	195	1744
05:45 PM	**33**	762	**141**	936	46	**52**	80	**178**	61	424	**34**	519	**68**	79	**62**	**209**	**1842**
06:00 PM	28	**829**	102	959	**55**	28	**87**	170	**74**	406	21	501	61	62	48	171	1801
06:15 PM	29	809	126	**964**	39	31	63	133	70	**446**	25	**541**	63	65	33	161	1799
Total Volume	117	3133	487	3737	187	137	310	634	259	1709	111	2079	246	289	201	736	7186
% App. Total	3.1	83.8	13		29.5	21.6	48.9		12.5	82.2	5.3		33.4	39.3	27.3		
PHF	.886	.945	.863	.969	.850	.659	.891	.890	.875	.958	.816	.961	.904	.870	.810	.880	.975

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 17PM FINAL
Site Code : 00000017
Start Date : 10/3/2018
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 7AM FINAL
Site Code : 00000007
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

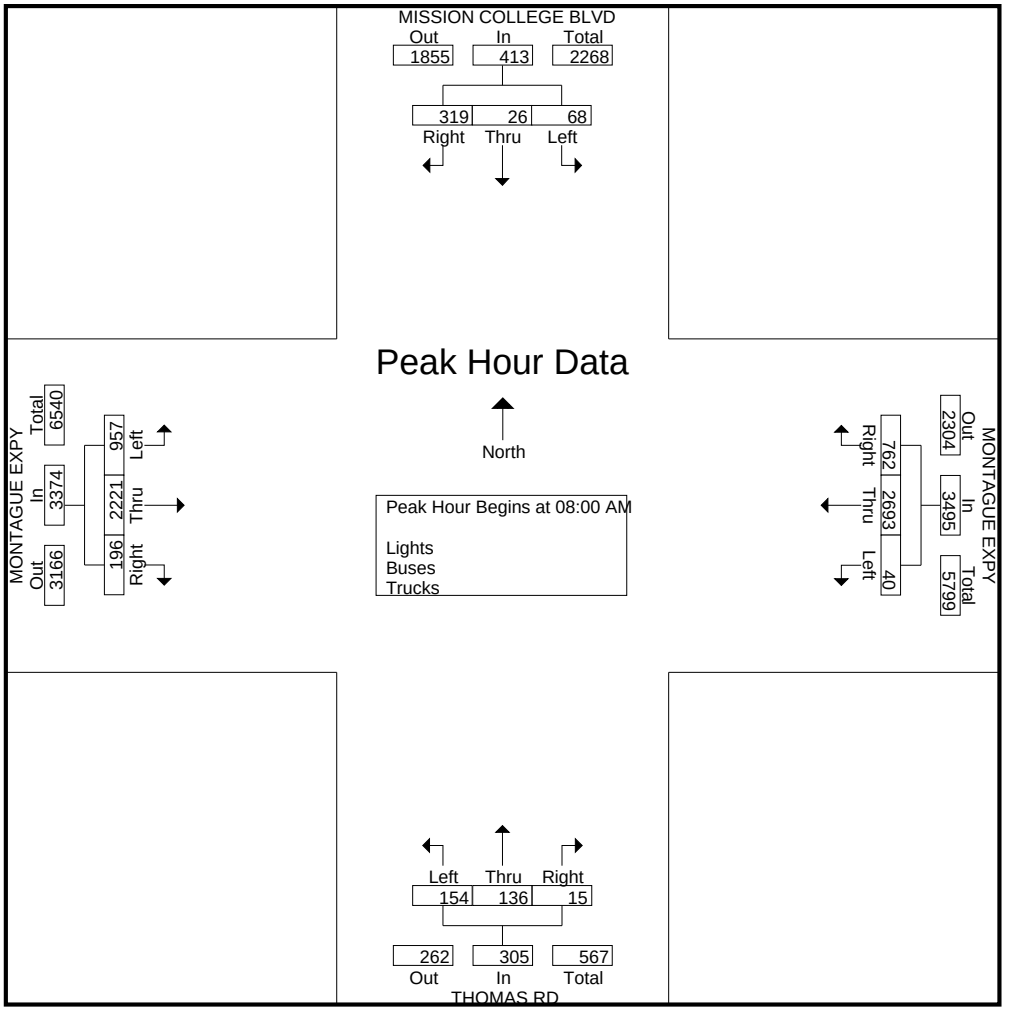
	MISSION COLLEGE BLVD Southbound					MONTAGUE EXPY Westbound					THOMAS RD Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	66	6	10	0	82	70	643	15	1	729	2	21	27	0	50	40	226	124	0	390	1251
07:15 AM	75	4	15	0	94	112	650	14	0	776	4	16	26	0	46	43	353	165	0	561	1477
07:30 AM	95	3	8	0	106	120	685	17	0	822	3	16	35	0	54	31	418	185	1	635	1617
07:45 AM	92	6	11	0	109	131	569	8	1	709	5	28	37	1	71	71	504	175	3	753	1642
Total	328	19	44	0	391	433	2547	54	2	3036	14	81	125	1	221	185	1501	649	4	2339	5987
08:00 AM	99	2	13	1	115	181	618	14	2	815	5	29	45	2	81	67	496	257	1	821	1832
08:15 AM	77	4	14	1	96	179	741	5	1	926	3	14	35	0	52	37	519	227	1	784	1858
08:30 AM	70	10	15	0	95	199	707	12	0	918	3	50	40	0	93	43	595	244	0	882	1988
08:45 AM	73	10	26	0	109	203	627	9	1	840	4	43	34	1	82	49	611	229	1	890	1921
Total	319	26	68	2	415	762	2693	40	4	3499	15	136	154	3	308	196	2221	957	3	3377	7599
Grand Total	647	45	112	2	806	1195	5240	94	6	6535	29	217	279	4	529	381	3722	1606	7	5716	13586
Apprch %	80.3	5.6	13.9	0.2		18.3	80.2	1.4	0.1		5.5	41	52.7	0.8		6.7	65.1	28.1	0.1		
Total %	4.8	0.3	0.8	0	5.9	8.8	38.6	0.7	0	48.1	0.2	1.6	2.1	0	3.9	2.8	27.4	11.8	0.1	42.1	
Lights	607	41	109	2	759	1175	5125	87	6	6393	27	206	174	4	411	307	3664	1580	7	5558	13121
% Lights	93.8	91.1	97.3	100	94.2	98.3	97.8	92.6	100	97.8	93.1	94.9	62.4	100	77.7	80.6	98.4	98.4	100	97.2	96.6
Buses	12	1	0	0	13	3	29	0	0	32	0	4	1	0	5	0	15	8	0	23	73
% Buses	1.9	2.2	0	0	1.6	0.3	0.6	0	0	0.5	0	1.8	0.4	0	0.9	0	0.4	0.5	0	0.4	0.5
Trucks	28	3	3	0	34	17	86	7	0	110	2	7	104	0	113	74	43	18	0	135	392
% Trucks	4.3	6.7	2.7	0	4.2	1.4	1.6	7.4	0	1.7	6.9	3.2	37.3	0	21.4	19.4	1.2	1.1	0	2.4	2.9

	MISSION COLLEGE BLVD Southbound				MONTAGUE EXPY Westbound				THOMAS RD Northbound				MONTAGUE EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**99**	2	13	**114**	181	618	**14**	813	**5**	29	**45**	79	**67**	496	**257**	820	1826
08:15 AM	77	4	14	95	179	**741**	5	**925**	3	14	35	52	37	519	227	783	1855
08:30 AM	70	**10**	15	95	199	707	12	918	3	**50**	40	**93**	43	595	244	882	**1988**
08:45 AM	73	10	**26**	109	**203**	627	9	839	4	43	34	81	49	**611**	229	**889**	1918
Total Volume	319	26	68	413	762	2693	40	3495	15	136	154	305	196	2221	957	3374	7587
% App. Total	77.2	6.3	16.5		21.8	77.1	1.1		4.9	44.6	50.5		5.8	65.8	28.4		
PHF	.806	.650	.654	.906	.938	.909	.714	.945	.750	.680	.856	.820	.731	.909	.931	.949	.954

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 7AM FINAL
Site Code : 00000007
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 8AM FINAL
Site Code : 00000008
Start Date : 10/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

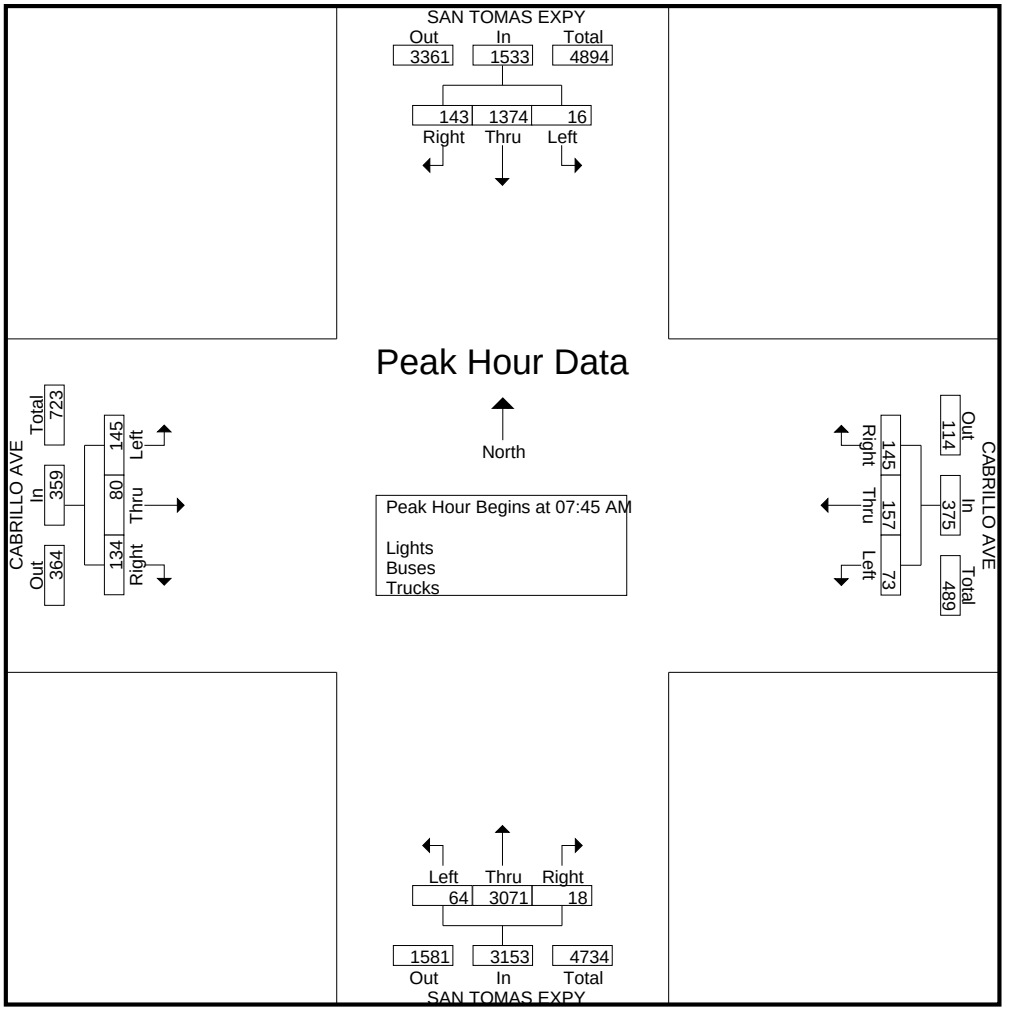
	SAN TOMAS EXPY Southbound					CABRILLO AVE Westbound					SAN TOMAS EXPY Northbound					CABRILLO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	187	4	1	210	20	12	7	0	39	1	558	8	1	568	7	5	12	5	29	846
07:15 AM	19	256	2	1	278	15	21	12	0	48	3	595	19	5	622	11	5	18	7	41	989
07:30 AM	36	291	1	5	333	21	52	9	3	85	0	689	20	19	728	43	31	28	6	108	1254
07:45 AM	72	355	1	2	430	37	61	15	0	113	0	683	20	13	716	61	30	39	15	145	1404
Total	145	1089	8	9	1251	93	146	43	3	285	4	2525	67	38	2634	122	71	97	33	323	4493
08:00 AM	27	409	5	2	443	30	26	16	0	72	2	751	13	1	767	44	17	40	9	110	1392
08:15 AM	25	315	6	3	349	33	35	26	1	95	8	798	18	0	824	16	22	27	6	71	1339
08:30 AM	19	295	4	1	319	45	35	16	0	96	8	839	13	3	863	13	11	39	11	74	1352
08:45 AM	12	279	2	1	294	36	39	19	0	94	10	810	17	3	840	8	14	47	13	82	1310
Total	83	1298	17	7	1405	144	135	77	1	357	28	3198	61	7	3294	81	64	153	39	337	5393
Grand Total	228	2387	25	16	2656	237	281	120	4	642	32	5723	128	45	5928	203	135	250	72	660	9886
Apprch %	8.6	89.9	0.9	0.6		36.9	43.8	18.7	0.6		0.5	96.5	2.2	0.8		30.8	20.5	37.9	10.9		
Total %	2.3	24.1	0.3	0.2	26.9	2.4	2.8	1.2	0	6.5	0.3	57.9	1.3	0.5	60	2.1	1.4	2.5	0.7	6.7	
Lights	220	2302	24	16	2562	236	280	116	4	636	32	5676	125	45	5878	202	133	245	72	652	9728
% Lights	96.5	96.4	96	100	96.5	99.6	99.6	96.7	100	99.1	100	99.2	97.7	100	99.2	99.5	98.5	98	100	98.8	98.4
Buses	4	13	1	0	18	0	0	1	0	1	0	16	2	0	18	1	0	3	0	4	41
% Buses	1.8	0.5	4	0	0.7	0	0	0.8	0	0.2	0	0.3	1.6	0	0.3	0.5	0	1.2	0	0.6	0.4
Trucks	4	72	0	0	76	1	1	3	0	5	0	31	1	0	32	0	2	2	0	4	117
% Trucks	1.8	3	0	0	2.9	0.4	0.4	2.5	0	0.8	0	0.5	0.8	0	0.5	0	1.5	0.8	0	0.6	1.2

	SAN TOMAS EXPY Southbound				CABRILLO AVE Westbound				SAN TOMAS EXPY Northbound				CABRILLO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**72**	355	1	428	37	**61**	15	**113**	0	683	**20**	703	**61**	**30**	39	**130**	1374
08:00 AM	27	**409**	5	**441**	30	26	16	72	2	751	13	766	44	17	**40**	101	**1380**
08:15 AM	25	315	**6**	346	33	35	**26**	94	**8**	798	18	824	16	22	27	65	1329
08:30 AM	19	295	4	318	**45**	35	16	96	8	**839**	13	**860**	13	11	39	63	1337
Total Volume	143	1374	16	1533	145	157	73	375	18	3071	64	3153	134	80	145	359	5420
% App. Total	9.3	89.6	1		38.7	41.9	19.5		0.6	97.4	2		37.3	22.3	40.4		
PHF	.497	.840	.667	.869	.806	.643	.702	.830	.563	.915	.800	.917	.549	.667	.906	.690	.982

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 8AM FINAL
Site Code : 00000008
Start Date : 10/2/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 9AM FINAL
Site Code : 00000009
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

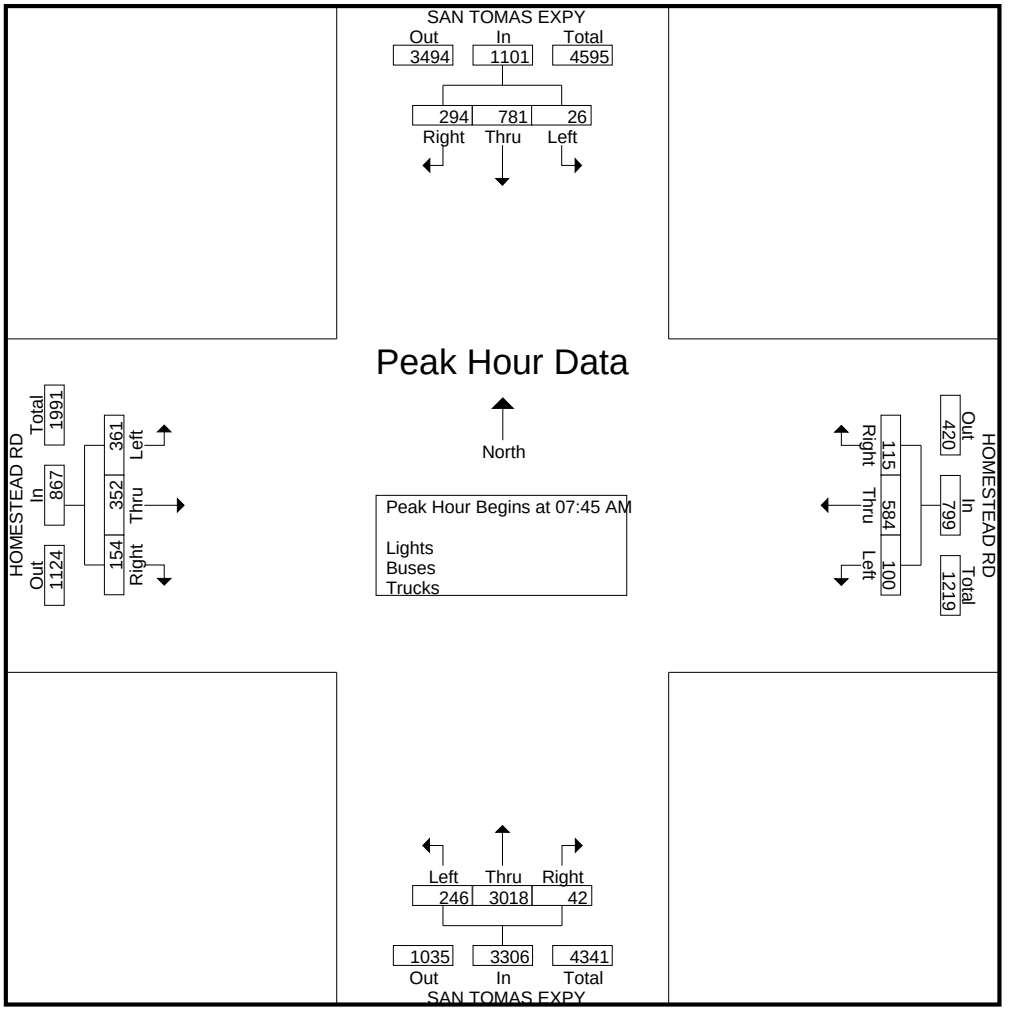
	SAN TOMAS EXPY Southbound					HOMESTEAD RD Westbound					SAN TOMAS EXPY Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	34	115	4	5	158	10	114	11	0	135	11	609	46	0	666	10	27	21	0	58	1017
07:15 AM	66	117	10	0	193	29	174	15	3	221	24	603	74	0	701	15	66	38	0	119	1234
07:30 AM	56	193	4	1	254	38	123	16	0	177	9	753	78	0	840	23	58	71	4	156	1427
07:45 AM	68	186	6	1	261	30	146	22	0	198	9	726	71	0	806	25	81	57	5	168	1433
Total	224	611	24	7	866	107	557	64	3	731	53	2691	269	0	3013	73	232	187	9	501	5111
08:00 AM	102	211	8	6	327	21	185	27	0	233	9	682	82	1	774	38	97	81	2	218	1552
08:15 AM	78	184	10	5	277	38	153	31	1	223	14	762	56	1	833	46	109	114	0	269	1602
08:30 AM	46	200	2	1	249	26	100	20	3	149	10	848	37	1	896	45	65	109	2	221	1515
08:45 AM	39	192	5	2	238	23	78	14	1	116	14	800	42	3	859	33	71	67	5	176	1389
Total	265	787	25	14	1091	108	516	92	5	721	47	3092	217	6	3362	162	342	371	9	884	6058
Grand Total	489	1398	49	21	1957	215	1073	156	8	1452	100	5783	486	6	6375	235	574	558	18	1385	11169
Apprch %	25	71.4	2.5	1.1		14.8	73.9	10.7	0.6		1.6	90.7	7.6	0.1		17	41.4	40.3	1.3		
Total %	4.4	12.5	0.4	0.2	17.5	1.9	9.6	1.4	0.1	13	0.9	51.8	4.4	0.1	57.1	2.1	5.1	5	0.2	12.4	
Lights	478	1351	48	21	1898	213	1054	155	8	1430	99	5729	484	6	6318	231	564	556	18	1369	11015
% Lights	97.8	96.6	98	100	97	99.1	98.2	99.4	100	98.5	99	99.1	99.6	100	99.1	98.3	98.3	99.6	100	98.8	98.6
Buses	0	6	0	0	6	2	5	1	0	8	0	25	1	0	26	0	6	0	0	6	46
% Buses	0	0.4	0	0	0.3	0.9	0.5	0.6	0	0.6	0	0.4	0.2	0	0.4	0	1	0	0	0.4	0.4
Trucks	11	41	1	0	53	0	14	0	0	14	1	29	1	0	31	4	4	2	0	10	108
% Trucks	2.2	2.9	2	0	2.7	0	1.3	0	0	1	1	0.5	0.2	0	0.5	1.7	0.7	0.4	0	0.7	1

	SAN TOMAS EXPY Southbound				HOMESTEAD RD Westbound				SAN TOMAS EXPY Northbound				HOMESTEAD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	68	186	6	260	30	146	22	198	9	726	71	806	25	81	57	163	1427
08:00 AM	**102**	**211**	8	**321**	21	**185**	27	**233**	9	682	**82**	773	38	97	81	216	1543
08:15 AM	78	184	**10**	272	**38**	153	**31**	222	**14**	762	56	832	**46**	**109**	**114**	**269**	**1595**
08:30 AM	46	200	2	248	26	100	20	146	10	**848**	37	**895**	45	65	109	219	1508
Total Volume	294	781	26	1101	115	584	100	799	42	3018	246	3306	154	352	361	867	6073
% App. Total	26.7	70.9	2.4		14.4	73.1	12.5		1.3	91.3	7.4		17.8	40.6	41.6		
PHF	.721	.925	.650	.857	.757	.789	.806	.857	.750	.890	.750	.923	.837	.807	.792	.806	.952

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 9AM FINAL
Site Code : 00000009
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

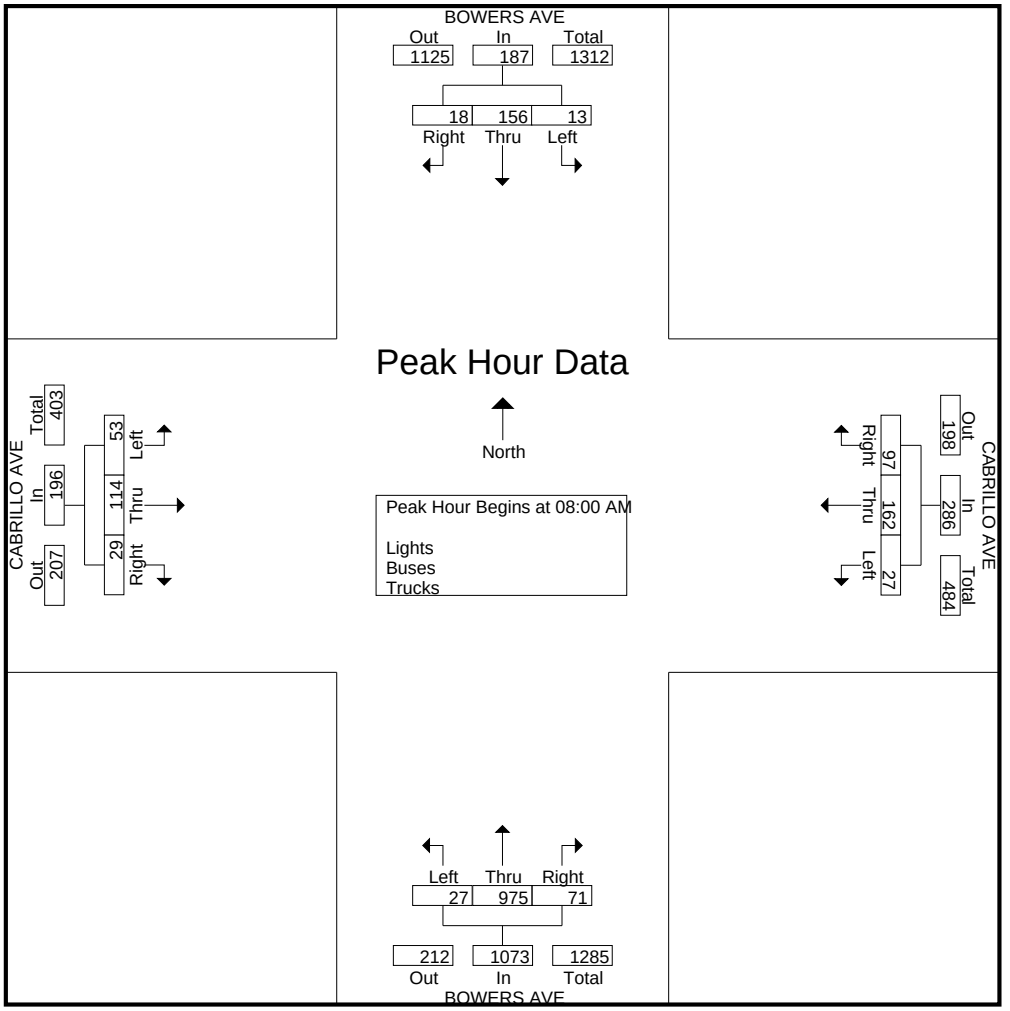
	BOWERS AVE Southbound					CABRILLO AVE Westbound					BOWERS AVE Northbound					CABRILLO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	24	3	1	29	7	23	8	2	40	9	58	2	2	71	3	15	4	0	22	162
07:15 AM	5	37	18	1	61	15	40	9	0	64	21	104	6	0	131	4	39	11	1	55	311
07:30 AM	3	29	27	6	65	20	49	13	2	84	56	131	5	6	198	3	63	5	1	72	419
07:45 AM	6	24	23	6	59	31	50	17	1	99	72	153	4	2	231	5	46	8	0	59	448
Total	15	114	71	14	214	73	162	47	5	287	158	446	17	10	631	15	163	28	2	208	1340
08:00 AM	6	47	5	2	60	20	47	8	1	76	15	175	6	4	200	6	24	10	0	40	376
08:15 AM	5	39	4	1	49	28	44	10	3	85	20	212	7	2	241	10	31	11	0	52	427
08:30 AM	4	32	3	0	39	24	40	5	1	70	16	272	8	2	298	7	36	15	0	58	465
08:45 AM	3	38	1	2	44	25	31	4	0	60	20	316	6	1	343	6	23	17	3	49	496
Total	18	156	13	5	192	97	162	27	5	291	71	975	27	9	1082	29	114	53	3	199	1764
Grand Total	33	270	84	19	406	170	324	74	10	578	229	1421	44	19	1713	44	277	81	5	407	3104
Apprch %	8.1	66.5	20.7	4.7		29.4	56.1	12.8	1.7		13.4	83	2.6	1.1		10.8	68.1	19.9	1.2		
Total %	1.1	8.7	2.7	0.6	13.1	5.5	10.4	2.4	0.3	18.6	7.4	45.8	1.4	0.6	55.2	1.4	8.9	2.6	0.2	13.1	
Lights	32	258	83	19	392	170	317	74	10	571	229	1405	44	19	1697	43	271	81	5	400	3060
% Lights	97	95.6	98.8	100	96.6	100	97.8	100	100	98.8	100	98.9	100	100	99.1	97.7	97.8	100	100	98.3	98.6
Buses	0	9	0	0	9	0	5	0	0	5	0	10	0	0	10	0	3	0	0	3	27
% Buses	0	3.3	0	0	2.2	0	1.5	0	0	0.9	0	0.7	0	0	0.6	0	1.1	0	0	0.7	0.9
Trucks	1	3	1	0	5	0	2	0	0	2	0	6	0	0	6	1	3	0	0	4	17
% Trucks	3	1.1	1.2	0	1.2	0	0.6	0	0	0.3	0	0.4	0	0	0.4	2.3	1.1	0	0	1	0.5

	BOWERS AVE Southbound				CABRILLO AVE Westbound				BOWERS AVE Northbound				CABRILLO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**6**	**47**	**5**	**58**	20	**47**	8	75	15	175	6	196	6	24	10	40	369
08:15 AM	5	39	4	48	**28**	44	**10**	**82**	**20**	212	7	239	**10**	31	11	52	421
08:30 AM	4	32	3	39	24	40	5	69	16	272	**8**	296	7	**36**	15	**58**	462
08:45 AM	3	38	1	42	25	31	4	60	20	**316**	6	**342**	6	23	**17**	46	**490**
Total Volume	18	156	13	187	97	162	27	286	71	975	27	1073	29	114	53	196	1742
% App. Total	9.6	83.4	7		33.9	56.6	9.4		6.6	90.9	2.5		14.8	58.2	27		
PHF	.750	.830	.650	.806	.866	.862	.675	.872	.888	.771	.844	.784	.725	.792	.779	.845	.889

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

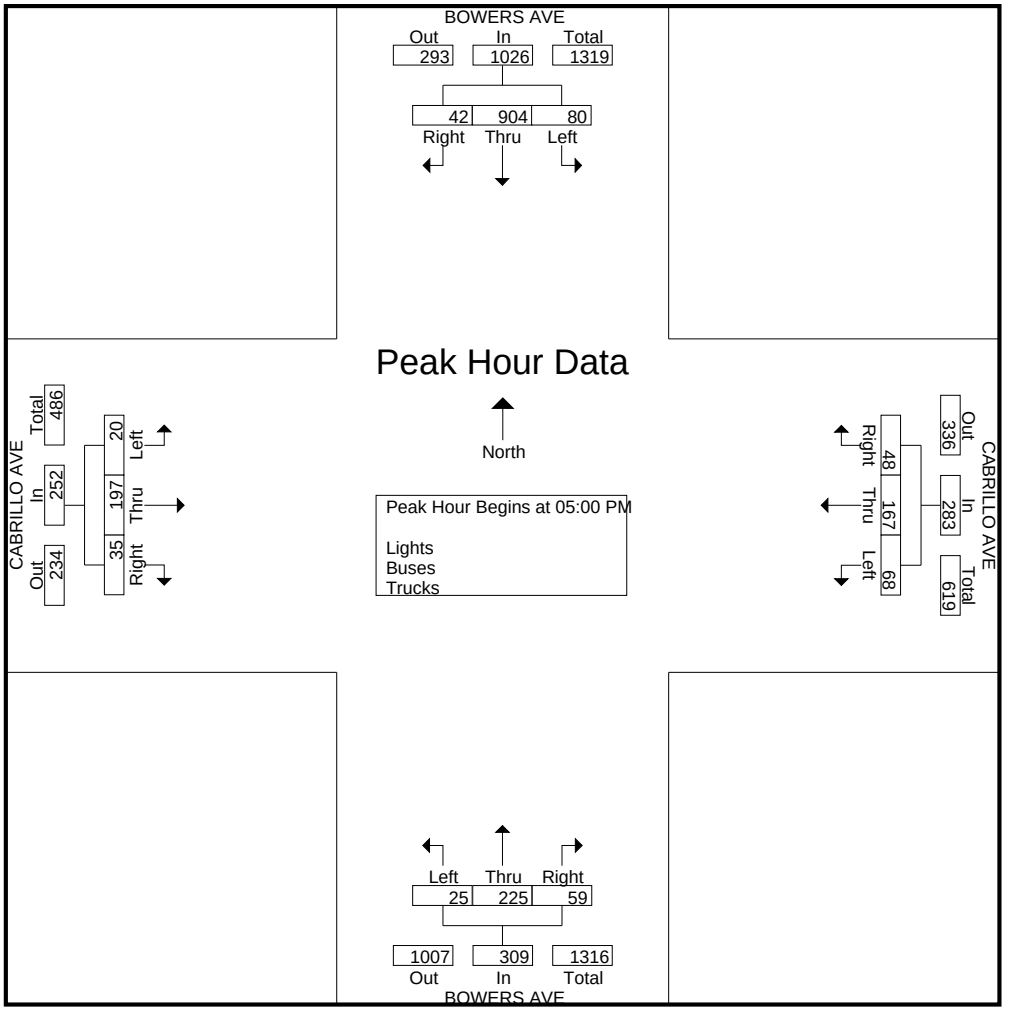
	BOWERS AVE Southbound					CABRILLO AVE Westbound					BOWERS AVE Northbound					CABRILLO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	127	16	0	145	3	37	14	1	55	16	52	6	3	77	5	38	2	0	45	322
04:15 PM	8	125	10	1	144	8	28	11	3	50	13	38	7	2	60	5	26	4	2	37	291
04:30 PM	12	172	15	0	199	9	21	26	2	58	16	28	5	2	51	7	26	6	1	40	348
04:45 PM	11	194	17	1	223	3	41	16	1	61	22	61	4	1	88	5	35	5	0	45	417
Total	33	618	58	2	711	23	127	67	7	224	67	179	22	8	276	22	125	17	3	167	1378
05:00 PM	13	241	12	1	267	10	39	15	0	64	16	42	6	5	69	9	41	6	0	56	456
05:15 PM	8	230	29	1	268	11	46	9	1	67	6	59	5	2	72	14	37	6	2	59	466
05:30 PM	13	222	19	1	255	16	39	25	1	81	14	63	9	3	89	7	43	1	1	52	477
05:45 PM	8	211	20	2	241	11	43	19	0	73	23	61	5	6	95	5	76	7	2	90	499
Total	42	904	80	5	1031	48	167	68	2	285	59	225	25	16	325	35	197	20	5	257	1898
Grand Total	75	1522	138	7	1742	71	294	135	9	509	126	404	47	24	601	57	322	37	8	424	3276
Apprch %	4.3	87.4	7.9	0.4		13.9	57.8	26.5	1.8		21	67.2	7.8	4		13.4	75.9	8.7	1.9		
Total %	2.3	46.5	4.2	0.2	53.2	2.2	9	4.1	0.3	15.5	3.8	12.3	1.4	0.7	18.3	1.7	9.8	1.1	0.2	12.9	
Lights	73	1511	137	7	1728	71	291	133	9	504	125	387	47	24	583	57	321	37	8	423	3238
% Lights	97.3	99.3	99.3	100	99.2	100	99	98.5	100	99	99.2	95.8	100	100	97	100	99.7	100	100	99.8	98.8
Buses	0	9	0	0	9	0	2	1	0	3	1	10	0	0	11	0	1	0	0	1	24
% Buses	0	0.6	0	0	0.5	0	0.7	0.7	0	0.6	0.8	2.5	0	0	1.8	0	0.3	0	0	0.2	0.7
Trucks	2	2	1	0	5	0	1	1	0	2	0	7	0	0	7	0	0	0	0	0	14
% Trucks	2.7	0.1	0.7	0	0.3	0	0.3	0.7	0	0.4	0	1.7	0	0	1.2	0	0	0	0	0	0.4

	BOWERS AVE Southbound				CABRILLO AVE Westbound				BOWERS AVE Northbound				CABRILLO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**13**	**241**	12	266	10	39	15	64	16	42	6	64	9	41	6	56	450
05:15 PM	8	230	**29**	**267**	11	**46**	9	66	6	59	5	70	**14**	37	6	57	460
05:30 PM	13	222	19	254	**16**	39	**25**	**80**	14	**63**	**9**	86	7	43	1	51	471
05:45 PM	8	211	20	239	11	43	19	73	**23**	61	5	**89**	5	**76**	**7**	**88**	**489**
Total Volume	42	904	80	1026	48	167	68	283	59	225	25	309	35	197	20	252	1870
% App. Total	4.1	88.1	7.8		17	59	24		19.1	72.8	8.1		13.9	78.2	7.9		
PHF	.808	.938	.690	.961	.750	.908	.680	.884	.641	.893	.694	.868	.625	.648	.714	.716	.956

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

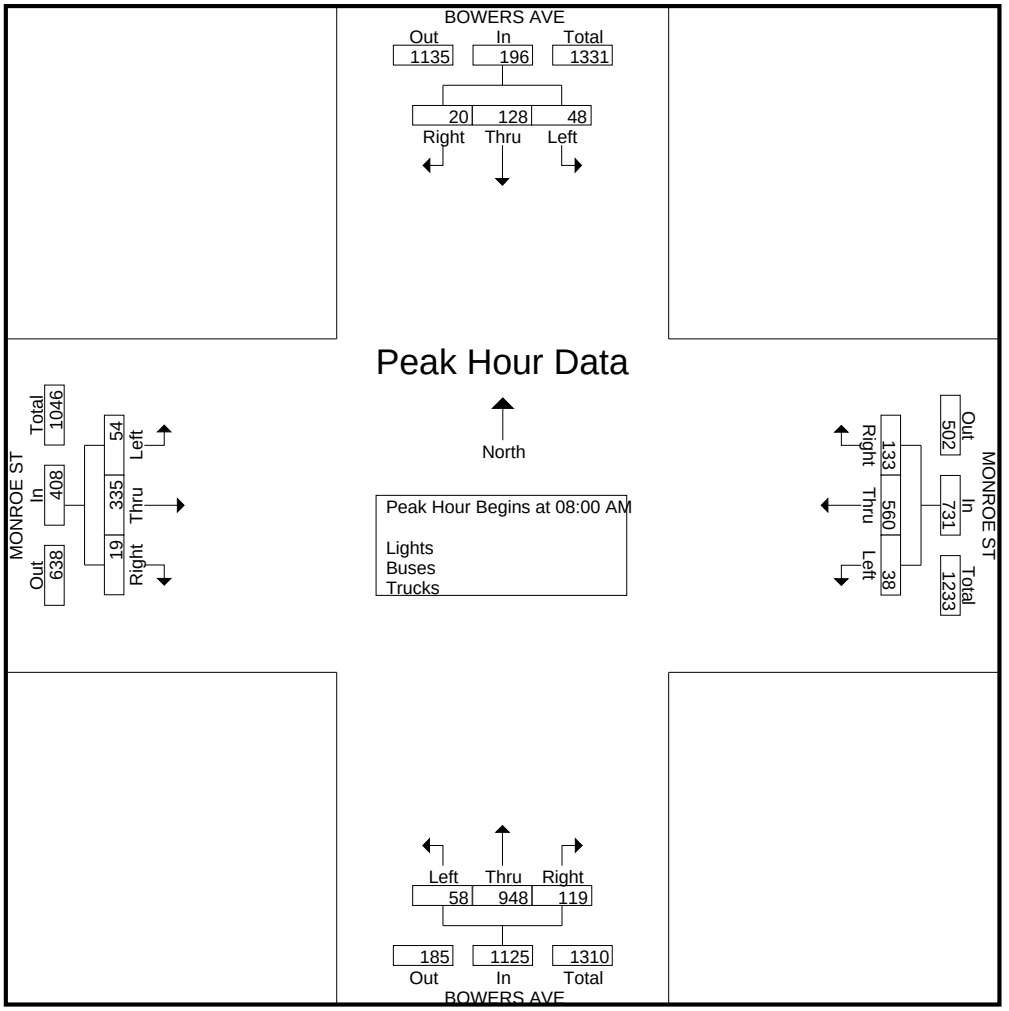
	BOWERS AVE Southbound					MONROE ST Westbound					BOWERS AVE Northbound					MONROE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	18	6	2	29	11	89	8	1	109	9	51	4	0	64	3	43	10	0	56	258
07:15 AM	9	33	5	4	51	27	172	10	1	210	12	100	12	1	125	14	125	14	1	154	540
07:30 AM	1	28	10	5	44	28	116	7	7	158	16	141	6	0	163	23	106	18	1	148	513
07:45 AM	3	36	12	3	54	12	162	14	2	190	24	145	20	4	193	9	94	20	2	125	562
Total	16	115	33	14	178	78	539	39	11	667	61	437	42	5	545	49	368	62	4	483	1873
08:00 AM	6	34	15	2	57	17	164	16	1	198	31	148	19	2	200	6	61	8	2	77	532
08:15 AM	3	26	11	4	44	42	183	12	2	239	19	216	20	2	257	7	119	23	3	152	692
08:30 AM	9	35	7	3	54	38	102	4	0	144	24	267	8	2	301	4	68	12	1	85	584
08:45 AM	2	33	15	2	52	36	111	6	1	154	45	317	11	0	373	2	87	11	0	100	679
Total	20	128	48	11	207	133	560	38	4	735	119	948	58	6	1131	19	335	54	6	414	2487
Grand Total	36	243	81	25	385	211	1099	77	15	1402	180	1385	100	11	1676	68	703	116	10	897	4360
Apprch %	9.4	63.1	21	6.5		15	78.4	5.5	1.1		10.7	82.6	6	0.7		7.6	78.4	12.9	1.1		
Total %	0.8	5.6	1.9	0.6	8.8	4.8	25.2	1.8	0.3	32.2	4.1	31.8	2.3	0.3	38.4	1.6	16.1	2.7	0.2	20.6	
Lights	34	232	80	25	371	207	1078	75	15	1375	178	1369	100	11	1658	67	688	115	10	880	4284
% Lights	94.4	95.5	98.8	100	96.4	98.1	98.1	97.4	100	98.1	98.9	98.8	100	100	98.9	98.5	97.9	99.1	100	98.1	98.3
Buses	0	8	0	0	8	0	11	1	0	12	0	10	0	0	10	0	8	0	0	8	38
% Buses	0	3.3	0	0	2.1	0	1	1.3	0	0.9	0	0.7	0	0	0.6	0	1.1	0	0	0.9	0.9
Trucks	2	3	1	0	6	4	10	1	0	15	2	6	0	0	8	1	7	1	0	9	38
% Trucks	5.6	1.2	1.2	0	1.6	1.9	0.9	1.3	0	1.1	1.1	0.4	0	0	0.5	1.5	1	0.9	0	1	0.9

	BOWERS AVE Southbound				MONROE ST Westbound				BOWERS AVE Northbound				MONROE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	34	**15**	**55**	17	164	**16**	197	31	148	19	198	6	61	8	75	525
08:15 AM	3	26	11	40	**42**	**183**	12	**237**	19	216	**20**	255	**7**	**119**	**23**	**149**	**681**
08:30 AM	**9**	**35**	7	51	38	102	4	144	24	267	8	299	4	68	12	84	578
08:45 AM	2	33	15	50	36	111	6	153	**45**	**317**	11	**373**	2	87	11	100	676
Total Volume	20	128	48	196	133	560	38	731	119	948	58	1125	19	335	54	408	2460
% App. Total	10.2	65.3	24.5		18.2	76.6	5.2		10.6	84.3	5.2		4.7	82.1	13.2		
PHF	.556	.914	.800	.891	.792	.765	.594	.771	.661	.748	.725	.754	.679	.704	.587	.685	.903

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

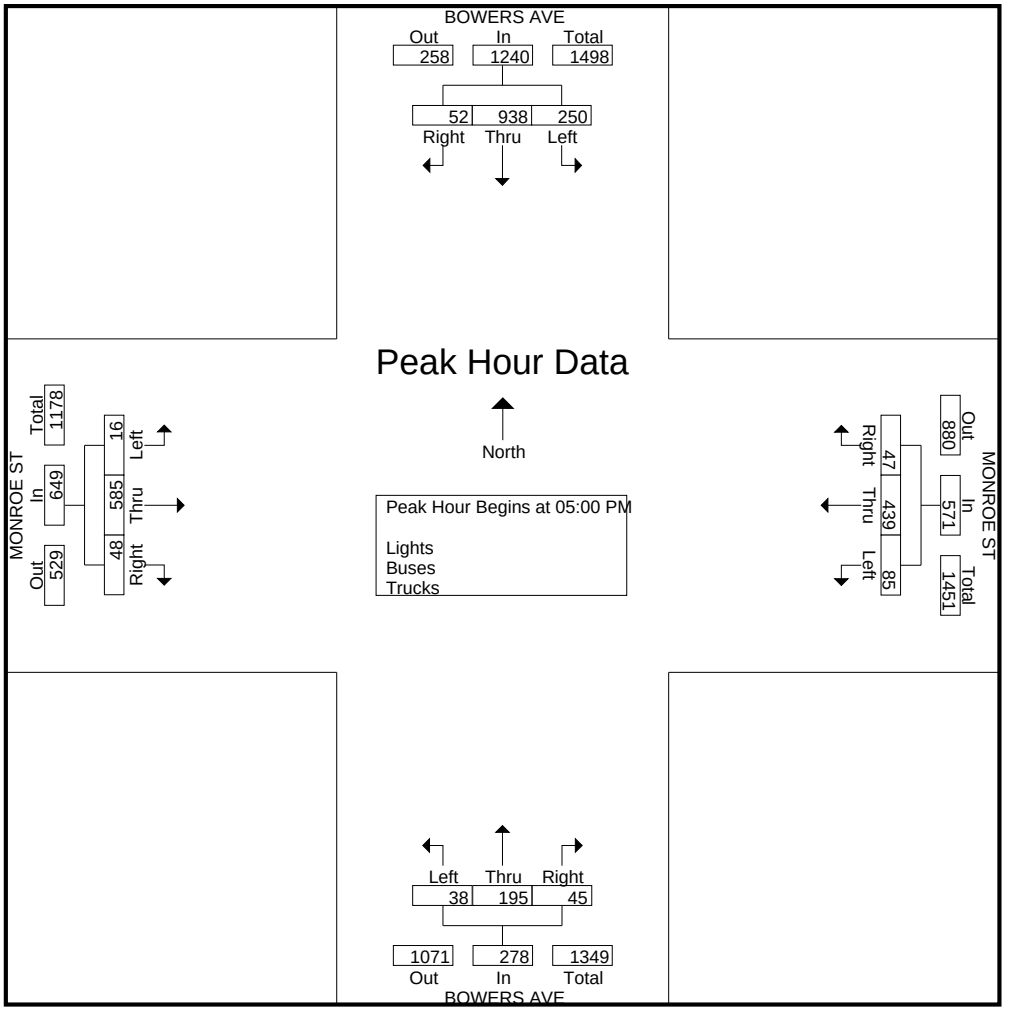
	BOWERS AVE Southbound					MONROE ST Westbound					BOWERS AVE Northbound					MONROE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	133	58	0	198	5	67	6	0	78	12	33	13	0	58	11	119	1	0	131	465
04:15 PM	5	127	68	2	202	12	79	18	3	112	9	28	8	2	47	8	138	5	0	151	512
04:30 PM	9	169	57	0	235	12	91	16	1	120	11	35	5	3	54	7	113	5	0	125	534
04:45 PM	8	193	61	2	264	5	108	16	1	130	8	49	11	2	70	13	120	6	3	142	606
Total	29	622	244	4	899	34	345	56	5	440	40	145	37	7	229	39	490	17	3	549	2117
05:00 PM	6	238	70	0	314	19	99	28	0	146	12	30	5	2	49	11	153	3	0	167	676
05:15 PM	13	235	67	0	315	12	112	13	3	140	12	54	15	3	84	12	148	2	3	165	704
05:30 PM	15	244	57	1	317	9	118	27	0	154	10	54	13	2	79	17	138	6	0	161	711
05:45 PM	18	221	56	1	296	7	110	17	3	137	11	57	5	4	77	8	146	5	3	162	672
Total	52	938	250	2	1242	47	439	85	6	577	45	195	38	11	289	48	585	16	6	655	2763
Grand Total	81	1560	494	6	2141	81	784	141	11	1017	85	340	75	18	518	87	1075	33	9	1204	4880
Apprch %	3.8	72.9	23.1	0.3		8	77.1	13.9	1.1		16.4	65.6	14.5	3.5		7.2	89.3	2.7	0.7		
Total %	1.7	32	10.1	0.1	43.9	1.7	16.1	2.9	0.2	20.8	1.7	7	1.5	0.4	10.6	1.8	22	0.7	0.2	24.7	
Lights	81	1549	492	6	2128	80	775	139	11	1005	83	327	74	18	502	86	1066	33	9	1194	4829
% Lights	100	99.3	99.6	100	99.4	98.8	98.9	98.6	100	98.8	97.6	96.2	98.7	100	96.9	98.9	99.2	100	100	99.2	99
Buses	0	9	0	0	9	0	6	1	0	7	0	10	0	0	10	1	7	0	0	8	34
% Buses	0	0.6	0	0	0.4	0	0.8	0.7	0	0.7	0	2.9	0	0	1.9	1.1	0.7	0	0	0.7	0.7
Trucks	0	2	2	0	4	1	3	1	0	5	2	3	1	0	6	0	2	0	0	2	17
% Trucks	0	0.1	0.4	0	0.2	1.2	0.4	0.7	0	0.5	2.4	0.9	1.3	0	1.2	0	0.2	0	0	0.2	0.3

	BOWERS AVE Southbound				MONROE ST Westbound				BOWERS AVE Northbound				MONROE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	238	**70**	314	**19**	99	**28**	146	**12**	30	5	47	11	**153**	3	**167**	674
05:15 PM	13	235	67	315	12	112	13	137	12	54	**15**	**81**	12	148	2	162	695
05:30 PM	15	**244**	57	**316**	9	**118**	27	**154**	10	54	13	77	**17**	138	**6**	161	**708**
05:45 PM	**18**	221	56	295	7	110	17	134	11	**57**	5	73	8	146	5	159	661
Total Volume	52	938	250	1240	47	439	85	571	45	195	38	278	48	585	16	649	2738
% App. Total	4.2	75.6	20.2		8.2	76.9	14.9		16.2	70.1	13.7		7.4	90.1	2.5		
PHF	.722	.961	.893	.981	.618	.930	.759	.927	.938	.855	.633	.858	.706	.956	.667	.972	.967

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 10AM FINAL
Site Code : 00000010
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

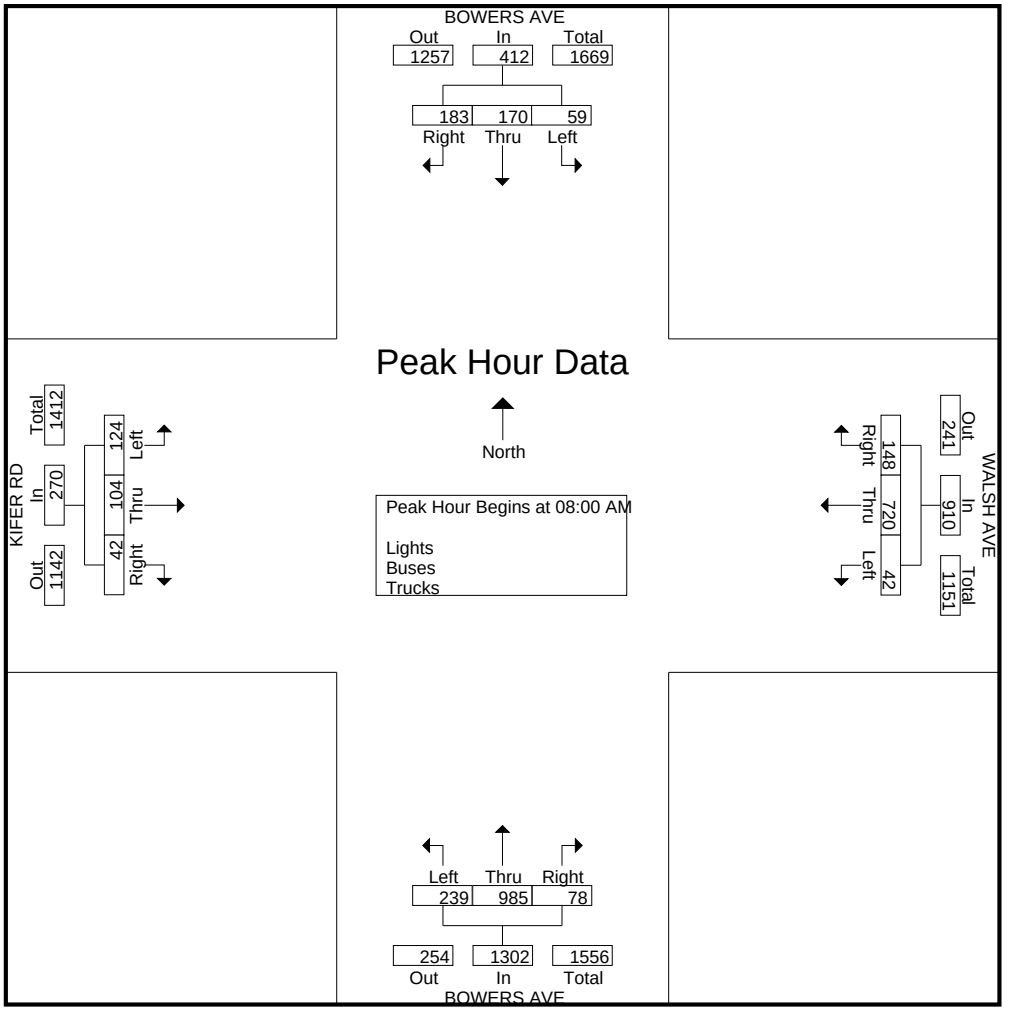
	BOWERS AVE Southbound					WALSH AVE Westbound					BOWERS AVE Northbound					KIFER RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	36	42	6	1	85	22	103	5	1	131	7	82	15	2	106	6	19	14	2	41	363
07:15 AM	57	73	11	0	141	28	105	3	2	138	10	197	23	0	230	6	15	30	0	51	560
07:30 AM	33	35	12	2	82	48	167	7	0	222	5	208	36	1	250	6	22	23	0	51	605
07:45 AM	36	70	15	3	124	25	213	11	1	250	17	202	45	0	264	6	21	21	2	50	688
Total	162	220	44	6	432	123	588	26	4	741	39	689	119	3	850	24	77	88	4	193	2216
08:00 AM	46	48	13	0	107	38	200	10	1	249	19	207	48	2	276	6	24	21	0	51	683
08:15 AM	44	43	21	1	109	23	147	9	0	179	9	243	56	2	310	16	31	34	0	81	679
08:30 AM	51	43	11	0	105	34	181	11	0	226	25	294	61	0	380	15	21	33	0	69	780
08:45 AM	42	36	14	1	93	53	192	12	1	258	25	241	74	0	340	5	28	36	0	69	760
Total	183	170	59	2	414	148	720	42	2	912	78	985	239	4	1306	42	104	124	0	270	2902
Grand Total	345	390	103	8	846	271	1308	68	6	1653	117	1674	358	7	2156	66	181	212	4	463	5118
Apprch %	40.8	46.1	12.2	0.9		16.4	79.1	4.1	0.4		5.4	77.6	16.6	0.3		14.3	39.1	45.8	0.9		
Total %	6.7	7.6	2	0.2	16.5	5.3	25.6	1.3	0.1	32.3	2.3	32.7	7	0.1	42.1	1.3	3.5	4.1	0.1	9	
Lights	329	372	99	8	808	264	1272	62	6	1604	114	1636	355	7	2112	65	166	193	4	428	4952
% Lights	95.4	95.4	96.1	100	95.5	97.4	97.2	91.2	100	97	97.4	97.7	99.2	100	98	98.5	91.7	91	100	92.4	96.8
Buses	0	9	1	0	10	1	6	0	0	7	0	13	0	0	13	0	0	4	0	4	34
% Buses	0	2.3	1	0	1.2	0.4	0.5	0	0	0.4	0	0.8	0	0	0.6	0	0	1.9	0	0.9	0.7
Trucks	16	9	3	0	28	6	30	6	0	42	3	25	3	0	31	1	15	15	0	31	132
% Trucks	4.6	2.3	2.9	0	3.3	2.2	2.3	8.8	0	2.5	2.6	1.5	0.8	0	1.4	1.5	8.3	7.1	0	6.7	2.6

	BOWERS AVE Southbound				WALSH AVE Westbound				BOWERS AVE Northbound				KIFER RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	46	**48**	13	107	38	**200**	10	248	19	207	48	274	6	24	21	51	680
08:15 AM	44	43	**21**	**108**	23	147	9	179	9	243	56	308	**16**	**31**	34	**81**	676
08:30 AM	**51**	43	11	105	34	181	11	226	**25**	**294**	61	**380**	15	21	33	69	**780**
08:45 AM	42	36	14	92	**53**	192	**12**	**257**	25	241	**74**	340	5	28	**36**	69	758
Total Volume	183	170	59	412	148	720	42	910	78	985	239	1302	42	104	124	270	2894
% App. Total	44.4	41.3	14.3		16.3	79.1	4.6		6	75.7	18.4		15.6	38.5	45.9		
PHF	.897	.885	.702	.954	.698	.900	.875	.885	.780	.838	.807	.857	.656	.839	.861	.833	.928

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 10AM FINAL
Site Code : 00000010
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

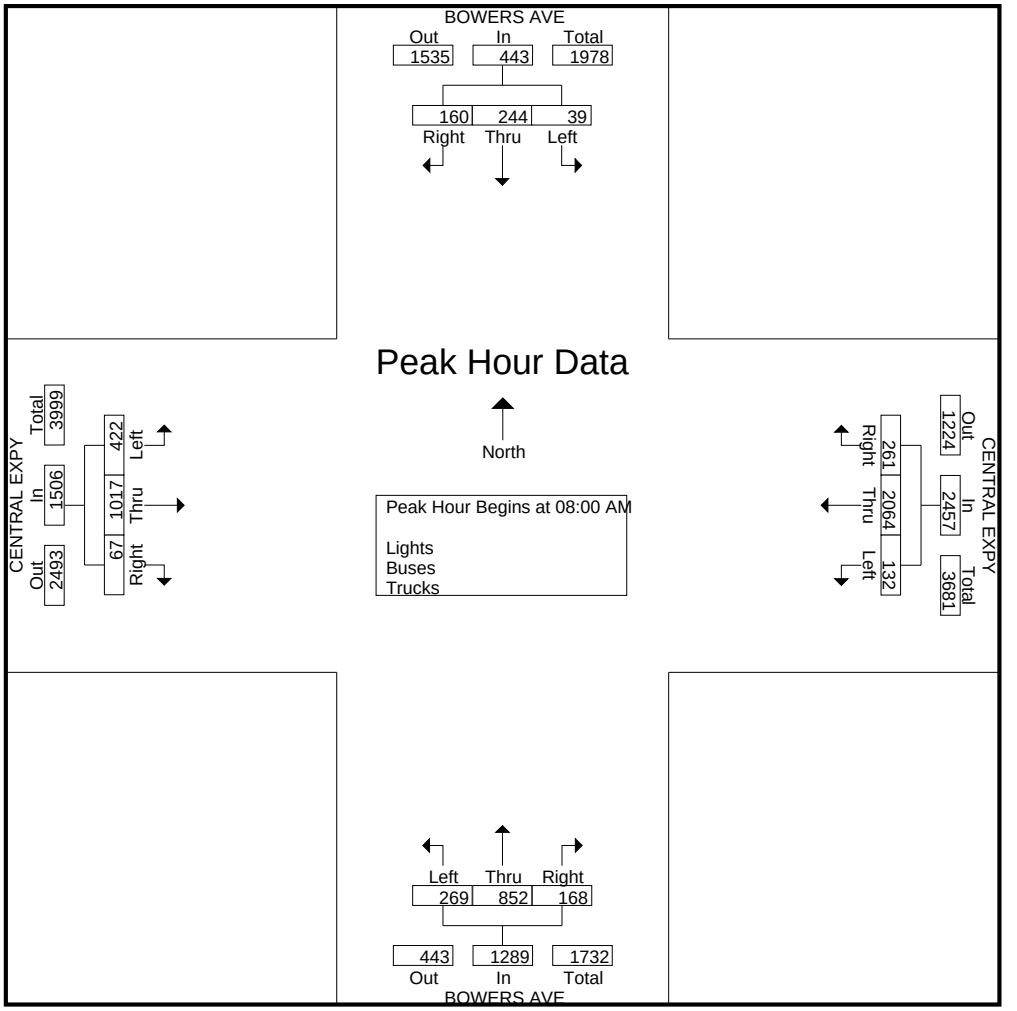
	BOWERS AVE Southbound					CENTRAL EXPY Westbound					BOWERS AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	39	49	9	0	97	39	612	45	0	696	20	66	34	0	120	7	108	28	0	143	1056
07:15 AM	29	75	9	0	113	30	652	48	1	731	42	107	55	0	204	11	140	37	1	189	1237
07:30 AM	53	43	8	0	104	31	612	15	0	658	36	174	92	0	302	16	120	57	1	194	1258
07:45 AM	33	70	14	1	118	55	490	29	0	574	48	151	54	0	253	17	215	72	1	305	1250
Total	154	237	40	1	432	155	2366	137	1	2659	146	498	235	0	879	51	583	194	3	831	4801
08:00 AM	30	64	12	1	107	88	455	31	1	575	39	158	61	0	258	15	221	68	2	306	1246
08:15 AM	38	53	13	0	104	78	521	31	1	631	35	195	44	0	274	20	256	103	1	380	1389
08:30 AM	47	63	3	0	113	49	540	37	0	626	51	255	75	1	382	13	278	135	0	426	1547
08:45 AM	45	64	11	0	120	46	548	33	1	628	43	244	89	0	376	19	262	116	0	397	1521
Total	160	244	39	1	444	261	2064	132	3	2460	168	852	269	1	1290	67	1017	422	3	1509	5703
Grand Total	314	481	79	2	876	416	4430	269	4	5119	314	1350	504	1	2169	118	1600	616	6	2340	10504
Apprch %	35.8	54.9	9	0.2		8.1	86.5	5.3	0.1		14.5	62.2	23.2	0		5	68.4	26.3	0.3		
Total %	3	4.6	0.8	0	8.3	4	42.2	2.6	0	48.7	3	12.9	4.8	0	20.6	1.1	15.2	5.9	0.1	22.3	
Lights	314	454	71	2	841	410	4321	259	4	4994	300	1305	501	1	2107	116	1558	611	6	2291	10233
% Lights	100	94.4	89.9	100	96	98.6	97.5	96.3	100	97.6	95.5	96.7	99.4	100	97.1	98.3	97.4	99.2	100	97.9	97.4
Buses	0	9	0	0	9	1	16	0	0	17	3	15	0	0	18	0	8	1	0	9	53
% Buses	0	1.9	0	0	1	0.2	0.4	0	0	0.3	1	1.1	0	0	0.8	0	0.5	0.2	0	0.4	0.5
Trucks	0	18	8	0	26	5	93	10	0	108	11	30	3	0	44	2	34	4	0	40	218
% Trucks	0	3.7	10.1	0	3	1.2	2.1	3.7	0	2.1	3.5	2.2	0.6	0	2	1.7	2.1	0.6	0	1.7	2.1

	BOWERS AVE Southbound				CENTRAL EXPY Westbound				BOWERS AVE Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	30	**64**	12	106	**88**	455	31	574	39	158	61	258	15	221	68	304	1242
08:15 AM	38	53	**13**	104	78	521	31	**630**	35	195	44	274	**20**	256	103	379	1387
08:30 AM	**47**	63	3	113	49	540	**37**	626	**51**	**255**	75	**381**	13	**278**	**135**	**426**	**1546**
08:45 AM	45	64	11	**120**	46	**548**	33	627	43	244	**89**	376	19	262	116	397	1520
Total Volume	160	244	39	443	261	2064	132	2457	168	852	269	1289	67	1017	422	1506	5695
% App. Total	36.1	55.1	8.8		10.6	84	5.4		13	66.1	20.9		4.4	67.5	28		
PHF	.851	.953	.750	.923	.741	.942	.892	.975	.824	.835	.756	.846	.838	.915	.781	.884	.921

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 11AM FINAL
Site Code : 00000011
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

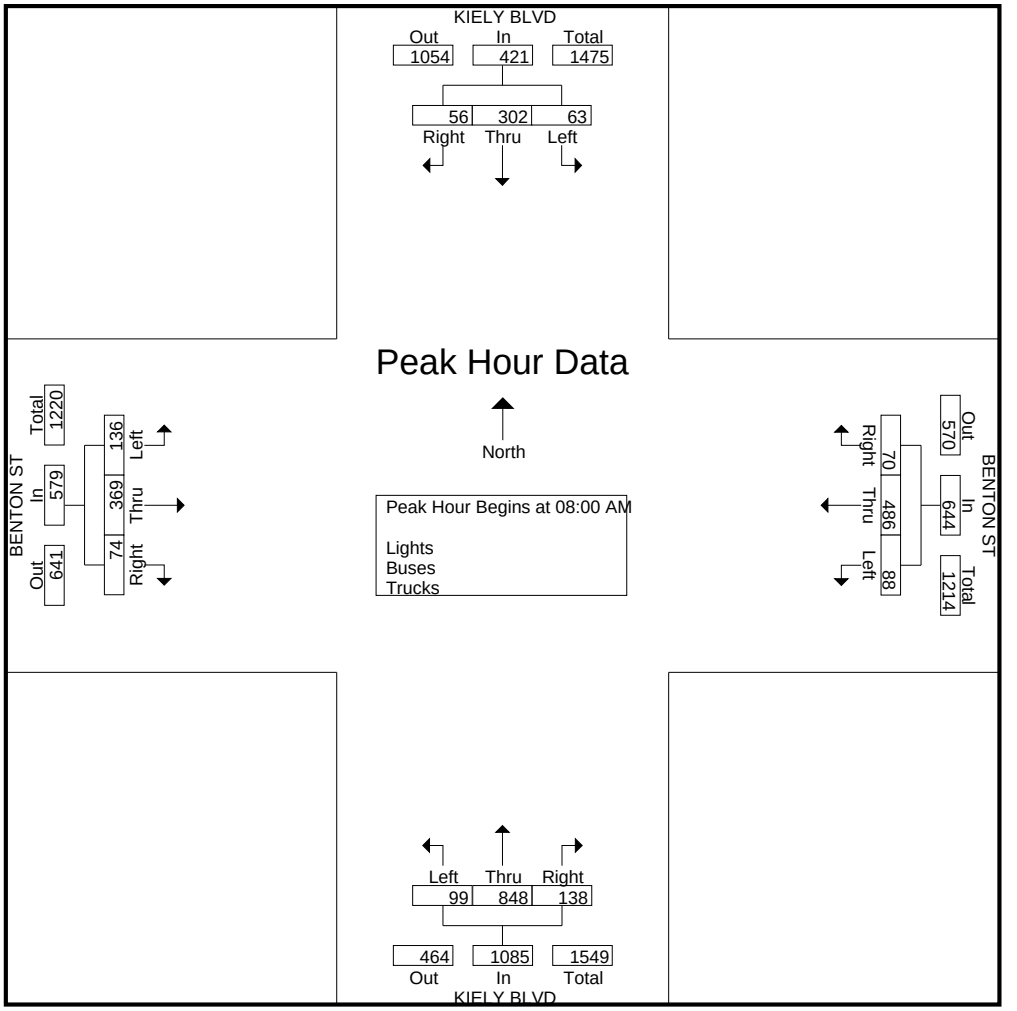
	KIELY BLVD Southbound					BENTON ST Westbound					KIELY BLVD Northbound					BENTON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	25	28	10	12	75	5	168	18	2	193	15	49	31	19	114	29	90	34	13	166	548
07:15 AM	24	58	45	7	134	15	173	20	5	213	22	86	48	24	180	61	123	65	12	261	788
07:30 AM	13	51	13	1	78	21	87	18	3	129	19	106	17	2	144	23	79	44	2	148	499
07:45 AM	17	73	12	3	105	26	154	16	5	201	24	129	26	8	187	6	51	30	5	92	585
Total	79	210	80	23	392	67	582	72	15	736	80	370	122	53	625	119	343	173	32	667	2420
08:00 AM	24	94	15	1	134	21	151	21	3	196	25	144	28	14	211	17	95	27	0	139	680
08:15 AM	19	105	23	0	147	16	146	21	5	188	43	166	23	27	259	38	127	50	3	218	812
08:30 AM	8	53	14	2	77	20	85	24	3	132	41	294	26	10	371	12	94	28	3	137	717
08:45 AM	5	50	11	0	66	13	104	22	5	144	29	244	22	4	299	7	53	31	1	92	601
Total	56	302	63	3	424	70	486	88	16	660	138	848	99	55	1140	74	369	136	7	586	2810
Grand Total	135	512	143	26	816	137	1068	160	31	1396	218	1218	221	108	1765	193	712	309	39	1253	5230
Apprch %	16.5	62.7	17.5	3.2		9.8	76.5	11.5	2.2		12.4	69	12.5	6.1		15.4	56.8	24.7	3.1		
Total %	2.6	9.8	2.7	0.5	15.6	2.6	20.4	3.1	0.6	26.7	4.2	23.3	4.2	2.1	33.7	3.7	13.6	5.9	0.7	24	
Lights	135	497	143	26	801	135	1052	154	31	1372	214	1204	221	108	1747	192	706	305	39	1242	5162
% Lights	100	97.1	100	100	98.2	98.5	98.5	96.2	100	98.3	98.2	98.9	100	100	99	99.5	99.2	98.7	100	99.1	98.7
Buses	0	9	0	0	9	1	7	4	0	12	4	7	0	0	11	0	4	4	0	8	40
% Buses	0	1.8	0	0	1.1	0.7	0.7	2.5	0	0.9	1.8	0.6	0	0	0.6	0	0.6	1.3	0	0.6	0.8
Trucks	0	6	0	0	6	1	9	2	0	12	0	7	0	0	7	1	2	0	0	3	28
% Trucks	0	1.2	0	0	0.7	0.7	0.8	1.2	0	0.9	0	0.6	0	0	0.4	0.5	0.3	0	0	0.2	0.5

	KIELY BLVD Southbound				BENTON ST Westbound				KIELY BLVD Northbound				BENTON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**24**	94	15	133	**21**	**151**	21	**193**	25	144	**28**	197	17	95	27	139	662
08:15 AM	19	**105**	**23**	**147**	16	146	21	183	**43**	166	23	232	**38**	**127**	**50**	**215**	**777**
08:30 AM	8	53	14	75	20	85	**24**	129	41	**294**	26	**361**	12	94	28	134	699
08:45 AM	5	50	11	66	13	104	22	139	29	244	22	295	7	53	31	91	591
Total Volume	56	302	63	421	70	486	88	644	138	848	99	1085	74	369	136	579	2729
% App. Total	13.3	71.7	15		10.9	75.5	13.7		12.7	78.2	9.1		12.8	63.7	23.5		
PHF	.583	.719	.685	.716	.833	.805	.917	.834	.802	.721	.884	.751	.487	.726	.680	.673	.878

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 11AM FINAL
Site Code : 00000011
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 12AM FINAL
Site Code : 00000012
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

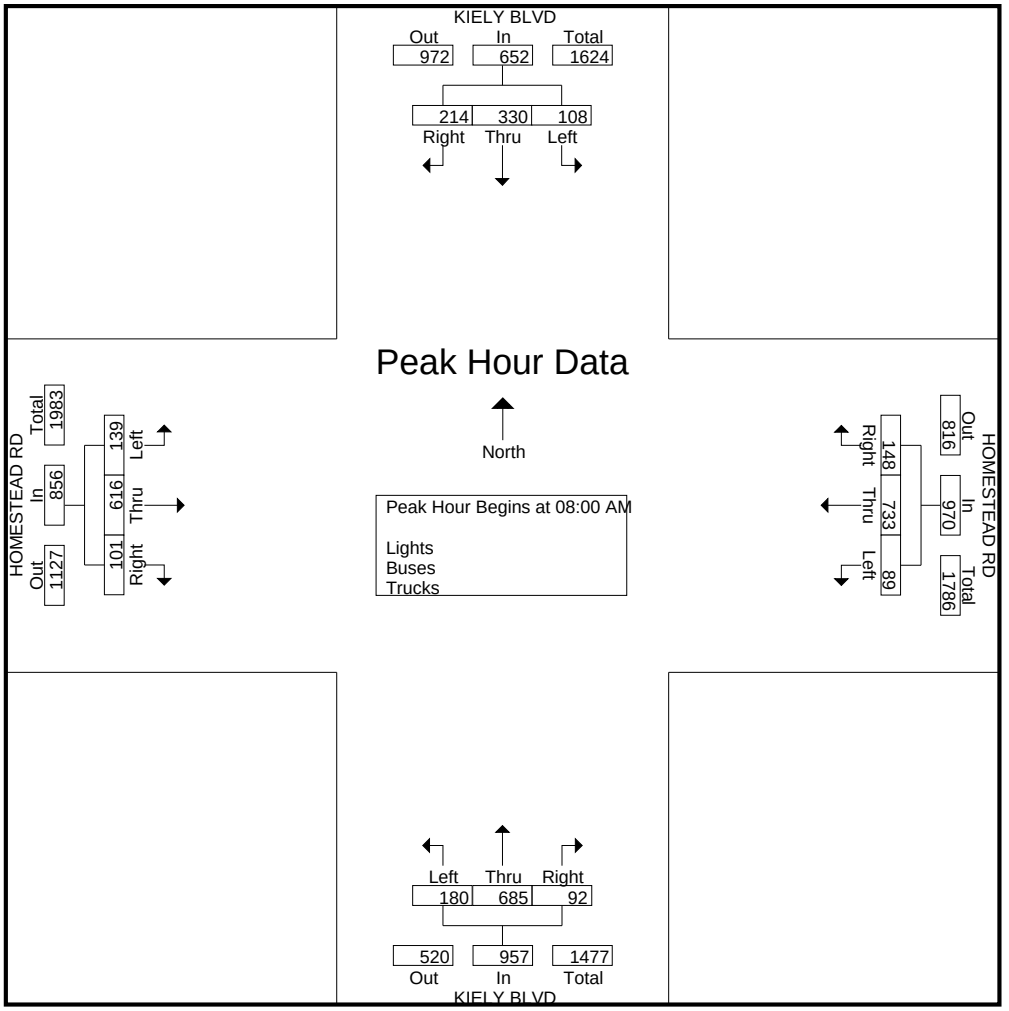
	KIELY BLVD Southbound					HOMESTEAD RD Westbound					KIELY BLVD Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	33	42	16	4	95	39	136	8	2	185	10	57	21	0	88	7	50	18	4	79	447
07:15 AM	63	64	32	1	160	55	227	10	4	296	10	82	36	1	129	13	61	17	1	92	677
07:30 AM	34	49	27	3	113	19	246	8	6	279	12	69	40	1	122	19	107	19	0	145	659
07:45 AM	29	62	26	3	120	23	220	11	1	255	23	82	52	0	157	13	136	23	2	174	706
Total	159	217	101	11	488	136	829	37	13	1015	55	290	149	2	496	52	354	77	7	490	2489
08:00 AM	41	101	23	5	170	39	223	40	4	306	16	115	38	1	170	33	166	28	2	229	875
08:15 AM	83	101	27	6	217	45	205	27	3	280	34	185	60	1	280	25	176	45	3	249	1026
08:30 AM	47	72	28	4	151	41	172	14	1	228	24	189	39	1	253	26	148	40	2	216	848
08:45 AM	43	56	30	7	136	23	133	8	1	165	18	196	43	2	259	17	126	26	3	172	732
Total	214	330	108	22	674	148	733	89	9	979	92	685	180	5	962	101	616	139	10	866	3481
Grand Total	373	547	209	33	1162	284	1562	126	22	1994	147	975	329	7	1458	153	970	216	17	1356	5970
Apprch %	32.1	47.1	18	2.8		14.2	78.3	6.3	1.1		10.1	66.9	22.6	0.5		11.3	71.5	15.9	1.3		
Total %	6.2	9.2	3.5	0.6	19.5	4.8	26.2	2.1	0.4	33.4	2.5	16.3	5.5	0.1	24.4	2.6	16.2	3.6	0.3	22.7	
Lights	369	532	208	33	1142	279	1540	119	22	1960	147	959	329	7	1442	147	958	212	17	1334	5878
% Lights	98.9	97.3	99.5	100	98.3	98.2	98.6	94.4	100	98.3	100	98.4	100	100	98.9	96.1	98.8	98.1	100	98.4	98.5
Buses	4	9	0	0	13	2	5	2	0	9	0	8	0	0	8	1	7	4	0	12	42
% Buses	1.1	1.6	0	0	1.1	0.7	0.3	1.6	0	0.5	0	0.8	0	0	0.5	0.7	0.7	1.9	0	0.9	0.7
Trucks	0	6	1	0	7	3	17	5	0	25	0	8	0	0	8	5	5	0	0	10	50
% Trucks	0	1.1	0.5	0	0.6	1.1	1.1	4	0	1.3	0	0.8	0	0	0.5	3.3	0.5	0	0	0.7	0.8

	KIELY BLVD Southbound				HOMESTEAD RD Westbound				KIELY BLVD Northbound				HOMESTEAD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	41	**101**	23	165	39	**223**	**40**	**302**	16	115	38	169	**33**	166	28	227	863
08:15 AM	**83**	101	27	**211**	**45**	205	27	277	**34**	185	**60**	**279**	25	**176**	**45**	**246**	**1013**
08:30 AM	47	72	28	147	41	172	14	227	24	189	39	252	26	148	40	214	840
08:45 AM	43	56	**30**	129	23	133	8	164	18	**196**	43	257	17	126	26	169	719
Total Volume	214	330	108	652	148	733	89	970	92	685	180	957	101	616	139	856	3435
% App. Total	32.8	50.6	16.6		15.3	75.6	9.2		9.6	71.6	18.8		11.8	72	16.2		
PHF	.645	.817	.900	.773	.822	.822	.556	.803	.676	.874	.750	.858	.765	.875	.772	.870	.848

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 12AM FINAL
Site Code : 00000012
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 13AM FINAL
Site Code : 00000013
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

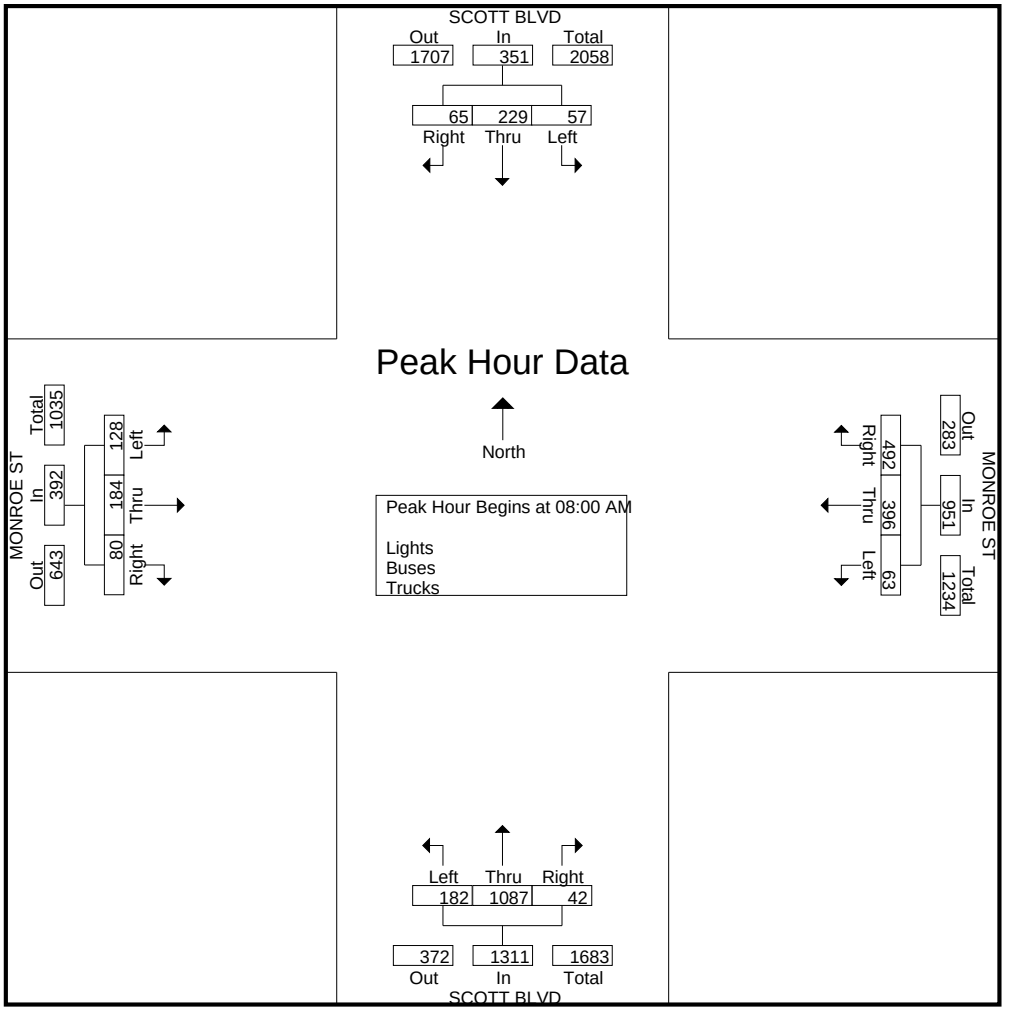
	SCOTT BLVD Southbound					MONROE ST Westbound					SCOTT BLVD Northbound					MONROE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	31	17	5	64	81	59	16	12	168	4	109	29	5	147	7	32	23	2	64	443
07:15 AM	9	33	12	5	59	78	89	16	10	193	7	116	24	6	153	11	30	31	5	77	482
07:30 AM	17	27	16	5	65	104	101	10	8	223	13	177	33	5	228	15	39	39	0	93	609
07:45 AM	17	51	15	7	90	94	103	19	10	226	7	214	41	1	263	19	45	49	1	114	693
Total	54	142	60	22	278	357	352	61	40	810	31	616	127	17	791	52	146	142	8	348	2227
08:00 AM	17	77	25	10	129	101	105	22	21	249	5	204	33	4	246	14	52	26	4	96	720
08:15 AM	18	45	6	7	76	121	98	20	23	262	15	267	48	16	346	31	58	34	5	128	812
08:30 AM	13	48	13	8	82	132	100	10	9	251	14	293	49	6	362	21	38	30	0	89	784
08:45 AM	17	59	13	7	96	138	93	11	14	256	8	323	52	2	385	14	36	38	3	91	828
Total	65	229	57	32	383	492	396	63	67	1018	42	1087	182	28	1339	80	184	128	12	404	3144
Grand Total	119	371	117	54	661	849	748	124	107	1828	73	1703	309	45	2130	132	330	270	20	752	5371
Apprch %	18	56.1	17.7	8.2		46.4	40.9	6.8	5.9		3.4	80	14.5	2.1		17.6	43.9	35.9	2.7		
Total %	2.2	6.9	2.2	1	12.3	15.8	13.9	2.3	2	34	1.4	31.7	5.8	0.8	39.7	2.5	6.1	5	0.4	14	
Lights	106	343	103	54	606	842	736	123	107	1808	72	1675	303	45	2095	128	315	262	20	725	5234
% Lights	89.1	92.5	88	100	91.7	99.2	98.4	99.2	100	98.9	98.6	98.4	98.1	100	98.4	97	95.5	97	100	96.4	97.4
Buses	0	0	5	0	5	5	9	0	0	14	0	7	1	0	8	1	14	0	0	15	42
% Buses	0	0	4.3	0	0.8	0.6	1.2	0	0	0.8	0	0.4	0.3	0	0.4	0.8	4.2	0	0	2	0.8
Trucks	13	28	9	0	50	2	3	1	0	6	1	21	5	0	27	3	1	8	0	12	95
% Trucks	10.9	7.5	7.7	0	7.6	0.2	0.4	0.8	0	0.3	1.4	1.2	1.6	0	1.3	2.3	0.3	3	0	1.6	1.8

	SCOTT BLVD Southbound				MONROE ST Westbound				SCOTT BLVD Northbound				MONROE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	17	**77**	**25**	**119**	101	**105**	**22**	228	5	204	33	242	14	52	26	92	681
08:15 AM	**18**	45	6	69	121	98	20	239	**15**	267	48	330	**31**	**58**	34	**123**	761
08:30 AM	13	48	13	74	132	100	10	**242**	14	293	49	356	21	38	30	89	761
08:45 AM	17	59	13	89	**138**	93	11	242	8	**323**	**52**	**383**	14	36	**38**	88	**802**
Total Volume	65	229	57	351	492	396	63	951	42	1087	182	1311	80	184	128	392	3005
% App. Total	18.5	65.2	16.2		51.7	41.6	6.6		3.2	82.9	13.9		20.4	46.9	32.7		
PHF	.903	.744	.570	.737	.891	.943	.716	.982	.700	.841	.875	.856	.645	.793	.842	.797	.937

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 13AM FINAL
Site Code : 00000013
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 14AM FINAL
Site Code : 00000014
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

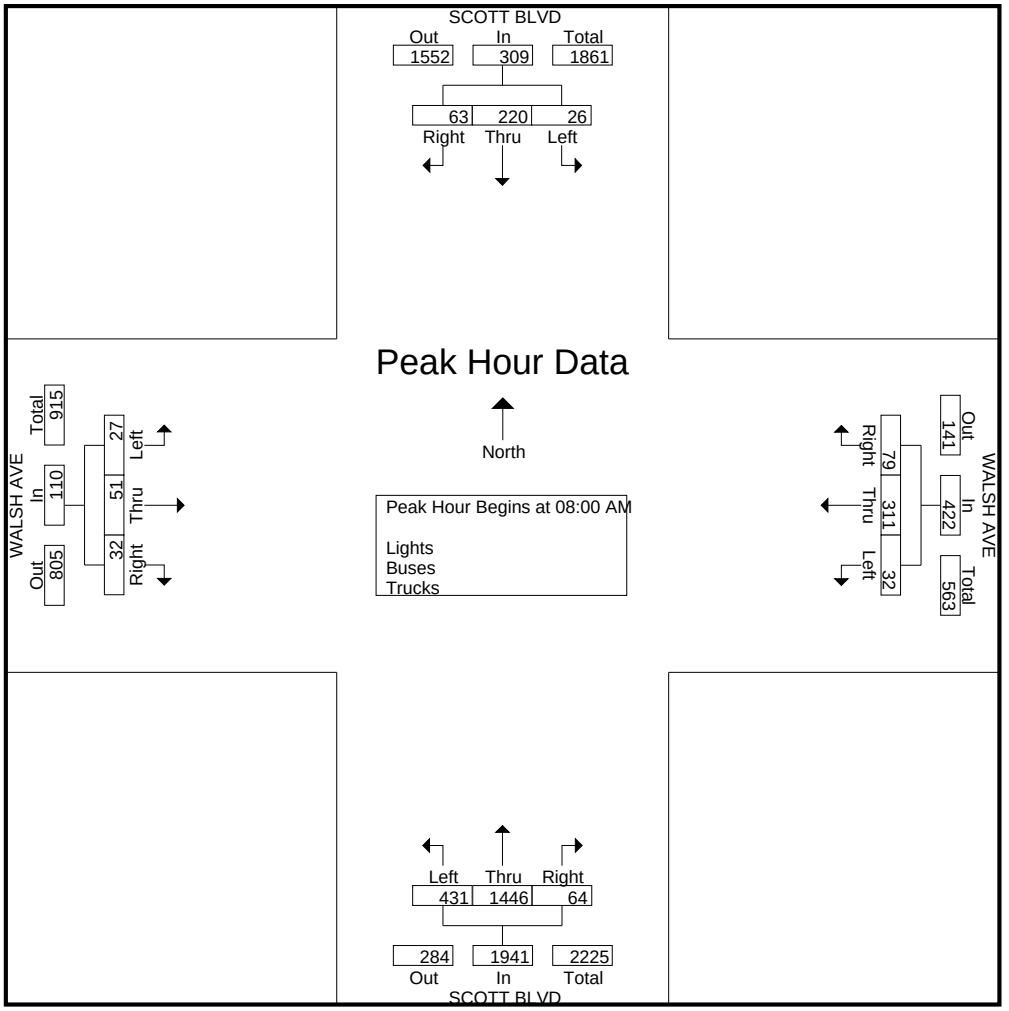
	SCOTT BLVD Southbound					WALSH AVE Westbound					SCOTT BLVD Northbound					WALSH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	43	4	0	57	2	28	5	0	35	10	171	37	0	218	9	12	7	0	28	338
07:15 AM	12	31	6	0	49	6	53	9	0	68	8	195	39	0	242	5	10	4	0	19	378
07:30 AM	15	31	2	0	48	8	49	4	0	61	14	270	70	0	354	8	9	5	0	22	485
07:45 AM	9	68	5	0	82	6	95	8	0	109	17	276	114	0	407	4	13	5	1	23	621
Total	46	173	17	0	236	22	225	26	0	273	49	912	260	0	1221	26	44	21	1	92	1822
08:00 AM	13	76	5	0	94	12	78	4	0	94	11	270	84	0	365	5	11	9	0	25	578
08:15 AM	11	42	3	0	56	27	68	8	0	103	16	374	91	0	481	9	17	7	1	34	674
08:30 AM	18	40	7	3	68	21	72	10	0	103	16	426	101	0	543	8	15	6	3	32	746
08:45 AM	21	62	11	2	96	19	93	10	1	123	21	376	155	0	552	10	8	5	0	23	794
Total	63	220	26	5	314	79	311	32	1	423	64	1446	431	0	1941	32	51	27	4	114	2792
Grand Total	109	393	43	5	550	101	536	58	1	696	113	2358	691	0	3162	58	95	48	5	206	4614
Apprch %	19.8	71.5	7.8	0.9		14.5	77	8.3	0.1		3.6	74.6	21.9	0		28.2	46.1	23.3	2.4		
Total %	2.4	8.5	0.9	0.1	11.9	2.2	11.6	1.3	0	15.1	2.4	51.1	15	0	68.5	1.3	2.1	1	0.1	4.5	
Lights	98	363	39	5	505	89	524	54	1	668	111	2292	678	0	3081	51	88	46	5	190	4444
% Lights	89.9	92.4	90.7	100	91.8	88.1	97.8	93.1	100	96	98.2	97.2	98.1	0	97.4	87.9	92.6	95.8	100	92.2	96.3
Buses	3	5	0	0	8	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	24
% Buses	2.8	1.3	0	0	1.5	0	0	0	0	0	0	0.6	0.1	0	0.5	0	0	0	0	0	0.5
Trucks	8	25	4	0	37	12	12	4	0	28	2	51	12	0	65	7	7	2	0	16	146
% Trucks	7.3	6.4	9.3	0	6.7	11.9	2.2	6.9	0	4	1.8	2.2	1.7	0	2.1	12.1	7.4	4.2	0	7.8	3.2

	SCOTT BLVD Southbound				WALSH AVE Westbound				SCOTT BLVD Northbound				WALSH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	**76**	5	**94**	12	78	4	94	11	270	84	365	5	11	**9**	25	578
08:15 AM	11	42	3	56	**27**	68	8	103	16	374	91	481	9	**17**	7	**33**	673
08:30 AM	18	40	7	65	21	72	**10**	103	16	**426**	101	543	8	15	6	29	740
08:45 AM	**21**	62	**11**	94	19	**93**	10	**122**	**21**	376	**155**	**552**	**10**	8	5	23	**791**
Total Volume	63	220	26	309	79	311	32	422	64	1446	431	1941	32	51	27	110	2782
% App. Total	20.4	71.2	8.4		18.7	73.7	7.6		3.3	74.5	22.2		29.1	46.4	24.5		
PHF	.750	.724	.591	.822	.731	.836	.800	.865	.762	.849	.695	.879	.800	.750	.750	.833	.879

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 14AM FINAL
Site Code : 00000014
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

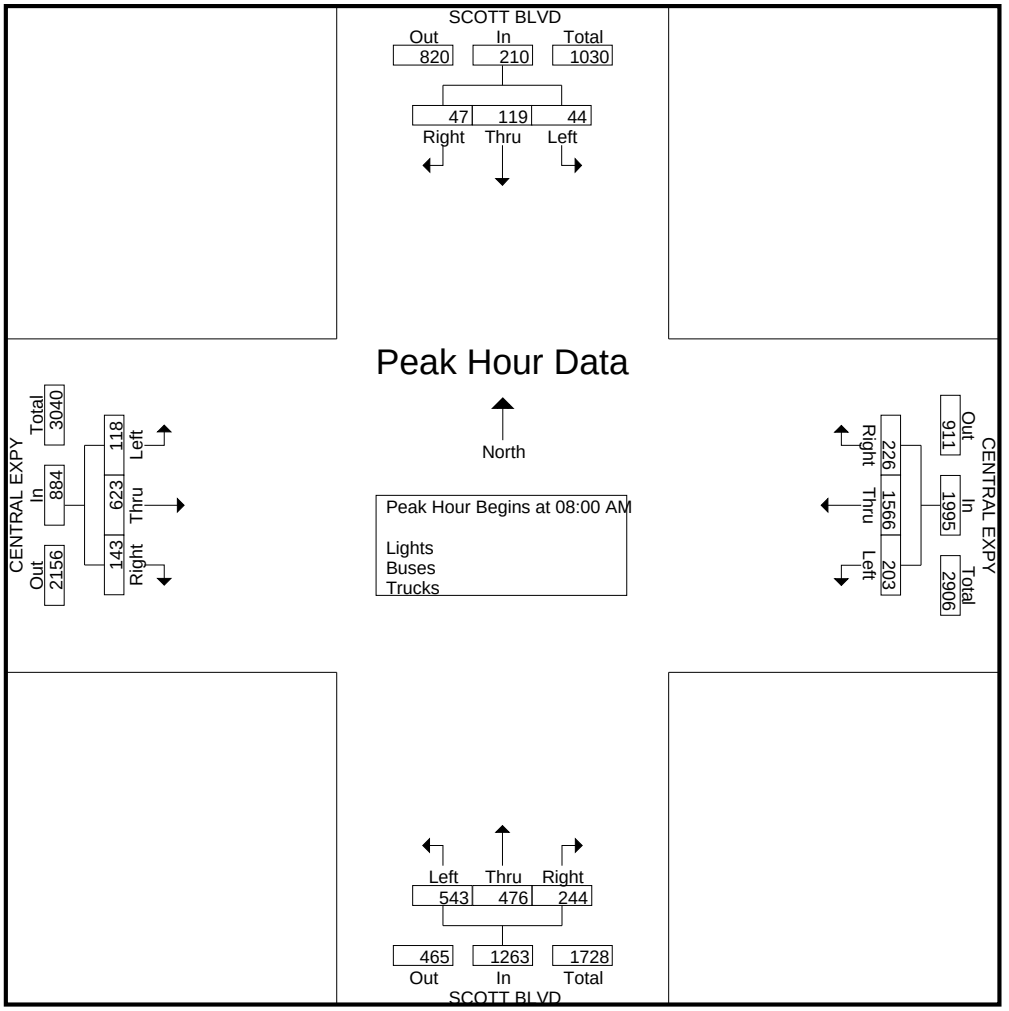
	SCOTT BLVD Southbound					CENTRAL EXPY Westbound					SCOTT BLVD Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	16	4	0	26	52	475	30	0	557	45	39	84	0	168	29	105	8	0	142	893
07:15 AM	8	7	1	2	18	45	553	48	1	647	45	48	114	0	207	22	120	16	1	159	1031
07:30 AM	8	8	2	0	18	83	566	39	0	688	69	67	90	0	226	23	109	16	0	148	1080
07:45 AM	6	36	11	0	53	120	383	29	0	532	54	111	104	0	269	41	170	43	2	256	1110
Total	28	67	18	2	115	300	1977	146	1	2424	213	265	392	0	870	115	504	83	3	705	4114
08:00 AM	13	42	14	0	69	70	317	49	0	436	54	106	120	0	280	33	124	34	3	194	979
08:15 AM	8	26	10	0	44	50	442	34	1	527	58	119	142	0	319	36	167	24	0	227	1117
08:30 AM	15	20	14	0	49	45	416	54	0	515	70	110	152	0	332	31	161	32	0	224	1120
08:45 AM	11	31	6	0	48	61	391	66	0	518	62	141	129	0	332	43	171	28	1	243	1141
Total	47	119	44	0	210	226	1566	203	1	1996	244	476	543	0	1263	143	623	118	4	888	4357
Grand Total	75	186	62	2	325	526	3543	349	2	4420	457	741	935	0	2133	258	1127	201	7	1593	8471
Apprch %	23.1	57.2	19.1	0.6		11.9	80.2	7.9	0		21.4	34.7	43.8	0		16.2	70.7	12.6	0.4		
Total %	0.9	2.2	0.7	0	3.8	6.2	41.8	4.1	0	52.2	5.4	8.7	11	0	25.2	3	13.3	2.4	0.1	18.8	
Lights	62	172	54	2	290	508	3444	336	2	4290	447	705	918	0	2070	247	1070	198	7	1522	8172
% Lights	82.7	92.5	87.1	100	89.2	96.6	97.2	96.3	100	97.1	97.8	95.1	98.2	0	97	95.7	94.9	98.5	100	95.5	96.5
Buses	0	6	4	0	10	9	16	1	0	26	0	9	3	0	12	1	10	0	0	11	59
% Buses	0	3.2	6.5	0	3.1	1.7	0.5	0.3	0	0.6	0	1.2	0.3	0	0.6	0.4	0.9	0	0	0.7	0.7
Trucks	13	8	4	0	25	9	83	12	0	104	10	27	14	0	51	10	47	3	0	60	240
% Trucks	17.3	4.3	6.5	0	7.7	1.7	2.3	3.4	0	2.4	2.2	3.6	1.5	0	2.4	3.9	4.2	1.5	0	3.8	2.8

	SCOTT BLVD Southbound				CENTRAL EXPY Westbound				SCOTT BLVD Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	**42**	**14**	**69**	**70**	317	49	436	54	106	120	280	33	124	**34**	191	976
08:15 AM	8	26	10	44	50	**442**	34	**526**	58	119	142	319	36	167	24	227	1116
08:30 AM	**15**	20	14	49	45	416	54	515	**70**	110	**152**	**332**	31	161	32	224	1120
08:45 AM	11	31	6	48	61	391	**66**	518	62	**141**	129	332	**43**	**171**	28	**242**	**1140**
Total Volume	47	119	44	210	226	1566	203	1995	244	476	543	1263	143	623	118	884	4352
% App. Total	22.4	56.7	21		11.3	78.5	10.2		19.3	37.7	43		16.2	70.5	13.3		
PHF	.783	.708	.786	.761	.807	.886	.769	.948	.871	.844	.893	.951	.831	.911	.868	.913	.954

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5AM FINAL
Site Code : 00000005
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

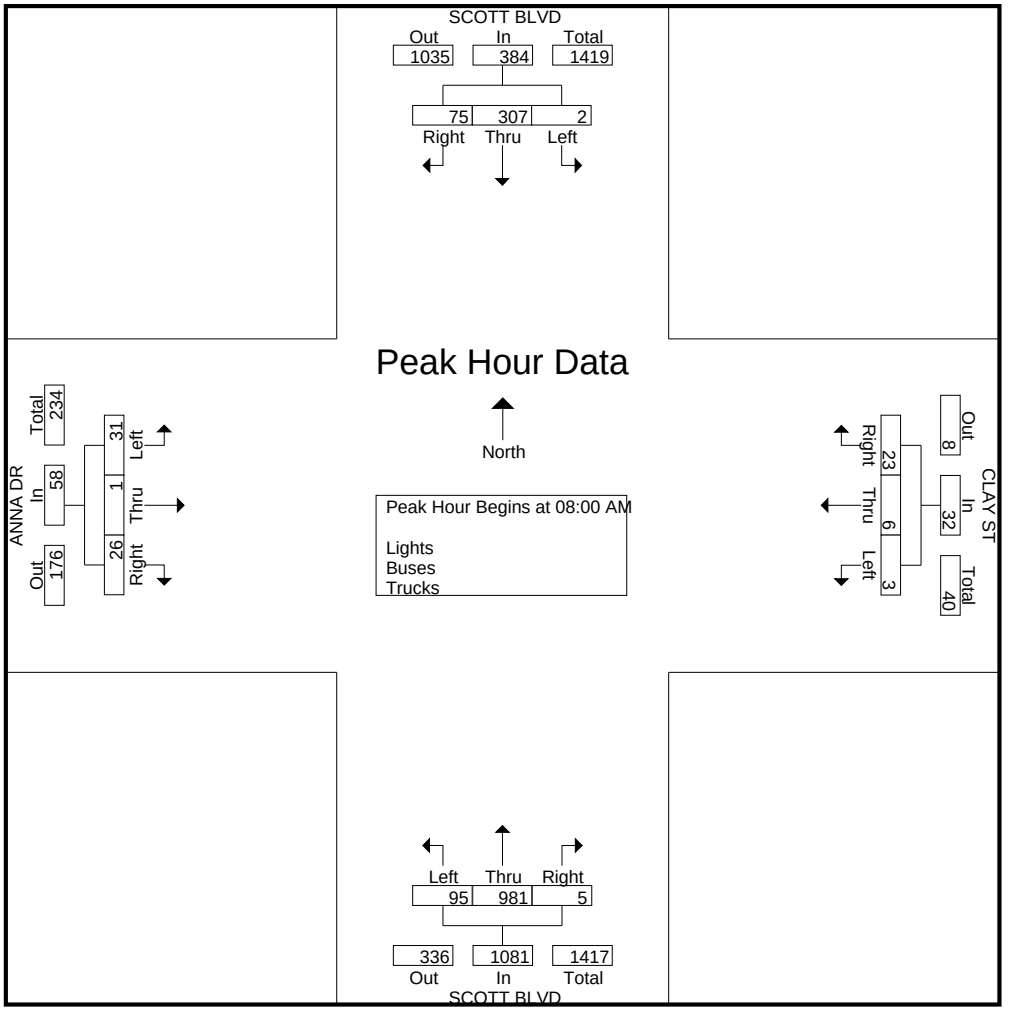
	SCOTT BLVD Southbound					CLAY ST Westbound					SCOTT BLVD Northbound					ANNA DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	31	1	0	44	6	1	1	1	9	0	95	7	0	102	3	1	5	1	10	165
07:15 AM	11	50	1	1	63	5	3	2	0	10	0	106	9	0	115	5	1	1	2	9	197
07:30 AM	10	57	0	0	67	3	1	1	1	6	1	184	19	1	205	6	1	6	4	17	295
07:45 AM	15	73	0	1	89	3	2	1	0	6	1	167	20	0	188	14	0	9	3	26	309
Total	48	211	2	2	263	17	7	5	2	31	2	552	55	1	610	28	3	21	10	62	966
08:00 AM	16	87	1	0	104	6	2	1	2	11	1	181	21	0	203	3	1	8	2	14	332
08:15 AM	22	62	1	0	85	7	1	1	1	10	1	248	30	2	281	8	0	6	4	18	394
08:30 AM	17	74	0	0	91	7	1	0	1	9	2	267	23	0	292	2	0	3	3	8	400
08:45 AM	20	84	0	2	106	3	2	1	2	8	1	285	21	0	307	13	0	14	3	30	451
Total	75	307	2	2	386	23	6	3	6	38	5	981	95	2	1083	26	1	31	12	70	1577
Grand Total	123	518	4	4	649	40	13	8	8	69	7	1533	150	3	1693	54	4	52	22	132	2543
Apprch %	19	79.8	0.6	0.6		58	18.8	11.6	11.6		0.4	90.5	8.9	0.2		40.9	3	39.4	16.7		
Total %	4.8	20.4	0.2	0.2	25.5	1.6	0.5	0.3	0.3	2.7	0.3	60.3	5.9	0.1	66.6	2.1	0.2	2	0.9	5.2	
Lights	119	494	4	4	621	36	12	8	8	64	7	1513	150	3	1673	52	3	49	22	126	2484
% Lights	96.7	95.4	100	100	95.7	90	92.3	100	100	92.8	100	98.7	100	100	98.8	96.3	75	94.2	100	95.5	97.7
Buses	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
% Buses	0.8	1.2	0	0	1.1	0	0	0	0	0	0	0.3	0	0	0.2	1.9	0	0	0	0.8	0.5
Trucks	3	18	0	0	21	4	1	0	0	5	0	16	0	0	16	1	1	3	0	5	47
% Trucks	2.4	3.5	0	0	3.2	10	7.7	0	0	7.2	0	1	0	0	0.9	1.9	25	5.8	0	3.8	1.8

	SCOTT BLVD Southbound				CLAY ST Westbound				SCOTT BLVD Northbound				ANNA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	16	**87**	**1**	**104**	6	**2**	**1**	**9**	1	181	21	203	3	**1**	8	12	328
08:15 AM	**22**	62	1	85	**7**	1	1	9	1	248	**30**	279	8	0	6	14	387
08:30 AM	17	74	0	91	7	1	0	8	**2**	267	23	292	2	0	3	5	396
08:45 AM	20	84	0	104	3	2	1	6	1	**285**	21	**307**	**13**	0	**14**	**27**	**444**
Total Volume	75	307	2	384	23	6	3	32	5	981	95	1081	26	1	31	58	1555
% App. Total	19.5	79.9	0.5		71.9	18.8	9.4		0.5	90.7	8.8		44.8	1.7	53.4		
PHF	.852	.882	.500	.923	.821	.750	.750	.889	.625	.861	.792	.880	.500	.250	.554	.537	.876

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5AM FINAL
Site Code : 00000005
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5PM FINAL
Site Code : 00000005
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

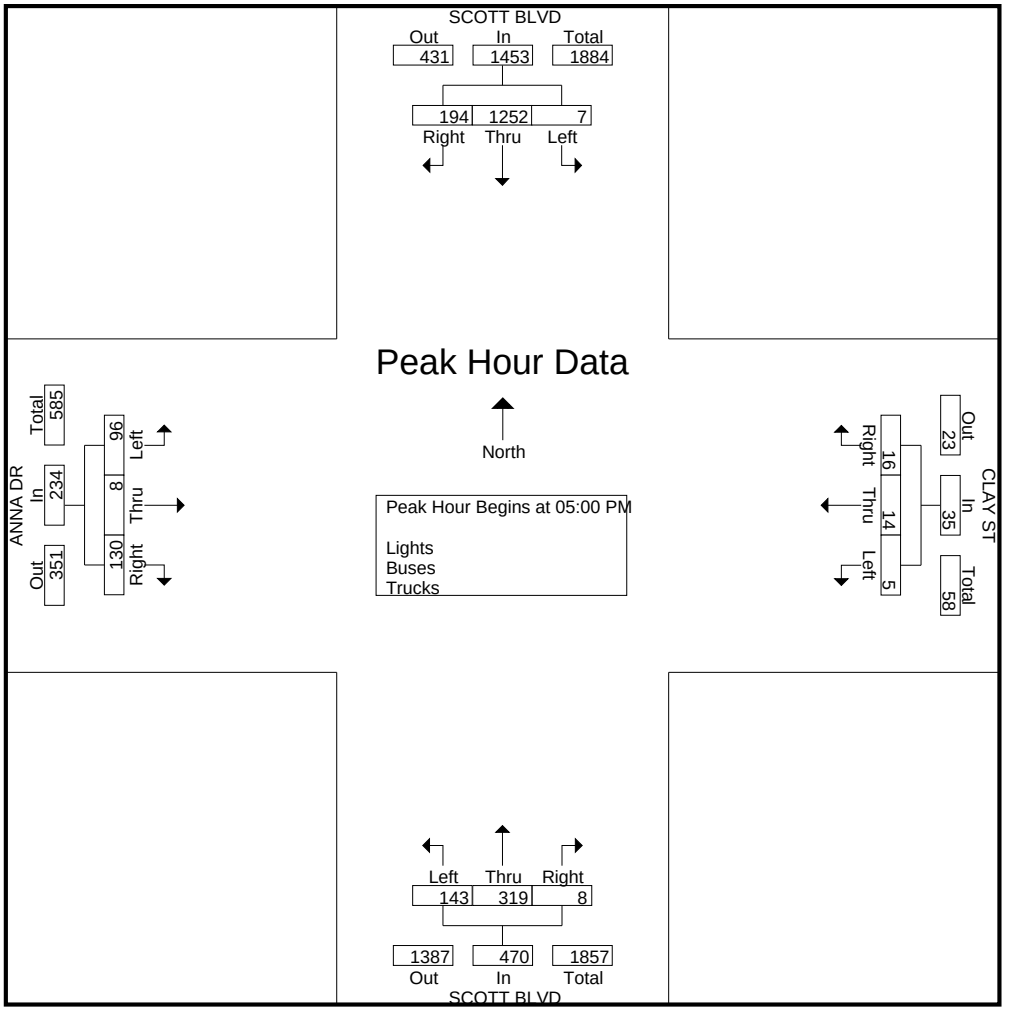
	SCOTT BLVD Southbound					CLAY ST Westbound					SCOTT BLVD Northbound					ANNA DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	39	197	4	0	240	4	1	1	2	8	3	73	32	1	109	22	5	24	3	54	411
04:15 PM	49	246	1	0	296	2	3	3	4	12	3	50	18	0	71	35	4	20	1	60	439
04:30 PM	36	277	3	1	317	5	2	1	2	10	3	83	42	4	132	36	3	25	3	67	526
04:45 PM	49	315	0	1	365	4	1	2	3	10	1	72	36	4	113	32	2	17	1	52	540
Total	173	1035	8	2	1218	15	7	7	11	40	10	278	128	9	425	125	14	86	8	233	1916
05:00 PM	44	299	1	0	344	4	4	1	1	10	3	87	46	0	136	33	1	27	5	66	556
05:15 PM	53	320	1	0	374	2	2	2	0	6	2	73	27	5	107	26	1	23	1	51	538
05:30 PM	39	321	3	3	366	4	6	1	3	14	2	82	35	4	123	39	2	19	1	61	564
05:45 PM	58	312	2	0	372	6	2	1	0	9	1	77	35	0	113	32	4	27	1	64	558
Total	194	1252	7	3	1456	16	14	5	4	39	8	319	143	9	479	130	8	96	8	242	2216
Grand Total	367	2287	15	5	2674	31	21	12	15	79	18	597	271	18	904	255	22	182	16	475	4132
Apprch %	13.7	85.5	0.6	0.2		39.2	26.6	15.2	19		2	66	30	2		53.7	4.6	38.3	3.4		
Total %	8.9	55.3	0.4	0.1	64.7	0.8	0.5	0.3	0.4	1.9	0.4	14.4	6.6	0.4	21.9	6.2	0.5	4.4	0.4	11.5	
Lights	366	2282	14	5	2667	31	21	12	15	79	18	589	271	18	896	254	22	180	16	472	4114
% Lights	99.7	99.8	93.3	100	99.7	100	100	100	100	100	100	98.7	100	100	99.1	99.6	100	98.9	100	99.4	99.6
Buses	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0.3	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	4	1	0	5	0	0	0	0	0	0	8	0	0	8	1	0	2	0	3	16
% Trucks	0	0.2	6.7	0	0.2	0	0	0	0	0	0	1.3	0	0	0.9	0.4	0	1.1	0	0.6	0.4

	SCOTT BLVD Southbound				CLAY ST Westbound				SCOTT BLVD Northbound				ANNA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	44	299	1	344	4	4	1	9	**3**	**87**	**46**	**136**	33	1	**27**	61	550
05:15 PM	53	320	1	**374**	2	2	**2**	6	2	73	27	102	26	1	23	50	532
05:30 PM	39	**321**	**3**	363	4	**6**	1	**11**	2	82	35	119	**39**	2	19	60	553
05:45 PM	**58**	312	2	372	**6**	2	1	9	1	77	35	113	32	**4**	27	**63**	**557**
Total Volume	194	1252	7	1453	16	14	5	35	8	319	143	470	130	8	96	234	2192
% App. Total	13.4	86.2	0.5		45.7	40	14.3		1.7	67.9	30.4		55.6	3.4	41		
PHF	.836	.975	.583	.971	.667	.583	.625	.795	.667	.917	.777	.864	.833	.500	.889	.929	.984

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5PM FINAL
Site Code : 00000005
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

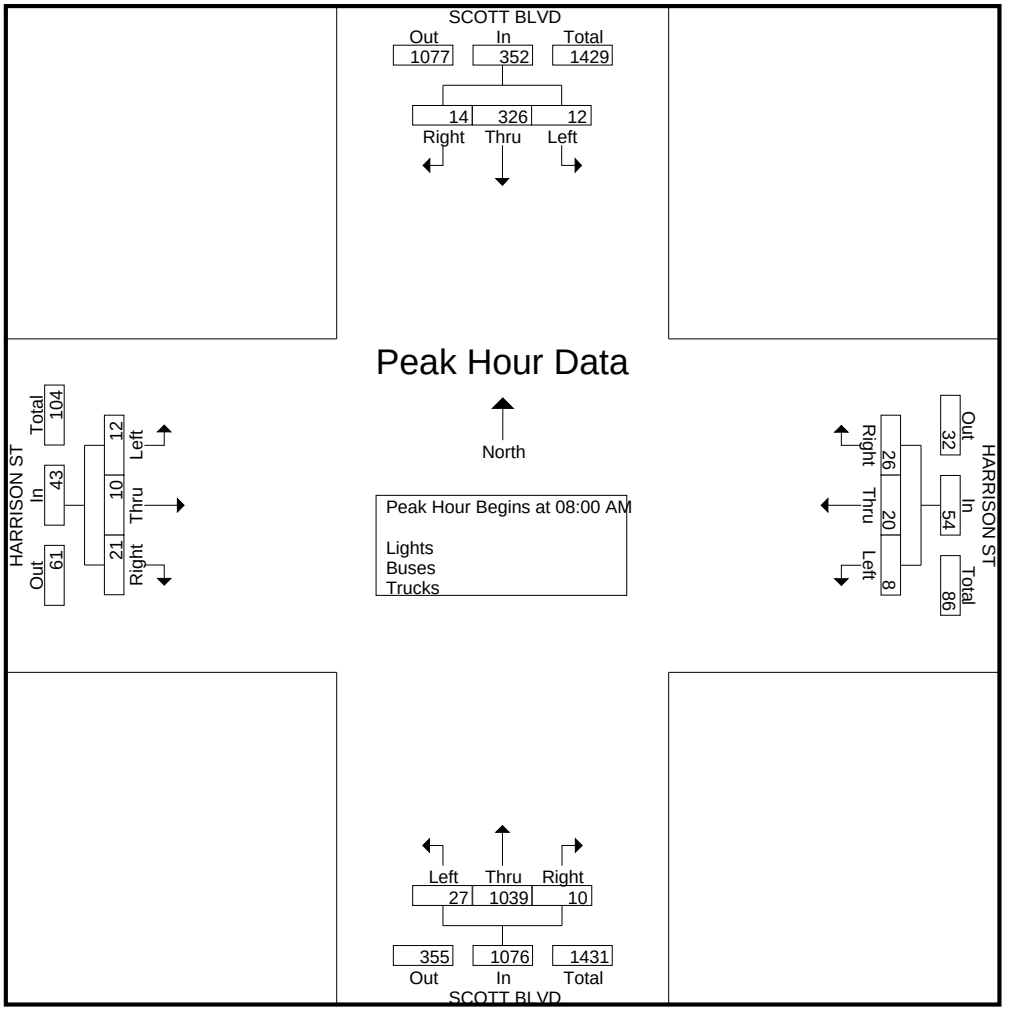
	SCOTT BLVD Southbound					HARRISON ST Westbound					SCOTT BLVD Northbound					HARRISON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	39	0	0	40	4	4	5	1	14	0	91	4	0	95	3	0	6	1	10	159
07:15 AM	2	52	3	2	59	8	4	0	0	12	1	107	9	0	117	2	1	3	0	6	194
07:30 AM	1	60	3	0	64	5	0	2	2	9	3	175	2	0	180	4	3	6	3	16	269
07:45 AM	5	82	4	6	97	6	3	10	1	20	1	174	9	0	184	5	1	3	3	12	313
Total	9	233	10	8	260	23	11	17	4	55	5	547	24	0	576	14	5	18	7	44	935
08:00 AM	2	93	0	5	100	4	11	3	2	20	2	199	11	0	212	5	4	1	4	14	346
08:15 AM	1	67	2	2	72	6	3	2	5	16	4	269	6	0	279	6	4	3	2	15	382
08:30 AM	8	70	4	3	85	8	2	3	2	15	2	289	6	0	297	2	1	2	5	10	407
08:45 AM	3	96	6	1	106	8	4	0	1	13	2	282	4	0	288	8	1	6	6	21	428
Total	14	326	12	11	363	26	20	8	10	64	10	1039	27	0	1076	21	10	12	17	60	1563
Grand Total	23	559	22	19	623	49	31	25	14	119	15	1586	51	0	1652	35	15	30	24	104	2498
Apprch %	3.7	89.7	3.5	3		41.2	26.1	21	11.8		0.9	96	3.1	0		33.7	14.4	28.8	23.1		
Total %	0.9	22.4	0.9	0.8	24.9	2	1.2	1	0.6	4.8	0.6	63.5	2	0	66.1	1.4	0.6	1.2	1	4.2	
Lights	22	537	22	19	600	49	31	25	14	119	15	1565	51	0	1631	35	15	30	24	104	2454
% Lights	95.7	96.1	100	100	96.3	100	100	100	100	100	100	98.7	100	0	98.7	100	100	100	100	100	98.2
Buses	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.3
Trucks	1	19	0	0	20	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	37
% Trucks	4.3	3.4	0	0	3.2	0	0	0	0	0	0	1.1	0	0	1	0	0	0	0	0	1.5

	SCOTT BLVD Southbound				HARRISON ST Westbound				SCOTT BLVD Northbound				HARRISON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	93	0	95	4	**11**	**3**	**18**	2	199	**11**	212	5	**4**	1	10	335
08:15 AM	1	67	2	70	6	3	2	11	**4**	269	6	279	6	4	3	13	373
08:30 AM	**8**	70	4	82	**8**	2	3	13	2	**289**	6	**297**	2	1	2	5	397
08:45 AM	3	**96**	**6**	**105**	8	4	0	12	2	282	4	288	**8**	1	**6**	**15**	**420**
Total Volume	14	326	12	352	26	20	8	54	10	1039	27	1076	21	10	12	43	1525
% App. Total	4	92.6	3.4		48.1	37	14.8		0.9	96.6	2.5		48.8	23.3	27.9		
PHF	.438	.849	.500	.838	.813	.455	.667	.750	.625	.899	.614	.906	.656	.625	.500	.717	.908

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 10/1/2019
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 6PM FINAL
Site Code : 00000006
Start Date : 10/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

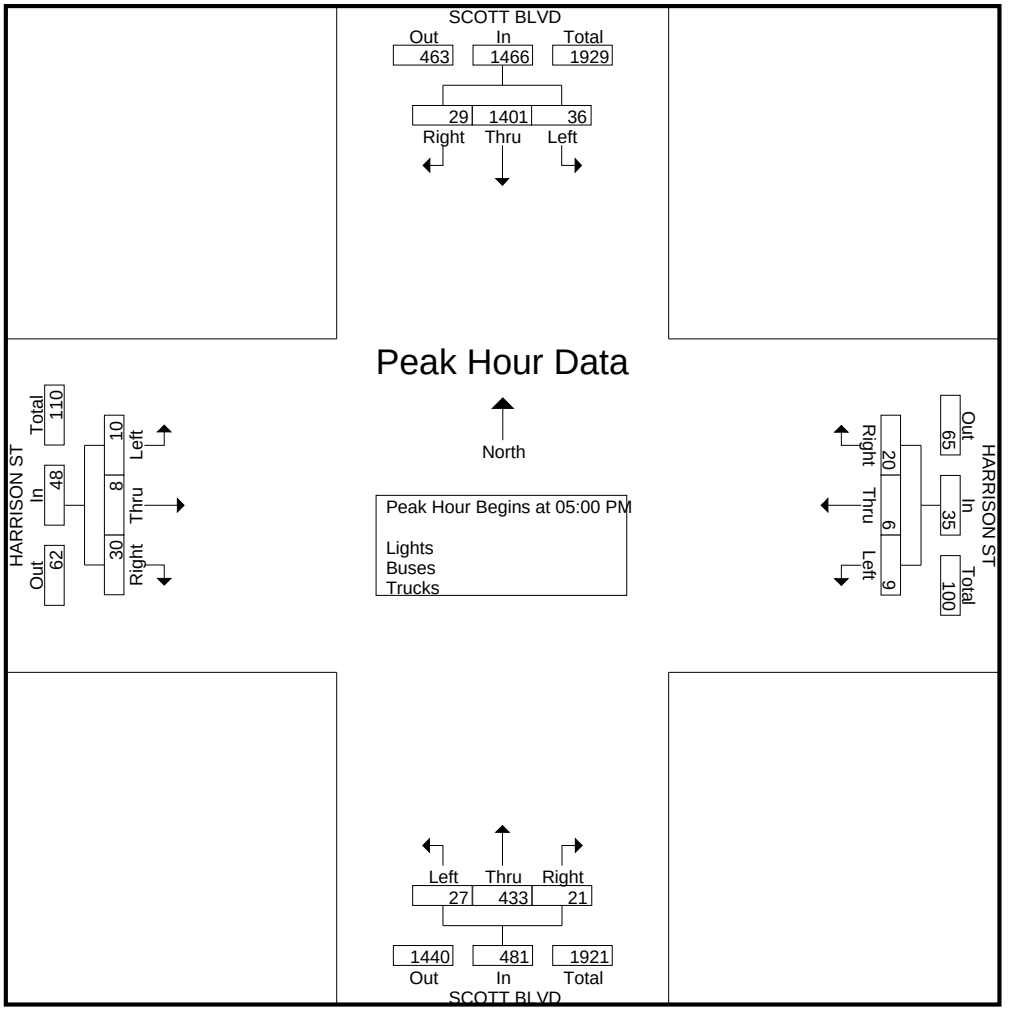
	SCOTT BLVD Southbound					HARRISON ST Westbound					SCOTT BLVD Northbound					HARRISON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	233	5	1	246	3	0	2	2	7	3	97	2	0	102	16	0	3	1	20	375
04:15 PM	6	286	8	2	302	2	1	1	1	5	2	72	6	0	80	9	2	3	0	14	401
04:30 PM	4	304	9	1	318	7	1	0	1	9	4	114	2	0	120	6	0	0	1	7	454
04:45 PM	6	348	3	0	357	5	1	0	0	6	1	101	6	0	108	6	2	3	4	15	486
Total	23	1171	25	4	1223	17	3	3	4	27	10	384	16	0	410	37	4	9	6	56	1716
05:00 PM	6	349	7	1	363	4	3	2	2	11	2	122	3	0	127	9	3	2	3	17	518
05:15 PM	2	344	8	1	355	5	1	3	0	9	11	102	14	0	127	9	1	2	5	17	508
05:30 PM	9	366	15	3	393	2	2	2	3	9	3	105	4	0	112	5	2	1	2	10	524
05:45 PM	12	342	6	2	362	9	0	2	1	12	5	104	6	0	115	7	2	5	1	15	504
Total	29	1401	36	7	1473	20	6	9	6	41	21	433	27	0	481	30	8	10	11	59	2054
Grand Total	52	2572	61	11	2696	37	9	12	10	68	31	817	43	0	891	67	12	19	17	115	3770
Apprch %	1.9	95.4	2.3	0.4		54.4	13.2	17.6	14.7		3.5	91.7	4.8	0		58.3	10.4	16.5	14.8		
Total %	1.4	68.2	1.6	0.3	71.5	1	0.2	0.3	0.3	1.8	0.8	21.7	1.1	0	23.6	1.8	0.3	0.5	0.5	3.1	
Lights	52	2567	61	11	2691	37	9	12	10	68	31	808	41	0	880	64	12	19	17	112	3751
% Lights	100	99.8	100	100	99.8	100	100	100	100	100	100	98.9	95.3	0	98.8	95.5	100	100	100	97.4	99.5
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	4	0	0	4	0	0	0	0	0	0	9	2	0	11	3	0	0	0	3	18
% Trucks	0	0.2	0	0	0.1	0	0	0	0	0	0	1.1	4.7	0	1.2	4.5	0	0	0	2.6	0.5

	SCOTT BLVD Southbound				HARRISON ST Westbound				SCOTT BLVD Northbound				HARRISON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	349	7	362	4	**3**	2	9	2	**122**	3	**127**	**9**	**3**	2	**14**	512
05:15 PM	2	344	8	354	5	1	**3**	9	**11**	102	**14**	127	9	1	2	12	502
05:30 PM	9	**366**	**15**	**390**	2	2	2	6	3	105	4	112	5	2	1	8	**516**
05:45 PM	**12**	342	6	360	**9**	0	2	**11**	5	104	6	115	7	2	**5**	14	500
Total Volume	29	1401	36	1466	20	6	9	35	21	433	27	481	30	8	10	48	2030
% App. Total	2	95.6	2.5		57.1	17.1	25.7		4.4	90	5.6		62.5	16.7	20.8		
PHF	.604	.957	.600	.940	.556	.500	.750	.795	.477	.887	.482	.947	.833	.667	.500	.857	.984

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 6PM FINAL
Site Code : 00000006
Start Date : 10/1/2019
Page No : 2

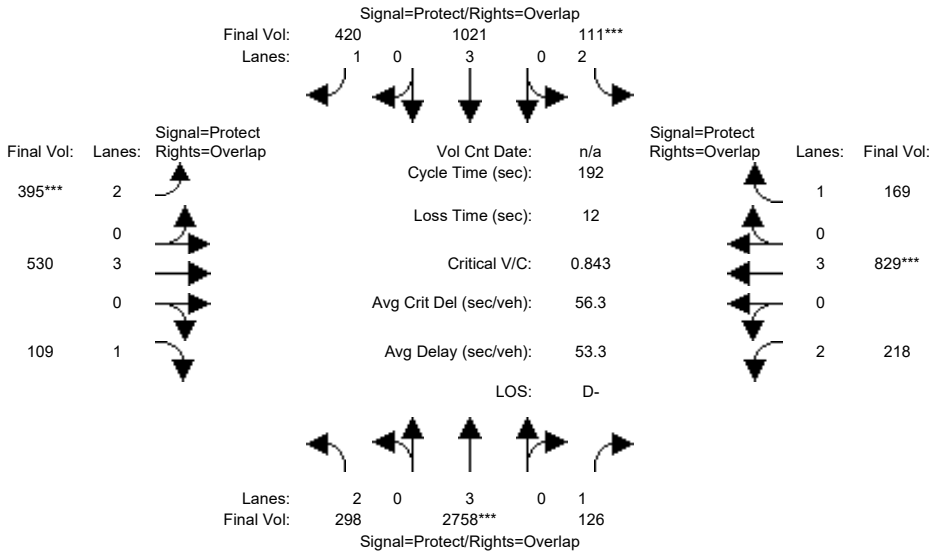


Appendix C:
2024 TRAFFIX Level of Service Calculation Outputs

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module: 7:45 AM - 8:45 AM												
Base Vol:	298	3363	126	111	1215	420	395	530	109	218	829	169
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:	298	3363	126	111	1215	420	395	530	109	218	829	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	3363	126	111	1215	420	395	530	109	218	829	169
User Adj:	1.00	0.82	1.00	1.00	0.84	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:	298	2758	126	111	1021	420	395	530	109	218	829	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	2758	126	111	1021	420	395	530	109	218	829	169
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:	298	2758	126	111	1021	420	395	530	109	218	829	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.07	0.04	0.22	0.24	0.13	0.09	0.06	0.07	0.15	0.10
Crit Moves:		****			****			****			****	
Green Time:	36.7	106	132.6	14.0	83.7	111.3	27.6	33.4	70.1	26.2	32.0	46.0
Volume/Cap:	0.49	0.87	0.10	0.48	0.49	0.41	0.87	0.53	0.17	0.51	0.87	0.40
Delay/Veh:	70.0	39.9	9.9	87.1	39.1	22.6	97.3	72.8	41.4	77.9	87.0	62.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	39.9	9.9	87.1	39.1	22.6	97.3	72.8	41.4	77.9	87.0	62.1
LOS by Move:	E	D	A	F	D	C+	F	E	D	E-	F	E
HCM2k95thQ:	17	72	5	7	25	25	26	17	9	13	29	16

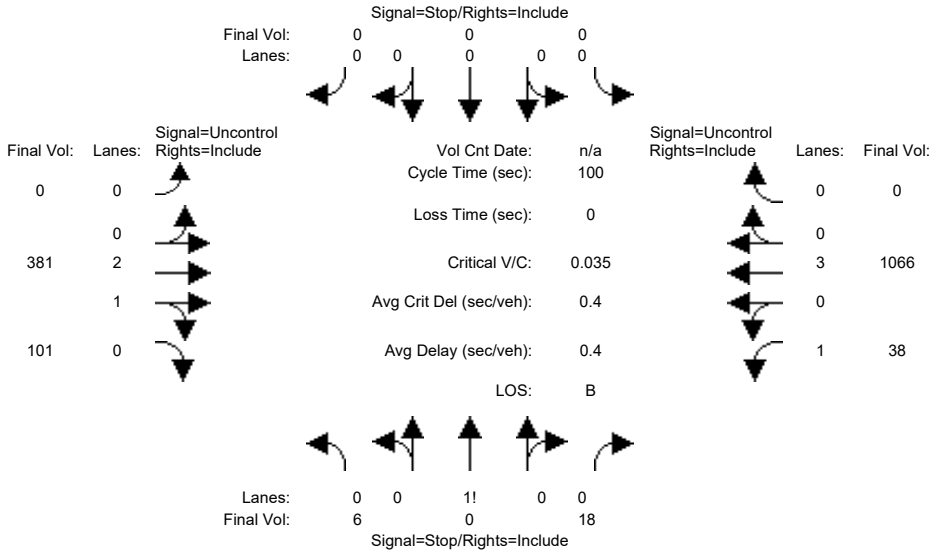
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #2: El Camino Real/Harrison St



Street Name:	Harrison St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:8:00 AM - 9:00 AM												
Base Vol:	6	0	18	0	0	0	0	381	101	38	1066	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	18	0	0	0	0	381	101	38	1066	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	18	0	0	0	0	381	101	38	1066	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	18	0	0	0	0	381	101	38	1066	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	18	0	0	0	0	381	101	38	1066	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	863	1574	178	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	xxxx	xxxxx
Potent Cap.:	298	111	841	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1091	xxxx	xxxxx
Move Cap.:	290	107	841	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1091	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	570	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Initial Vol:	6	0	18	0	0	0	0	381	101	38	1066	0
ApproachDel:	11.6			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1610]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Initial Vol:	6	0	18	0	0	0	0	381	101	38	1066	0

Major Street Volume: 1586
Minor Approach Volume: 24
Minor Approach Volume Threshold: 126

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

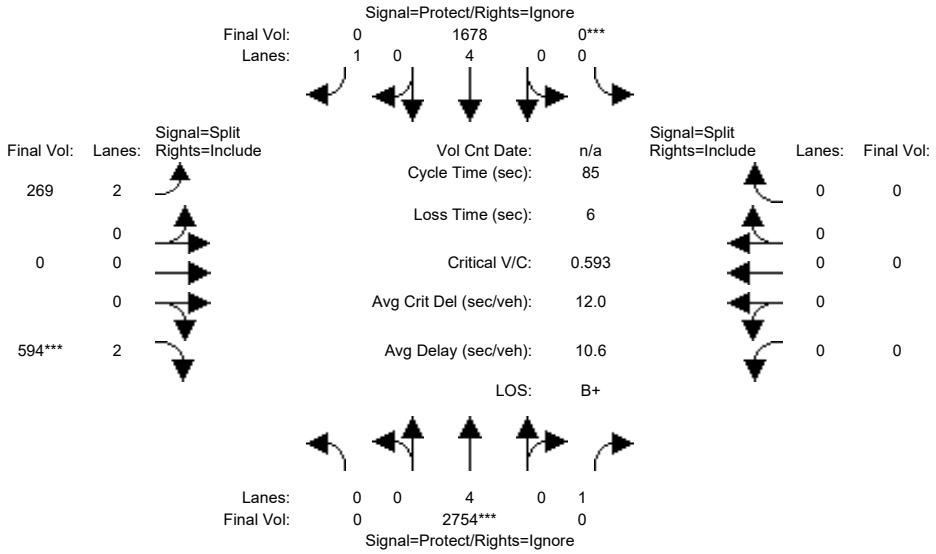
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module: 7:45 AM - 8:45 AM												
Base Vol:	0	2754	673	0	1678	354	269	0	594	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2754	673	0	1678	354	269	0	594	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2754	673	0	1678	354	269	0	594	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2754	0	0	1678	0	269	0	594	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2754	0	0	1678	0	269	0	594	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2754	0	0	1678	0	269	0	594	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.22	0.00	0.09	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.31	0.00	0.38	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	4.8	0.0	28.4	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.9	0.0	0.0	4.8	0.0	28.4	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	15	0	0	8	0	8	0	21	0	0	0

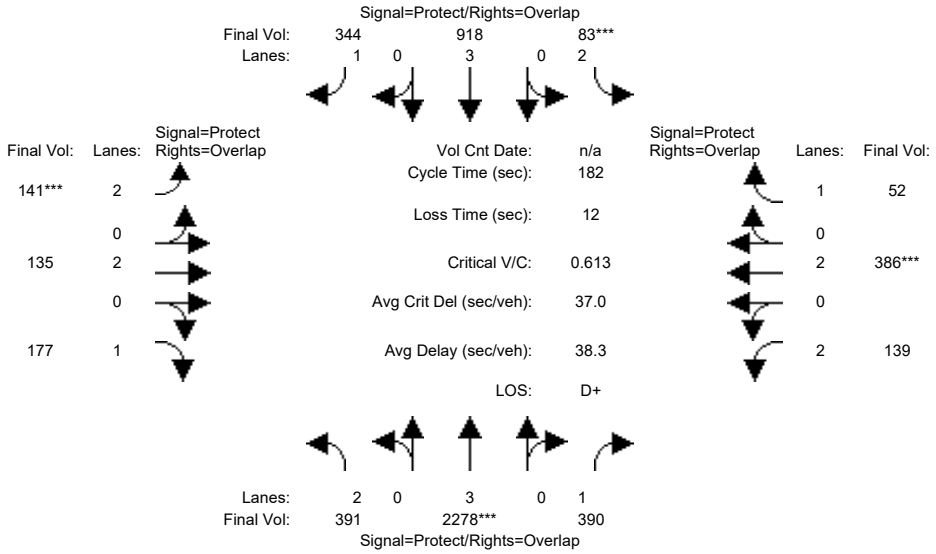
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	391	2848	390	83	1370	344	141	135	177	139	386	52
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:	391	2848	390	83	1370	344	141	135	177	139	386	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	2848	390	83	1370	344	141	135	177	139	386	52
User Adj:	1.00	0.80	1.00	1.00	0.67	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:	391	2278	390	83	918	344	141	135	177	139	386	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	2278	390	83	918	344	141	135	177	139	386	52
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:	391	2278	390	83	918	344	141	135	177	139	386	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.22	0.03	0.16	0.20	0.04	0.04	0.11	0.04	0.10	0.03
Crit Moves:		****		****			****				****	
Green Time:	25.5	106	121.0	17.0	97.5	113.5	16.0	32.0	57.5	15.0	31.0	48.0
Volume/Cap:	0.89	0.69	0.34	0.28	0.30	0.32	0.51	0.20	0.35	0.54	0.60	0.11
Delay/Veh:	95.8	27.0	13.3	77.3	23.4	16.2	80.8	64.2	48.3	82.3	71.2	50.9
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:	95.8	27.0	13.3	77.3	23.4	16.2	80.8	64.2	48.3	82.3	71.2	50.9
LOS by Move:	F	C	B	E-	C	B	F	E	D	F	E	D
HCM2k95thQ:	27	47	18	5	17	17	10	6	15	8	18	5

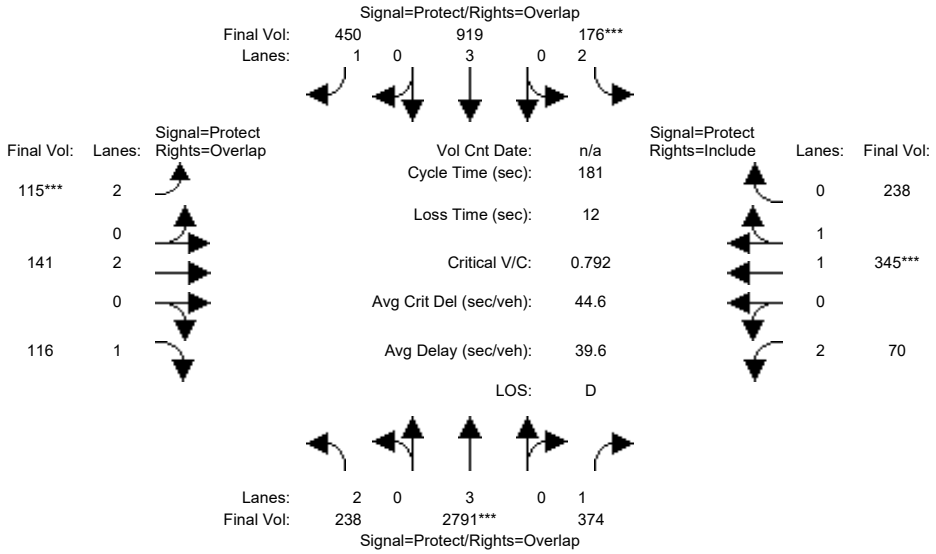
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	238	3877	374	176	1134	450	115	141	116	70	345	238
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:	238	3877	374	176	1134	450	115	141	116	70	345	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	3877	374	176	1134	450	115	141	116	70	345	238
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	238	2791	374	176	919	450	115	141	116	70	345	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2791	374	176	919	450	115	141	116	70	345	238
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:	238	2791	374	176	919	450	115	141	116	70	345	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2188	1510
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.21	0.06	0.16	0.26	0.04	0.04	0.07	0.02	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	25.9	105	118.0	17.0	96.3	109.3	13.0	34.0	59.8	12.9	33.8	33.8
Volume/Cap:	0.53	0.84	0.33	0.59	0.30	0.43	0.51	0.20	0.20	0.31	0.84	0.84
Delay/Veh:	73.1	33.3	14.1	82.0	23.7	19.4	82.8	62.2	43.6	80.6	80.3	80.3
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:	73.1	33.3	14.1	82.0	23.7	19.4	82.8	62.2	43.6	80.6	80.3	80.3
LOS by Move:	E	C-	B	F	C	B-	F	E	D	F	F	F
HCM2k95thQ:	13	63	17	12	17	25	8	6	9	4	28	28

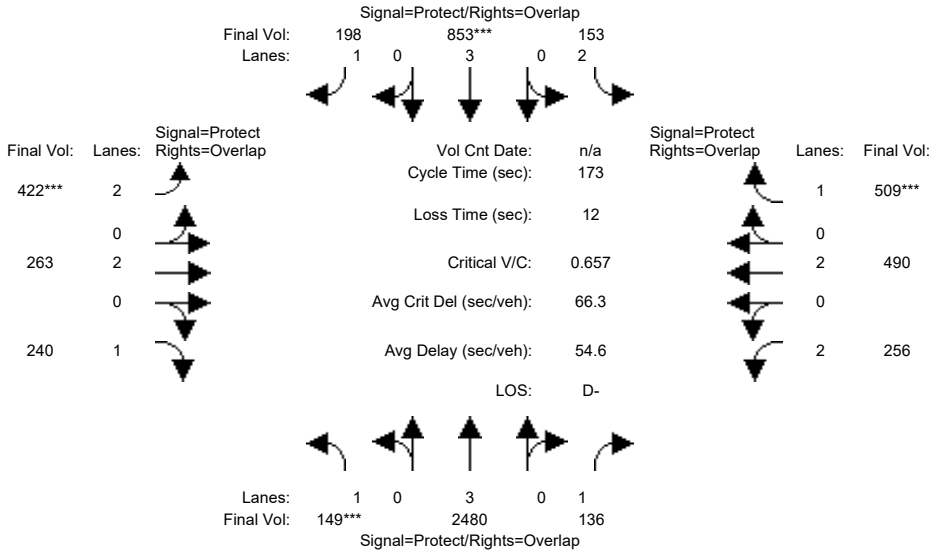
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
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:7:45 - 8:45 AM												
Base Vol:	149	3444	136	153	1053	198	422	263	240	256	490	509
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:	149	3444	136	153	1053	198	422	263	240	256	490	509
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	3444	136	153	1053	198	422	263	240	256	490	509
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	149	2480	136	153	853	198	422	263	240	256	490	509
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	2480	136	153	853	198	422	263	240	256	490	509
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:	149	2480	136	153	853	198	422	263	240	256	490	509
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.08	0.05	0.15	0.11	0.13	0.07	0.14	0.08	0.13	0.29
Crit Moves:	****				****		****					****
Green Time:	15.9	82.6	102.4	13.3	80.0	105.0	25.0	45.4	61.2	19.8	40.2	53.4
Volume/Cap:	0.93	0.91	0.13	0.63	0.32	0.19	0.93	0.26	0.39	0.71	0.56	0.94
Delay/Veh:	128.4	47.0	15.7	82.9	29.5	15.2	98.6	50.7	42.3	80.4	59.3	83.2
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:	128.4	47.0	15.7	82.9	29.5	15.2	98.6	50.7	42.3	80.4	59.3	83.2
LOS by Move:	F	D	B	F	C	B	F	D	D	F	E+	F
HCM2k95thQ:	17	64	6	9	17	9	29	10	18	15	20	48

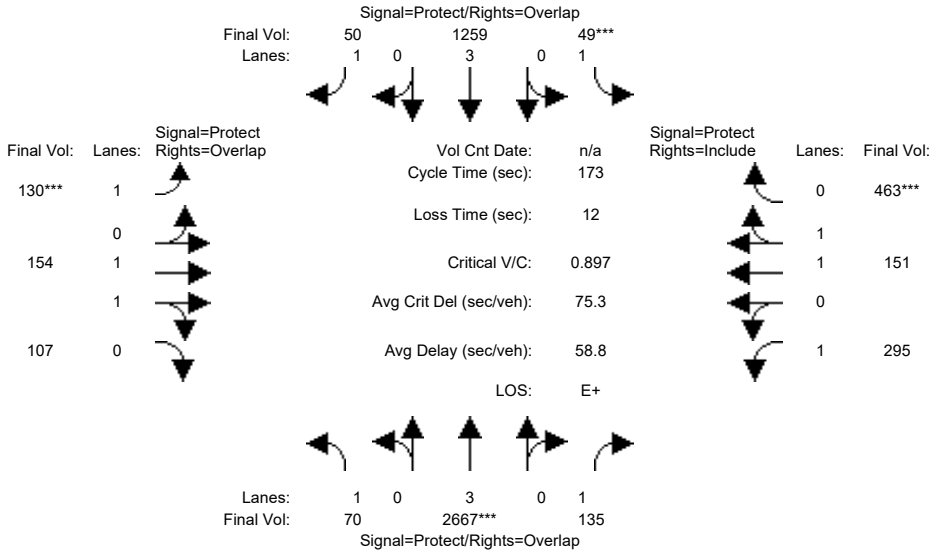
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module: 7:45 AM - 8:45 AM												
Base Vol:	70	3419	135	49	1635	50	130	154	107	295	151	463
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:	70	3419	135	49	1635	50	130	154	107	295	151	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	3419	135	49	1635	50	130	154	107	295	151	463
User Adj:	1.00	0.78	1.00	1.00	0.77	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:	70	2667	135	49	1259	50	130	154	107	295	151	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2667	135	49	1259	50	130	154	107	295	151	463
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:	70	2667	135	49	1259	50	130	154	107	295	151	463
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2182	1516	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.08	0.03	0.22	0.03	0.07	0.07	0.07	0.17	0.08	0.26
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	118.6	19.0	89.0	108.0	19.0	23.4	39.4	32.6	37.0	37.0
Volume/Cap:	0.43	0.94	0.11	0.25	0.43	0.05	0.68	0.52	0.31	0.90	0.37	1.24
Delay/Veh:	76.1	48.3	9.3	71.2	26.3	12.6	83.3	70.5	55.7	94.0	58.2	191.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	48.3	9.3	71.2	26.3	12.6	83.3	70.5	55.7	94.0	58.2	191.1
LOS by Move:	E-	D	A	E	C	B	F	E	E+	F	E+	F
HCM2k95thQ:	7	71	5	5	24	2	16	13	11	30	12	60

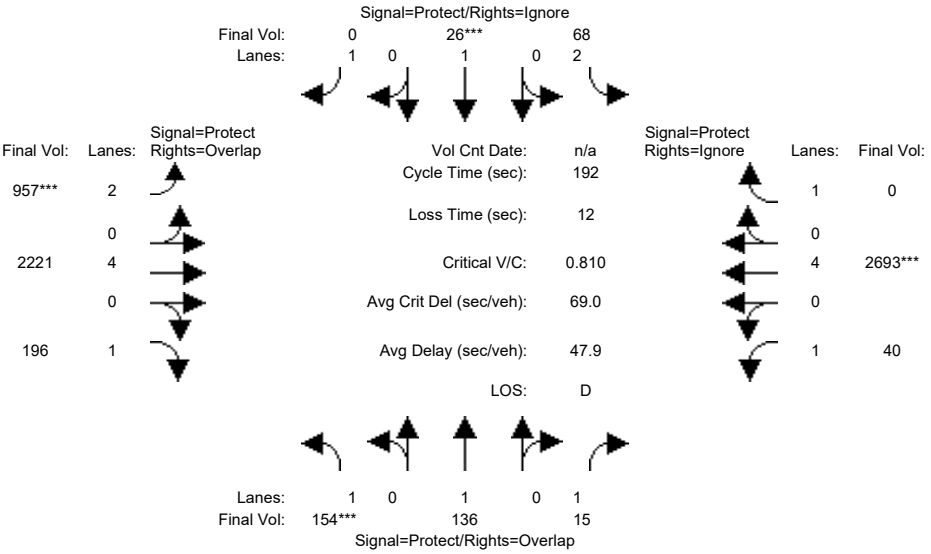
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module: 8:00 - 9:00 AM												
Base Vol:	154	136	15	68	26	319	957	2221	196	40	2693	762
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:	154	136	15	68	26	319	957	2221	196	40	2693	762
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	136	15	68	26	319	957	2221	196	40	2693	762
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	154	136	15	68	26	0	957	2221	196	40	2693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	136	15	68	26	0	957	2221	196	40	2693	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	154	136	15	68	26	0	957	2221	196	40	2693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.01	0.02	0.01	0.00	0.30	0.29	0.11	0.02	0.35	0.00
Crit Moves:	****				****		****				****	
Green Time:	15.7	11.7	30.7	14.0	10.0	0.0	54.3	135	151.1	18.9	100	0.0
Volume/Cap:	1.07	1.17	0.05	0.30	0.26	0.00	1.07	0.41	0.14	0.23	0.68	0.00
Delay/Veh:	184.7	227	68.4	85.1	88.9	0.0	121.1	2.8	0.0	80.5	43.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	184.7	227	68.4	85.1	88.9	0.0	121.1	2.8	0.0	80.5	43.7	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	D	A
HCM2k95thQ:	25	23	2	5	3	0	66	7	0	5	52	0

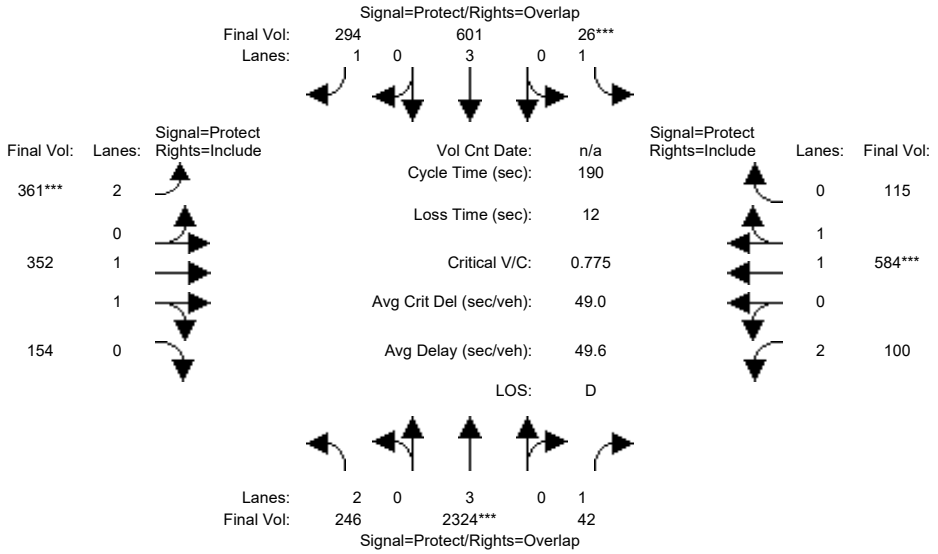
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module: 7:45 - 8:45 AM												
Base Vol:	246	3018	42	26	781	294	361	352	154	100	584	115
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:	246	3018	42	26	781	294	361	352	154	100	584	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	3018	42	26	781	294	361	352	154	100	584	115
User Adj:	1.00	0.77	1.00	1.00	0.77	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:	246	2324	42	26	601	294	361	352	154	100	584	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	2324	42	26	601	294	361	352	154	100	584	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	2324	42	26	601	294	361	352	154	100	584	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.37	0.63	2.00	1.66	0.34
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2573	1126	3150	3091	609
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.02	0.01	0.11	0.17	0.11	0.14	0.14	0.03	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	45.9	94.0	118.5	14.0	62.1	88.5	26.4	45.5	45.5	24.5	43.6	43.6
Volume/Cap:	0.32	0.82	0.04	0.20	0.32	0.36	0.82	0.57	0.57	0.25	0.82	0.82
Delay/Veh:	59.5	33.8	7.1	83.5	46.5	26.9	91.5	64.6	64.6	74.8	76.2	76.2
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:	59.5	33.8	7.1	83.5	46.5	26.9	91.5	64.6	64.6	74.8	76.2	76.2
LOS by Move:	E+	C-	A	F	D	C	F	E	E	E	E-	E-
HCM2k95thQ:	12	51	1	3	14	16	23	23	23	6	34	34

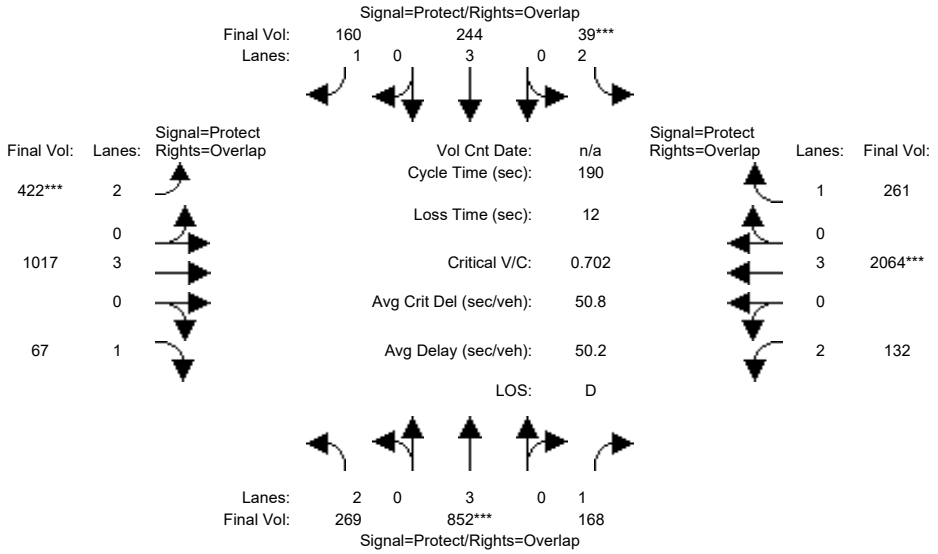
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
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: 8:00 - 9:00 AM												
Base Vol:	269	852	168	39	244	160	422	1017	67	132	2064	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	852	168	39	244	160	422	1017	67	132	2064	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	852	168	39	244	160	422	1017	67	132	2064	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	852	168	39	244	160	422	1017	67	132	2064	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	852	168	39	244	160	422	1017	67	132	2064	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	852	168	39	244	160	422	1017	67	132	2064	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.10	0.01	0.04	0.09	0.13	0.18	0.04	0.04	0.36	0.15
Crit Moves:		****			****			****			****	
Green Time:	32.2	38.0	57.2	14.0	19.8	53.9	34.0	107	139.0	19.2	92.0	106.0
Volume/Cap:	0.50	0.75	0.32	0.17	0.41	0.32	0.75	0.32	0.05	0.42	0.75	0.27
Delay/Veh:	72.5	74.3	51.7	82.9	80.1	54.1	90.1	41.2	20.1	81.0	32.5	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	74.3	51.7	82.9	80.1	54.1	90.1	41.2	20.1	81.0	32.5	14.7
LOS by Move:	E	E	D-	F	F	D-	F	D	C+	F	C-	B
HCM2k95thQ:	15	27	15	3	8	14	27	28	6	8	44	10

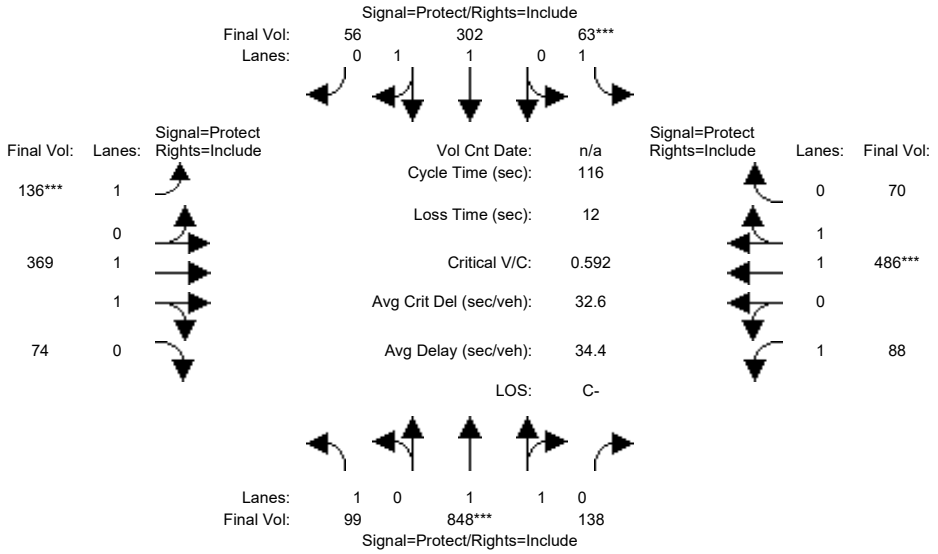
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:8:00 - 9:00 AM												
Base Vol:	99	848	138	63	302	56	136	369	74	88	486	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	848	138	63	302	56	136	369	74	88	486	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	848	138	63	302	56	136	369	74	88	486	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	848	138	63	302	56	136	369	74	88	486	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	848	138	63	302	56	136	369	74	88	486	70
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:	99	848	138	63	302	56	136	369	74	88	486	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.71	0.29	1.00	1.68	0.32	1.00	1.66	0.34	1.00	1.74	0.26
Final Sat.:	1750	3182	518	1750	3121	579	1750	3081	618	1750	3234	466
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.04	0.10	0.10	0.08	0.12	0.12	0.05	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	21.9	52.2	52.2	7.1	37.4	37.4	15.2	24.0	24.0	20.7	29.5	29.5
Volume/Cap:	0.30	0.59	0.59	0.59	0.30	0.30	0.59	0.58	0.58	0.28	0.59	0.59
Delay/Veh:	41.0	24.5	24.5	61.7	29.6	29.6	51.5	42.6	42.6	41.7	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	24.5	24.5	61.7	29.6	29.6	51.5	42.6	42.6	41.7	39.0	39.0
LOS by Move:	D	C	C	E	C	C	D-	D	D	D	D	D
HCM2k95thQ:	6	23	23	5	9	9	10	14	14	6	16	16

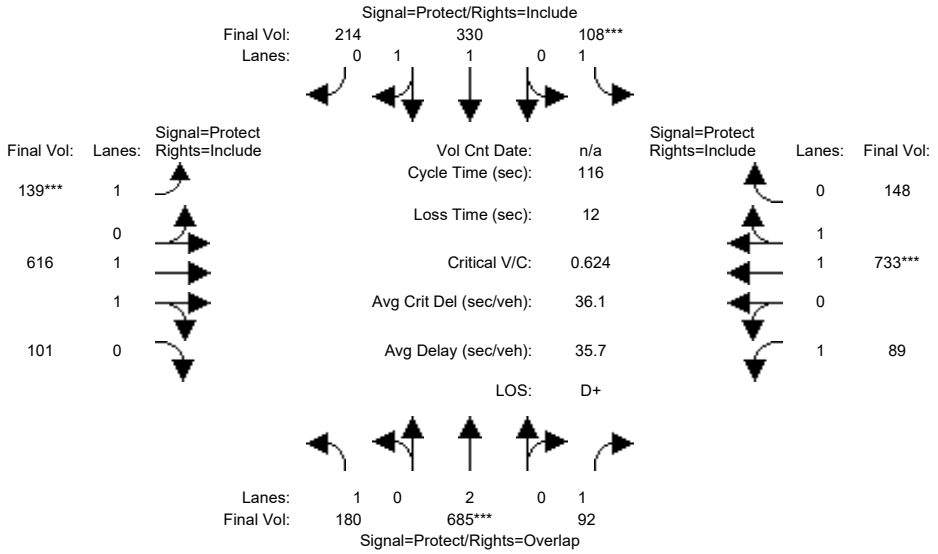
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:	8:00 - 9:00 AM											
Base Vol:	180	685	92	108	330	214	139	616	101	89	733	148
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:	180	685	92	108	330	214	139	616	101	89	733	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	685	92	108	330	214	139	616	101	89	733	148
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:	180	685	92	108	330	214	139	616	101	89	733	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	685	92	108	330	214	139	616	101	89	733	148
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:	180	685	92	108	330	214	139	616	101	89	733	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.71	0.29	1.00	1.65	0.35
Final Sat.:	1750	3800	1750	1750	2243	1455	1750	3178	521	1750	3078	621
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.05	0.06	0.15	0.15	0.08	0.19	0.19	0.05	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	18.6	33.3	45.5	12.0	26.7	26.7	14.7	46.5	46.5	12.2	44.0	44.0
Volume/Cap:	0.64	0.63	0.13	0.60	0.64	0.64	0.63	0.48	0.48	0.48	0.63	0.63
Delay/Veh:	50.4	37.1	22.7	55.0	42.0	42.0	53.7	26.1	26.1	50.9	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	37.1	22.7	55.0	42.0	42.0	53.7	26.1	26.1	50.9	30.2	30.2
LOS by Move:	D	D+	C+	E+	D	D	D-	C	C	D	C	C
HCM2k95thQ:	12	19	4	8	17	17	10	17	17	6	22	22

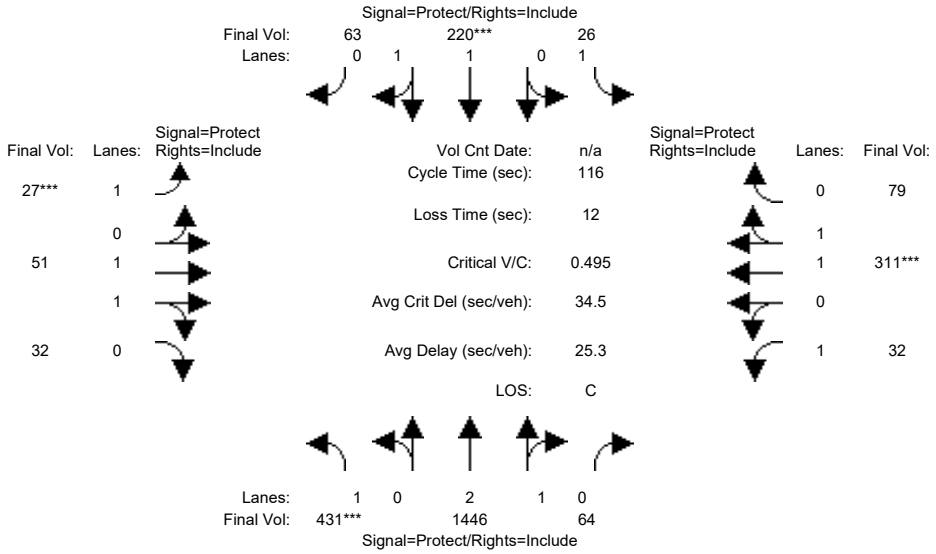
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module: 8:00 - 9:00 AM												
Base Vol:	431	1446	64	26	220	63	27	51	32	32	311	79
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:	431	1446	64	26	220	63	27	51	32	32	311	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	1446	64	26	220	63	27	51	32	32	311	79
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:	431	1446	64	26	220	63	27	51	32	32	311	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	1446	64	26	220	63	27	51	32	32	311	79
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:	431	1446	64	26	220	63	27	51	32	32	311	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.54	0.46	1.00	1.21	0.79	1.00	1.58	0.42
Final Sat.:	1750	5362	237	1750	2876	823	1750	2272	1426	1750	2950	749
Capacity Analysis Module:												
Vol/Sat:	0.25	0.27	0.27	0.01	0.08	0.08	0.02	0.02	0.02	0.02	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	57.5	63.2	63.2	12.1	17.9	17.9	4.0	15.9	15.9	12.7	24.6	24.6
Volume/Cap:	0.50	0.49	0.49	0.14	0.50	0.50	0.45	0.16	0.16	0.17	0.50	0.50
Delay/Veh:	20.0	16.6	16.6	47.6	45.6	45.6	60.1	44.3	44.3	47.2	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	16.6	16.6	47.6	45.6	45.6	60.1	44.3	44.3	47.2	40.7	40.7
LOS by Move:	C+	B	B	D	D	D	E	D	D	D	D	D
HCM2k95thQ:	19	20	20	2	9	9	2	3	3	3	13	13

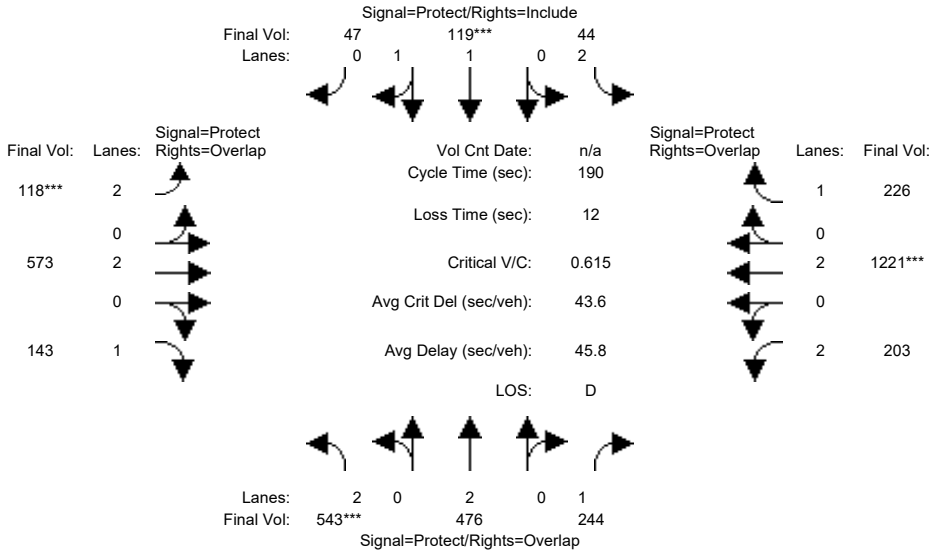
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module: 8:00 - 9:00 AM												
Base Vol:	543	476	244	44	119	47	118	623	143	203	1566	226
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:	543	476	244	44	119	47	118	623	143	203	1566	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	543	476	244	44	119	47	118	623	143	203	1566	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.78	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:	543	476	244	44	119	47	118	573	143	203	1221	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	476	244	44	119	47	118	573	143	203	1221	226
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:	543	476	244	44	119	47	118	573	143	203	1221	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.42	0.58	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2652	1047	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.14	0.01	0.04	0.04	0.04	0.15	0.08	0.06	0.32	0.13
Crit Moves:	****				****		****				****	
Green Time:	52.5	41.6	56.7	24.5	13.7	13.7	14.0	96.8	149.3	15.1	97.9	122.4
Volume/Cap:	0.62	0.57	0.47	0.11	0.62	0.62	0.51	0.30	0.10	0.81	0.62	0.20
Delay/Veh:	61.6	67.2	55.0	73.2	90.3	90.3	86.5	33.8	9.9	104.2	25.1	6.4
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:	61.6	67.2	55.0	73.2	90.3	90.3	86.5	33.8	9.9	104.2	25.1	6.4
LOS by Move:	E	E	D-	E	F	F	F	C-	A	F	C	A
HCM2k95thQ:	28	22	22	3	11	11	8	21	8	17	33	5

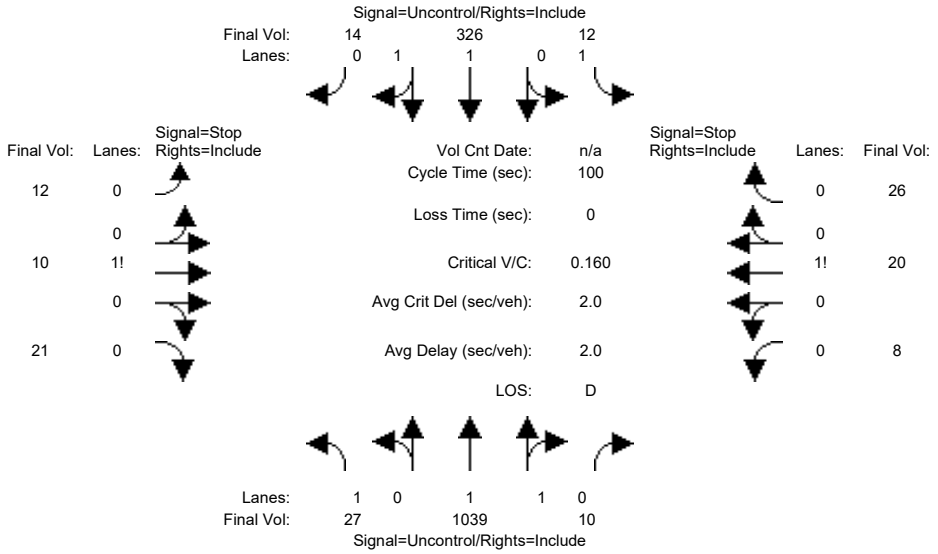
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:8:00 - 9:00 AM												
Base Vol:	27	1039	10	12	326	14	12	10	21	8	20	26
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:	27	1039	10	12	326	14	12	10	21	8	20	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1039	10	12	326	14	12	10	21	8	20	26
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:	27	1039	10	12	326	14	12	10	21	8	20	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	1039	10	12	326	14	12	10	21	8	20	26
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	340	xxxx	xxxxx	1049	xxxx	xxxxx	941	1460	170	1290	1462	525
Potent Cap.:	1230	xxxx	xxxxx	671	xxxx	xxxxx	221	130	851	123	130	503
Move Cap.:	1230	xxxx	xxxxx	671	xxxx	xxxxx	179	125	851	109	125	503
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.07	0.08	0.02	0.07	0.16	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	250	xxxxx	xxxx	189	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.3	xxxxx	xxxxx	31.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			22.3			31.4		
ApproachLOS:	*			*			C			D		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	27	1039	10	12	326	14	12	10	21	8	20	26
ApproachDel:	xxxxxx			xxxxxx			22.3			31.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1525]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1525]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	27	1039	10	12	326	14	12	10	21	8	20	26

Major Street Volume: 1428
Minor Approach Volume: 54
Minor Approach Volume Threshold: 162

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

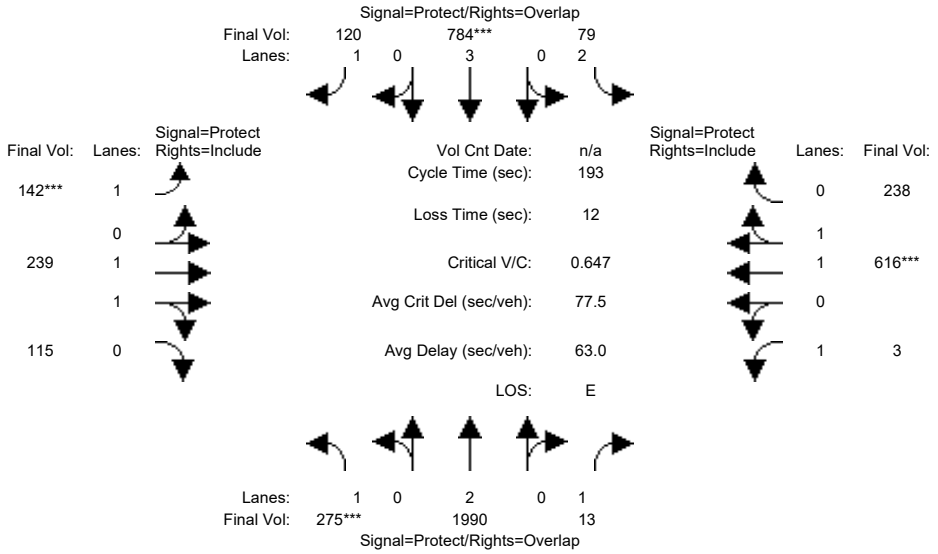
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:	7:45 - 8:45 AM											
Base Vol:	275	2341	13	79	784	120	142	239	115	3	616	238
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:	275	2341	13	79	784	120	142	239	115	3	616	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	2341	13	79	784	120	142	239	115	3	616	238
User Adj:	1.00	0.85	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:	275	1990	13	79	784	120	142	239	115	3	616	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1990	13	79	784	120	142	239	115	3	616	238
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:	275	1990	13	79	784	120	142	239	115	3	616	238
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.33	0.67	1.00	1.43	0.57
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	2497	1202	1750	2668	1031
Capacity Analysis Module:												
Vol/Sat:	0.16	0.52	0.01	0.03	0.14	0.07	0.08	0.10	0.10	0.00	0.23	0.23
Crit Moves:	****				****		****				****	
Green Time:	31.8	107	118.2	11.3	86.0	102.4	16.4	51.5	51.5	11.7	46.7	46.7
Volume/Cap:	0.95	0.95	0.01	0.43	0.31	0.13	0.95	0.36	0.36	0.03	0.95	0.95
Delay/Veh:	120.2	50.7	14.6	89.4	34.5	22.9	147.4	57.6	57.6	85.4	91.6	91.6
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:	120.2	50.7	14.6	89.4	34.5	22.9	147.4	57.6	57.6	85.4	91.6	91.6
LOS by Move:	F	D	B	F	C-	C+	F	E+	E+	F	F	F
HCM2k95thQ:	36	89	1	5	18	7	19	15	15	0	47	47

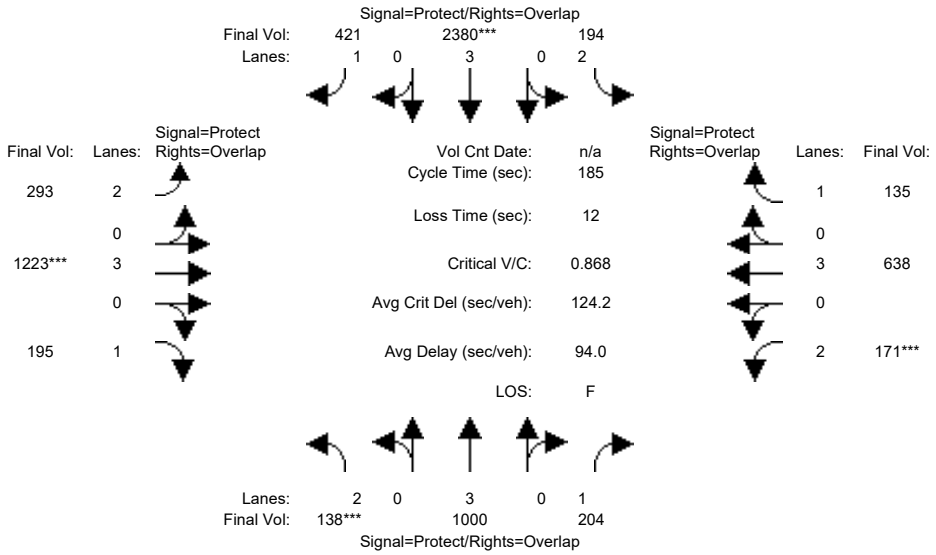
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
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:	5:00 PM - 6:00 PM											
Base Vol:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1191	204	194	2903	421	293	1223	195	171	638	135
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1000	204	194	2380	421	293	1223	195	171	638	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1000	204	194	2380	421	293	1223	195	171	638	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1000	204	194	2380	421	293	1223	195	171	638	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.12	0.06	0.50	0.24	0.09	0.21	0.11	0.05	0.11	0.08
Crit Moves:	****				****			****			****	
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.40	0.43	0.21	0.44	1.14	0.39	0.53	0.86	0.31	0.39	0.52	0.22
Delay/Veh:	84.1	48.4	30.0	88.6	154	40.5	76.6	77.9	46.9	79.3	70.3	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	48.4	30.0	88.6	154	40.5	76.6	77.9	46.9	79.3	70.3	45.7
LOS by Move:	F	D	C	F	F	D	E-	E-	D	E-	E	D
HCM2k95thQ:	9	28	16	13	92	38	18	41	17	11	20	12

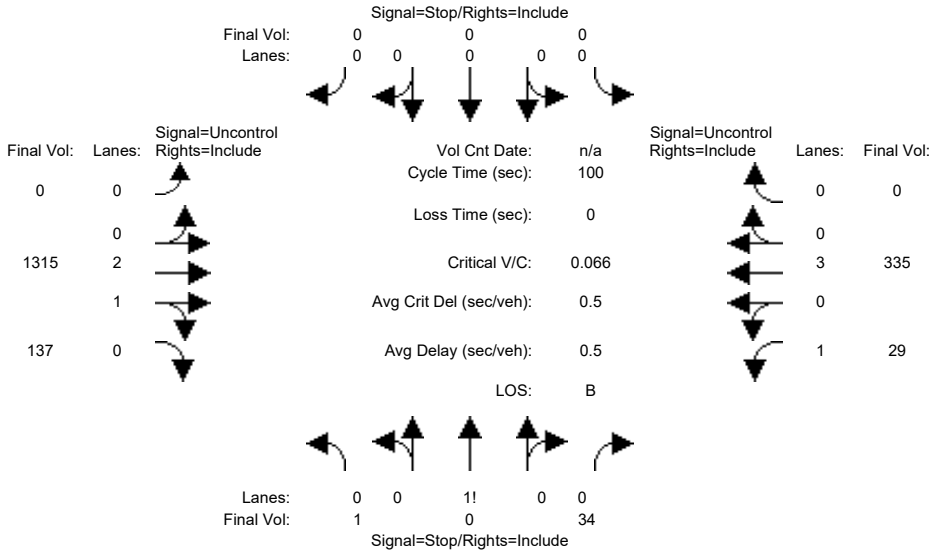
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #2: El Camino Real/Harrison St



Street Name:	Harrison St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:5:15 PM - 6:15 PM												
Base Vol:	1	0	34	0	0	0	1315	137	29	335	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	34	0	0	0	1315	137	29	335	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	0	34	0	0	0	1315	137	29	335	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	34	0	0	0	1315	137	29	335	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	1	0	34	0	0	0	1315	137	29	335	0	
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1553	1777	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1452	xxxx	xxxxx
Potent Cap.:	106	83	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	472	xxxx	xxxxx
Move Cap.:	101	78	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	472	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	462	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Initial Vol:	1	0	34	0	0	0	0	1315	137	29	335	0
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1851]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Initial Vol:	1	0	34	0	0	0	0	1315	137	29	335	0

Major Street Volume: 1816
Minor Approach Volume: 35
Minor Approach Volume Threshold: 79 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

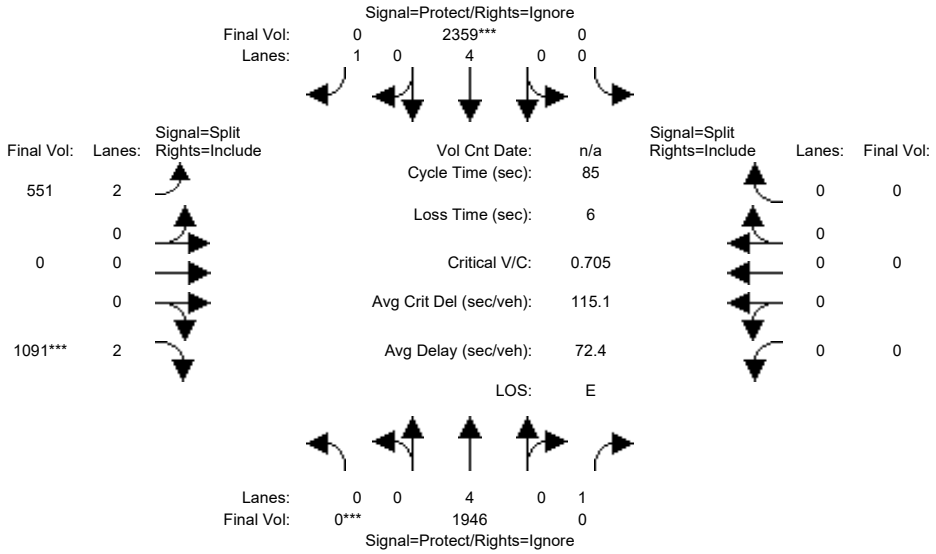
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module: 4:45 PM - 5:45 PM												
Base Vol:	0	1946	294	0	2359	164	551	0	1091	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1946	294	0	2359	164	551	0	1091	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1946	294	0	2359	164	551	0	1091	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1946	0	0	2359	0	551	0	1091	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1946	0	0	2359	0	551	0	1091	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1946	0	0	2359	0	551	0	1091	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.31	0.00	0.17	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.43	0.00	0.86	0.00	1.69	0.00	0.00	0.00
Delay/Veh:	0.0	4.4	0.0	0.0	4.8	0.0	44.6	0.0	353.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	0.0	0.0	4.8	0.0	44.6	0.0	353.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	F	A	A	A
HCM2k95thQ:	0	9	0	0	12	0	21	0	80	0	0	0

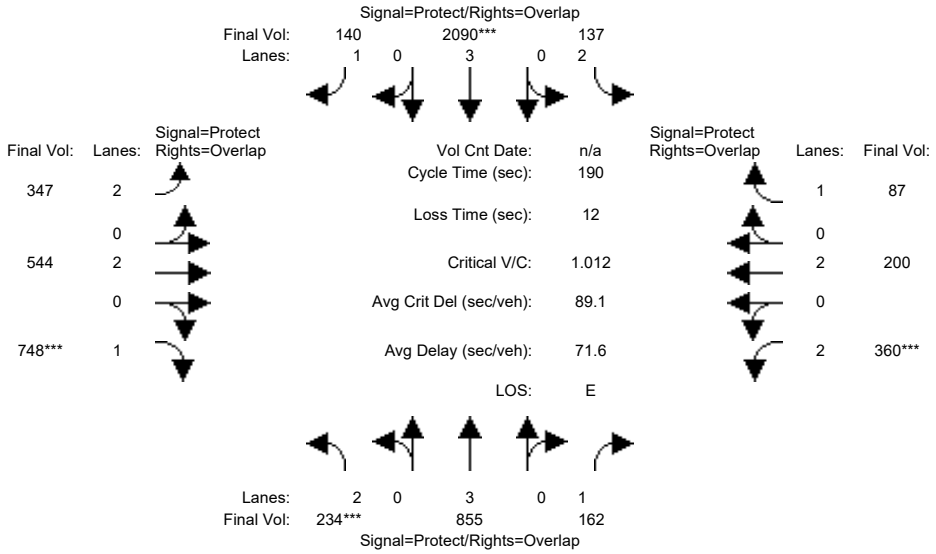
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: 4:30 PM - 5:30 PM												
Base Vol:	234	1276	162	137	2612	140	347	544	748	360	200	87
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:	234	1276	162	137	2612	140	347	544	748	360	200	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1276	162	137	2612	140	347	544	748	360	200	87
User Adj:	1.00	0.67	1.00	1.00	0.80	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:	234	855	162	137	2090	140	347	544	748	360	200	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	855	162	137	2090	140	347	544	748	360	200	87
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:	234	855	162	137	2090	140	347	544	748	360	200	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.09	0.04	0.37	0.08	0.11	0.14	0.47	0.11	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.33	0.16	0.55	0.88	0.14	0.74	0.51	1.18	0.90	0.21	0.15
Delay/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
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:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
LOS by Move:	F	C	B+	F	E	C	F	E+	F	F	E+	D
HCM2k95thQ:	16	15	5	9	61	11	23	23	96	24	8	7

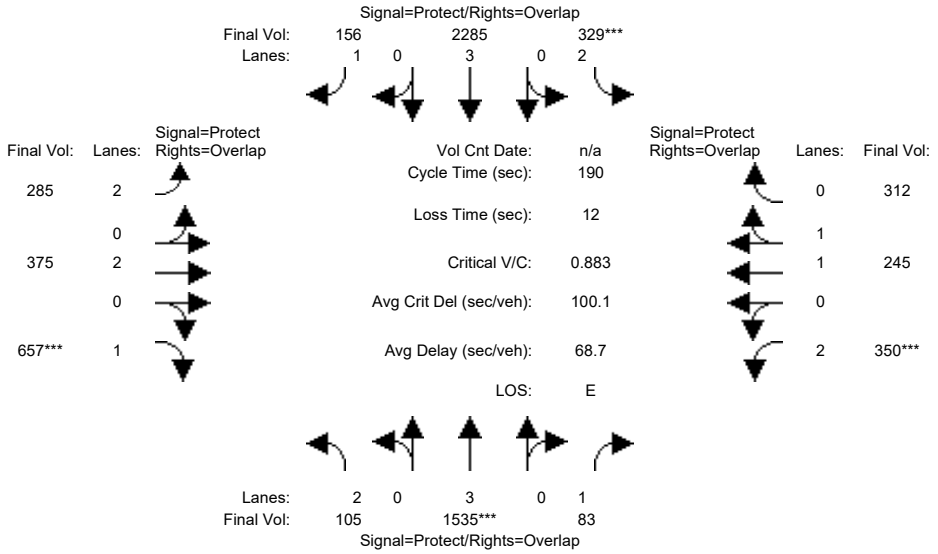
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	105	1895	83	329	3174	156	285	375	657	350	245	312
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:	105	1895	83	329	3174	156	285	375	657	350	245	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1895	83	329	3174	156	285	375	657	350	245	312
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	105	1535	83	329	2285	156	285	375	657	350	245	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1535	83	329	2285	156	285	375	657	350	245	312
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:	105	1535	83	329	2285	156	285	375	657	350	245	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.05	0.10	0.40	0.09	0.09	0.10	0.38	0.11	0.13	0.18
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	123.2	20.2	44.0	53.0	22.0	45.8	72.8
Volume/Cap:	0.70	0.60	0.08	0.73	0.74	0.14	0.85	0.43	1.35	0.96	0.53	0.47
Delay/Veh:	103.3	40.1	19.1	84.3	34.2	13.0	101.8	62.6	237.4	120.0	63.4	44.3
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:	103.3	40.1	19.1	84.3	34.2	13.0	101.8	62.6	237.4	120.0	63.4	44.3
LOS by Move:	F	D	B-	F	C-	B	F	E	F	F	E	D
HCM2k95thQ:	7	36	5	22	53	7	22	17	97	25	22	25

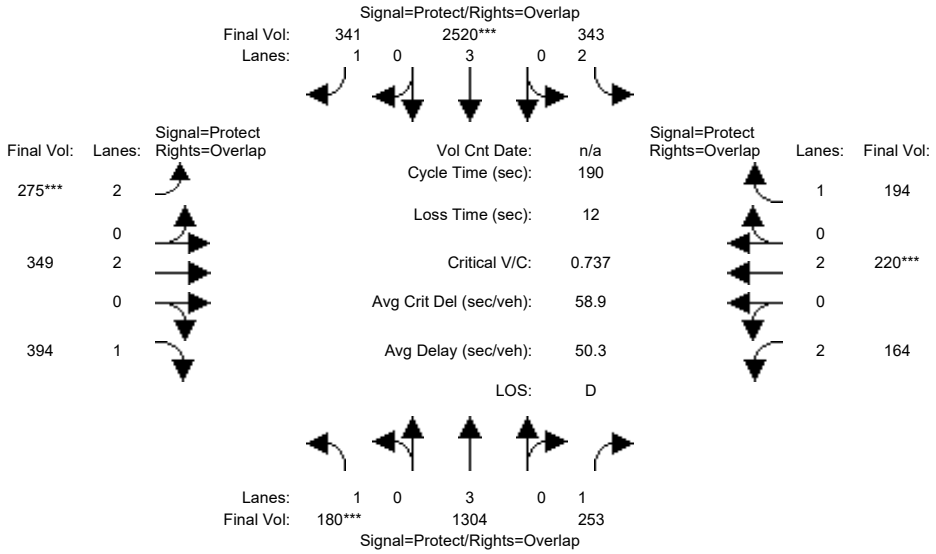
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
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:5:00 - 6:00 PM												
Base Vol:	180	1610	253	343	3500	341	275	349	394	164	220	194
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:	180	1610	253	343	3500	341	275	349	394	164	220	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1610	253	343	3500	341	275	349	394	164	220	194
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	180	1304	253	343	2520	341	275	349	394	164	220	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1304	253	343	2520	341	275	349	394	164	220	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1304	253	343	2520	341	275	349	394	164	220	194
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.14	0.11	0.44	0.19	0.09	0.09	0.23	0.05	0.06	0.11
Crit Moves:	****				****		****				****	
Green Time:	23.4	95.5	110.9	28.6	101	120.6	19.9	38.5	61.9	15.4	34.0	62.6
Volume/Cap:	0.83	0.46	0.25	0.72	0.83	0.31	0.83	0.45	0.69	0.64	0.32	0.34
Delay/Veh:	104.9	23.4	11.9	82.3	50.3	23.3	100.0	66.9	59.3	90.1	68.3	48.4
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:	104.9	23.4	11.9	82.3	50.3	23.3	100.0	66.9	59.3	90.1	68.3	48.4
LOS by Move:	F	C	B+	F	D	C	F	E	E+	F	E	D
HCM2k95thQ:	21	21	9	21	68	24	21	17	36	11	10	16

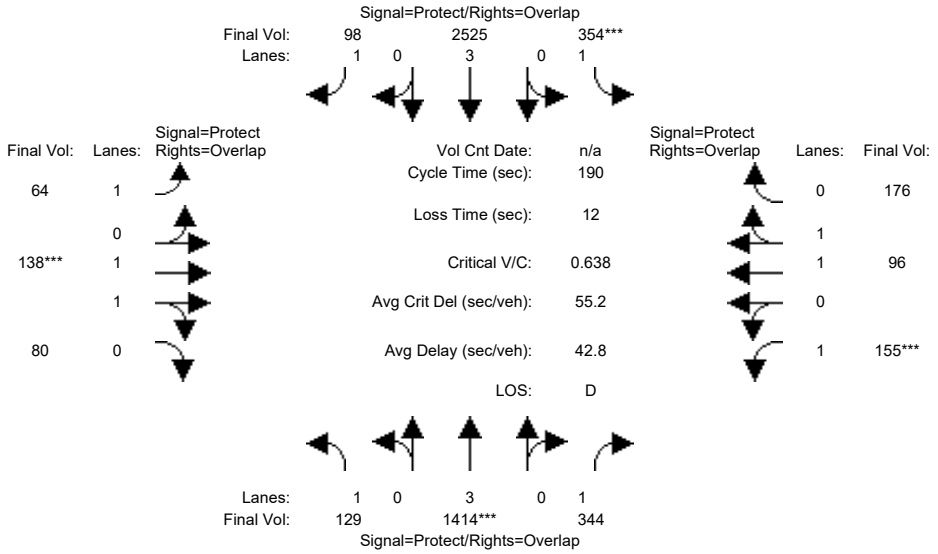
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	129	1837	344	354	3237	98	64	138	80	155	96	176
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:	129	1837	344	354	3237	98	64	138	80	155	96	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1837	344	354	3237	98	64	138	80	155	96	176
User Adj:	1.00	0.77	1.00	1.00	0.78	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:	129	1414	344	354	2525	98	64	138	80	155	96	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1414	344	354	2525	98	64	138	80	155	96	176
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:	129	1414	344	354	2525	98	64	138	80	155	96	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.25	0.75	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2341	1357	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.20	0.20	0.44	0.06	0.04	0.06	0.06	0.09	0.05	0.10
Crit Moves:		****		****				****		****		
Green Time:	20.9	83.0	103.4	46.6	109	124.1	15.4	28.0	48.9	20.4	33.0	79.6
Volume/Cap:	0.67	0.57	0.36	0.82	0.77	0.09	0.45	0.40	0.23	0.82	0.29	0.24
Delay/Veh:	90.1	40.4	24.8	80.1	32.4	12.1	85.5	73.9	55.8	107.8	68.5	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.1	40.4	24.8	80.1	32.4	12.1	85.5	73.9	55.8	107.8	68.5	35.8
LOS by Move:	F	D	C	F	C-	B	F	E	E+	F	E	D+
HCM2k95thQ:	15	34	21	35	58	4	8	12	10	18	9	13

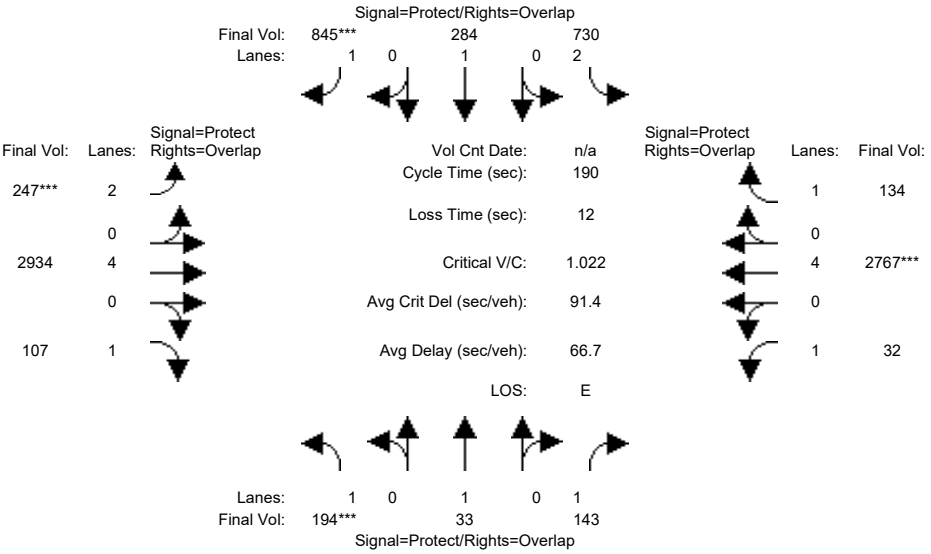
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
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:	4:45 PM - 5:45 PM											
Base Vol:	194	33	143	730	284	845	247	2934	107	32	2767	134
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:	194	33	143	730	284	845	247	2934	107	32	2767	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	33	143	730	284	845	247	2934	107	32	2767	134
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:	194	33	143	730	284	845	247	2934	107	32	2767	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	33	143	730	284	845	247	2934	107	32	2767	134
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:	194	33	143	730	284	845	247	2934	107	32	2767	134
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.23	0.15	0.48	0.08	0.39	0.06	0.02	0.36	0.08
Crit Moves:	****					****	****				****	
Green Time:	26.0	27.5	36.5	46.5	48.0	72.0	24.0	95.0	121.0	9.0	80.0	126.5
Volume/Cap:	0.81	0.12	0.43	0.95	0.59	1.27	0.62	0.77	0.10	0.39	0.86	0.11
Delay/Veh:	98.0	70.9	68.4	90.9	64.4	193.9	81.7	30.7	6.4	90.8	60.6	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.0	70.9	68.4	90.9	64.4	193.9	81.7	30.7	6.4	90.8	60.6	17.8
LOS by Move:	F	E	E	F	E	F	F	C	A	F	E	B
HCM2k95thQ:	24	3	15	47	26	116	16	48	2	5	62	9

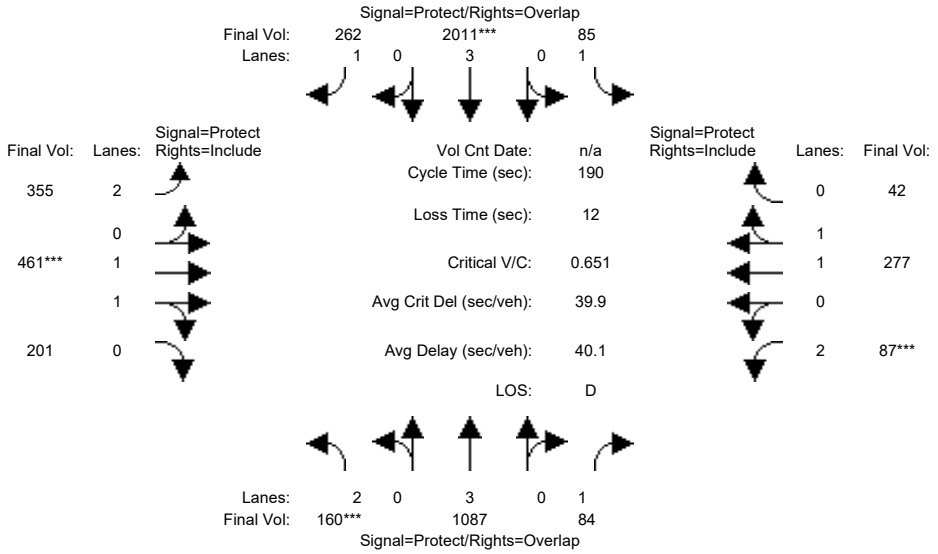
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
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:	4:45 PM - 5:45 PM											
Base Vol:	160	1412	84	85	2612	262	355	461	201	87	277	42
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:	160	1412	84	85	2612	262	355	461	201	87	277	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1412	84	85	2612	262	355	461	201	87	277	42
User Adj:	1.00	0.77	1.00	1.00	0.77	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:	160	1087	84	85	2011	262	355	461	201	87	277	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1087	84	85	2011	262	355	461	201	87	277	42
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:	160	1087	84	85	2011	262	355	461	201	87	277	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.38	0.62	2.00	1.73	0.27
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2576	1123	3150	3212	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.05	0.05	0.35	0.15	0.11	0.18	0.18	0.03	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	17.0	99.9	112.9	15.3	98.2	122.5	24.3	49.8	49.8	13.0	38.5	38.5
Volume/Cap:	0.57	0.36	0.08	0.60	0.68	0.23	0.88	0.68	0.68	0.40	0.43	0.43
Delay/Veh:	85.7	19.2	9.7	91.6	26.0	6.5	101.3	65.0	65.0	86.0	66.5	66.5
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:	85.7	19.2	9.7	91.6	26.0	6.5	101.3	65.0	65.0	86.0	66.5	66.5
LOS by Move:	F	B-	A	F	C	A	F	E	E	F	E	E
HCM2k95thQ:	10	16	2	10	38	6	22	29	29	6	15	15

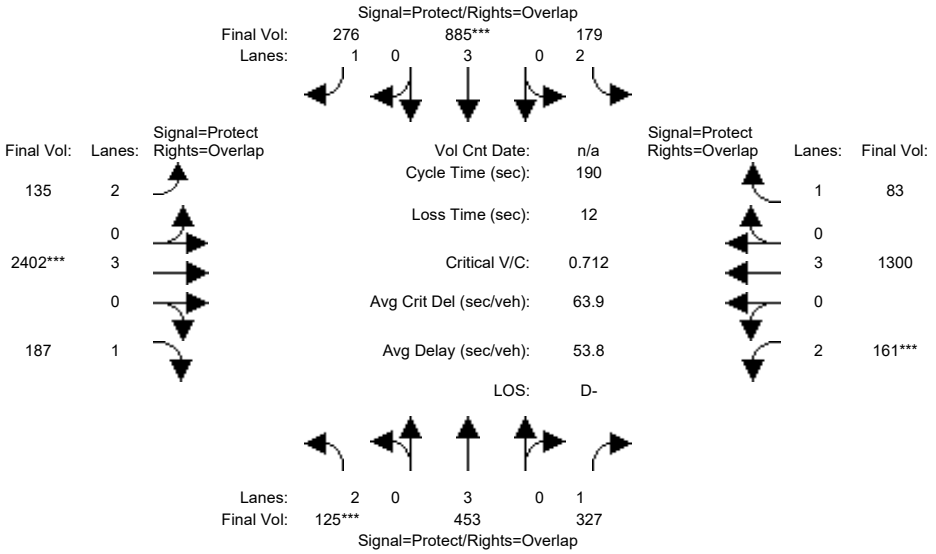
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
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: 5:15 - 6:15 PM												
Base Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
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:	125	453	327	179	885	276	135	2402	187	161	1300	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	453	327	179	885	276	135	2402	187	161	1300	83
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:	125	453	327	179	885	276	135	2402	187	161	1300	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
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:	125	453	327	179	885	276	135	2402	187	161	1300	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.19	0.06	0.16	0.16	0.04	0.42	0.11	0.05	0.23	0.05
Crit Moves:	****				****			****			****	
Green Time:	15.0	39.1	53.1	16.0	40.1	57.8	17.7	109	123.9	14.0	105	121.2
Volume/Cap:	0.50	0.39	0.67	0.67	0.74	0.52	0.46	0.74	0.16	0.69	0.41	0.07
Delay/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
LOS by Move:	F	E	E	F	E	E+	F	E+	C	F	B	A
HCM2k95thQ:	8	14	31	12	28	24	10	66	17	11	17	2

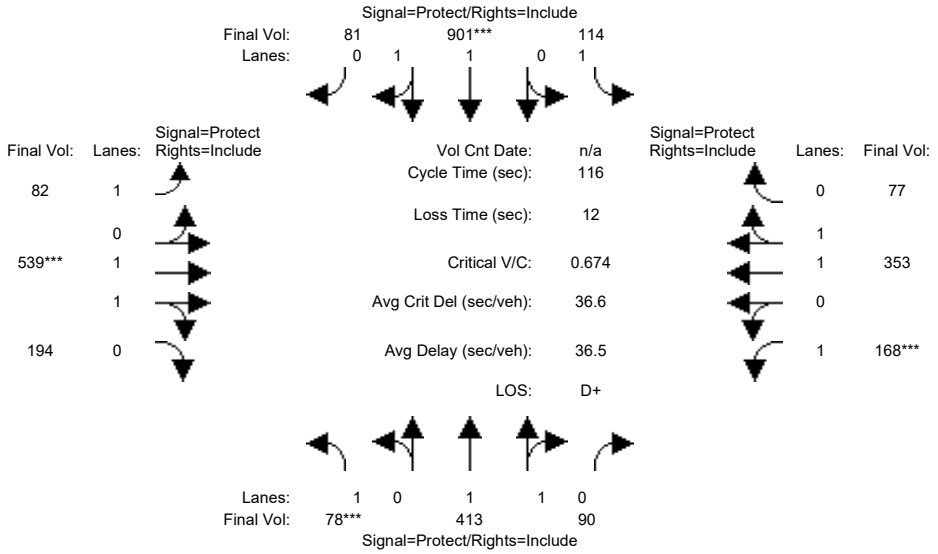
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	78	413	90	114	901	81	82	539	194	168	353	77
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:	78	413	90	114	901	81	82	539	194	168	353	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	413	90	114	901	81	82	539	194	168	353	77
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:	78	413	90	114	901	81	82	539	194	168	353	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	413	90	114	901	81	82	539	194	168	353	77
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:	78	413	90	114	901	81	82	539	194	168	353	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.83	0.17	1.00	1.46	0.54	1.00	1.63	0.37
Final Sat.:	1750	3037	662	1750	3395	305	1750	2720	979	1750	3037	662
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.07	0.27	0.27	0.05	0.20	0.20	0.10	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	7.7	36.1	36.1	17.3	45.7	45.7	22.8	34.1	34.1	16.5	27.9	27.9
Volume/Cap:	0.67	0.44	0.44	0.44	0.67	0.67	0.24	0.67	0.67	0.67	0.48	0.48
Delay/Veh:	67.5	32.1	32.1	46.1	30.3	30.3	39.7	37.7	37.7	54.3	38.3	38.3
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:	67.5	32.1	32.1	46.1	30.3	30.3	39.7	37.7	37.7	54.3	38.3	38.3
LOS by Move:	E	C-	C-	D	C	C	D	D+	D+	D-	D+	D+
HCM2k95thQ:	6	13	13	8	25	25	5	21	21	12	12	12

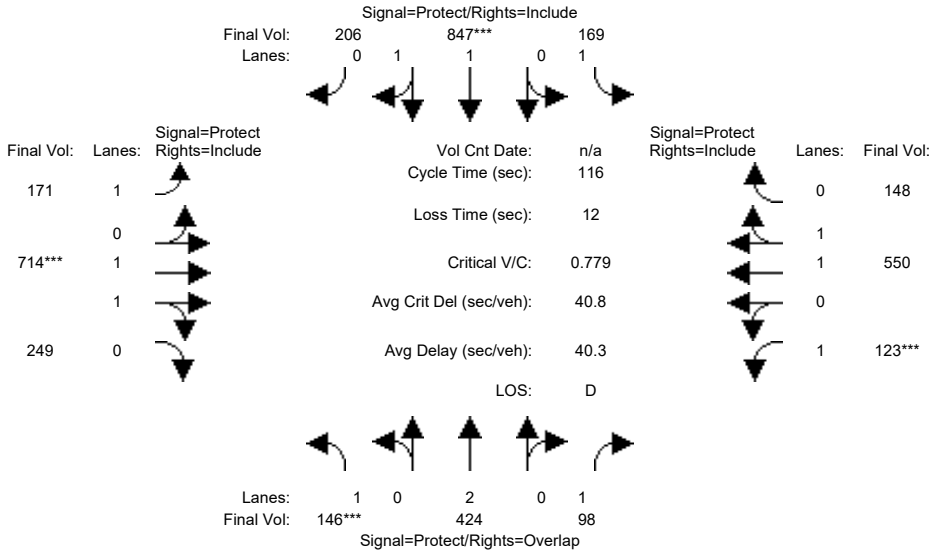
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	146	424	98	169	847	206	171	714	249	123	550	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	424	98	169	847	206	171	714	249	123	550	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	424	98	169	847	206	171	714	249	123	550	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	424	98	169	847	206	171	714	249	123	550	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	424	98	169	847	206	171	714	249	123	550	148
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:	146	424	98	169	847	206	171	714	249	123	550	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.47	0.53	1.00	1.56	0.44
Final Sat.:	1750	3800	1750	1750	2976	724	1750	2743	956	1750	2915	784
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.06	0.10	0.28	0.28	0.10	0.26	0.26	0.07	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	12.4	28.4	38.9	26.4	42.4	42.4	16.8	38.8	38.8	10.5	32.4	32.4
Volume/Cap:	0.78	0.46	0.17	0.43	0.78	0.78	0.68	0.78	0.78	0.78	0.68	0.68
Delay/Veh:	69.1	37.6	27.3	39.1	35.6	35.6	54.1	38.0	38.0	73.2	38.9	38.9
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:	69.1	37.6	27.3	39.1	35.6	35.6	54.1	38.0	38.0	73.2	38.9	38.9
LOS by Move:	E	D+	C	D	D+	D+	D-	D+	D+	E	D+	D+
HCM2k95thQ:	11	12	5	10	29	29	12	27	27	10	20	20

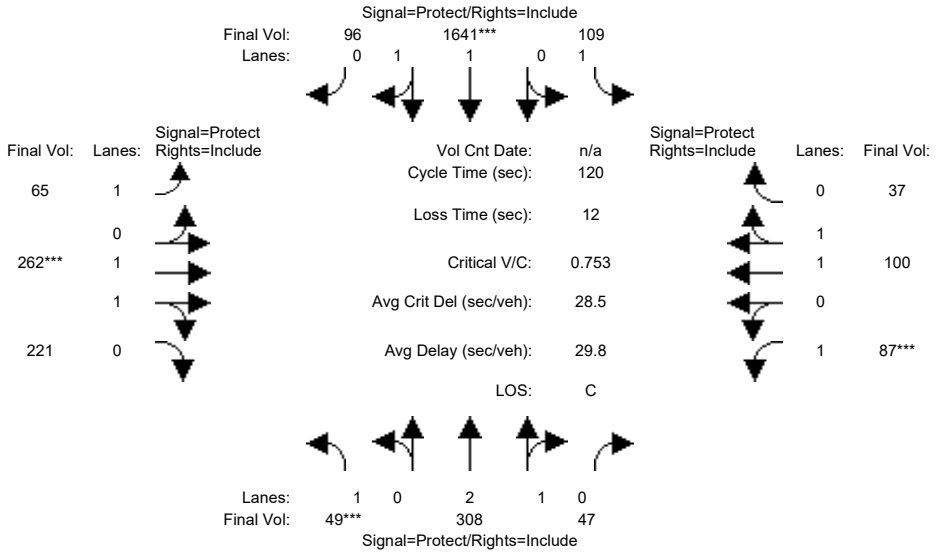
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:	4:45 PM - 5:45 PM											
Base Vol:	49	308	47	109	1641	96	65	262	221	87	100	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	308	47	109	1641	96	65	262	221	87	100	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	308	47	109	1641	96	65	262	221	87	100	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	308	47	109	1641	96	65	262	221	87	100	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	308	47	109	1641	96	65	262	221	87	100	37
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:	49	308	47	109	1641	96	65	262	221	87	100	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	1.89	0.11	1.00	1.06	0.94	1.00	1.45	0.55
Final Sat.:	1750	4858	741	1750	3495	204	1750	2006	1692	1750	2700	999
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.06	0.47	0.47	0.04	0.13	0.13	0.05	0.04	0.04
Crit Moves:	****				****			****			****	
Green Time:	4.5	40.0	40.0	39.3	74.8	74.8	10.3	20.8	20.8	7.9	18.5	18.5
Volume/Cap:	0.75	0.19	0.19	0.19	0.75	0.75	0.43	0.75	0.75	0.75	0.24	0.24
Delay/Veh:	95.7	28.5	28.5	29.1	17.5	17.5	54.1	52.2	52.2	79.1	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	28.5	28.5	29.1	17.5	17.5	54.1	52.2	52.2	79.1	44.8	44.8
LOS by Move:	F	C	C	C	B	B	D-	D-	D-	E-	D	D
HCM2k95thQ:	4	6	6	6	36	36	5	17	17	10	5	5

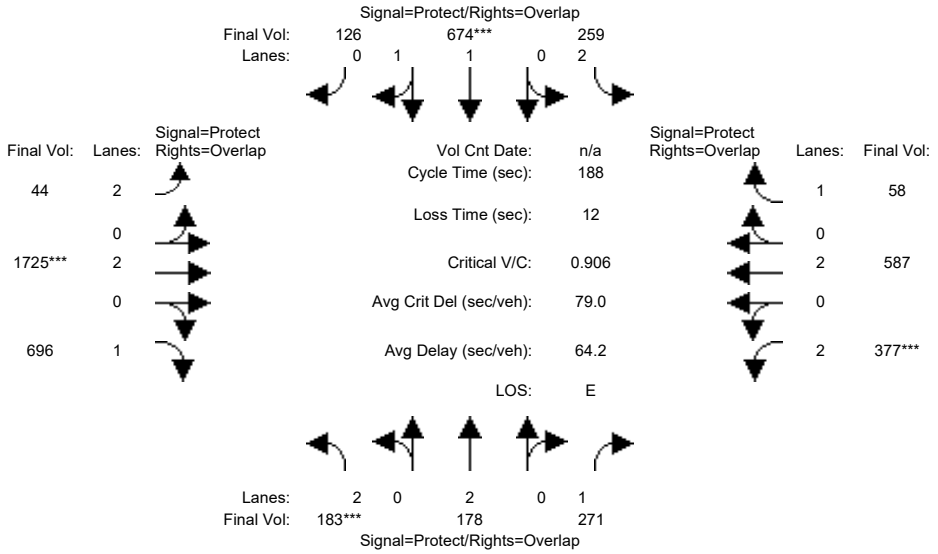
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
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:5:00 - 6:00 PM												
Base Vol:	183	178	271	259	674	126	44	2211	696	377	638	58
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:	183	178	271	259	674	126	44	2211	696	377	638	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	178	271	259	674	126	44	2211	696	377	638	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	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:	183	178	271	259	674	126	44	1725	696	377	587	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	178	271	259	674	126	44	1725	696	377	587	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	178	271	259	674	126	44	1725	696	377	587	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3117	583	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.15	0.08	0.22	0.22	0.01	0.45	0.40	0.12	0.15	0.03
Crit Moves:	****				****			****		****		
Green Time:	18.0	43.3	66.8	17.2	42.5	54.9	12.4	92.0	110.0	23.5	103	120.3
Volume/Cap:	0.61	0.20	0.44	0.90	0.96	0.74	0.21	0.93	0.68	0.96	0.28	0.05
Delay/Veh:	85.1	58.5	46.7	113.5	93.1	62.9	83.7	63.7	38.6	115.9	15.6	5.9
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:	85.1	58.5	46.7	113.5	93.1	62.9	83.7	63.7	38.6	115.9	15.6	5.9
LOS by Move:	F	E+	D	F	F	E	F	E	D+	F	B	A
HCM2k95thQ:	12	8	22	21	45	37	3	75	54	29	11	1

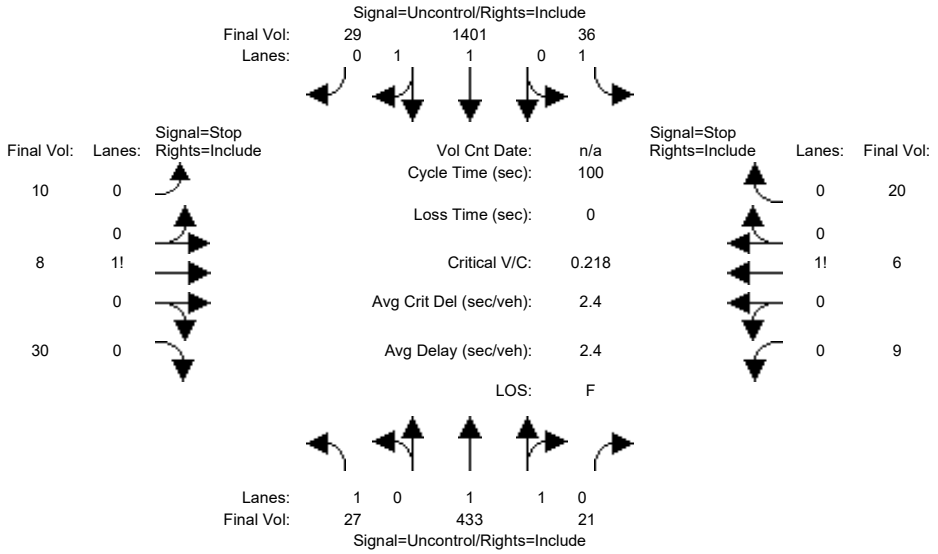
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:5:00 - 6:00 PM												
Base Vol:	27	433	21	36	1401	29	10	8	30	9	6	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	433	21	36	1401	29	10	8	30	9	6	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	433	21	36	1401	29	10	8	30	9	6	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	433	21	36	1401	29	10	8	30	9	6	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	433	21	36	1401	29	10	8	30	9	6	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1430	xxxx	xxxxx	454	xxxx	xxxxx	1761	1996	715	1274	2000	227
Potent Cap.:	482	xxxx	xxxxx	1117	xxxx	xxxxx	55	61	378	126	61	782
Move Cap.:	482	xxxx	xxxxx	1117	xxxx	xxxxx	46	56	378	97	55	782
Volume/Cap:	0.06	xxxx	xxxx	0.03	xxxx	xxxx	0.22	0.14	0.08	0.09	0.11	0.03
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.9	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	109	xxxxx	xxxx	154	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	62.0	xxxxx	xxxxx	35.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			62.0			35.1		
ApproachLOS:	*			*			F			E		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	27	433	21	36	1401	29	10	8	30	9	6	20
ApproachDel:	xxxxxx			xxxxxx			62.0			35.1		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2030]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2030]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	27	433	21	36	1401	29	10	8	30	9	6	20

Major Street Volume: 1947
Minor Approach Volume: 48
Minor Approach Volume Threshold: 55 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

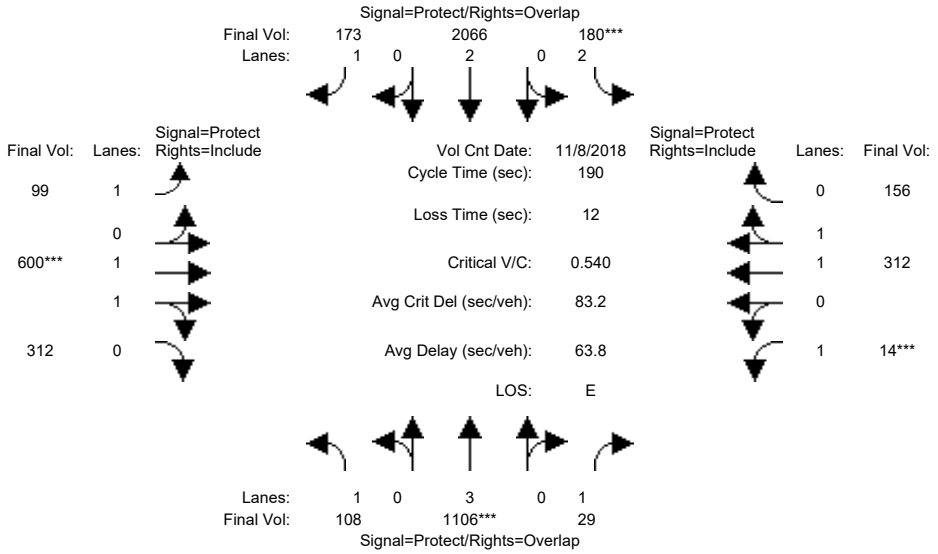
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Existing

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module: >> Count Date: 8 Nov 2018 << 4:45 PM - 5:45 PM												
Base Vol:	108	1106	29	180	2520	173	99	600	312	14	312	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1106	29	180	2520	173	99	600	312	14	312	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1106	29	180	2520	173	99	600	312	14	312	156
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1106	29	180	2066	173	99	600	312	14	312	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1106	29	180	2066	173	99	600	312	14	312	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1106	29	180	2066	173	99	600	312	14	312	156
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.30	0.70	1.00	1.32	0.68
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2433	1265	1750	2466	1233
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.02	0.06	0.54	0.10	0.06	0.25	0.25	0.01	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	12.0	116	126.0	10.0	114	129.1	15.1	42.0	42.0	10.0	36.9	36.9
Volume/Cap:	0.98	0.32	0.02	1.09	0.91	0.15	0.71	1.12	1.12	0.15	0.65	0.65
Delay/Veh:	166.9	17.9	11.0	184.6	39.0	10.9	101.5	142	142.2	86.7	72.7	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.9	17.9	11.0	184.6	39.0	10.9	101.5	142	142.2	86.7	72.7	72.7
LOS by Move:	F	B	B+	F	D	B+	F	F	F	F	E	E
HCM2k95thQ:	18	18	1	15	81	7	12	53	53	2	24	24

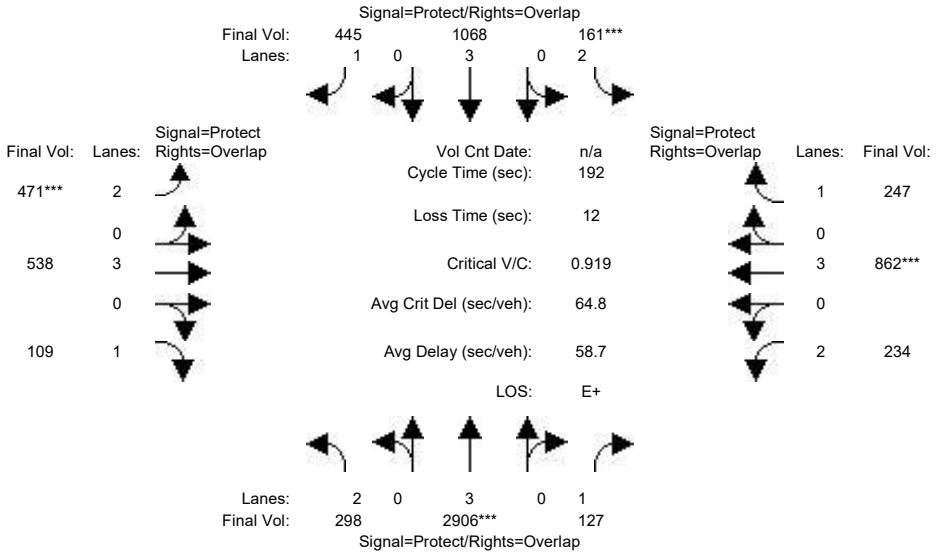
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	298	3363	126	111	1215	420	395	530	109	218	829	169
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:	298	3363	126	111	1215	420	395	530	109	218	829	169
Added Vol:	0	181	1	50	56	25	76	8	0	16	33	78
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	3544	127	161	1271	445	471	538	109	234	862	247
User Adj:	1.00	0.82	1.00	1.00	0.84	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:	298	2906	127	161	1068	445	471	538	109	234	862	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	2906	127	161	1068	445	471	538	109	234	862	247
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:	298	2906	127	161	1068	445	471	538	109	234	862	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.51	0.07	0.05	0.23	0.25	0.15	0.09	0.06	0.07	0.15	0.14
Crit Moves:		****		****			****				****	
Green Time:	35.0	104	131.5	14.0	83.4	114.1	30.6	34.5	69.4	27.1	31.0	45.0
Volume/Cap:	0.52	0.94	0.11	0.70	0.52	0.43	0.94	0.53	0.17	0.53	0.94	0.60
Delay/Veh:	71.8	47.2	10.3	96.3	39.9	21.5	105.2	71.9	41.8	77.6	96.2	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	47.2	10.3	96.3	39.9	21.5	105.2	71.9	41.8	77.6	96.2	68.1
LOS by Move:	E	D	B+	F	D	C+	F	E	D	E-	F	E
HCM2k95thQ:	17	86	5	11	26	26	31	17	9	14	32	24

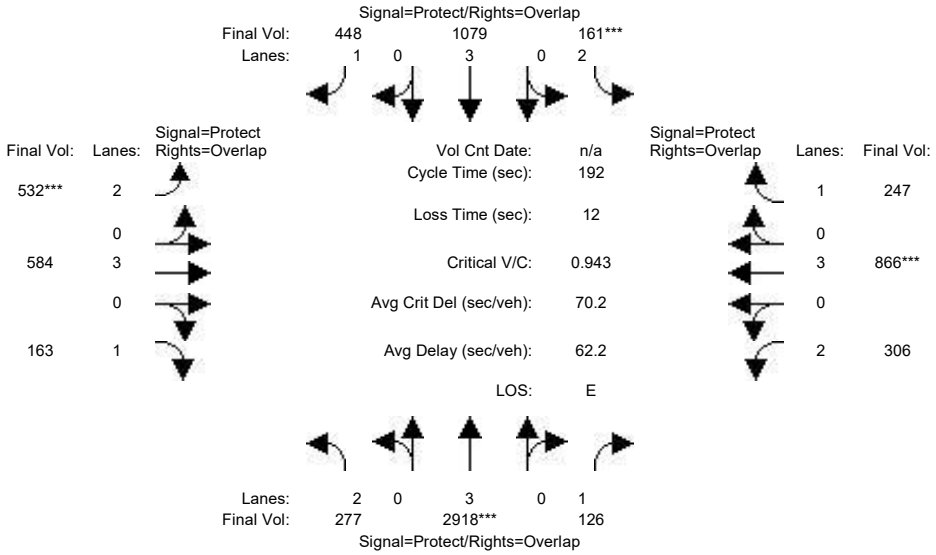
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	277	3559	126	161	1284	448	532	584	163	306	866	247
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:	277	3559	126	161	1284	448	532	584	163	306	866	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	3559	126	161	1284	448	532	584	163	306	866	247
User Adj:	1.00	0.82	1.00	1.00	0.84	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:	277	2918	126	161	1079	448	532	584	163	306	866	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	2918	126	161	1079	448	532	584	163	306	866	247
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:	277	2918	126	161	1079	448	532	584	163	306	866	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.51	0.07	0.05	0.23	0.26	0.17	0.10	0.09	0.10	0.15	0.14
Crit Moves:		****			****			****			****	
Green Time:	32.3	102	133.2	14.0	83.7	117.4	33.7	32.8	65.1	31.1	30.3	44.3
Volume/Cap:	0.52	0.96	0.10	0.70	0.52	0.42	0.96	0.60	0.27	0.60	0.96	0.61
Delay/Veh:	73.8	52.5	9.7	96.3	39.8	19.7	107.7	74.6	46.5	76.6	102	68.9
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:	73.8	52.5	9.7	96.3	39.8	19.7	107.7	74.6	46.5	76.6	102	68.9
LOS by Move:	E	D-	A	F	D	B-	F	E	D	E-	F	E
HCM2k95thQ:	16	90	5	11	26	25	35	19	14	18	32	25

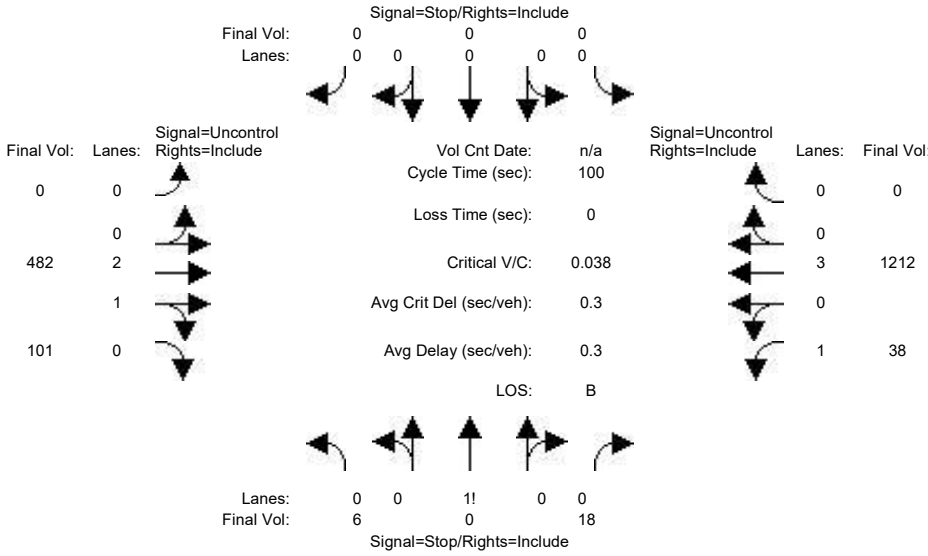
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #2: El Camino Real/Harrison St




```
Street Name:            Harrison St                    El Camino Real
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6    0    18     0    0     0     0  381   101    38 1066     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6    0    18     0    0     0     0  381   101    38 1066     0
Added Vol:      0    0     0     0    0     0     0  101     0     0  146     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6    0    18     0    0     0     0  482   101    38 1212     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6    0    18     0    0     0     0  482   101    38 1212     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    6    0    18     0    0     0     0  482   101    38 1212     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1013 1821   211  xxxx xxxx xxxxx  xxxx xxxx xxxxx   583 xxxx xxxxx
Potent Cap.:  239   78   801  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1001 xxxx xxxxx
Move Cap.:    232   75   801  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1001 xxxx xxxxx
Volume/Cap:  0.03 0.00  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  496 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 12.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     *    *     *
ApproachDel:       12.6           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 El Camino Real/Harrison St
********************************************************************************
```

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to FEHR & PEERS WALNUT CRK

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    6    0    18     0    0     0     0  482   101    38 1212     0
ApproachDel:      12.6           xxxxxx          xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1857]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    6    0    18     0    0     0     0  482   101    38 1212     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1833
Minor Approach Volume:           24
Minor Approach Volume Threshold: 76 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

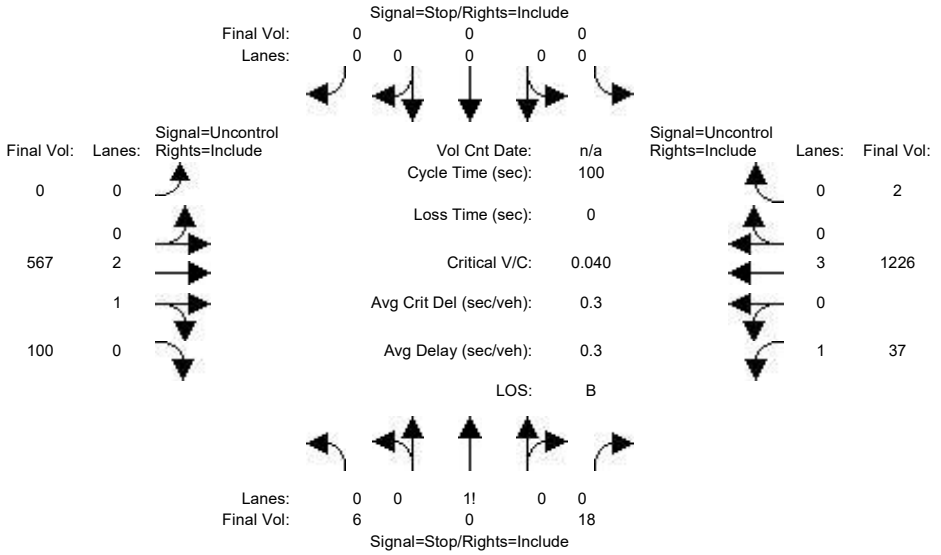
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #2: El Camino Real/Harrison St



Street Name:	Harrison St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	6	0	18	0	0	0	0	567	100	37	1226	2
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:	6	0	18	0	0	0	0	567	100	37	1226	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	18	0	0	0	0	567	100	37	1226	2
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:	6	0	18	0	0	0	0	567	100	37	1226	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	18	0	0	0	0	567	100	37	1226	2
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1100	1919	239	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	667	xxxx	xxxxx
Potent Cap.:	210	68	768	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	932	xxxx	xxxxx
Move Cap.:	203	65	768	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	932	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	454	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real/Harrison St

****

Copyright (c) 2008 Dowling Associates, Inc.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 1 0			1 0 2 1 0		
Initial Vol:	6	0	18	0	0	0	0	567	100	37	1226	2
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1956]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 1 0			1 0 2 1 0		
Initial Vol:	6	0	18	0	0	0	0	567	100	37	1226	2

Major Street Volume: 1932
Minor Approach Volume: 24
Minor Approach Volume Threshold: 58 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

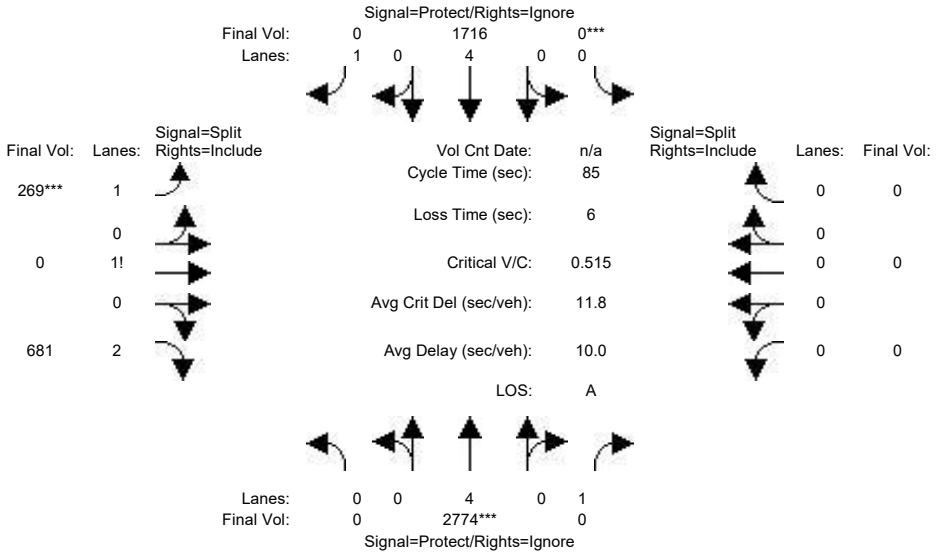
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2754	673	0	1678	354	269	0	594	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2754	673	0	1678	354	269	0	594	0	0	0
Added Vol:	0	20	35	0	38	8	0	0	87	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2774	708	0	1716	362	269	0	681	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2774	0	0	1716	0	269	0	681	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2774	0	0	1716	0	269	0	681	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2774	0	0	1716	0	269	0	681	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.86	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.36	0.00	2.64	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2372	0	4305	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.23	0.00	0.11	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.32	0.00	0.51	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	4.8	0.0	29.1	0.0	32.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.9	0.0	0.0	4.8	0.0	29.1	0.0	32.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C-	A	A	A
HCM2k95thQ:	0	16	0	0	8	0	11	0	16	0	0	0

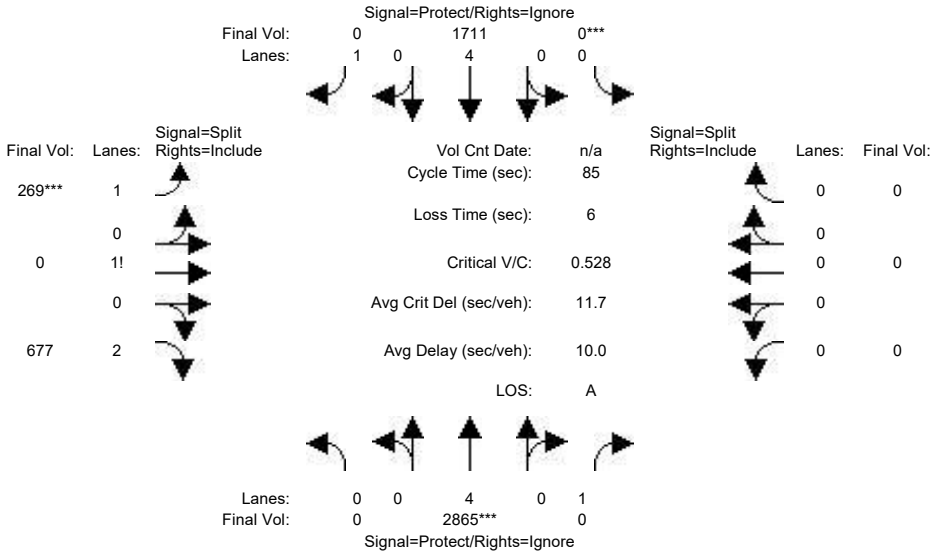
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2865	710	0	1711	361	269	0	677	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2865	710	0	1711	361	269	0	677	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2865	710	0	1711	361	269	0	677	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2865	0	0	1711	0	269	0	677	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2865	0	0	1711	0	269	0	677	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2865	0	0	1711	0	269	0	677	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.86	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.36	0.00	2.64	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2374	0	4303	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.23	0.00	0.11	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.32	0.00	0.51	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	6.0	0.0	0.0	4.8	0.0	29.1	0.0	32.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.0	0.0	0.0	4.8	0.0	29.1	0.0	32.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C-	A	A	A
HCM2k95thQ:	0	17	0	0	8	0	11	0	16	0	0	0

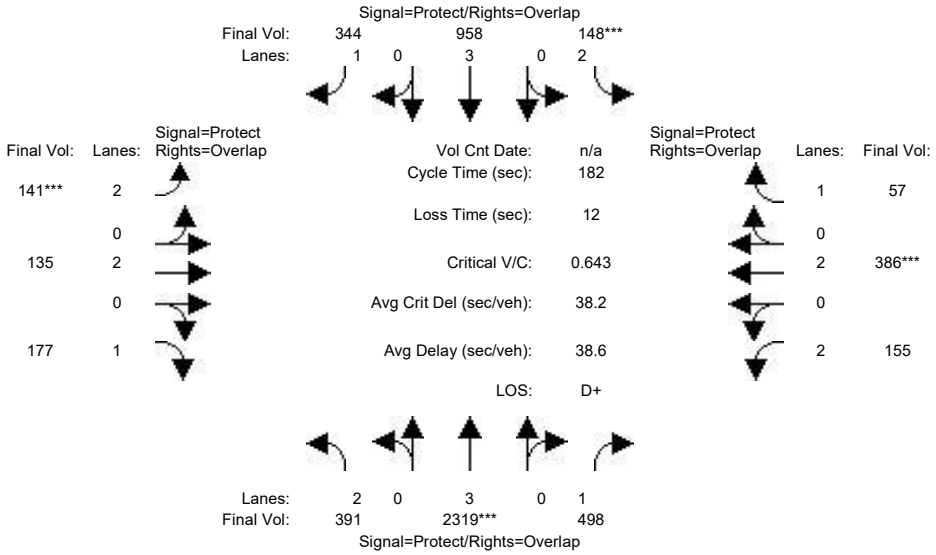
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	391	2848	390	83	1370	344	141	135	177	139	386	52
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:	391	2848	390	83	1370	344	141	135	177	139	386	52
Added Vol:	0	51	108	65	60	0	0	0	0	16	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	2899	498	148	1430	344	141	135	177	155	386	57
User Adj:	1.00	0.80	1.00	1.00	0.67	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:	391	2319	498	148	958	344	141	135	177	155	386	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	2319	498	148	958	344	141	135	177	155	386	57
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:	391	2319	498	148	958	344	141	135	177	155	386	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.28	0.05	0.17	0.20	0.04	0.04	0.11	0.05	0.10	0.03
Crit Moves:		****			****			****			****	
Green Time:	25.5	106	121.0	17.0	97.5	113.5	16.0	32.0	57.5	15.0	31.0	48.0
Volume/Cap:	0.89	0.70	0.43	0.50	0.31	0.32	0.51	0.20	0.35	0.60	0.60	0.12
Delay/Veh:	95.8	27.4	14.5	79.9	23.6	16.2	80.8	64.2	48.3	84.4	71.2	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	27.4	14.5	79.9	23.6	16.2	80.8	64.2	48.3	84.4	71.2	51.1
LOS by Move:	F	C	B	E-	C	B	F	E	D	F	E	D-
HCM2k95thQ:	27	48	24	9	18	17	10	6	15	10	18	5

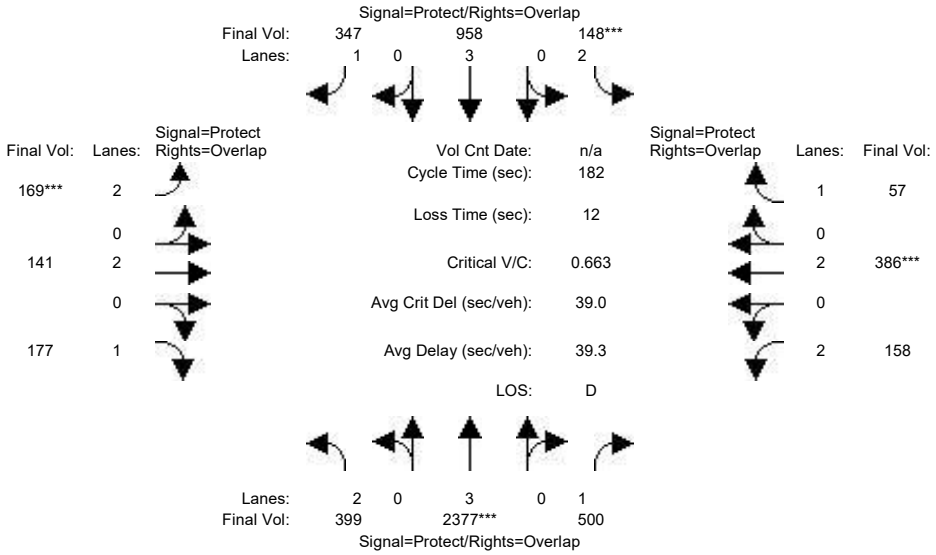
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	399	2971	500	148	1430	347	169	141	177	158	386	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	2971	500	148	1430	347	169	141	177	158	386	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	2971	500	148	1430	347	169	141	177	158	386	57
User Adj:	1.00	0.80	1.00	1.00	0.67	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:	399	2377	500	148	958	347	169	141	177	158	386	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2377	500	148	958	347	169	141	177	158	386	57
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:	399	2377	500	148	958	347	169	141	177	158	386	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.29	0.05	0.17	0.20	0.05	0.04	0.11	0.05	0.10	0.03
Crit Moves:		****			****			****			****	
Green Time:	25.5	106	121.0	17.0	97.5	113.5	16.0	32.0	57.5	15.0	31.0	48.0
Volume/Cap:	0.90	0.72	0.43	0.50	0.31	0.32	0.61	0.21	0.35	0.61	0.60	0.12
Delay/Veh:	98.5	28.0	14.6	79.9	23.7	16.3	83.9	64.4	48.3	84.8	71.2	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.5	28.0	14.6	79.9	23.7	16.3	83.9	64.4	48.3	84.8	71.2	51.1
LOS by Move:	F	C	B	E-	C	B	F	E	D	F	E	D-
HCM2k95thQ:	28	50	24	9	18	18	12	7	15	10	18	5

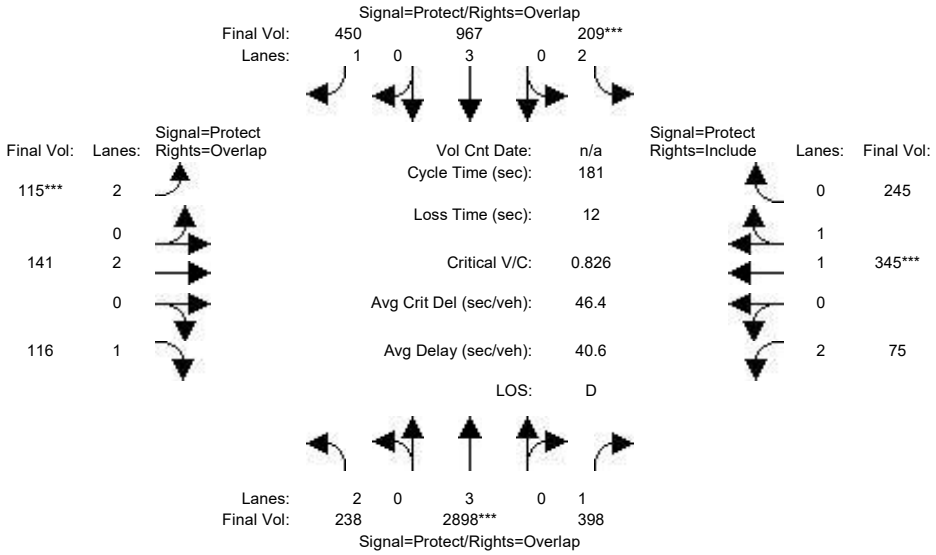
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	238	3877	374	176	1134	450	115	141	116	70	345	238
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:	238	3877	374	176	1134	450	115	141	116	70	345	238
Added Vol:	0	148	24	33	60	0	0	0	0	5	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	4025	398	209	1194	450	115	141	116	75	345	245
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	238	2898	398	209	967	450	115	141	116	75	345	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2898	398	209	967	450	115	141	116	75	345	245
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:	238	2898	398	209	967	450	115	141	116	75	345	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2162	1536
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.23	0.07	0.17	0.26	0.04	0.04	0.07	0.02	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	26.0	106	118.5	17.0	96.8	109.8	13.0	33.5	59.5	12.7	33.2	33.2
Volume/Cap:	0.53	0.87	0.35	0.71	0.32	0.42	0.51	0.20	0.20	0.34	0.87	0.87
Delay/Veh:	72.9	34.5	14.1	87.2	23.7	19.1	82.8	62.6	43.8	81.1	83.5	83.5
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:	72.9	34.5	14.1	87.2	23.7	19.1	82.8	62.6	43.8	81.1	83.5	83.5
LOS by Move:	E	C-	B	F	C	B-	F	E	D	F	F	F
HCM2k95thQ:	13	66	18	15	18	24	8	7	9	5	30	30

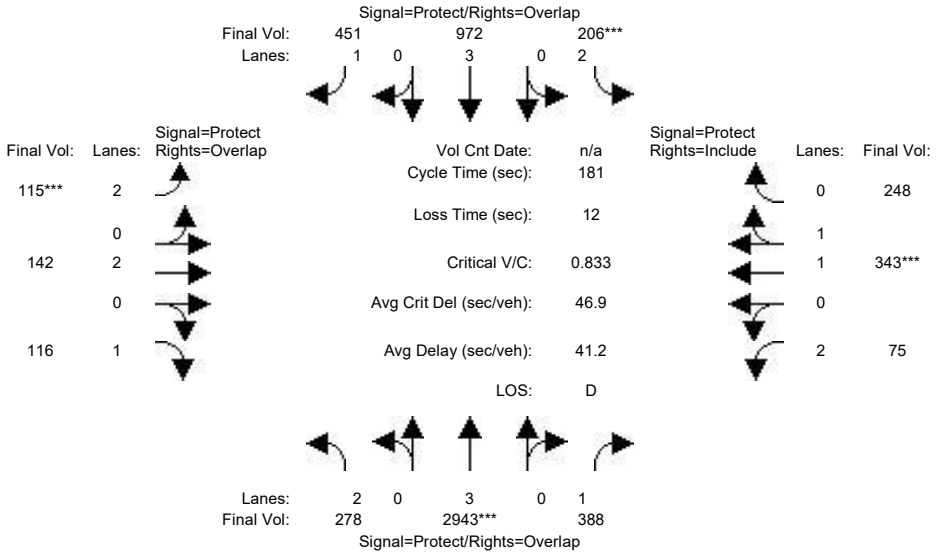
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	278	4087	388	206	1200	451	115	142	116	75	343	248
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:	278	4087	388	206	1200	451	115	142	116	75	343	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	4087	388	206	1200	451	115	142	116	75	343	248
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	278	2943	388	206	972	451	115	142	116	75	343	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	2943	388	206	972	451	115	142	116	75	343	248
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:	278	2943	388	206	972	451	115	142	116	75	343	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.14	0.86
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2146	1552
Capacity Analysis Module:												
Vol/Sat:	0.09	0.52	0.22	0.07	0.17	0.26	0.04	0.04	0.07	0.02	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	26.1	106	118.8	17.0	97.1	110.1	13.0	33.2	59.3	12.6	32.9	32.9
Volume/Cap:	0.61	0.88	0.34	0.70	0.32	0.42	0.51	0.20	0.20	0.34	0.88	0.88
Delay/Veh:	75.2	35.0	13.9	86.6	23.5	19.0	82.8	62.8	44.0	81.2	85.0	85.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	35.0	13.9	86.6	23.5	19.0	82.8	62.8	44.0	81.2	85.0	85.0
LOS by Move:	E-	D+	B	F	C	B-	F	E	D	F	F	F
HCM2k95thQ:	15	67	18	15	18	24	8	7	9	5	30	30

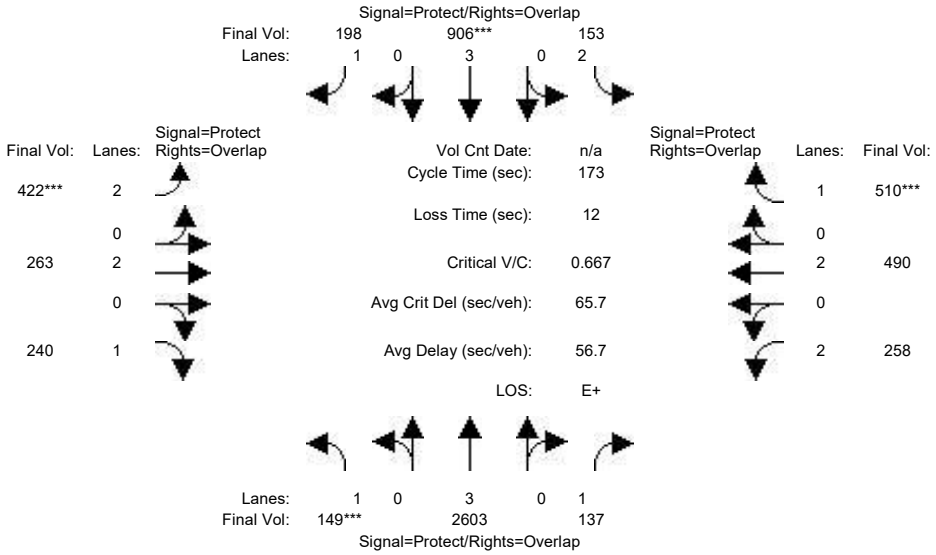
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
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:	149	3444	136	153	1053	198	422	263	240	256	490	509
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:	149	3444	136	153	1053	198	422	263	240	256	490	509
Added Vol:	0	171	1	0	65	0	0	0	0	2	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	3615	137	153	1118	198	422	263	240	258	490	510
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	149	2603	137	153	906	198	422	263	240	258	490	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	2603	137	153	906	198	422	263	240	258	490	510
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:	149	2603	137	153	906	198	422	263	240	258	490	510
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.08	0.05	0.16	0.11	0.13	0.07	0.14	0.08	0.13	0.29
Crit Moves:	****				****		****					****
Green Time:	15.8	82.6	102.4	13.3	80.0	104.9	24.9	45.4	61.2	19.8	40.2	53.5
Volume/Cap:	0.93	0.96	0.13	0.63	0.34	0.19	0.93	0.26	0.39	0.72	0.55	0.94
Delay/Veh:	128.8	52.7	15.7	83.0	29.8	15.2	98.9	50.7	42.3	80.6	59.3	83.4
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:	128.8	52.7	15.7	83.0	29.8	15.2	98.9	50.7	42.3	80.6	59.3	83.4
LOS by Move:	F	D-	B	F	C	B	F	D	D	F	E+	F
HCM2k95thQ:	18	74	7	9	18	9	29	10	18	15	20	50

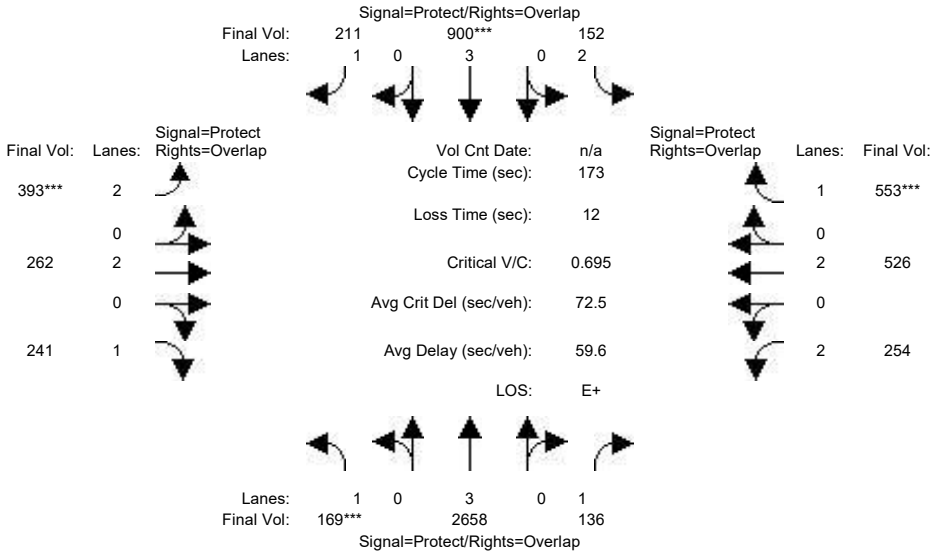
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
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:	169	3692	136	152	1111	211	393	262	241	254	526	553
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:	169	3692	136	152	1111	211	393	262	241	254	526	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	3692	136	152	1111	211	393	262	241	254	526	553
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	169	2658	136	152	900	211	393	262	241	254	526	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	2658	136	152	900	211	393	262	241	254	526	553
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:	169	2658	136	152	900	211	393	262	241	254	526	553
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.08	0.05	0.16	0.12	0.12	0.07	0.14	0.08	0.14	0.32
Crit Moves:	****				****		****					****
Green Time:	16.6	83.2	102.8	13.4	80.0	103.0	23.0	44.9	61.4	19.6	41.4	54.8
Volume/Cap:	1.01	0.97	0.13	0.62	0.34	0.20	0.94	0.27	0.39	0.71	0.58	1.00
Delay/Veh:	149.3	54.6	15.5	82.4	29.8	16.2	103.2	51.1	42.1	80.7	59.0	96.9
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:	149.3	54.6	15.5	82.4	29.8	16.2	103.2	51.1	42.1	80.7	59.0	96.9
LOS by Move:	F	D-	B	F	C	B	F	D-	D	F	E+	F
HCM2k95thQ:	21	77	7	9	18	10	28	10	18	15	22	57

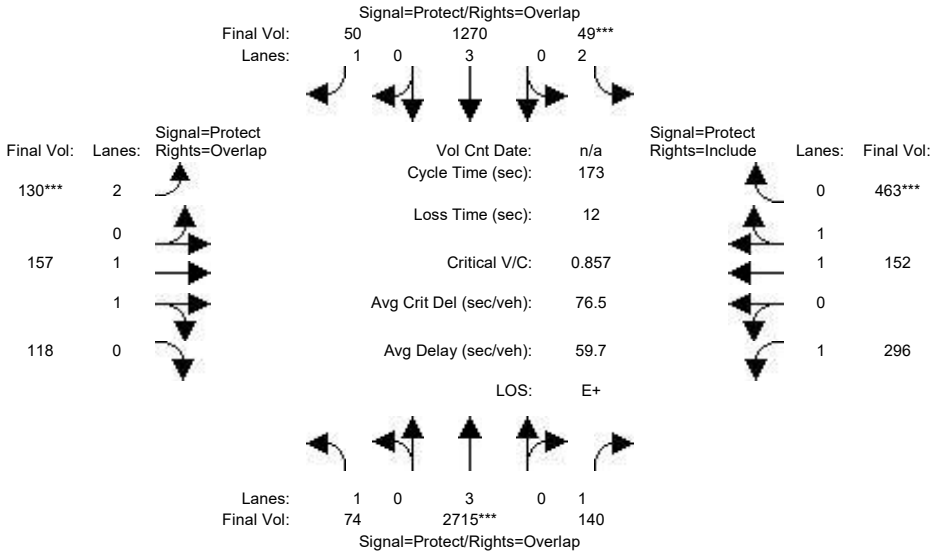
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	70	3419	135	49	1635	50	130	154	107	295	151	463
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:	70	3419	135	49	1635	50	130	154	107	295	151	463
Added Vol:	4	62	5	0	14	0	0	3	11	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	3481	140	49	1649	50	130	157	118	296	152	463
User Adj:	1.00	0.78	1.00	1.00	0.77	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:	74	2715	140	49	1270	50	130	157	118	296	152	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	2715	140	49	1270	50	130	157	118	296	152	463
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:	74	2715	140	49	1270	50	130	157	118	296	152	463
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.12	0.88	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2111	1587	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.08	0.02	0.22	0.03	0.04	0.07	0.07	0.17	0.08	0.26
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	118.6	19.0	89.0	108.0	19.0	23.4	39.4	32.6	37.0	37.0
Volume/Cap:	0.46	0.96	0.12	0.14	0.43	0.05	0.38	0.55	0.33	0.90	0.37	1.24
Delay/Veh:	76.4	50.9	9.3	69.8	26.3	12.6	72.2	71.2	56.0	94.2	58.2	191.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	50.9	9.3	69.8	26.3	12.6	72.2	71.2	56.0	94.2	58.2	191.1
LOS by Move:	E-	D	A	E	C	B	E	E	E+	F	E+	F
HCM2k95thQ:	8	77	5	3	24	2	8	14	12	30	12	60

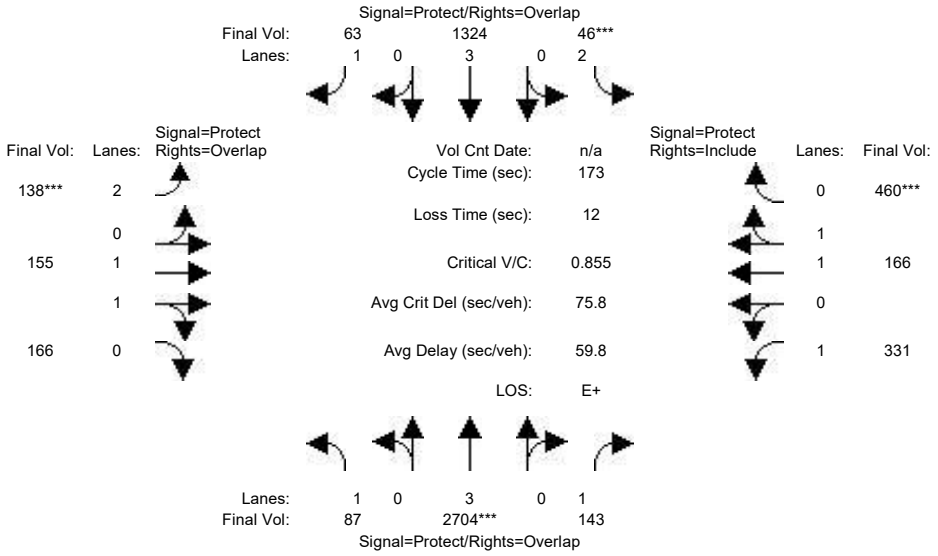
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	87	3467	143	46	1719	63	138	155	166	331	166	460
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:	87	3467	143	46	1719	63	138	155	166	331	166	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	3467	143	46	1719	63	138	155	166	331	166	460
User Adj:	1.00	0.78	1.00	1.00	0.77	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:	87	2704	143	46	1324	63	138	155	166	331	166	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	2704	143	46	1324	63	138	155	166	331	166	460
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:	87	2704	143	46	1324	63	138	155	166	331	166	460
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.08	0.01	0.23	0.04	0.04	0.08	0.09	0.19	0.09	0.26
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	120.1	19.0	89.0	108.0	19.0	21.9	37.9	34.1	37.0	37.0
Volume/Cap:	0.54	0.95	0.12	0.13	0.45	0.06	0.40	0.64	0.43	0.96	0.41	1.23
Delay/Veh:	78.5	50.3	8.8	69.7	26.7	12.7	72.4	74.8	58.7	106.4	58.8	187.4
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:	78.5	50.3	8.8	69.7	26.7	12.7	72.4	74.8	58.7	106.4	58.8	187.4
LOS by Move:	E-	D	A	E	C	B	E	E	E+	F	E+	F
HCM2k95thQ:	9	76	5	3	25	3	9	16	15	35	14	59

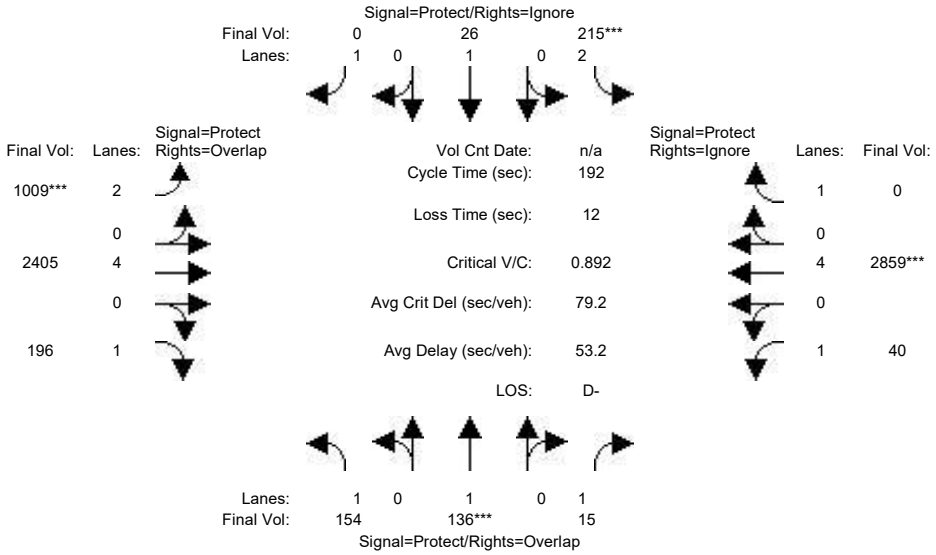
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	154	136	15	68	26	319	957	2221	196	40	2693	762
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:	154	136	15	68	26	319	957	2221	196	40	2693	762
Added Vol:	0	0	0	147	0	141	52	184	0	0	166	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	136	15	215	26	460	1009	2405	196	40	2859	814
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	154	136	15	215	26	0	1009	2405	196	40	2859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	136	15	215	26	0	1009	2405	196	40	2859	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	154	136	15	215	26	0	1009	2405	196	40	2859	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.01	0.07	0.01	0.00	0.32	0.32	0.11	0.02	0.38	0.00
Crit Moves:		****			****			****			****	
Green Time:	16.1	12.1	31.0	14.0	10.0	0.0	53.9	135	151.1	18.9	100	0.0
Volume/Cap:	1.05	1.14	0.05	0.94	0.26	0.00	1.14	0.45	0.14	0.23	0.72	0.00
Delay/Veh:	177.0	215	68.2	130.5	88.9	0.0	145.7	3.0	0.0	80.5	45.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	177.0	215	68.2	130.5	88.9	0.0	145.7	3.0	0.0	80.5	45.4	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	D	A
HCM2k95thQ:	25	23	2	19	3	0	73	8	0	5	56	0

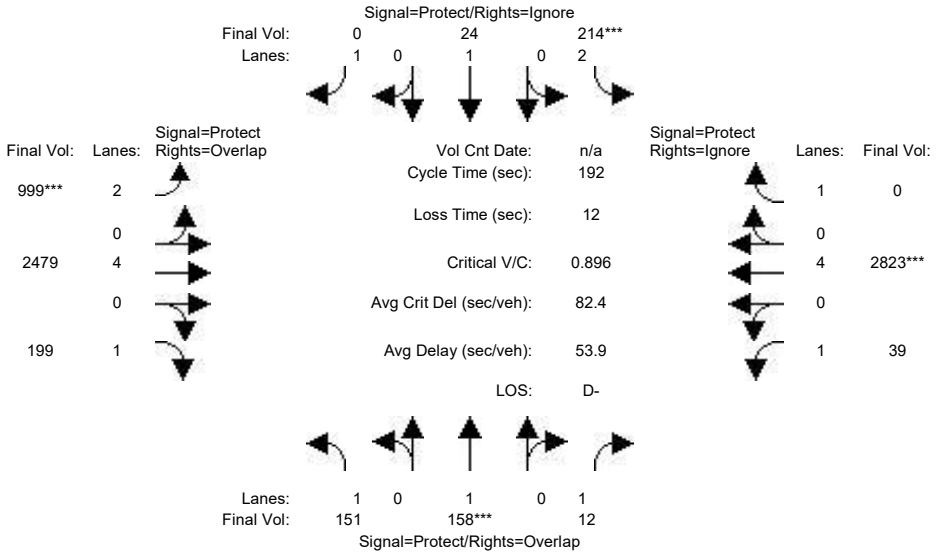
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	151	158	12	214	24	465	999	2479	199	39	2823	810
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:	151	158	12	214	24	465	999	2479	199	39	2823	810
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	158	12	214	24	465	999	2479	199	39	2823	810
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	151	158	12	214	24	0	999	2479	199	39	2823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	158	12	214	24	0	999	2479	199	39	2823	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	151	158	12	214	24	0	999	2479	199	39	2823	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.01	0.07	0.01	0.00	0.32	0.33	0.11	0.02	0.37	0.00
Crit Moves:		****			****			****			****	
Green Time:	17.3	13.7	32.4	14.0	10.4	0.0	52.3	134	150.9	18.7	100	0.0
Volume/Cap:	0.96	1.16	0.04	0.93	0.23	0.00	1.16	0.47	0.14	0.23	0.71	0.00
Delay/Veh:	146.2	217	66.8	129.4	88.1	0.0	156.6	3.7	0.0	80.7	45.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	146.2	217	66.8	129.4	88.1	0.0	156.6	3.7	0.0	80.7	45.1	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	D	A
HCM2k95thQ:	23	26	1	19	3	0	73	10	0	5	55	0

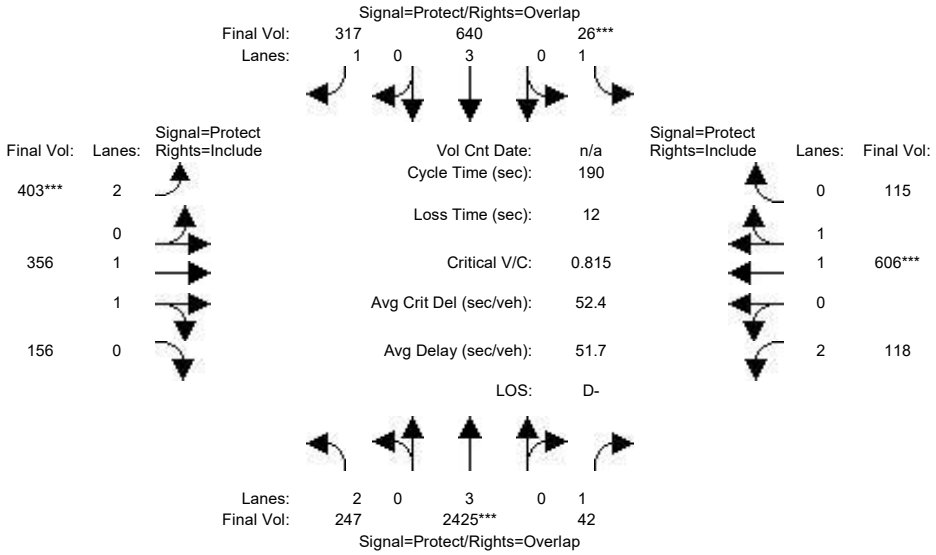
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	246	3018	42	26	781	294	361	352	154	100	584	115
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:	246	3018	42	26	781	294	361	352	154	100	584	115
Added Vol:	1	131	0	0	50	23	42	4	2	18	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	3149	42	26	831	317	403	356	156	118	606	115
User Adj:	1.00	0.77	1.00	1.00	0.77	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:	247	2425	42	26	640	317	403	356	156	118	606	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	2425	42	26	640	317	403	356	156	118	606	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	2425	42	26	640	317	403	356	156	118	606	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.37	0.63	2.00	1.67	0.33
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2572	1127	3150	3109	590
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.02	0.01	0.11	0.18	0.13	0.14	0.14	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	44.1	93.2	117.8	14.0	63.1	91.2	28.0	46.2	46.2	24.6	42.7	42.7
Volume/Cap:	0.34	0.87	0.04	0.20	0.34	0.38	0.87	0.57	0.57	0.29	0.87	0.87
Delay/Veh:	61.1	36.6	7.4	83.5	45.9	25.3	94.9	64.1	64.1	75.2	80.5	80.5
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:	61.1	36.6	7.4	83.5	45.9	25.3	94.9	64.1	64.1	75.2	80.5	80.5
LOS by Move:	E	D+	A	F	D	C	F	E	E	E-	F	F
HCM2k95thQ:	12	61	1	3	15	17	26	23	23	7	37	37

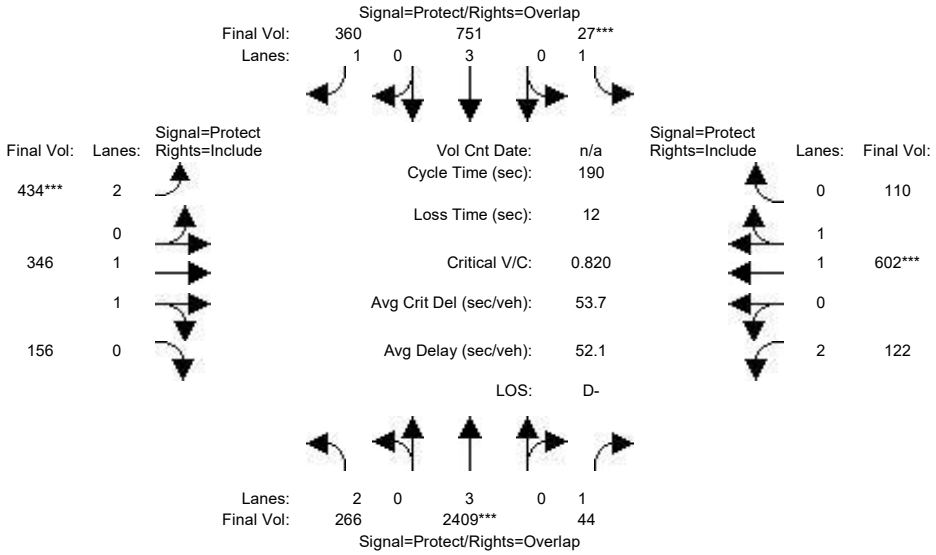
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	266	3129	44	27	975	360	434	346	156	122	602	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	3129	44	27	975	360	434	346	156	122	602	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	3129	44	27	975	360	434	346	156	122	602	110
User Adj:	1.00	0.77	1.00	1.00	0.77	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:	266	2409	44	27	751	360	434	346	156	122	602	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	2409	44	27	751	360	434	346	156	122	602	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	2409	44	27	751	360	434	346	156	122	602	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.36	0.64	2.00	1.68	0.32
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2549	1149	3150	3128	572
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.03	0.02	0.13	0.21	0.14	0.14	0.14	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	41.4	92.1	117.4	14.0	64.6	94.6	30.0	46.6	46.6	25.3	41.9	41.9
Volume/Cap:	0.39	0.87	0.04	0.21	0.39	0.41	0.87	0.55	0.55	0.29	0.87	0.87
Delay/Veh:	63.8	37.9	7.6	83.6	45.5	23.5	93.6	63.3	63.3	74.6	81.6	81.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	37.9	7.6	83.6	45.5	23.5	93.6	63.3	63.3	74.6	81.6	81.6
LOS by Move:	E	D+	A	F	D	C	F	E	E	E	F	F
HCM2k95thQ:	14	62	1	3	17	19	27	23	23	7	36	36

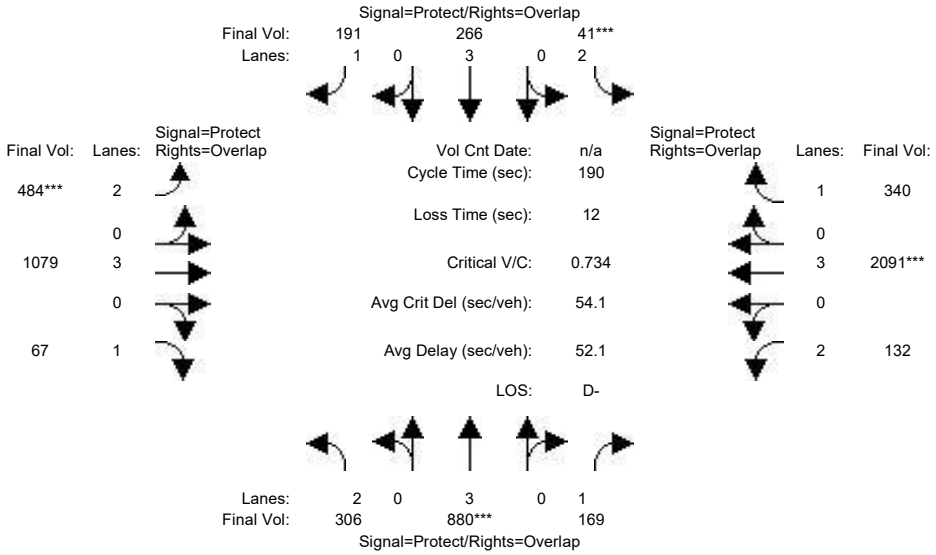
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
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:	269	852	168	39	244	160	422	1017	67	132	2064	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	852	168	39	244	160	422	1017	67	132	2064	261
Added Vol:	37	28	1	2	22	31	62	62	0	0	27	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	880	169	41	266	191	484	1079	67	132	2091	340
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:	306	880	169	41	266	191	484	1079	67	132	2091	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	880	169	41	266	191	484	1079	67	132	2091	340
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:	306	880	169	41	266	191	484	1079	67	132	2091	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.10	0.01	0.05	0.11	0.15	0.19	0.04	0.04	0.37	0.19
Crit Moves:		****			****			****			****	
Green Time:	33.4	37.5	56.8	14.0	18.1	55.4	37.3	107	140.6	19.2	89.1	103.1
Volume/Cap:	0.55	0.78	0.32	0.18	0.49	0.37	0.78	0.34	0.05	0.41	0.78	0.36
Delay/Veh:	72.7	76.0	52.1	83.0	82.3	53.9	90.7	41.5	19.3	81.0	35.8	17.4
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:	72.7	76.0	52.1	83.0	82.3	53.9	90.7	41.5	19.3	81.0	35.8	17.4
LOS by Move:	E	E-	D-	F	F	D-	F	D	B-	F	D+	B
HCM2k95thQ:	18	29	15	3	9	17	31	29	6	8	47	15

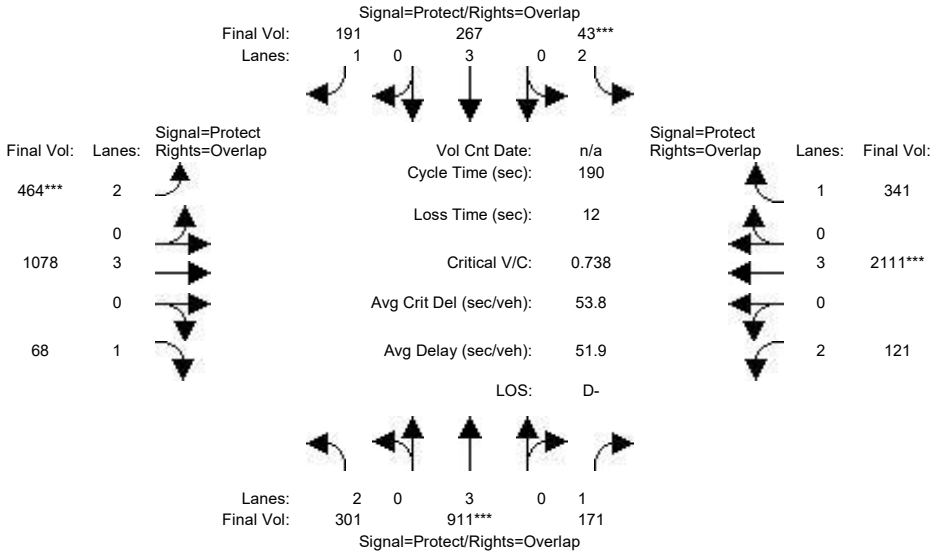
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
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:	301	911	171	43	267	191	464	1078	68	121	2111	341
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:	301	911	171	43	267	191	464	1078	68	121	2111	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	911	171	43	267	191	464	1078	68	121	2111	341
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:	301	911	171	43	267	191	464	1078	68	121	2111	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	911	171	43	267	191	464	1078	68	121	2111	341
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:	301	911	171	43	267	191	464	1078	68	121	2111	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.10	0.01	0.05	0.11	0.15	0.19	0.04	0.04	0.37	0.19
Crit Moves:		****			****			****			****	
Green Time:	34.0	38.7	57.8	14.0	18.7	54.4	35.7	106	140.2	19.1	89.7	103.7
Volume/Cap:	0.53	0.78	0.32	0.19	0.48	0.38	0.78	0.34	0.05	0.38	0.78	0.36
Delay/Veh:	71.8	75.3	51.4	83.0	81.6	54.8	91.7	42.1	19.5	80.7	35.6	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	75.3	51.4	83.0	81.6	54.8	91.7	42.1	19.5	80.7	35.6	17.0
LOS by Move:	E	E-	D-	F	F	D-	F	D	B-	F	D+	B
HCM2k95thQ:	17	30	15	3	9	17	30	29	6	7	48	14

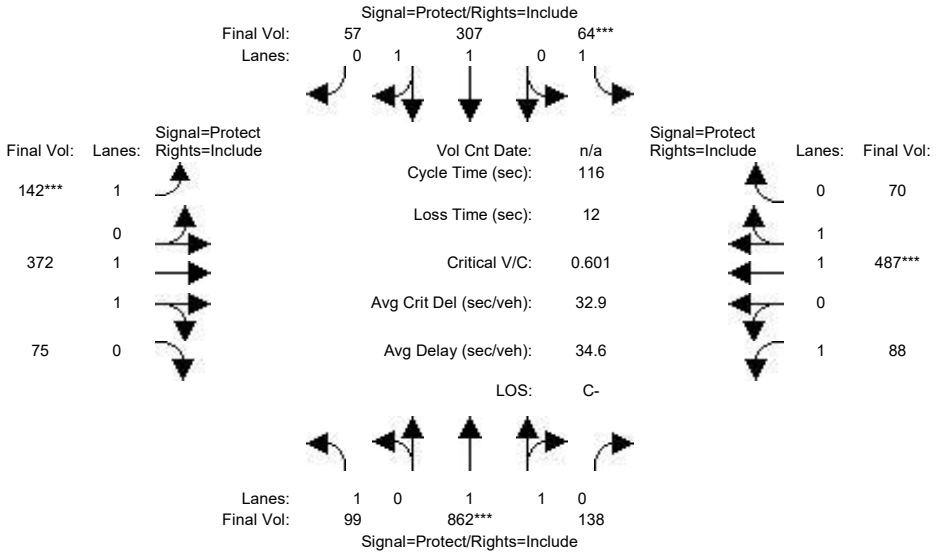
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	99	848	138	63	302	56	136	369	74	88	486	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	848	138	63	302	56	136	369	74	88	486	70
Added Vol:	0	14	0	1	5	1	6	3	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	862	138	64	307	57	142	372	75	88	487	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	862	138	64	307	57	142	372	75	88	487	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	862	138	64	307	57	142	372	75	88	487	70
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:	99	862	138	64	307	57	142	372	75	88	487	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	1.68	0.32	1.00	1.66	0.34	1.00	1.74	0.26
Final Sat.:	1750	3189	511	1750	3120	579	1750	3079	621	1750	3235	465
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.04	0.10	0.10	0.08	0.12	0.12	0.05	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	21.6	52.2	52.2	7.1	37.6	37.6	15.7	24.1	24.1	20.6	29.1	29.1
Volume/Cap:	0.30	0.60	0.60	0.60	0.30	0.30	0.60	0.58	0.58	0.28	0.60	0.60
Delay/Veh:	41.2	24.7	24.7	62.3	29.5	29.5	51.5	42.5	42.5	41.8	39.4	39.4
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:	41.2	24.7	24.7	62.3	29.5	29.5	51.5	42.5	42.5	41.8	39.4	39.4
LOS by Move:	D	C	C	E	C	C	D-	D	D	D	D	D
HCM2k95thQ:	6	24	24	5	9	9	10	14	14	6	17	17

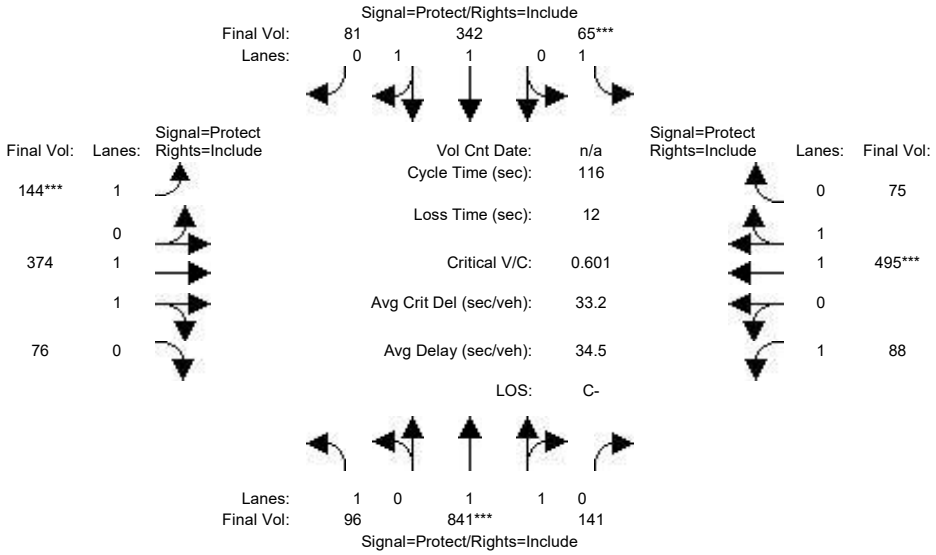
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	96	841	141	65	342	81	144	374	76	88	495	75
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:	96	841	141	65	342	81	144	374	76	88	495	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	841	141	65	342	81	144	374	76	88	495	75
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:	96	841	141	65	342	81	144	374	76	88	495	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	841	141	65	342	81	144	374	76	88	495	75
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:	96	841	141	65	342	81	144	374	76	88	495	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.70	0.30	1.00	1.61	0.39	1.00	1.65	0.35	1.00	1.73	0.27
Final Sat.:	1750	3168	531	1750	2991	708	1750	3075	625	1750	3213	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.04	0.11	0.11	0.08	0.12	0.12	0.05	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	18.9	51.2	51.2	7.2	39.5	39.5	15.9	24.6	24.6	21.0	29.7	29.7
Volume/Cap:	0.34	0.60	0.60	0.60	0.34	0.34	0.60	0.57	0.57	0.28	0.60	0.60
Delay/Veh:	43.7	25.3	25.3	62.1	28.7	28.7	51.3	42.0	42.0	41.5	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	25.3	25.3	62.1	28.7	28.7	51.3	42.0	42.0	41.5	39.0	39.0
LOS by Move:	D	C	C	E	C	C	D-	D	D	D	D	D
HCM2k95thQ:	6	23	23	5	11	11	10	14	14	6	17	17

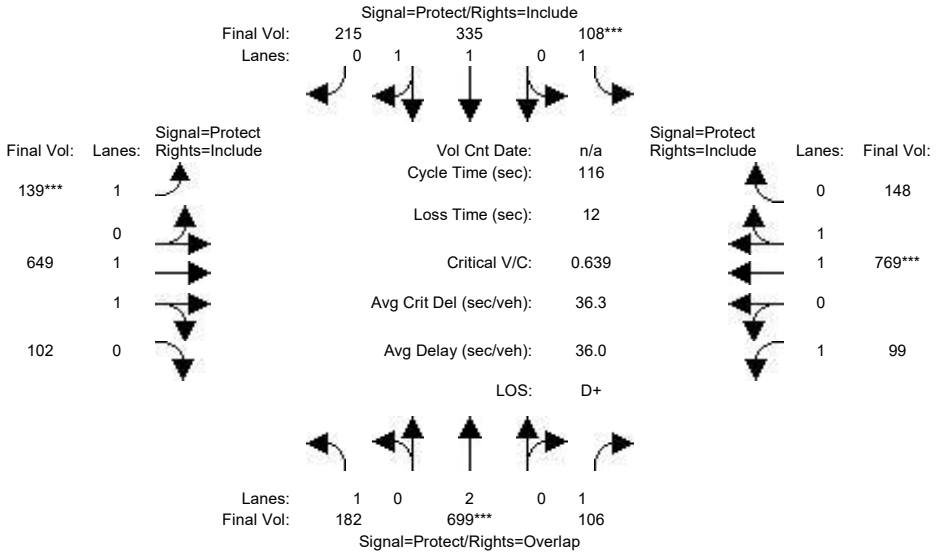
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	180	685	92	108	330	214	139	616	101	89	733	148
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:	180	685	92	108	330	214	139	616	101	89	733	148
Added Vol:	2	14	14	0	5	1	0	33	1	10	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	699	106	108	335	215	139	649	102	99	769	148
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:	182	699	106	108	335	215	139	649	102	99	769	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	699	106	108	335	215	139	649	102	99	769	148
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:	182	699	106	108	335	215	139	649	102	99	769	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.20	0.80	1.00	1.72	0.28	1.00	1.67	0.33
Final Sat.:	1750	3800	1750	1750	2253	1446	1750	3197	502	1750	3102	597
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.06	0.06	0.15	0.15	0.08	0.20	0.20	0.06	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	18.6	33.1	45.9	12.0	26.5	26.5	14.3	46.1	46.1	12.8	44.6	44.6
Volume/Cap:	0.65	0.64	0.15	0.60	0.65	0.65	0.64	0.51	0.51	0.51	0.64	0.64
Delay/Veh:	51.0	37.6	22.6	55.0	42.3	42.3	55.0	26.8	26.8	50.9	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	37.6	22.6	55.0	42.3	42.3	55.0	26.8	26.8	50.9	30.2	30.2
LOS by Move:	D	D+	C+	E+	D	D	D-	C	C	D	C	C
HCM2k95thQ:	13	20	5	8	17	17	10	19	19	7	23	23

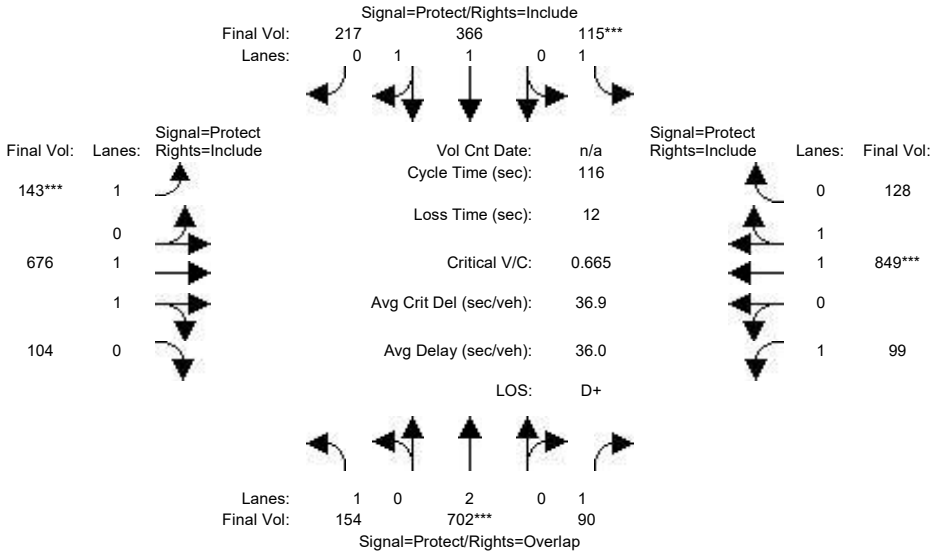
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	154	702	90	115	366	217	143	676	104	99	849	128
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:	154	702	90	115	366	217	143	676	104	99	849	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	702	90	115	366	217	143	676	104	99	849	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	702	90	115	366	217	143	676	104	99	849	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	702	90	115	366	217	143	676	104	99	849	128
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:	154	702	90	115	366	217	143	676	104	99	849	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	1.73	0.27	1.00	1.73	0.27
Final Sat.:	1750	3800	1750	1750	2322	1377	1750	3206	493	1750	3215	485
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.05	0.07	0.16	0.16	0.08	0.21	0.21	0.06	0.26	0.26
Crit Moves:		****			****			****			****	
Green Time:	15.8	32.0	44.7	12.0	28.3	28.3	14.2	47.3	47.3	12.7	45.8	45.8
Volume/Cap:	0.65	0.67	0.13	0.64	0.65	0.65	0.67	0.52	0.52	0.52	0.67	0.67
Delay/Veh:	53.6	39.0	23.2	57.1	41.0	41.0	56.6	26.1	26.1	51.2	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	39.0	23.2	57.1	41.0	41.0	56.6	26.1	26.1	51.2	30.1	30.1
LOS by Move:	D-	D+	C	E+	D	D	E+	C	C	D-	C	C
HCM2k95thQ:	11	20	4	9	18	18	11	19	19	7	25	25

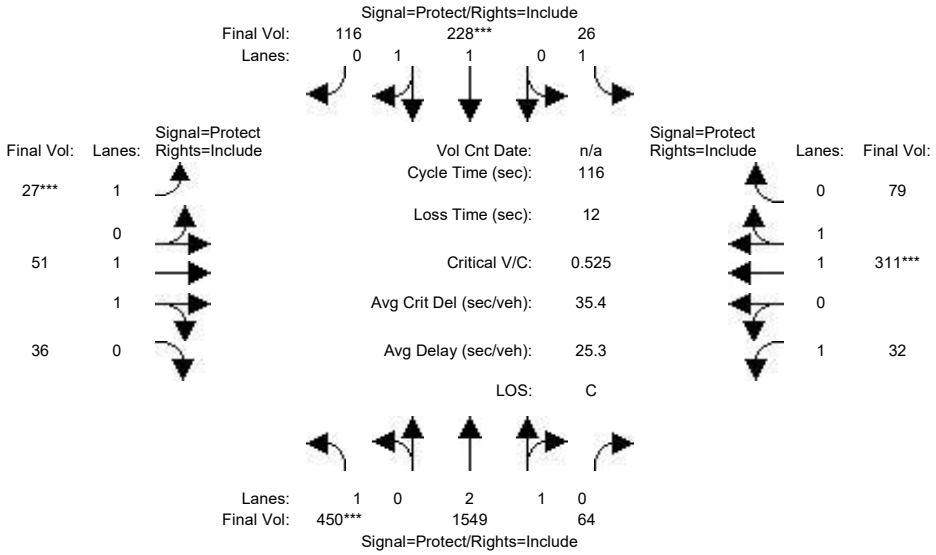
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	431	1446	64	26	220	63	27	51	32	32	311	79
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:	431	1446	64	26	220	63	27	51	32	32	311	79
Added Vol:	19	103	0	0	8	53	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	1549	64	26	228	116	27	51	36	32	311	79
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:	450	1549	64	26	228	116	27	51	36	32	311	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1549	64	26	228	116	27	51	36	32	311	79
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:	450	1549	64	26	228	116	27	51	36	32	311	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.88	0.12	1.00	1.31	0.69	1.00	1.15	0.85	1.00	1.58	0.42
Final Sat.:	1750	5378	222	1750	2451	1247	1750	2168	1530	1750	2950	749
Capacity Analysis Module:												
Vol/Sat:	0.26	0.29	0.29	0.01	0.09	0.09	0.02	0.02	0.02	0.02	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	56.4	65.2	65.2	11.7	20.4	20.4	4.0	15.1	15.1	12.1	23.1	23.1
Volume/Cap:	0.53	0.51	0.51	0.15	0.53	0.53	0.45	0.18	0.18	0.18	0.53	0.53
Delay/Veh:	21.2	15.8	15.8	48.0	44.2	44.2	60.1	45.1	45.1	47.9	42.3	42.3
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:	21.2	15.8	15.8	48.0	44.2	44.2	60.1	45.1	45.1	47.9	42.3	42.3
LOS by Move:	C+	B	B	D	D	D	E	D	D	D	D	D
HCM2k95thQ:	21	21	21	2	11	11	2	3	3	3	13	13

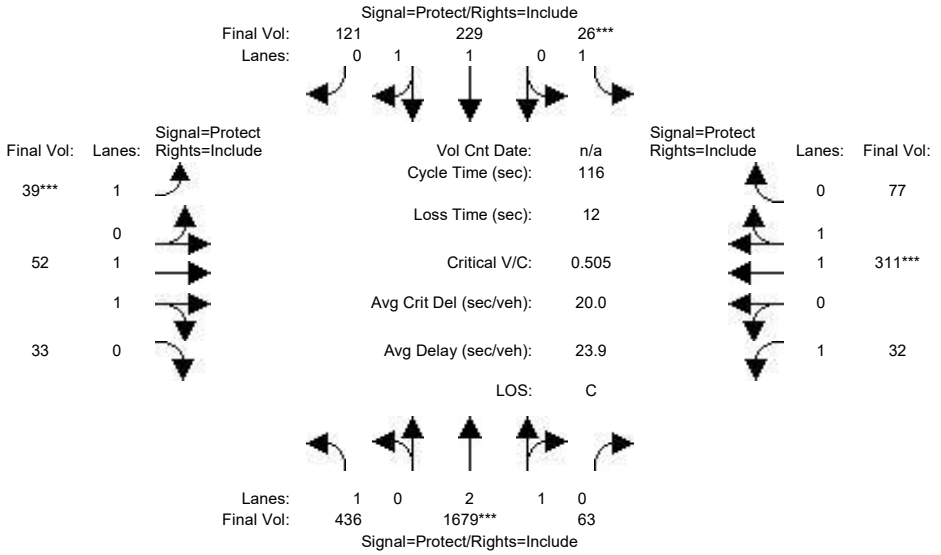
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	436	1679	63	26	229	121	39	52	33	32	311	77
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:	436	1679	63	26	229	121	39	52	33	32	311	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	1679	63	26	229	121	39	52	33	32	311	77
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:	436	1679	63	26	229	121	39	52	33	32	311	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	1679	63	26	229	121	39	52	33	32	311	77
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:	436	1679	63	26	229	121	39	52	33	32	311	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.89	0.11	1.00	1.29	0.71	1.00	1.20	0.80	1.00	1.59	0.41
Final Sat.:	1750	5397	203	1750	2420	1279	1750	2262	1436	1750	2965	734
Capacity Analysis Module:												
Vol/Sat:	0.25	0.31	0.31	0.01	0.09	0.09	0.02	0.02	0.02	0.02	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	54.8	69.6	69.6	6.0	20.8	20.8	5.0	15.8	15.8	12.6	23.5	23.5
Volume/Cap:	0.53	0.52	0.52	0.29	0.53	0.53	0.52	0.17	0.17	0.17	0.52	0.52
Delay/Veh:	22.2	13.6	13.6	54.7	43.9	43.9	60.6	44.5	44.5	47.3	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	13.6	13.6	54.7	43.9	43.9	60.6	44.5	44.5	47.3	41.9	41.9
LOS by Move:	C+	B	B	D-	D	D	E	D	D	D	D	D
HCM2k95thQ:	21	22	22	2	11	11	3	3	3	3	13	13

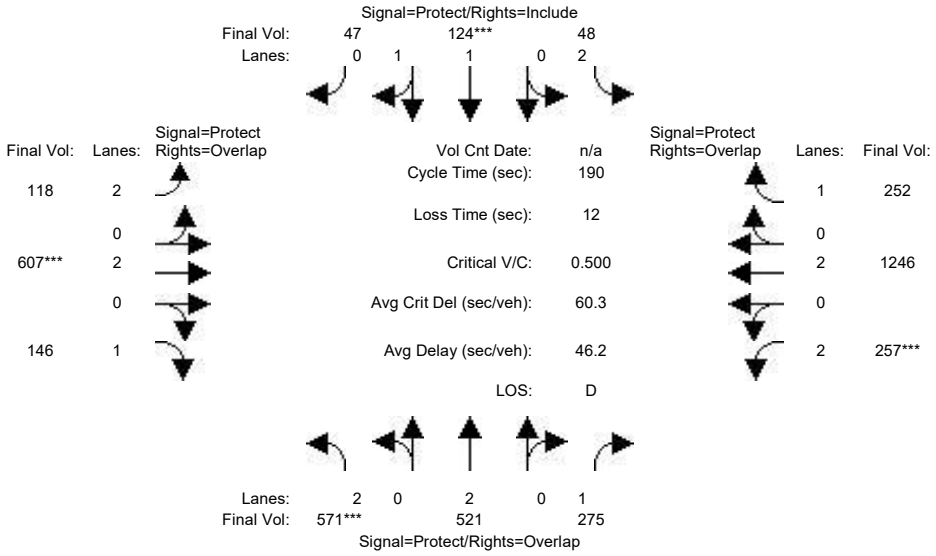
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	543	476	244	44	119	47	118	623	143	203	1566	226
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:	543	476	244	44	119	47	118	623	143	203	1566	226
Added Vol:	28	45	31	4	5	0	0	37	3	54	32	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	571	521	275	48	124	47	118	660	146	257	1598	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.78	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:	571	521	275	48	124	47	118	607	146	257	1246	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	521	275	48	124	47	118	607	146	257	1246	252
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:	571	521	275	48	124	47	118	607	146	257	1246	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.44	0.56	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2682	1017	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.16	0.02	0.05	0.05	0.04	0.16	0.08	0.08	0.33	0.14
Crit Moves:	****				****			****			****	
Green Time:	51.6	42.1	65.4	22.6	13.2	13.2	15.2	90.0	141.6	23.2	98.0	120.6
Volume/Cap:	0.67	0.62	0.46	0.13	0.67	0.67	0.47	0.34	0.11	0.67	0.64	0.23
Delay/Veh:	63.6	68.1	49.1	75.0	92.9	92.9	84.9	38.0	12.4	84.1	25.3	7.3
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:	63.6	68.1	49.1	75.0	92.9	92.9	84.9	38.0	12.4	84.1	25.3	7.3
LOS by Move:	E	E	D	E-	F	F	F	D+	B	F	C	A
HCM2k95thQ:	30	24	23	3	12	12	8	23	9	17	34	6

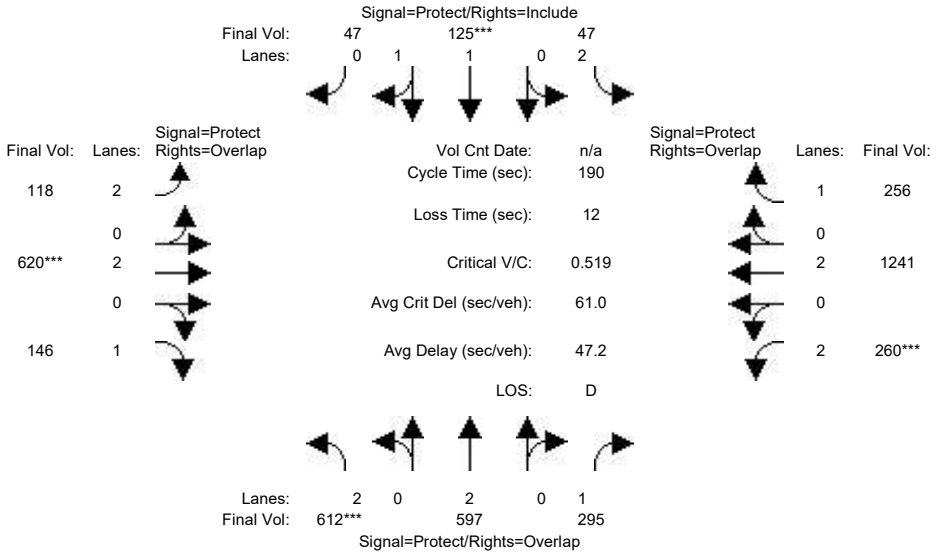
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	612	597	295	47	125	47	118	674	146	260	1591	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:	612	597	295	47	125	47	118	674	146	260	1591	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	612	597	295	47	125	47	118	674	146	260	1591	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.78	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:	612	597	295	47	125	47	118	620	146	260	1241	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	597	295	47	125	47	118	620	146	260	1241	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:	612	597	295	47	125	47	118	620	146	260	1241	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.44	0.56	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2688	1011	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.16	0.17	0.01	0.05	0.05	0.04	0.16	0.08	0.08	0.33	0.15
Crit Moves:	****				****			****			****	
Green Time:	52.9	44.6	67.1	20.9	12.7	12.7	15.1	90.0	142.9	22.5	97.3	118.2
Volume/Cap:	0.70	0.67	0.48	0.14	0.70	0.70	0.47	0.34	0.11	0.70	0.64	0.24
Delay/Veh:	63.9	68.0	48.4	76.5	95.3	95.3	85.0	38.1	12.0	86.3	25.8	8.3
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:	63.9	68.0	48.4	76.5	95.3	95.3	85.0	38.1	12.0	86.3	25.8	8.3
LOS by Move:	E	E	D	E-	F	F	F	D+	B+	F	C	A
HCM2k95thQ:	32	27	25	3	12	12	8	23	9	18	34	7

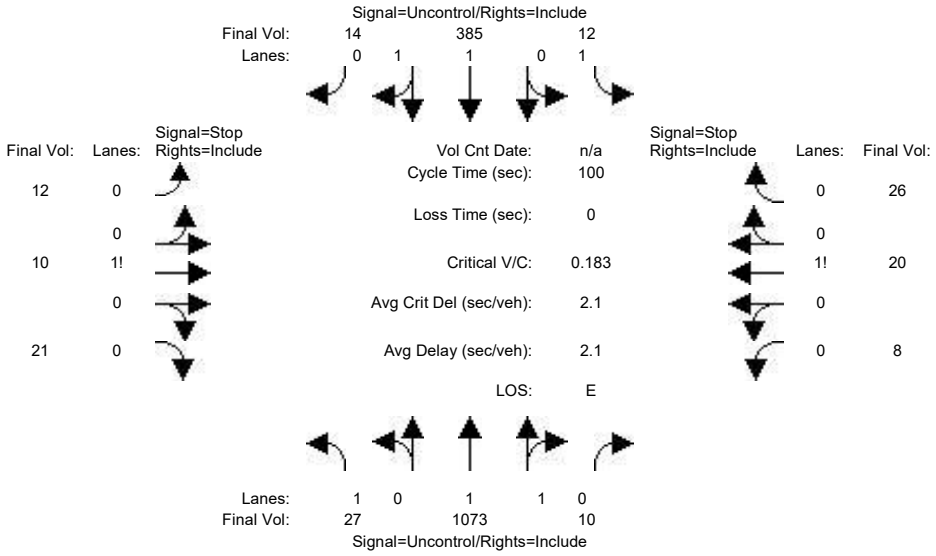
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	1039	10	12	326	14	12	10	21	8	20	26
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:	27	1039	10	12	326	14	12	10	21	8	20	26
Added Vol:	0	34	0	0	59	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1073	10	12	385	14	12	10	21	8	20	26
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:	27	1073	10	12	385	14	12	10	21	8	20	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	1073	10	12	385	14	12	10	21	8	20	26
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	399	xxxx	xxxxx	1083	xxxx	xxxxx	1017	1553	200	1354	1555	542
Potent Cap.:	1171	xxxx	xxxxx	652	xxxx	xxxxx	195	114	814	110	114	490
Move Cap.:	1171	xxxx	xxxxx	652	xxxx	xxxxx	154	110	814	97	109	490
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.08	0.09	0.03	0.08	0.18	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	221	xxxxx	xxxx	170	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.2	xxxxx	xxxxx	35.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			25.2			35.8		
ApproachLOS:	*			*			D			E		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

 Copyright (c) 2008 Dowling Associates, Inc.

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1073    10    12  385    14    12   10    21     8   20    26
ApproachDel:    xxxxxx           xxxxxx            25.2             35.8
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1618]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1618]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #15 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1073    10    12  385    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1521
Minor Approach Volume:           54
Minor Approach Volume Threshold: 140
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

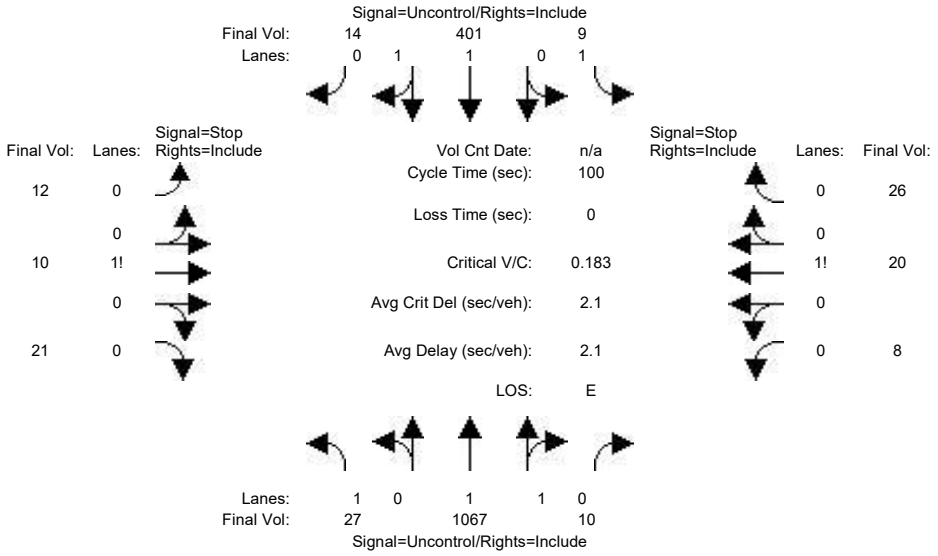
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	1067	10	9	401	14	12	10	21	8	20	26
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:	27	1067	10	9	401	14	12	10	21	8	20	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1067	10	9	401	14	12	10	21	8	20	26
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:	27	1067	10	9	401	14	12	10	21	8	20	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	1067	10	9	401	14	12	10	21	8	20	26
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	415	xxxx	xxxxx	1077	xxxx	xxxxx	1024	1557	208	1350	1559	539
Potent Cap.:	1155	xxxx	xxxxx	655	xxxx	xxxxx	193	114	805	111	113	492
Move Cap.:	1155	xxxx	xxxxx	655	xxxx	xxxxx	152	110	805	98	109	492
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.08	0.09	0.03	0.08	0.18	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	219	xxxxx	xxxx	170	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.4	xxxxx	xxxxx	35.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			25.4			35.7		
ApproachLOS:	*			*			D			E		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

Copyright (c) 2008 Dowling Associates, Inc.

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1067    10     9  401    14    12   10    21     8   20    26
ApproachDel:    xxxxxx           xxxxxx            25.4             35.7
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1625]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1625]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #15 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1067    10     9  401    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1528
Minor Approach Volume:           54
Minor Approach Volume Threshold: 139
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

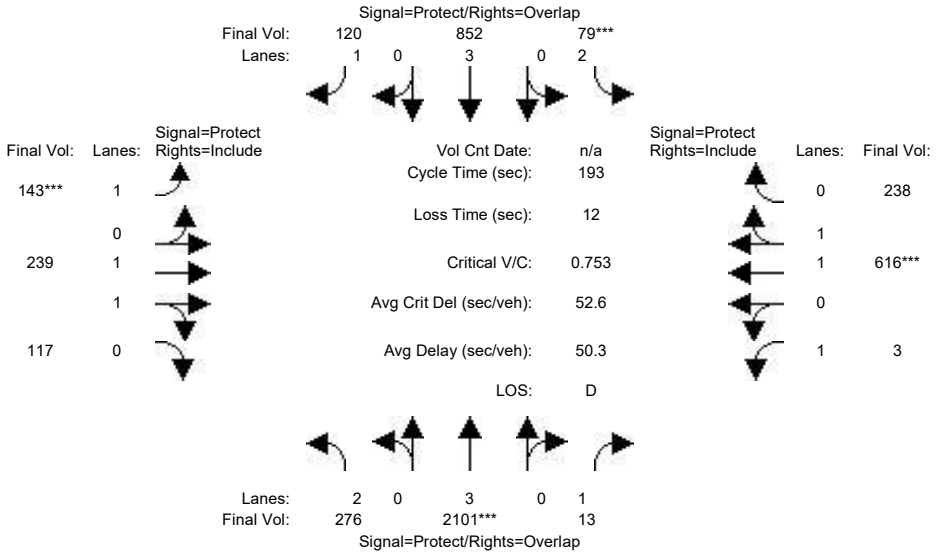
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	275	2341	13	79	784	120	142	239	115	3	616	238
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:	275	2341	13	79	784	120	142	239	115	3	616	238
Added Vol:	1	131	0	0	68	0	1	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	2472	13	79	852	120	143	239	117	3	616	238
User Adj:	1.00	0.85	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:	276	2101	13	79	852	120	143	239	117	3	616	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	2101	13	79	852	120	143	239	117	3	616	238
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:	276	2101	13	79	852	120	143	239	117	3	616	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.32	0.68	1.00	1.43	0.57
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2483	1216	1750	2668	1031
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.01	0.03	0.15	0.07	0.08	0.10	0.10	0.00	0.23	0.23
Crit Moves:		****			****			****			****	
Green Time:	29.0	104	116.2	11.0	86.0	103.3	17.3	53.8	53.8	12.2	48.7	48.7
Volume/Cap:	0.58	0.68	0.01	0.44	0.34	0.13	0.91	0.35	0.35	0.03	0.91	0.91
Delay/Veh:	78.2	33.2	15.4	89.7	35.0	22.5	134.6	55.8	55.8	84.9	83.3	83.3
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:	78.2	33.2	15.4	89.7	35.0	22.5	134.6	55.8	55.8	84.9	83.3	83.3
LOS by Move:	E-	C-	B	F	C-	C+	F	E+	E+	F	F	F
HCM2k95thQ:	18	48	1	5	19	7	19	15	15	0	46	46

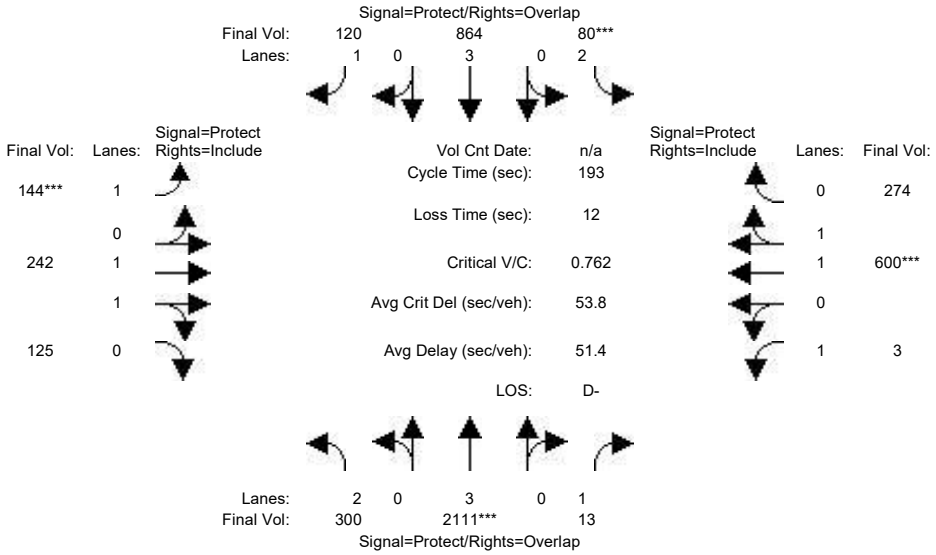
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	300	2484	13	80	864	120	144	242	125	3	600	274
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:	300	2484	13	80	864	120	144	242	125	3	600	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2484	13	80	864	120	144	242	125	3	600	274
User Adj:	1.00	0.85	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:	300	2111	13	80	864	120	144	242	125	3	600	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2111	13	80	864	120	144	242	125	3	600	274
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:	300	2111	13	80	864	120	144	242	125	3	600	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.30	0.70	1.00	1.36	0.64
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2439	1260	1750	2539	1160
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.01	0.03	0.15	0.07	0.08	0.10	0.10	0.00	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	29.0	104	116.2	11.0	86.0	103.0	17.0	53.8	53.8	12.2	49.0	49.0
Volume/Cap:	0.63	0.69	0.01	0.45	0.34	0.13	0.93	0.36	0.36	0.03	0.93	0.93
Delay/Veh:	79.8	33.3	15.4	89.8	35.0	22.6	139.7	56.0	56.0	84.9	85.9	85.9
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:	79.8	33.3	15.4	89.8	35.0	22.6	139.7	56.0	56.0	84.9	85.9	85.9
LOS by Move:	E-	C-	B	F	D+	C+	F	E+	E+	F	F	F
HCM2k95thQ:	20	48	1	5	19	7	19	16	16	0	47	47

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

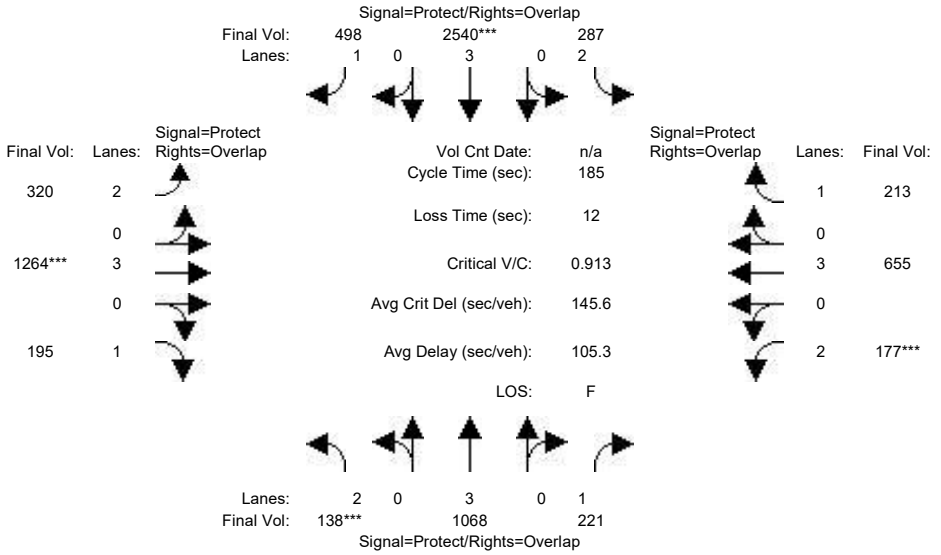
Copyright (c) 2008 Dowling Associates, Inc.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
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:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Added Vol:	0	80	17	93	195	77	27	41	0	6	17	78
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1271	221	287	3098	498	320	1264	195	177	655	213
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1068	221	287	2540	498	320	1264	195	177	655	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1068	221	287	2540	498	320	1264	195	177	655	213
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:	138	1068	221	287	2540	498	320	1264	195	177	655	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.13	0.09	0.54	0.28	0.10	0.22	0.11	0.06	0.11	0.12
Crit Moves:	****				****			****		****		
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.40	0.45	0.23	0.65	1.21	0.46	0.58	0.89	0.31	0.40	0.54	0.34
Delay/Veh:	84.1	49.1	30.4	94.3	186	43.1	77.9	80.4	46.9	79.5	70.6	48.2
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:	84.1	49.1	30.4	94.3	186	43.1	77.9	80.4	46.9	79.5	70.6	48.2
LOS by Move:	F	D	C	F	F	D	E-	F	D	E-	E	D
HCM2k95thQ:	9	30	18	19	106	45	20	43	17	11	21	18

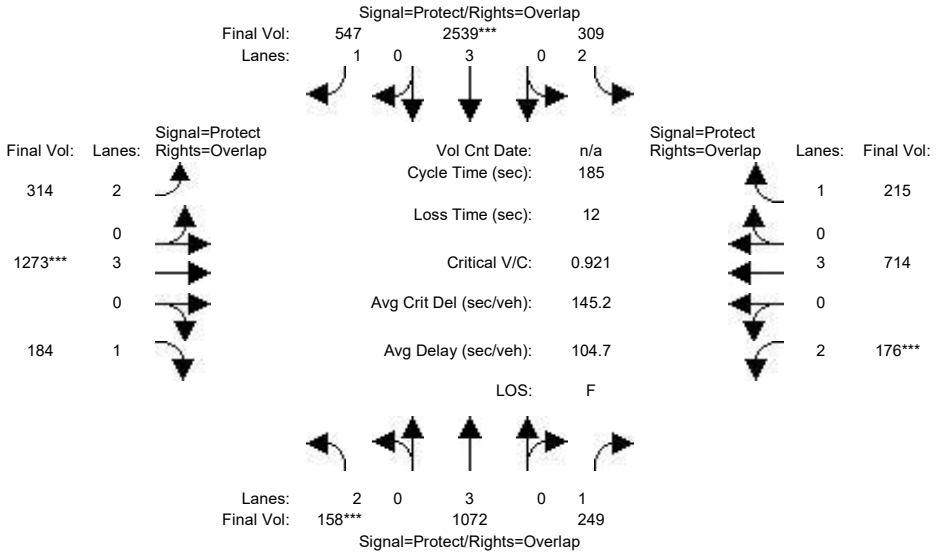
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
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:	158	1276	249	309	3096	547	314	1273	184	176	714	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1276	249	309	3096	547	314	1273	184	176	714	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1276	249	309	3096	547	314	1273	184	176	714	215
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1072	249	309	2539	547	314	1273	184	176	714	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1072	249	309	2539	547	314	1273	184	176	714	215
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:	158	1072	249	309	2539	547	314	1273	184	176	714	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.14	0.10	0.54	0.31	0.10	0.22	0.11	0.06	0.13	0.12
Crit Moves:	****				****			****			****	
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.46	0.46	0.26	0.70	1.21	0.51	0.57	0.90	0.29	0.40	0.59	0.35
Delay/Veh:	84.9	49.1	31.0	96.6	186	44.9	77.6	81.0	46.5	79.5	71.7	48.3
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:	84.9	49.1	31.0	96.6	186	44.9	77.6	81.0	46.5	79.5	71.7	48.3
LOS by Move:	F	D	C	F	F	D	E-	F	D	E-	E	D
HCM2k95thQ:	11	30	20	21	106	49	19	44	16	11	23	19

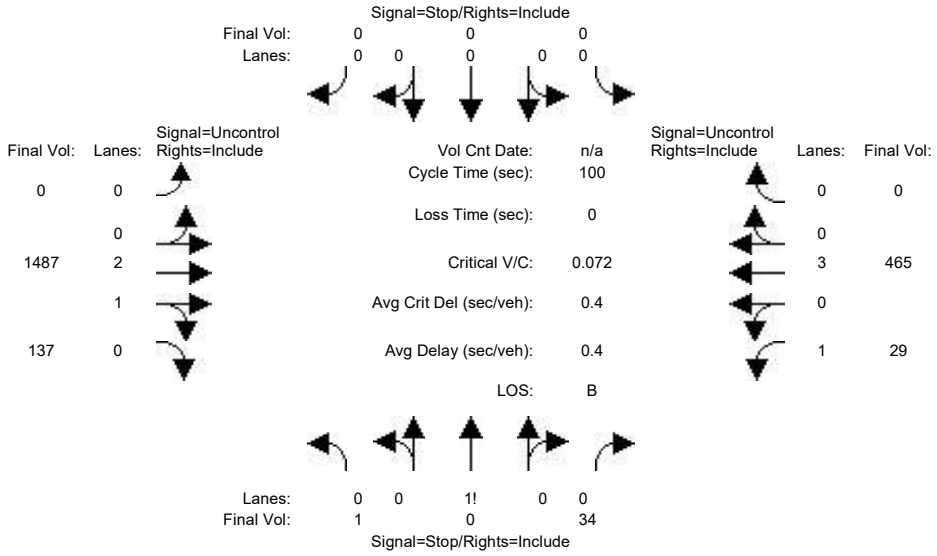
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #2: El Camino Real/Harrison St



Street Name:	Harrison St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	0	34	0	0	0	0	1315	137	29	335	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	34	0	0	0	0	1315	137	29	335	0
Added Vol:	0	0	0	0	0	0	0	172	0	0	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	34	0	0	0	0	1487	137	29	465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	34	0	0	0	0	1487	137	29	465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	34	0	0	0	0	1487	137	29	465	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1769	2079	564	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1624	xxxx	xxxxx
Potent Cap.:	76	54	474	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	xxxx	xxxxx
Move Cap.:	72	50	474	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	409	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		14.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real/Harrison St

****

Copyright (c) 2008 Dowling Associates, Inc.

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    1    0    34     0    0     0     0 1487   137    29  465     0
ApproachDel:      14.6           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2153]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    1    0    34     0    0     0     0 1487   137    29  465     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2118
Minor Approach Volume:           35
Minor Approach Volume Threshold: 26 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

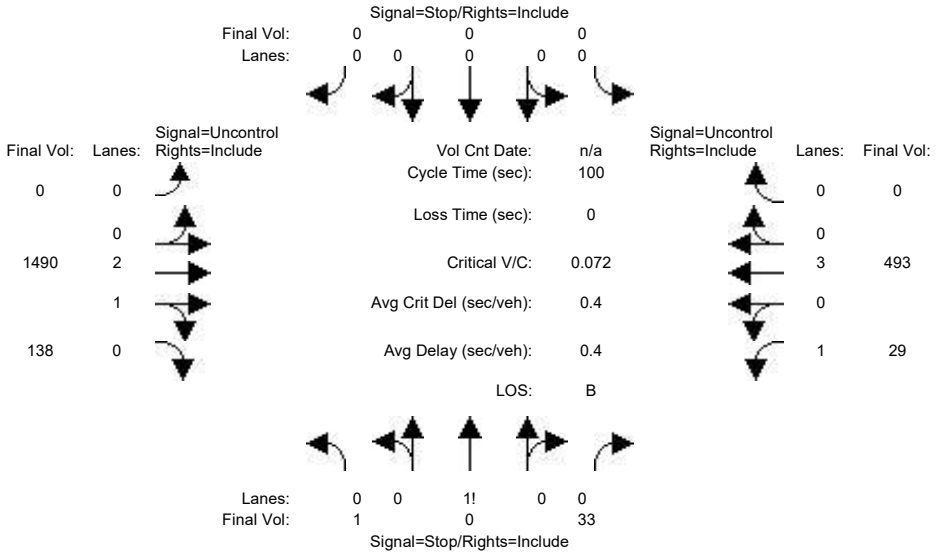
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #2: El Camino Real/Harrison St



Street Name:	Harrison St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	0	33	0	0	0	0	1490	138	29	493	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	33	0	0	0	0	1490	138	29	493	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	33	0	0	0	0	1490	138	29	493	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	33	0	0	0	0	1490	138	29	493	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	33	0	0	0	0	1490	138	29	493	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1781	2110	566	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1628	xxxx	xxxxx
Potent Cap.:	75	52	473	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	405	xxxx	xxxxx
Move Cap.:	71	48	473	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	405	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	405	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		14.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real/Harrison St

****

Copyright (c) 2008 Dowling Associates, Inc.

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    1    0    33     0    0     0     0 1490   138    29  493     0
ApproachDel:      14.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2184]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    1    0    33     0    0     0     0 1490   138    29  493     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2150
Minor Approach Volume:           34
Minor Approach Volume Threshold: 21 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

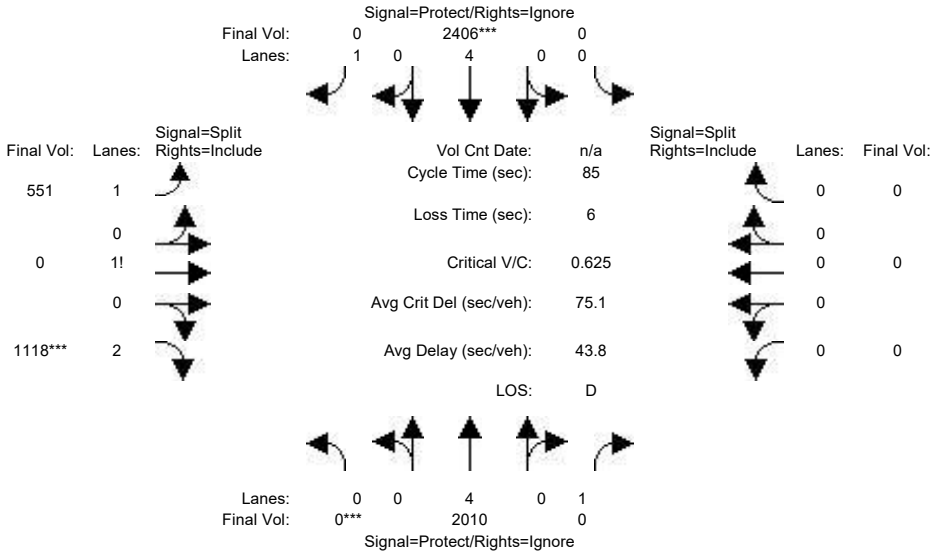
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1946	294	0	2359	164	551	0	1091	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1946	294	0	2359	164	551	0	1091	0	0	0
Added Vol:	0	64	37	0	47	11	0	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2010	331	0	2406	175	551	0	1118	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2010	0	0	2406	0	551	0	1118	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2010	0	0	2406	0	551	0	1118	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2010	0	0	2406	0	551	0	1118	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.85	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.41	0.00	2.59	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2461	0	4200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.32	0.00	0.22	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.00	0.00	0.44	0.00	1.09	0.00	1.30	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	0.0	0.0	4.8	0.0	88.5	0.0	176.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	0.0	0.0	4.8	0.0	88.5	0.0	176.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	10	0	0	12	0	34	0	49	0	0	0

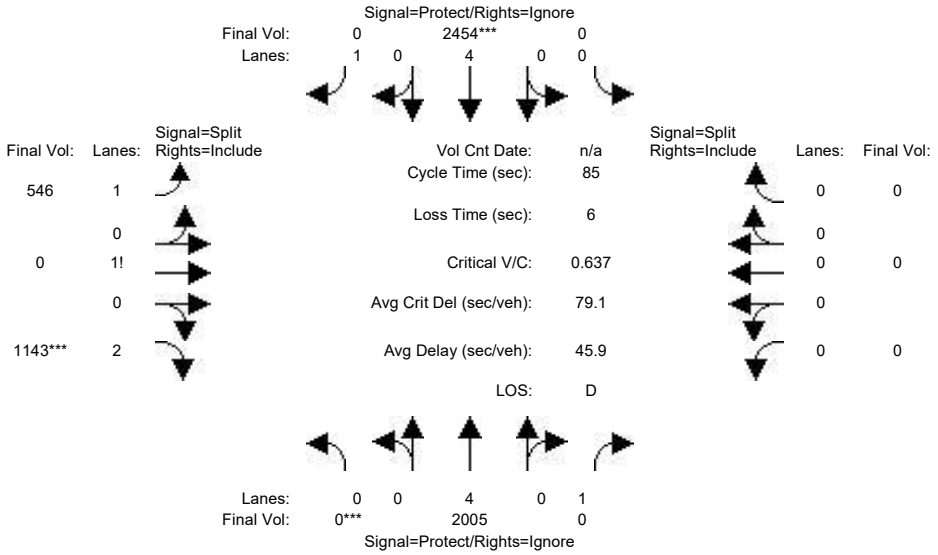
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2005	334	0	2454	180	546	0	1143	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2005	334	0	2454	180	546	0	1143	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2005	334	0	2454	180	546	0	1143	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2005	0	0	2454	0	546	0	1143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2005	0	0	2454	0	546	0	1143	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2005	0	0	2454	0	546	0	1143	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.85	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.40	0.00	2.60	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2448	0	4216	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.32	0.00	0.22	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.00	0.00	0.44	0.00	1.09	0.00	1.33	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	0.0	0.0	4.9	0.0	86.7	0.0	187.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	0.0	0.0	4.9	0.0	86.7	0.0	187.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	10	0	0	13	0	34	0	51	0	0	0

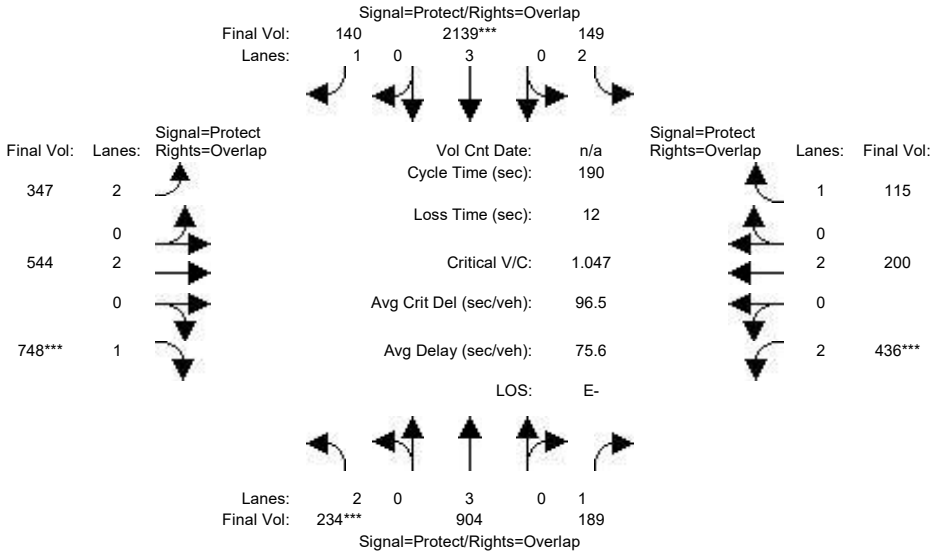
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	234	1276	162	137	2612	140	347	544	748	360	200	87
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:	234	1276	162	137	2612	140	347	544	748	360	200	87
Added Vol:	0	73	27	12	62	0	0	0	0	76	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1349	189	149	2674	140	347	544	748	436	200	115
User Adj:	1.00	0.67	1.00	1.00	0.80	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:	234	904	189	149	2139	140	347	544	748	436	200	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	904	189	149	2139	140	347	544	748	436	200	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	904	189	149	2139	140	347	544	748	436	200	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.11	0.05	0.38	0.08	0.11	0.14	0.47	0.14	0.05	0.07
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.35	0.19	0.60	0.90	0.14	0.74	0.51	1.18	1.10	0.21	0.20
Delay/Veh:	84.1	28.3	11.9	88.6	65.0	26.1	83.2	58.1	155.5	156.5	55.7	45.2
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:	84.1	28.3	11.9	88.6	65.0	26.1	83.2	58.1	155.5	156.5	55.7	45.2
LOS by Move:	F	C	B+	F	E	C	F	E+	F	F	E+	D
HCM2k95thQ:	16	16	6	10	65	11	23	23	96	33	9	10

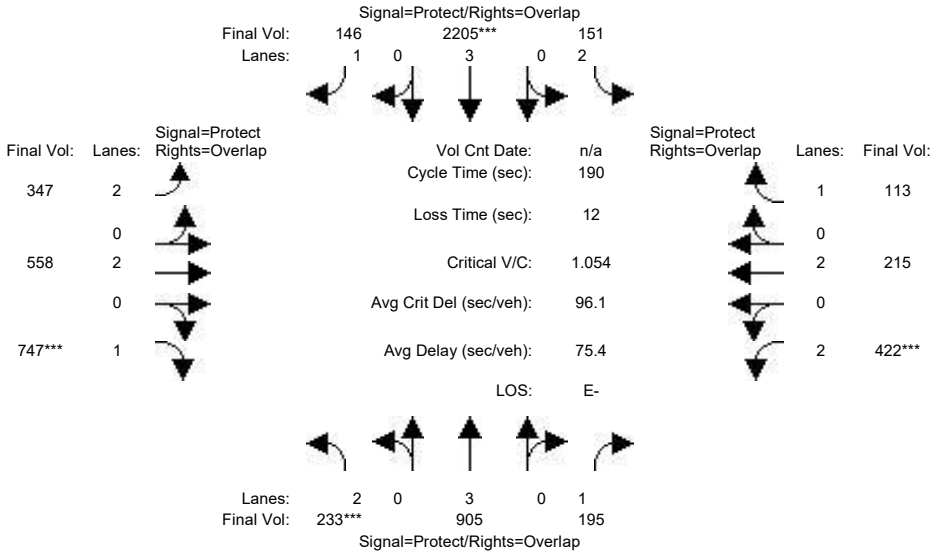
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	233	1350	195	151	2756	146	347	558	747	422	215	113
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:	233	1350	195	151	2756	146	347	558	747	422	215	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1350	195	151	2756	146	347	558	747	422	215	113
User Adj:	1.00	0.67	1.00	1.00	0.80	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:	233	905	195	151	2205	146	347	558	747	422	215	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	905	195	151	2205	146	347	558	747	422	215	113
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:	233	905	195	151	2205	146	347	558	747	422	215	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.11	0.05	0.39	0.08	0.11	0.15	0.47	0.13	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.35	0.19	0.61	0.93	0.15	0.74	0.53	1.18	1.06	0.22	0.19
Delay/Veh:	84.0	28.3	11.9	88.9	68.1	26.2	83.2	58.4	154.9	145.1	55.9	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	28.3	11.9	88.9	68.1	26.2	83.2	58.4	154.9	145.1	55.9	45.1
LOS by Move:	F	C	B+	F	E	C	F	E+	F	F	E+	D
HCM2k95thQ:	16	16	6	10	69	11	23	24	96	31	9	9

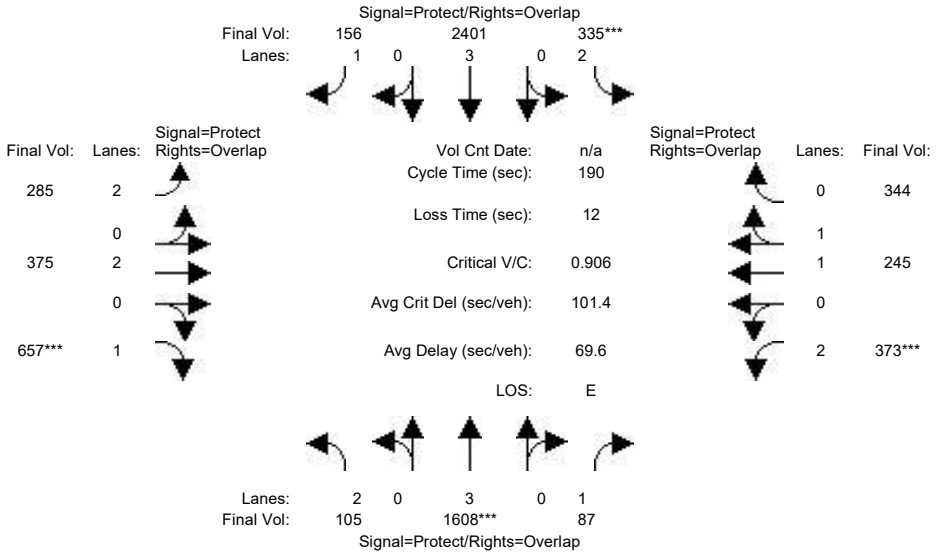
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	105	1895	83	329	3174	156	285	375	657	350	245	312
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:	105	1895	83	329	3174	156	285	375	657	350	245	312
Added Vol:	0	90	4	6	161	0	0	0	0	23	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1985	87	335	3335	156	285	375	657	373	245	344
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	105	1608	87	335	2401	156	285	375	657	373	245	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1608	87	335	2401	156	285	375	657	373	245	344
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:	105	1608	87	335	2401	156	285	375	657	373	245	344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.05	0.11	0.42	0.09	0.09	0.10	0.38	0.12	0.13	0.20
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	123.2	20.2	44.0	53.0	22.0	45.8	72.8
Volume/Cap:	0.70	0.63	0.09	0.75	0.78	0.14	0.85	0.43	1.35	1.02	0.53	0.51
Delay/Veh:	103.3	40.9	19.1	85.1	35.7	13.0	101.8	62.6	237.4	137.0	63.3	45.4
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:	103.3	40.9	19.1	85.1	35.7	13.0	101.8	62.6	237.4	137.0	63.3	45.4
LOS by Move:	F	D	B-	F	D+	B	F	E	F	F	E	D
HCM2k95thQ:	7	39	5	23	58	7	22	17	97	27	22	28

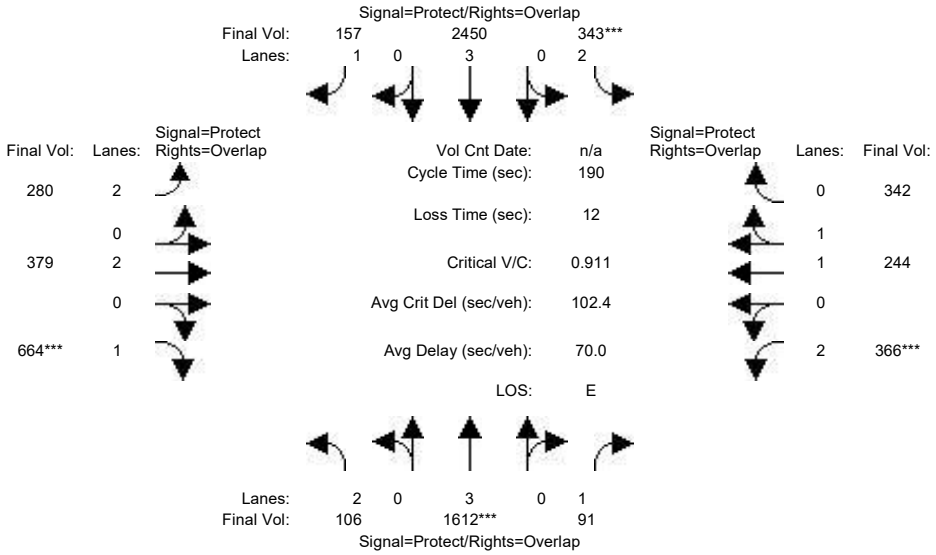
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	106	1990	91	343	3403	157	280	379	664	366	244	342
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:	106	1990	91	343	3403	157	280	379	664	366	244	342
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1990	91	343	3403	157	280	379	664	366	244	342
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	106	1612	91	343	2450	157	280	379	664	366	244	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1612	91	343	2450	157	280	379	664	366	244	342
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:	106	1612	91	343	2450	157	280	379	664	366	244	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.05	0.11	0.43	0.09	0.09	0.10	0.38	0.12	0.13	0.20
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	122.9	19.9	44.0	53.0	22.0	46.1	73.1
Volume/Cap:	0.71	0.63	0.09	0.77	0.79	0.14	0.85	0.43	1.36	1.00	0.53	0.51
Delay/Veh:	104.0	41.0	19.2	86.2	36.4	13.1	101.5	62.6	243.5	132.0	63.0	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.0	41.0	19.2	86.2	36.4	13.1	101.5	62.6	243.5	132.0	63.0	45.1
LOS by Move:	F	D	B-	F	D+	B	F	E	F	F	E	D
HCM2k95thQ:	8	39	5	23	60	7	21	17	99	27	22	28

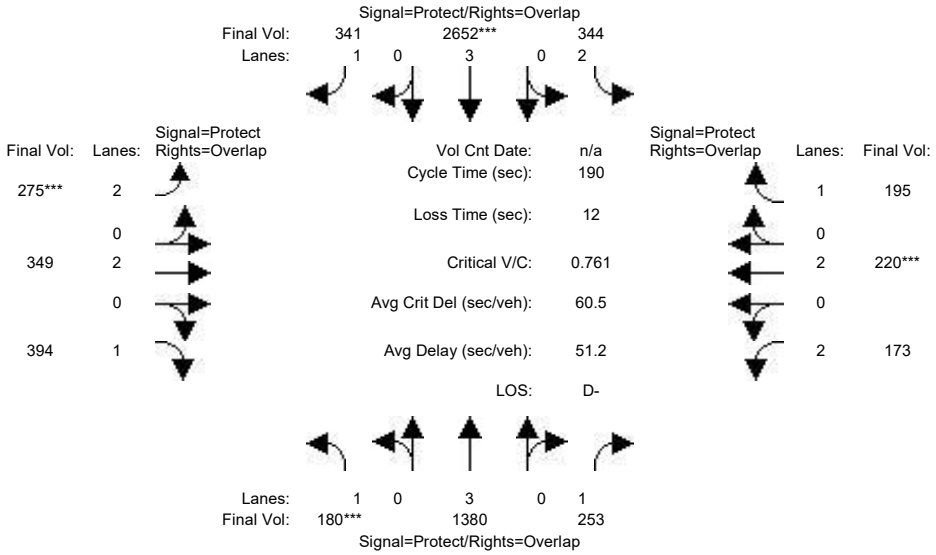
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
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:	180	1610	253	343	3500	341	275	349	394	164	220	194
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:	180	1610	253	343	3500	341	275	349	394	164	220	194
Added Vol:	0	94	0	1	183	0	0	0	0	9	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1704	253	344	3683	341	275	349	394	173	220	195
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	180	1380	253	344	2652	341	275	349	394	173	220	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1380	253	344	2652	341	275	349	394	173	220	195
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:	180	1380	253	344	2652	341	275	349	394	173	220	195
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.14	0.11	0.47	0.19	0.09	0.09	0.23	0.05	0.06	0.11
Crit Moves:	****				****		****				****	
Green Time:	22.6	96.0	111.2	28.8	102	121.4	19.2	38.0	60.6	15.2	34.0	62.8
Volume/Cap:	0.86	0.48	0.25	0.72	0.86	0.30	0.86	0.46	0.71	0.69	0.32	0.34
Delay/Veh:	111.5	23.4	11.8	82.1	51.8	22.9	105.2	67.4	61.0	92.8	68.3	48.3
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:	111.5	23.4	11.8	82.1	51.8	22.9	105.2	67.4	61.0	92.8	68.3	48.3
LOS by Move:	F	C	B+	F	D-	C+	F	E	E	F	E	D
HCM2k95thQ:	22	23	9	21	72	24	21	17	37	12	10	16

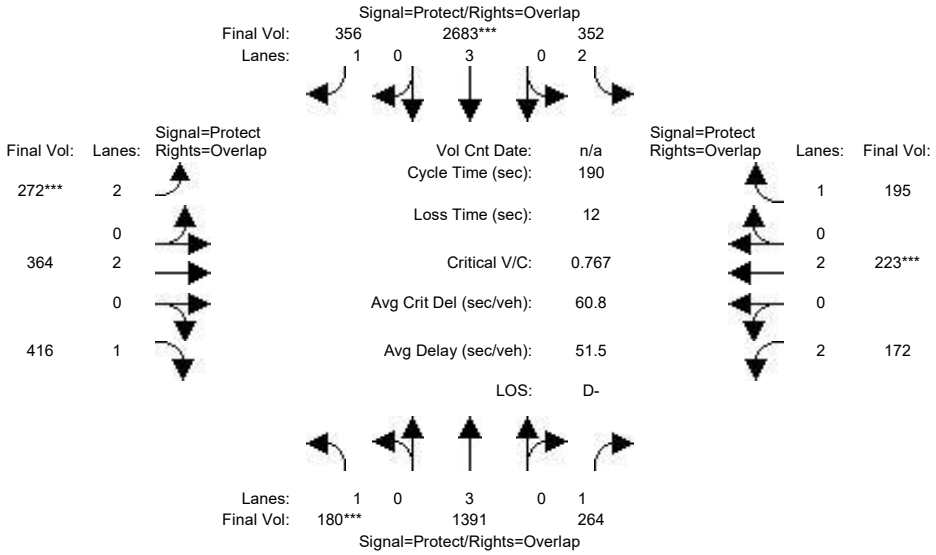
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
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:	180	1717	264	352	3726	356	272	364	416	172	223	195
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:	180	1717	264	352	3726	356	272	364	416	172	223	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1717	264	352	3726	356	272	364	416	172	223	195
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	180	1391	264	352	2683	356	272	364	416	172	223	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1391	264	352	2683	356	272	364	416	172	223	195
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:	180	1391	264	352	2683	356	272	364	416	172	223	195
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.15	0.11	0.47	0.20	0.09	0.10	0.24	0.05	0.06	0.11
Crit Moves:	****				****		****				****	
Green Time:	22.4	96.3	111.4	28.9	103	121.6	18.8	37.7	60.2	15.1	34.0	62.9
Volume/Cap:	0.87	0.48	0.26	0.74	0.87	0.32	0.87	0.48	0.75	0.69	0.33	0.34
Delay/Veh:	112.8	23.3	11.8	82.8	52.0	23.1	106.6	68.0	63.8	92.9	68.3	48.2
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:	112.8	23.3	11.8	82.8	52.0	23.1	106.6	68.0	63.8	92.9	68.3	48.2
LOS by Move:	F	C	B+	F	D-	C	F	E	E	F	E	D
HCM2k95thQ:	22	23	9	21	73	25	21	17	40	12	11	16

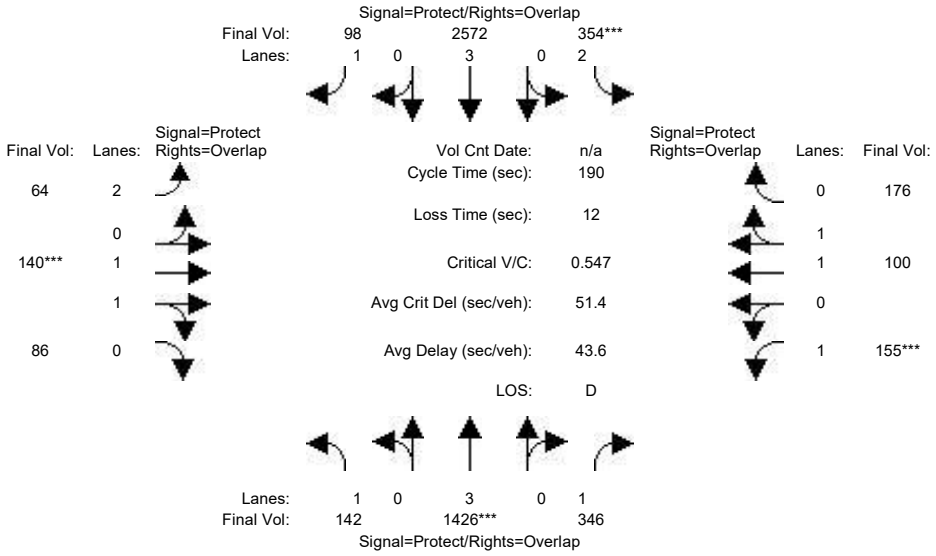
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	129	1837	344	354	3237	98	64	138	80	155	96	176
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:	129	1837	344	354	3237	98	64	138	80	155	96	176
Added Vol:	13	15	2	0	61	0	0	2	6	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1852	346	354	3298	98	64	140	86	155	100	176
User Adj:	1.00	0.77	1.00	1.00	0.78	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:	142	1426	346	354	2572	98	64	140	86	155	100	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1426	346	354	2572	98	64	140	86	155	100	176
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:	142	1426	346	354	2572	98	64	140	86	155	100	176
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.22	0.78	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2291	1407	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.20	0.11	0.45	0.06	0.02	0.06	0.06	0.09	0.05	0.10
Crit Moves:		****		****				****		****		
Green Time:	20.0	83.0	109.0	41.0	104	121.2	17.2	28.0	48.0	26.0	36.8	77.8
Volume/Cap:	0.77	0.57	0.34	0.52	0.82	0.09	0.22	0.41	0.24	0.65	0.27	0.25
Delay/Veh:	100.7	40.5	21.7	66.5	37.4	13.2	80.6	74.1	56.7	83.7	65.3	36.9
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:	100.7	40.5	21.7	66.5	37.4	13.2	80.6	74.1	56.7	83.7	65.3	36.9
LOS by Move:	F	D	C+	E	D+	B	F	E	E+	F	E	D+
HCM2k95thQ:	17	34	20	19	65	5	4	12	10	17	9	13

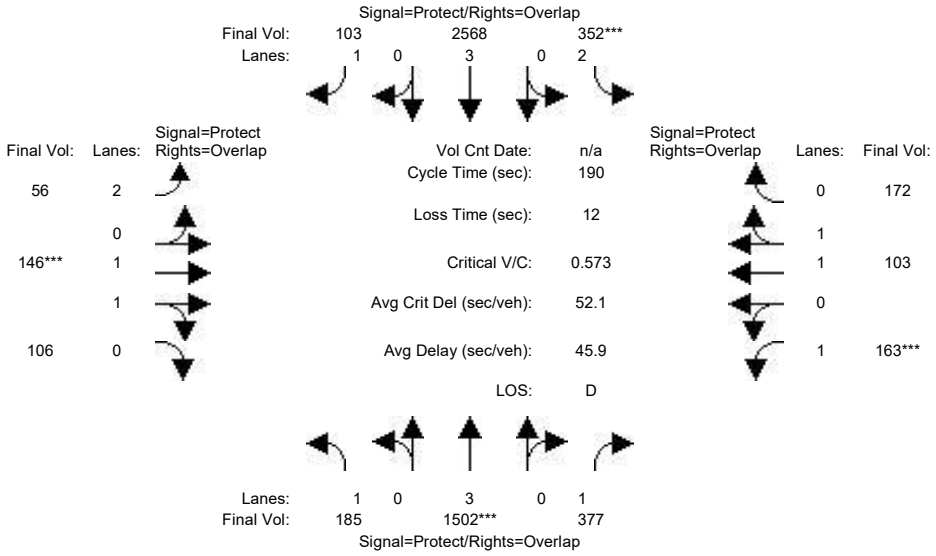
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	185	1951	377	352	3292	103	56	146	106	163	103	172
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:	185	1951	377	352	3292	103	56	146	106	163	103	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	1951	377	352	3292	103	56	146	106	163	103	172
User Adj:	1.00	0.77	1.00	1.00	0.78	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:	185	1502	377	352	2568	103	56	146	106	163	103	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1502	377	352	2568	103	56	146	106	163	103	172
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:	185	1502	377	352	2568	103	56	146	106	163	103	172
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.14	0.86	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2143	1556	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.22	0.11	0.45	0.06	0.02	0.07	0.07	0.09	0.05	0.10
Crit Moves:		****		****				****		****		
Green Time:	20.0	83.0	109.0	41.0	104	121.2	17.2	28.0	48.0	26.0	36.8	77.8
Volume/Cap:	1.00	0.60	0.38	0.52	0.82	0.09	0.20	0.46	0.27	0.68	0.28	0.24
Delay/Veh:	152.4	41.3	22.2	66.5	37.3	13.3	80.4	74.7	57.1	85.8	65.4	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.4	41.3	22.2	66.5	37.3	13.3	80.4	74.7	57.1	85.8	65.4	36.8
LOS by Move:	F	D	C+	E	D+	B	F	E	E+	F	E	D+
HCM2k95thQ:	25	36	22	19	65	5	4	13	11	18	9	13

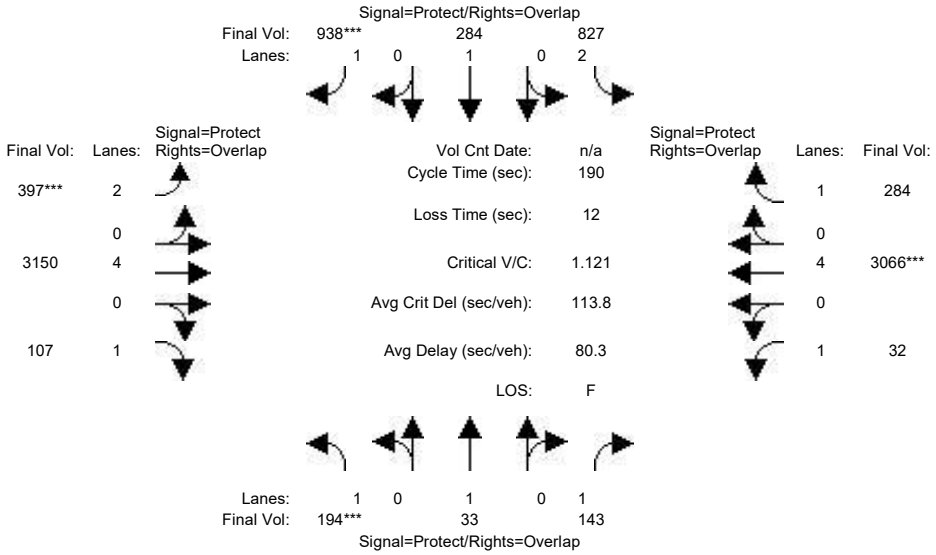
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
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:	194	33	143	730	284	845	247	2934	107	32	2767	134
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:	194	33	143	730	284	845	247	2934	107	32	2767	134
Added Vol:	0	0	0	97	0	93	150	216	0	0	299	150
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	33	143	827	284	938	397	3150	107	32	3066	284
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:	194	33	143	827	284	938	397	3150	107	32	3066	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	33	143	827	284	938	397	3150	107	32	3066	284
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:	194	33	143	827	284	938	397	3150	107	32	3066	284
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.26	0.15	0.54	0.13	0.41	0.06	0.02	0.40	0.16
Crit Moves:	****					****	****				****	
Green Time:	26.0	26.0	35.0	48.0	48.0	72.0	24.0	95.0	121.0	9.0	80.0	128.0
Volume/Cap:	0.81	0.13	0.44	1.04	0.59	1.41	1.00	0.83	0.10	0.39	0.96	0.24
Delay/Veh:	98.0	72.3	69.8	113.5	64.4	254.3	127.5	32.7	6.4	90.8	70.0	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.0	72.3	69.8	113.5	64.4	254.3	127.5	32.7	6.4	90.8	70.0	19.1
LOS by Move:	F	E	E	F	E	F	F	C-	A	F	E	B-
HCM2k95thQ:	24	3	15	56	26	142	31	56	2	5	74	19

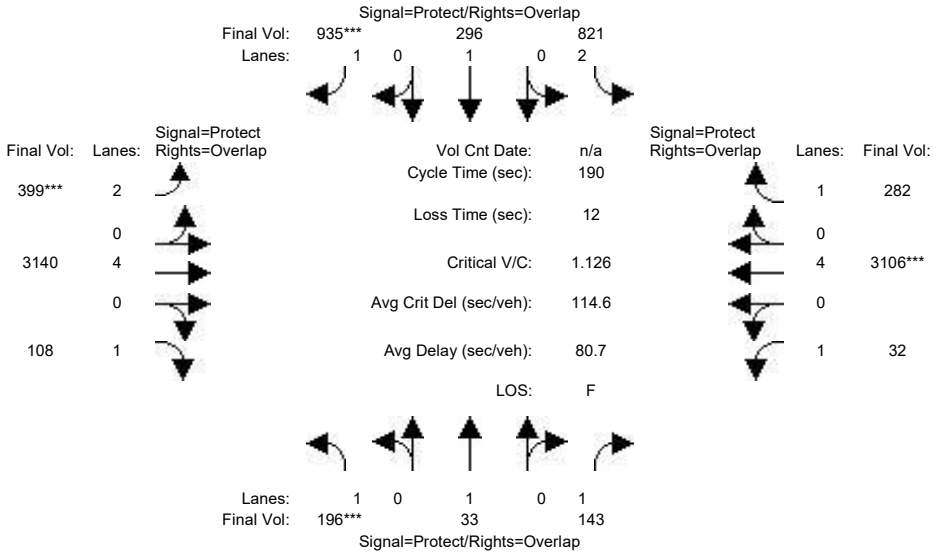
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
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:	196	33	143	821	296	935	399	3140	108	32	3106	282
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:	196	33	143	821	296	935	399	3140	108	32	3106	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	33	143	821	296	935	399	3140	108	32	3106	282
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:	196	33	143	821	296	935	399	3140	108	32	3106	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	33	143	821	296	935	399	3140	108	32	3106	282
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:	196	33	143	821	296	935	399	3140	108	32	3106	282
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.26	0.16	0.53	0.13	0.41	0.06	0.02	0.41	0.16
Crit Moves:	****					****	****				****	
Green Time:	26.0	26.0	35.0	48.0	48.0	72.0	24.0	95.0	121.0	9.0	80.0	128.0
Volume/Cap:	0.82	0.13	0.44	1.03	0.62	1.41	1.00	0.83	0.10	0.39	0.97	0.24
Delay/Veh:	99.1	72.3	69.8	111.3	65.3	252.4	128.8	32.6	6.4	90.8	72.3	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.1	72.3	69.8	111.3	65.3	252.4	128.8	32.6	6.4	90.8	72.3	19.0
LOS by Move:	F	E	E	F	E	F	F	C-	A	F	E	B-
HCM2k95thQ:	25	3	15	56	27	141	31	55	2	5	75	19

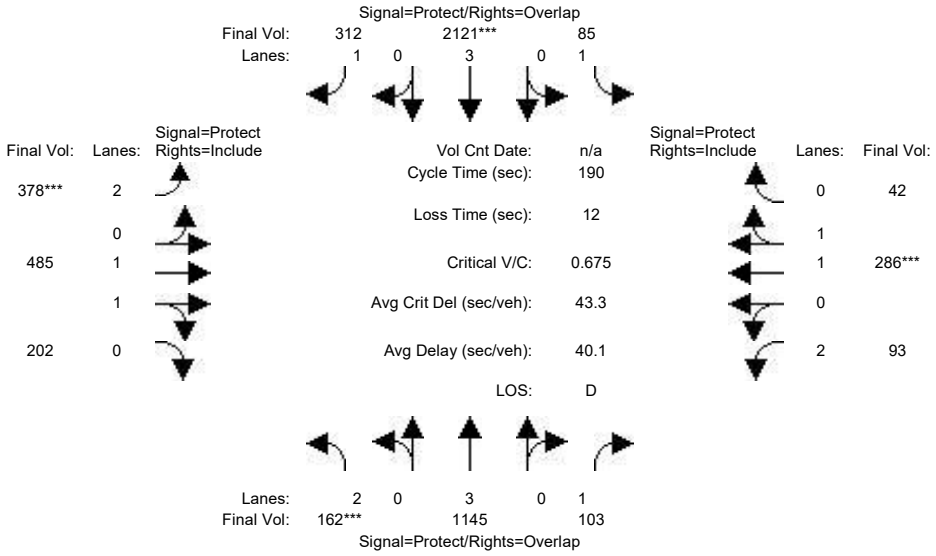
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
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:	160	1412	84	85	2612	262	355	461	201	87	277	42
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:	160	1412	84	85	2612	262	355	461	201	87	277	42
Added Vol:	2	75	19	0	143	50	23	24	1	6	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1487	103	85	2755	312	378	485	202	93	286	42
User Adj:	1.00	0.77	1.00	1.00	0.77	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:	162	1145	103	85	2121	312	378	485	202	93	286	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1145	103	85	2121	312	378	485	202	93	286	42
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:	162	1145	103	85	2121	312	378	485	202	93	286	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.40	0.60	2.00	1.74	0.26
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2611	1088	3150	3226	474
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.06	0.05	0.37	0.18	0.12	0.19	0.19	0.03	0.09	0.09
Crit Moves:	****				****		****				****	
Green Time:	17.0	98.0	113.4	15.0	96.0	127.0	31.0	49.6	49.6	15.4	34.0	34.0
Volume/Cap:	0.57	0.39	0.10	0.62	0.74	0.27	0.74	0.71	0.71	0.37	0.50	0.50
Delay/Veh:	85.9	20.7	9.6	92.7	29.1	4.9	81.2	66.2	66.2	83.6	70.9	70.9
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:	85.9	20.7	9.6	92.7	29.1	4.9	81.2	66.2	66.2	83.6	70.9	70.9
LOS by Move:	F	C+	A	F	C	A	F	E	E	F	E	E
HCM2k95thQ:	10	17	3	10	44	6	22	31	31	6	16	16

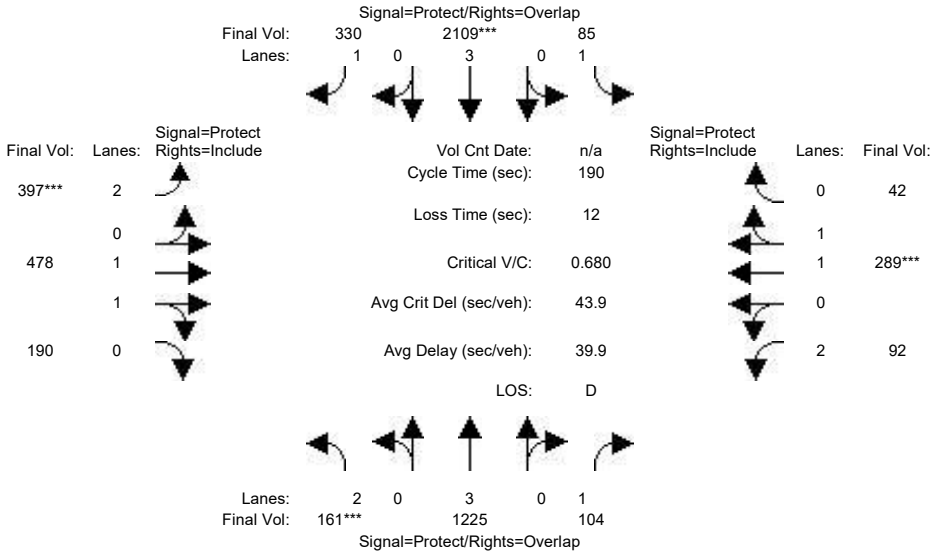
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
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:	161	1591	104	85	2739	330	397	478	190	92	289	42
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:	161	1591	104	85	2739	330	397	478	190	92	289	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1591	104	85	2739	330	397	478	190	92	289	42
User Adj:	1.00	0.77	1.00	1.00	0.77	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:	161	1225	104	85	2109	330	397	478	190	92	289	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1225	104	85	2109	330	397	478	190	92	289	42
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:	161	1225	104	85	2109	330	397	478	190	92	289	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.42	0.58	2.00	1.74	0.26
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2647	1052	3150	3230	469
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.06	0.05	0.37	0.19	0.13	0.18	0.18	0.03	0.09	0.09
Crit Moves:	****				****		****				****	
Green Time:	17.0	98.0	113.4	15.0	96.0	127.0	31.0	49.6	49.6	15.4	34.0	34.0
Volume/Cap:	0.57	0.42	0.10	0.62	0.73	0.28	0.77	0.69	0.69	0.36	0.50	0.50
Delay/Veh:	85.8	21.1	9.6	92.8	29.0	5.0	83.3	65.4	65.4	83.5	70.9	70.9
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:	85.8	21.1	9.6	92.8	29.0	5.0	83.3	65.4	65.4	83.5	70.9	70.9
LOS by Move:	F	C+	A	F	C	A	F	E	E	F	E	E
HCM2k95thQ:	10	19	3	10	43	6	23	30	30	6	16	16

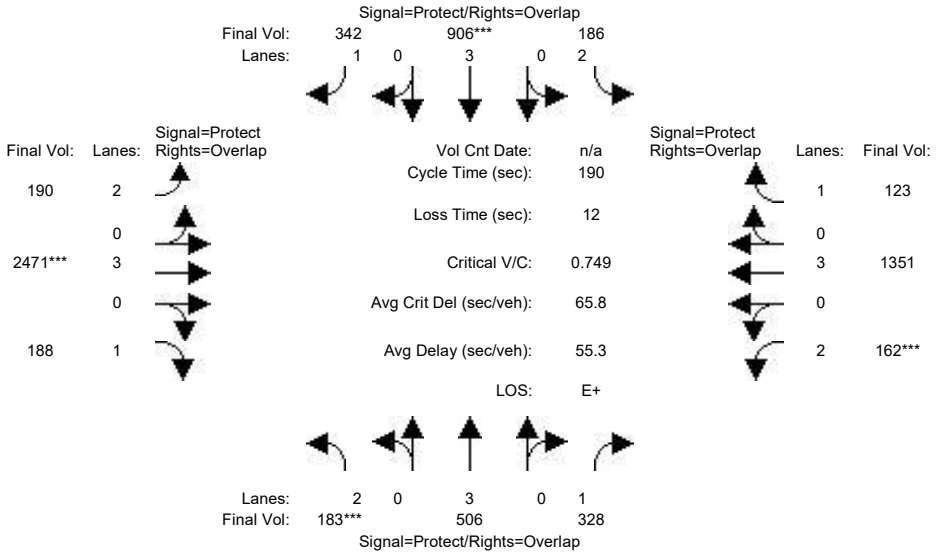
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
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:	125	453	327	179	885	276	135	2402	187	161	1300	83
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:	125	453	327	179	885	276	135	2402	187	161	1300	83
Added Vol:	58	53	1	7	21	66	55	69	1	1	51	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	506	328	186	906	342	190	2471	188	162	1351	123
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:	183	506	328	186	906	342	190	2471	188	162	1351	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	506	328	186	906	342	190	2471	188	162	1351	123
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:	183	506	328	186	906	342	190	2471	188	162	1351	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.19	0.06	0.16	0.20	0.06	0.43	0.11	0.05	0.24	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.0	39.0	53.0	16.0	40.0	57.7	17.7	109	124.0	14.0	105	121.3
Volume/Cap:	0.74	0.43	0.67	0.70	0.76	0.64	0.65	0.76	0.16	0.70	0.43	0.11
Delay/Veh:	96.5	66.1	64.4	92.8	73.2	59.9	93.7	58.9	29.0	95.0	16.8	6.4
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:	96.5	66.1	64.4	92.8	73.2	59.9	93.7	58.9	29.0	95.0	16.8	6.4
LOS by Move:	F	E	E	F	E	E+	F	E+	C	F	B	A
HCM2k95thQ:	13	15	31	12	29	31	14	68	17	11	18	3

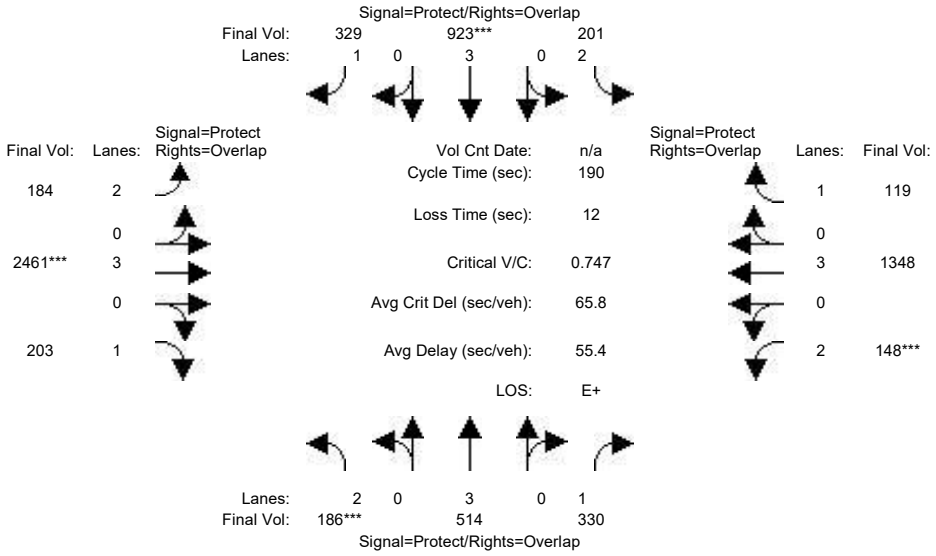
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
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:	186	514	330	201	923	329	184	2461	203	148	1348	119
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:	186	514	330	201	923	329	184	2461	203	148	1348	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	514	330	201	923	329	184	2461	203	148	1348	119
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:	186	514	330	201	923	329	184	2461	203	148	1348	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	514	330	201	923	329	184	2461	203	148	1348	119
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:	186	514	330	201	923	329	184	2461	203	148	1348	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.19	0.06	0.16	0.19	0.06	0.43	0.12	0.05	0.24	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.0	39.5	53.5	16.2	40.6	58.3	17.6	108	123.4	14.0	105	120.9
Volume/Cap:	0.75	0.43	0.67	0.75	0.76	0.61	0.63	0.76	0.18	0.64	0.43	0.11
Delay/Veh:	97.5	65.8	64.0	96.0	72.8	58.3	93.0	59.2	29.6	91.3	17.1	6.5
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:	97.5	65.8	64.0	96.0	72.8	58.3	93.0	59.2	29.6	91.3	17.1	6.5
LOS by Move:	F	E	E	F	E	E+	F	E+	C	F	B	A
HCM2k95thQ:	13	16	31	14	29	30	14	68	18	10	18	3

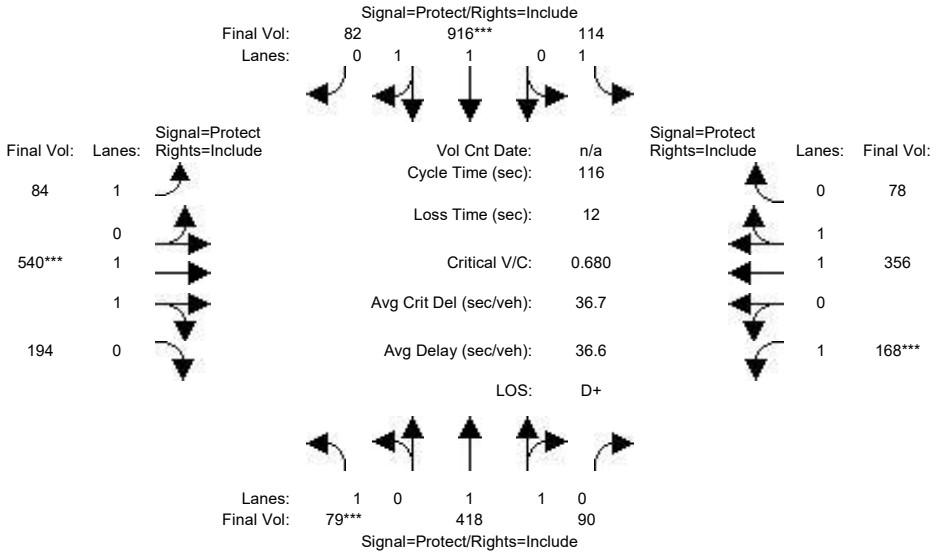
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	78	413	90	114	901	81	82	539	194	168	353	77
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:	78	413	90	114	901	81	82	539	194	168	353	77
Added Vol:	1	5	0	0	15	1	2	1	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	418	90	114	916	82	84	540	194	168	356	78
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:	79	418	90	114	916	82	84	540	194	168	356	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	418	90	114	916	82	84	540	194	168	356	78
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:	79	418	90	114	916	82	84	540	194	168	356	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.64	0.36	1.00	1.83	0.17	1.00	1.46	0.54	1.00	1.63	0.37
Final Sat.:	1750	3044	655	1750	3396	304	1750	2721	978	1750	3035	665
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.07	0.27	0.27	0.05	0.20	0.20	0.10	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	7.7	36.5	36.5	17.3	46.0	46.0	22.5	33.9	33.9	16.4	27.8	27.8
Volume/Cap:	0.68	0.44	0.44	0.44	0.68	0.68	0.25	0.68	0.68	0.68	0.49	0.49
Delay/Veh:	68.0	31.9	31.9	46.1	30.2	30.2	40.0	38.0	38.0	54.8	38.4	38.4
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:	68.0	31.9	31.9	46.1	30.2	30.2	40.0	38.0	38.0	54.8	38.4	38.4
LOS by Move:	E	C	C	D	C	C	D	D+	D+	D-	D+	D+
HCM2k95thQ:	6	13	13	8	26	26	5	21	21	12	13	13

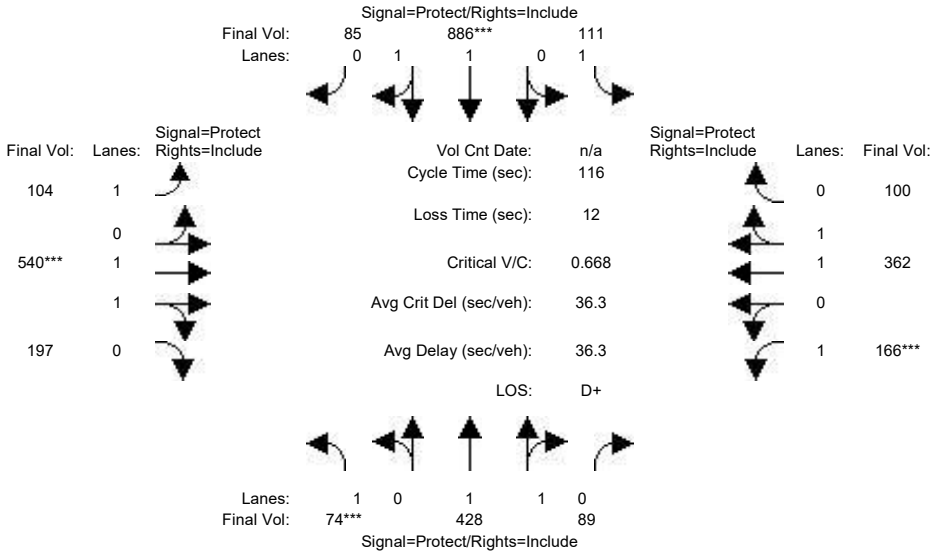
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	74	428	89	111	886	85	104	540	197	166	362	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	428	89	111	886	85	104	540	197	166	362	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	428	89	111	886	85	104	540	197	166	362	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	428	89	111	886	85	104	540	197	166	362	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	428	89	111	886	85	104	540	197	166	362	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	428	89	111	886	85	104	540	197	166	362	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.65	0.35	1.00	1.82	0.18	1.00	1.45	0.55	1.00	1.56	0.44
Final Sat.:	1750	3063	637	1750	3376	324	1750	2710	989	1750	2899	801
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.06	0.26	0.26	0.06	0.20	0.20	0.09	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	7.3	36.4	36.4	16.5	45.6	45.6	22.0	34.6	34.6	16.5	29.0	29.0
Volume/Cap:	0.67	0.45	0.45	0.45	0.67	0.67	0.31	0.67	0.67	0.67	0.50	0.50
Delay/Veh:	67.7	32.0	32.0	46.8	30.2	30.2	41.0	37.3	37.3	54.0	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	32.0	32.0	46.8	30.2	30.2	41.0	37.3	37.3	54.0	37.7	37.7
LOS by Move:	E	C-	C-	D	C	C	D	D+	D+	D-	D+	D+
HCM2k95thQ:	6	14	14	8	26	26	7	21	21	12	13	13

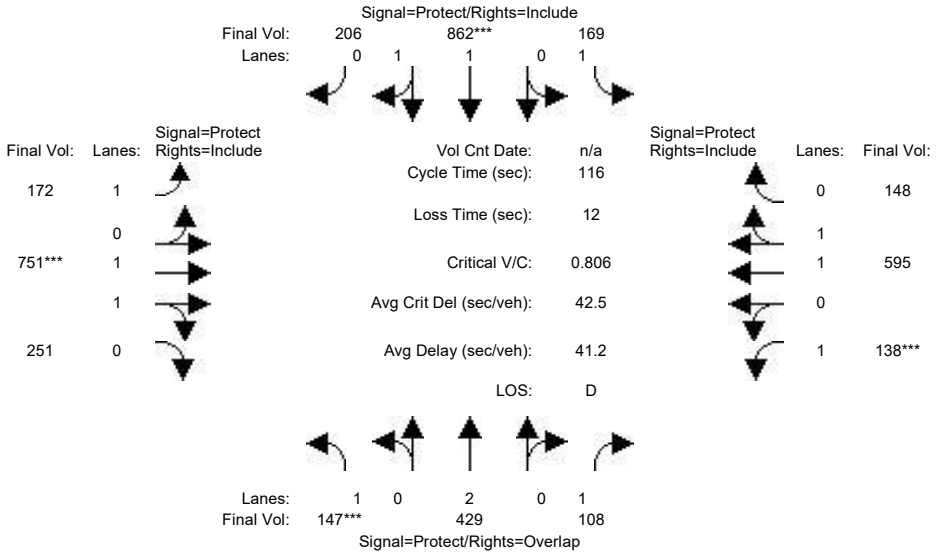
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	146	424	98	169	847	206	171	714	249	123	550	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	424	98	169	847	206	171	714	249	123	550	148
Added Vol:	1	5	10	0	15	0	1	37	2	15	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	429	108	169	862	206	172	751	251	138	595	148
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:	147	429	108	169	862	206	172	751	251	138	595	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	429	108	169	862	206	172	751	251	138	595	148
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:	147	429	108	169	862	206	172	751	251	138	595	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.49	0.51	1.00	1.59	0.41
Final Sat.:	1750	3800	1750	1750	2986	714	1750	2772	927	1750	2962	737
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.06	0.10	0.29	0.29	0.10	0.27	0.27	0.08	0.20	0.20
Crit Moves:	****				****			****			****	
Green Time:	12.1	28.0	39.3	25.7	41.6	41.6	16.5	39.0	39.0	11.4	33.8	33.8
Volume/Cap:	0.81	0.47	0.18	0.44	0.81	0.81	0.69	0.81	0.81	0.81	0.69	0.69
Delay/Veh:	73.3	38.0	27.1	39.7	37.3	37.3	55.2	39.0	39.0	74.9	38.3	38.3
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:	73.3	38.0	27.1	39.7	37.3	37.3	55.2	39.0	39.0	74.9	38.3	38.3
LOS by Move:	E	D+	C	D	D+	D+	E+	D	D	E	D+	D+
HCM2k95thQ:	12	12	6	10	30	30	12	30	30	11	22	22

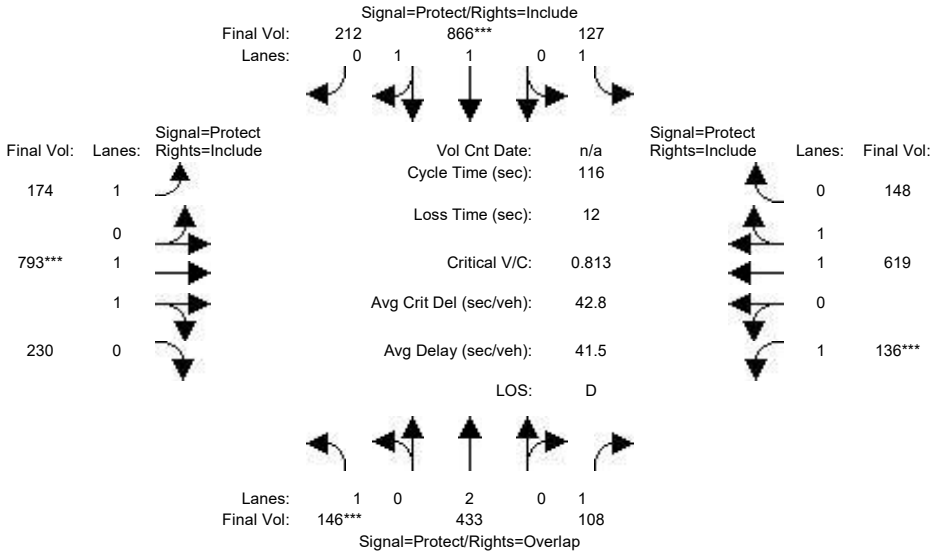
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	146	433	108	127	866	212	174	793	230	136	619	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	433	108	127	866	212	174	793	230	136	619	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	433	108	127	866	212	174	793	230	136	619	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	433	108	127	866	212	174	793	230	136	619	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	433	108	127	866	212	174	793	230	136	619	148
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:	146	433	108	127	866	212	174	793	230	136	619	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.54	0.46	1.00	1.60	0.40
Final Sat.:	1750	3800	1750	1750	2972	728	1750	2868	832	1750	2986	714
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.06	0.07	0.29	0.29	0.10	0.28	0.28	0.08	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	11.9	28.0	39.1	25.4	41.6	41.6	16.4	39.4	39.4	11.1	34.2	34.2
Volume/Cap:	0.81	0.47	0.18	0.33	0.81	0.81	0.70	0.81	0.81	0.81	0.70	0.70
Delay/Veh:	74.8	38.0	27.3	38.6	37.7	37.7	56.4	39.1	39.1	76.7	38.5	38.5
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:	74.8	38.0	27.3	38.6	37.7	37.7	56.4	39.1	39.1	76.7	38.5	38.5
LOS by Move:	E	D+	C	D+	D+	D+	E+	D	D	E-	D+	D+
HCM2k95thQ:	12	12	6	8	31	31	13	31	31	11	22	22

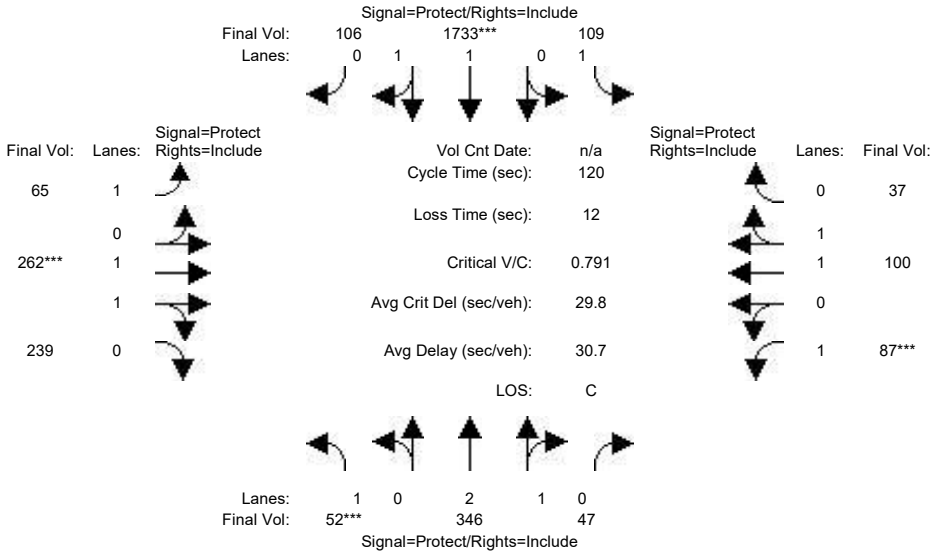
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	49	308	47	109	1641	96	65	262	221	87	100	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	308	47	109	1641	96	65	262	221	87	100	37
Added Vol:	3	38	0	0	92	10	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	346	47	109	1733	106	65	262	239	87	100	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	346	47	109	1733	106	65	262	239	87	100	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	346	47	109	1733	106	65	262	239	87	100	37
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:	52	346	47	109	1733	106	65	262	239	87	100	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	2.63	0.37	1.00	1.88	0.12	1.00	1.02	0.98	1.00	1.45	0.55
Final Sat.:	1750	4929	670	1750	3487	213	1750	1934	1764	1750	2700	999
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.06	0.50	0.50	0.04	0.14	0.14	0.05	0.04	0.04
Crit Moves:	****				****			****			****	
Green Time:	4.5	42.3	42.3	37.6	75.4	75.4	10.1	20.6	20.6	7.5	18.0	18.0
Volume/Cap:	0.79	0.20	0.20	0.20	0.79	0.79	0.44	0.79	0.79	0.79	0.25	0.25
Delay/Veh:	103.6	27.1	27.1	30.4	18.4	18.4	54.4	54.4	54.4	86.5	45.2	45.2
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:	103.6	27.1	27.1	30.4	18.4	18.4	54.4	54.4	54.4	86.5	45.2	45.2
LOS by Move:	F	C	C	C	B-	B-	D-	D-	D-	F	D	D
HCM2k95thQ:	5	7	7	6	39	39	5	18	18	10	5	5

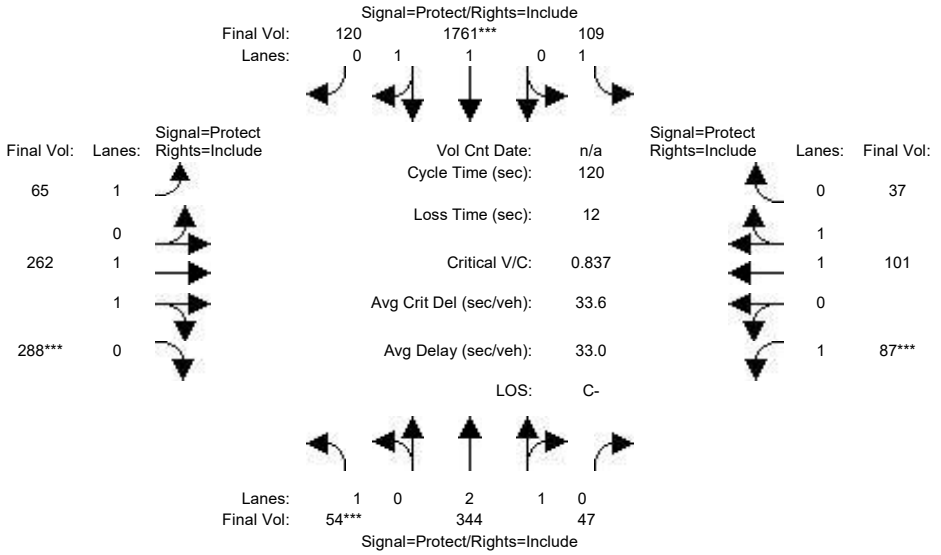
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	54	344	47	109	1761	120	65	262	288	87	101	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	344	47	109	1761	120	65	262	288	87	101	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	344	47	109	1761	120	65	262	288	87	101	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	344	47	109	1761	120	65	262	288	87	101	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	344	47	109	1761	120	65	262	288	87	101	37
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:	54	344	47	109	1761	120	65	262	288	87	101	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.63	0.37	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	1750	4926	673	1750	3464	236	1750	1900	1750	1750	2707	992
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.06	0.51	0.51	0.04	0.14	0.16	0.05	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	4.4	40.9	40.9	36.4	72.9	72.9	11.0	23.6	23.6	7.1	19.7	19.7
Volume/Cap:	0.84	0.21	0.21	0.21	0.84	0.84	0.41	0.70	0.84	0.84	0.23	0.23
Delay/Veh:	116.3	28.1	28.1	31.2	21.8	21.8	53.1	47.8	55.6	97.8	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.3	28.1	28.1	31.2	21.8	21.8	53.1	47.8	55.6	97.8	43.7	43.7
LOS by Move:	F	C	C	C	C+	C+	D-	D	E+	F	D	D
HCM2k95thQ:	5	7	7	6	43	43	5	17	22	11	5	5

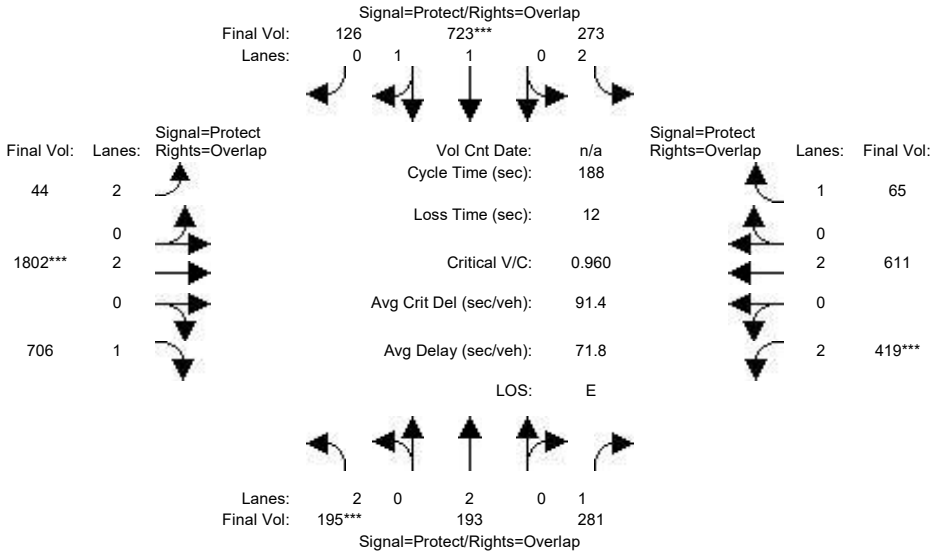
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
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:	183	178	271	259	674	126	44	2211	696	377	638	58
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:	183	178	271	259	674	126	44	2211	696	377	638	58
Added Vol:	12	15	10	14	49	0	0	99	10	42	26	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	193	281	273	723	126	44	2310	706	419	664	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	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:	195	193	281	273	723	126	44	1802	706	419	611	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	193	281	273	723	126	44	1802	706	419	611	65
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:	195	193	281	273	723	126	44	1802	706	419	611	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.69	0.31	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3150	549	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.16	0.09	0.23	0.23	0.01	0.47	0.40	0.13	0.16	0.04
Crit Moves:	****				****			****			****	
Green Time:	18.0	42.2	66.4	17.6	41.8	54.2	12.5	92.0	110.0	24.2	104	121.4
Volume/Cap:	0.65	0.23	0.45	0.92	1.03	0.80	0.21	0.97	0.69	1.03	0.29	0.06
Delay/Veh:	86.8	59.7	47.4	117.8	113	66.0	83.6	71.4	39.1	135.2	15.3	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.8	59.7	47.4	117.8	113	66.0	83.6	71.4	39.1	135.2	15.3	5.6
LOS by Move:	F	E+	D	F	F	E	F	E	D	F	B	A
HCM2k95thQ:	13	8	23	22	50	40	3	81	55	33	11	1

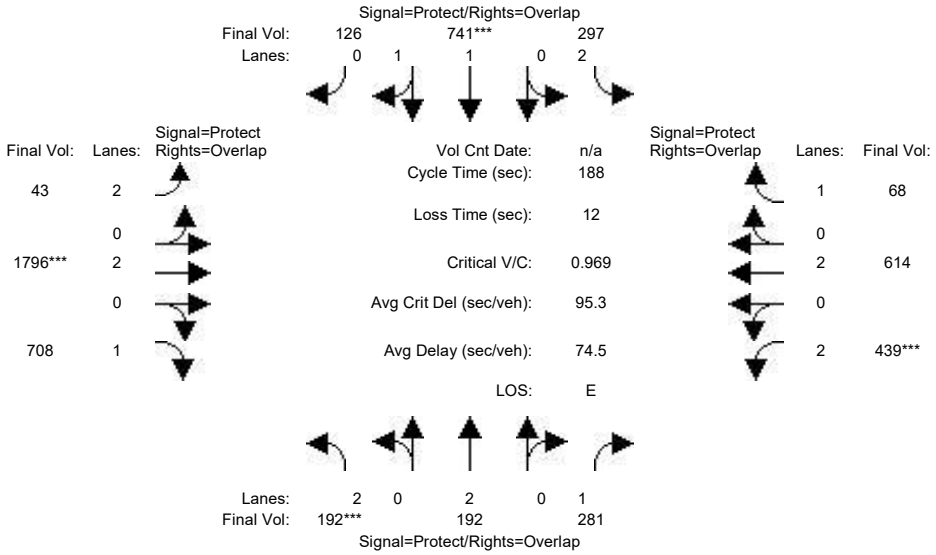
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
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:	192	192	281	297	741	126	43	2302	708	439	667	68
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:	192	192	281	297	741	126	43	2302	708	439	667	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	192	281	297	741	126	43	2302	708	439	667	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	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:	192	192	281	297	741	126	43	1796	708	439	614	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	192	281	297	741	126	43	1796	708	439	614	68
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:	192	192	281	297	741	126	43	1796	708	439	614	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.70	0.30	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3162	538	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.16	0.09	0.23	0.23	0.01	0.47	0.40	0.14	0.16	0.04
Crit Moves:	****				****			****			****	
Green Time:	18.0	40.8	65.4	18.6	41.4	53.9	12.5	92.0	110.0	24.6	104	122.7
Volume/Cap:	0.64	0.23	0.46	0.96	1.06	0.82	0.21	0.97	0.69	1.06	0.29	0.06
Delay/Veh:	86.3	60.8	48.1	123.3	123	67.6	83.5	70.7	39.2	144.2	15.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	60.8	48.1	123.3	123	67.6	83.5	70.7	39.2	144.2	15.1	5.1
LOS by Move:	F	E	D	F	F	E	F	E	D	F	B	A
HCM2k95thQ:	12	9	23	24	52	41	3	80	55	35	11	1

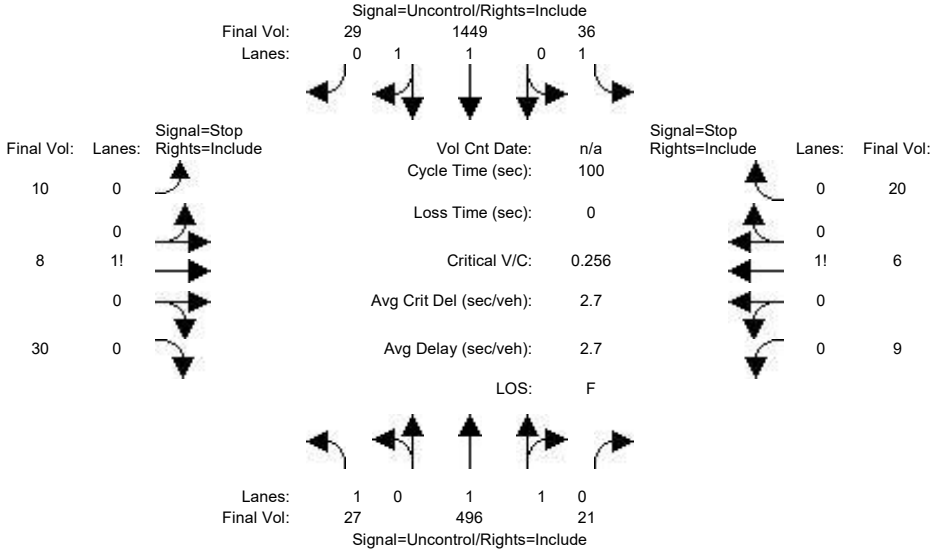
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	433	21	36	1401	29	10	8	30	9	6	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	433	21	36	1401	29	10	8	30	9	6	20
Added Vol:	0	63	0	0	48	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	496	21	36	1449	29	10	8	30	9	6	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	496	21	36	1449	29	10	8	30	9	6	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	496	21	36	1449	29	10	8	30	9	6	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1478	xxxx	xxxxx	517	xxxx	xxxxx	1841	2107	739	1361	2111	259
Potent Cap.:	462	xxxx	xxxxx	1059	xxxx	xxxxx	48	52	364	109	52	747
Move Cap.:	462	xxxx	xxxxx	1059	xxxx	xxxxx	39	47	364	81	47	747
Volume/Cap:	0.06	xxxx	xxxx	0.03	xxxx	xxxx	0.26	0.17	0.08	0.11	0.13	0.03
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.3	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	95	xxxxx	xxxx	132	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	77.0	xxxxx	xxxxx	41.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			77.0			41.9		
ApproachLOS:	*			*			F			E		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

Copyright (c) 2008 Dowling Associates, Inc.

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  496    21    36 1449    29    10    8    30     9    6    20
ApproachDel:    xxxxxx           xxxxxx            77.0             41.9
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2141]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2141]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #15 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  496    21    36 1449    29    10    8    30     9    6    20
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              2058
Minor Approach Volume:            48
Minor Approach Volume Threshold: 36 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

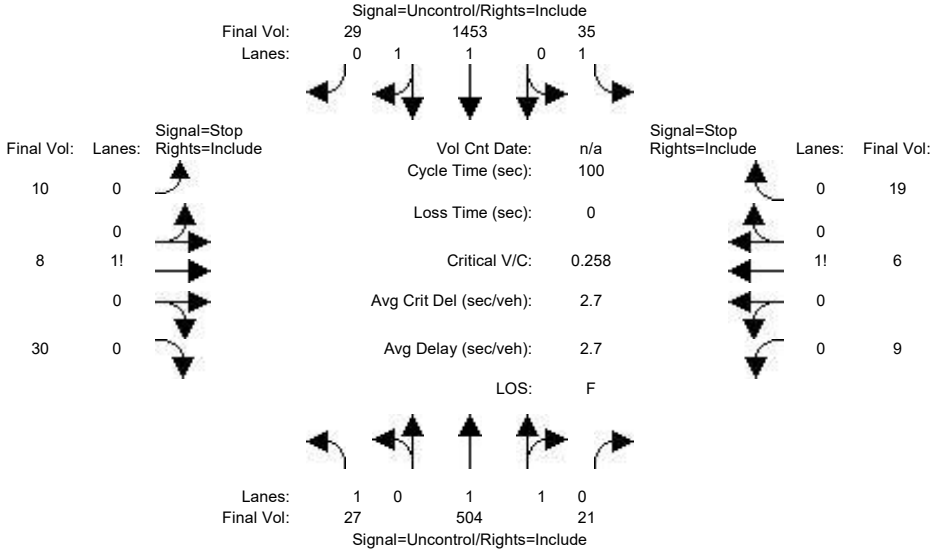
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	504	21	35	1453	29	10	8	30	9	6	19
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:	27	504	21	35	1453	29	10	8	30	9	6	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	504	21	35	1453	29	10	8	30	9	6	19
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:	27	504	21	35	1453	29	10	8	30	9	6	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	504	21	35	1453	29	10	8	30	9	6	19
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1482	xxxx	xxxxx	525	xxxx	xxxxx	1847	2117	741	1369	2121	263
Potent Cap.:	460	xxxx	xxxxx	1052	xxxx	xxxxx	47	51	363	107	51	742
Move Cap.:	460	xxxx	xxxxx	1052	xxxx	xxxxx	39	47	363	80	46	742
Volume/Cap:	0.06	xxxx	xxxx	0.03	xxxx	xxxx	0.26	0.17	0.08	0.11	0.13	0.03
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.3	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	94	xxxxx	xxxx	127	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	78.4	xxxxx	xxxxx	43.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			78.4			43.4		
ApproachLOS:	*			*			F			E		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

Copyright (c) 2008 Dowling Associates, Inc.

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  504    21    35 1453    29    10    8    30     9    6    19
ApproachDel:    xxxxxx           xxxxxx            78.4             43.4
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2151]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2151]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #15 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  504    21    35 1453    29    10    8    30     9    6    19
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              2069
Minor Approach Volume:            48
Minor Approach Volume Threshold: 34 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

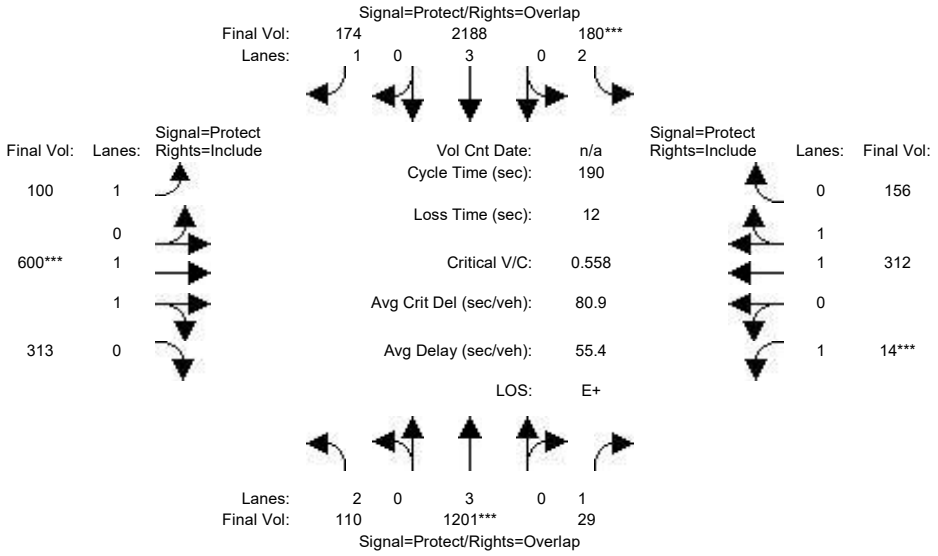
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	108	1106	29	180	2520	173	99	600	312	14	312	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1106	29	180	2520	173	99	600	312	14	312	156
Added Vol:	2	95	0	0	148	1	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1201	29	180	2668	174	100	600	313	14	312	156
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1201	29	180	2188	174	100	600	313	14	312	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1201	29	180	2188	174	100	600	313	14	312	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1201	29	180	2188	174	100	600	313	14	312	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.30	0.70	1.00	1.32	0.68
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2431	1268	1750	2466	1233
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.02	0.06	0.38	0.10	0.06	0.25	0.25	0.01	0.13	0.13
Crit Moves:		****			****				****		****	
Green Time:	12.0	116	126.0	10.0	114	129.1	15.1	42.0	42.0	10.0	36.9	36.9
Volume/Cap:	0.55	0.35	0.02	1.09	0.64	0.15	0.72	1.12	1.12	0.15	0.65	0.65
Delay/Veh:	89.7	18.3	11.0	184.6	25.1	10.9	102.3	143	142.6	86.7	72.7	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	18.3	11.0	184.6	25.1	10.9	102.3	143	142.6	86.7	72.7	72.7
LOS by Move:	F	B-	B+	F	C	B+	F	F	F	F	E	E
HCM2k95thQ:	9	20	1	16	44	7	12	55	55	2	24	24

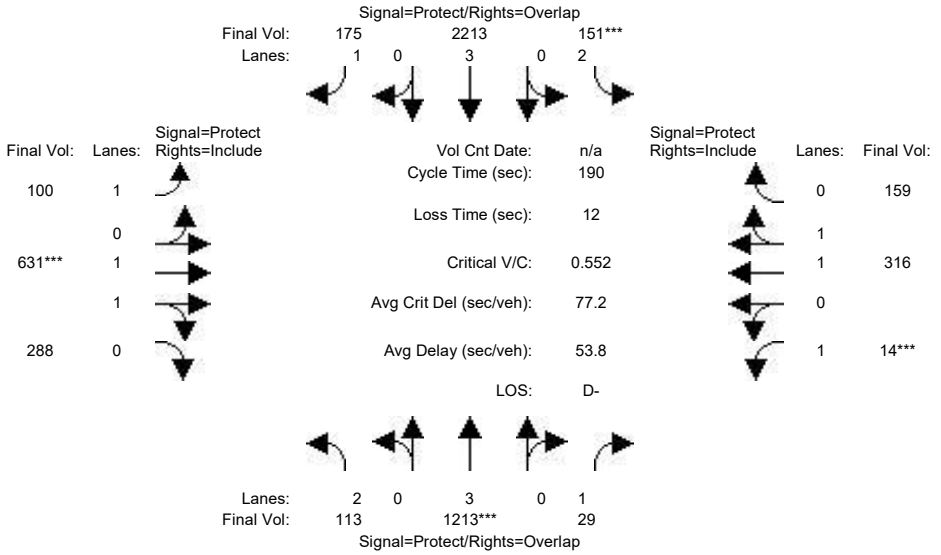
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental
SJ23-2232
Background

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	113	1213	29	151	2699	175	100	631	288	14	316	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1213	29	151	2699	175	100	631	288	14	316	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1213	29	151	2699	175	100	631	288	14	316	159
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1213	29	151	2213	175	100	631	288	14	316	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1213	29	151	2213	175	100	631	288	14	316	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1213	29	151	2213	175	100	631	288	14	316	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.36	0.64	1.00	1.31	0.69
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2540	1159	1750	2461	1238
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.02	0.05	0.39	0.10	0.06	0.25	0.25	0.01	0.13	0.13
Crit Moves:		****			****				****		****	
Green Time:	12.0	116	126.0	10.0	114	129.1	15.1	42.0	42.0	10.0	36.9	36.9
Volume/Cap:	0.57	0.35	0.02	0.91	0.65	0.15	0.72	1.12	1.12	0.15	0.66	0.66
Delay/Veh:	90.3	18.4	11.0	134.4	25.3	10.9	102.3	145	145.4	86.7	73.0	73.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.3	18.4	11.0	134.4	25.3	10.9	102.3	145	145.4	86.7	73.0	73.0
LOS by Move:	F	B-	B+	F	C	B+	F	F	F	F	E	E
HCM2k95thQ:	9	20	1	12	45	8	12	56	56	2	24	24

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

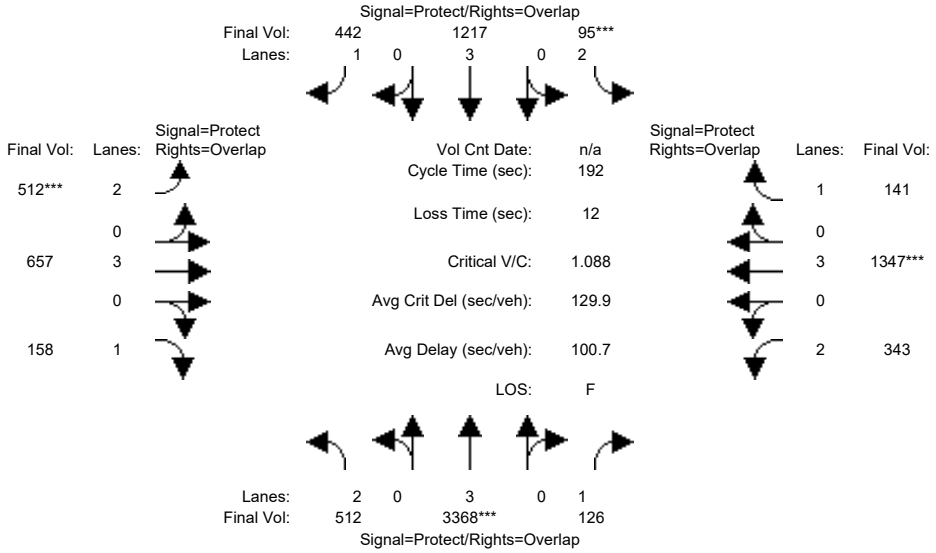
Copyright (c) 2008 Dowling Associates, Inc.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	512	4107	126	95	1449	442	512	657	158	343	1347	141
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:	512	4107	126	95	1449	442	512	657	158	343	1347	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	4107	126	95	1449	442	512	657	158	343	1347	141
User Adj:	1.00	0.82	1.00	1.00	0.84	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:	512	3368	126	95	1217	442	512	657	158	343	1347	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	3368	126	95	1217	442	512	657	158	343	1347	141
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:	512	3368	126	95	1217	442	512	657	158	343	1347	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.59	0.07	0.03	0.26	0.25	0.16	0.12	0.09	0.11	0.24	0.08
Crit Moves:		****		****			****				****	
Green Time:	43.8	99.1	131.6	14.0	69.3	96.6	27.3	34.4	78.2	32.5	39.6	53.6
Volume/Cap:	0.71	1.14	0.11	0.41	0.71	0.50	1.14	0.64	0.22	0.64	1.14	0.29
Delay/Veh:	71.7	116	10.3	86.3	54.2	32.2	170.9	74.5	37.2	77.0	152	54.6
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:	71.7	116	10.3	86.3	54.2	32.2	170.9	74.5	37.2	77.0	152	54.6
LOS by Move:	E	F	B+	F	D-	C-	F	E	D+	E-	F	D-
HCM2k95thQ:	29	126	5	6	35	31	40	21	12	20	55	13

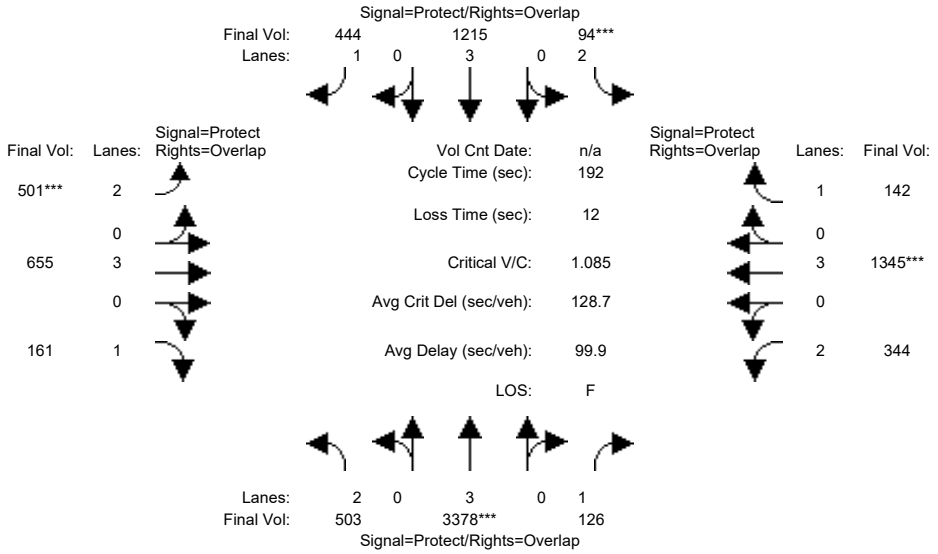
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	503	4120	126	94	1446	444	501	655	161	344	1345	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	4120	126	94	1446	444	501	655	161	344	1345	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	503	4120	126	94	1446	444	501	655	161	344	1345	142
User Adj:	1.00	0.82	1.00	1.00	0.84	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:	503	3378	126	94	1215	444	501	655	161	344	1345	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	3378	126	94	1215	444	501	655	161	344	1345	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	3378	126	94	1215	444	501	655	161	344	1345	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.59	0.07	0.03	0.26	0.25	0.16	0.11	0.09	0.11	0.24	0.08
Crit Moves:		****			****			****			****	
Green Time:	43.6	99.6	132.0	14.0	70.0	96.8	26.7	34.0	77.6	32.3	39.7	53.7
Volume/Cap:	0.70	1.14	0.10	0.41	0.70	0.50	1.14	0.65	0.23	0.65	1.14	0.29
Delay/Veh:	71.5	115	10.2	86.2	53.4	32.1	170.7	74.9	37.7	77.3	151	54.6
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:	71.5	115	10.2	86.2	53.4	32.1	170.7	74.9	37.7	77.3	151	54.6
LOS by Move:	E	F	B+	F	D-	C-	F	E	D+	E-	F	D-
HCM2k95thQ:	28	126	5	6	34	31	39	21	12	21	54	13

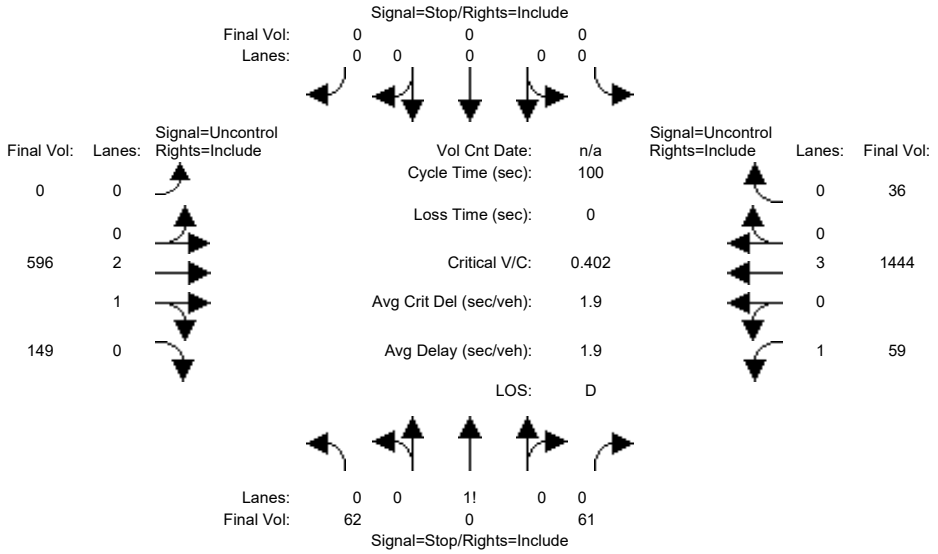
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #2: El Camino Real/Harrison St



Street Name:	Harrison St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	62	0	61	0	0	0	0	596	149	59	1444	36
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	0	61	0	0	0	0	596	149	59	1444	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	0	61	0	0	0	0	596	149	59	1444	36
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	0	61	0	0	0	0	596	149	59	1444	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	62	0	61	0	0	0	0	596	149	59	1444	36
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1270	2269	273	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	745	xxxx	xxxxx
Potent Cap.:	163	41	731	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	872	xxxx	xxxxx
Move Cap.:	154	38	731	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	872	xxxx	xxxxx
Volume/Cap:	0.40	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	253	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	31.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	31.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	1	0	1 0 2	1	0
Initial Vol:	62	0	61	0	0	0	0	596	149	59	1444	36
ApproachDel:	31.9			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=123]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2407]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	1	0	1 0 2	1	0
Initial Vol:	62	0	61	0	0	0	0	596	149	59	1444	36

Major Street Volume: 2284
Minor Approach Volume: 123
Minor Approach Volume Threshold: 0 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

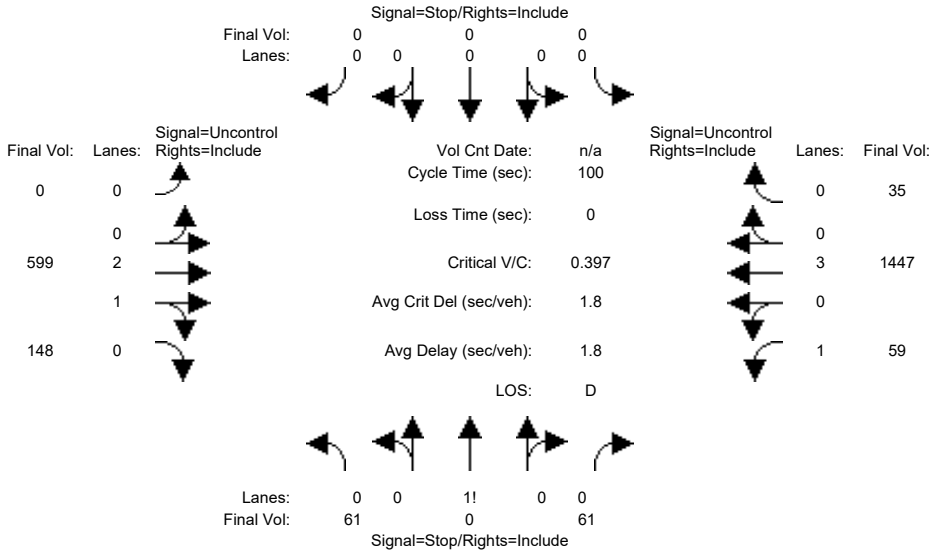
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #2: El Camino Real/Harrison St



Street Name:	Harrison St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	61	0	61	0	0	0	0	599	148	59	1447	35
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:	61	0	61	0	0	0	0	599	148	59	1447	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	0	61	0	0	0	0	599	148	59	1447	35
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:	61	0	61	0	0	0	0	599	148	59	1447	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	0	61	0	0	0	0	599	148	59	1447	35
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1273	2273	274	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	747	xxxx	xxxxx
Potent Cap.:	162	41	730	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	870	xxxx	xxxxx
Move Cap.:	153	38	730	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	870	xxxx	xxxxx
Volume/Cap:	0.40	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	254	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	31.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	31.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	1	0	1 0 2	1	0
Initial Vol:	61	0	61	0	0	0	0	599	148	59	1447	35
ApproachDel:	31.7			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=122]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2410]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	1	0	1 0 2	1	0
Initial Vol:	61	0	61	0	0	0	0	599	148	59	1447	35

Major Street Volume: 2288
Minor Approach Volume: 122
Minor Approach Volume Threshold: -0 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

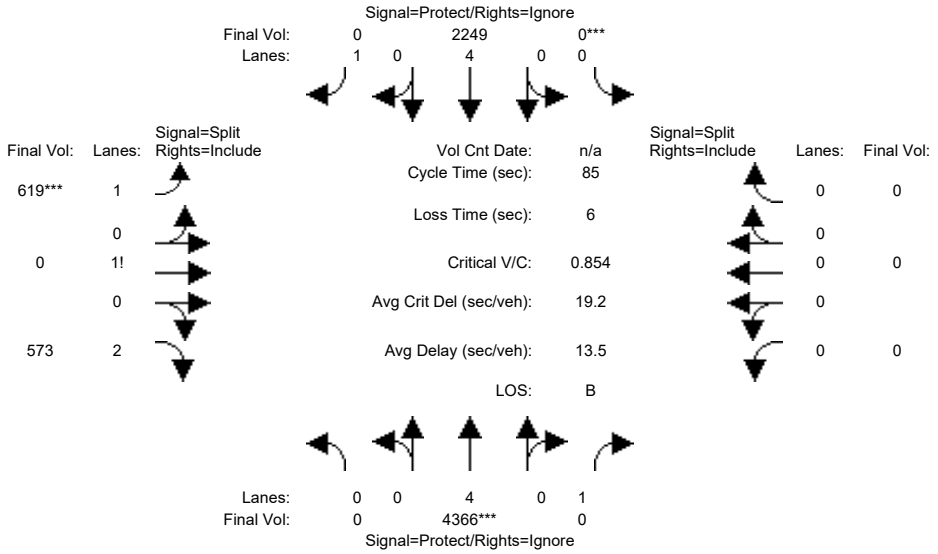
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	4366	1064	0	2249	0	619	0	573	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4366	1064	0	2249	0	619	0	573	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4366	1064	0	2249	0	619	0	573	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4366	0	0	2249	0	619	0	573	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4366	0	0	2249	0	619	0	573	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4366	0	0	2249	0	619	0	573	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.59	0.00	2.41	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2822	0	3796	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.00	0.00	0.30	0.00	0.22	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.00	0.00	0.42	0.00	0.98	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	9.7	0.0	0.0	5.3	0.0	54.2	0.0	31.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	0.0	0.0	5.3	0.0	54.2	0.0	31.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D-	A	C	A	A	A
HCM2k95thQ:	0	35	0	0	12	0	29	0	15	0	0	0

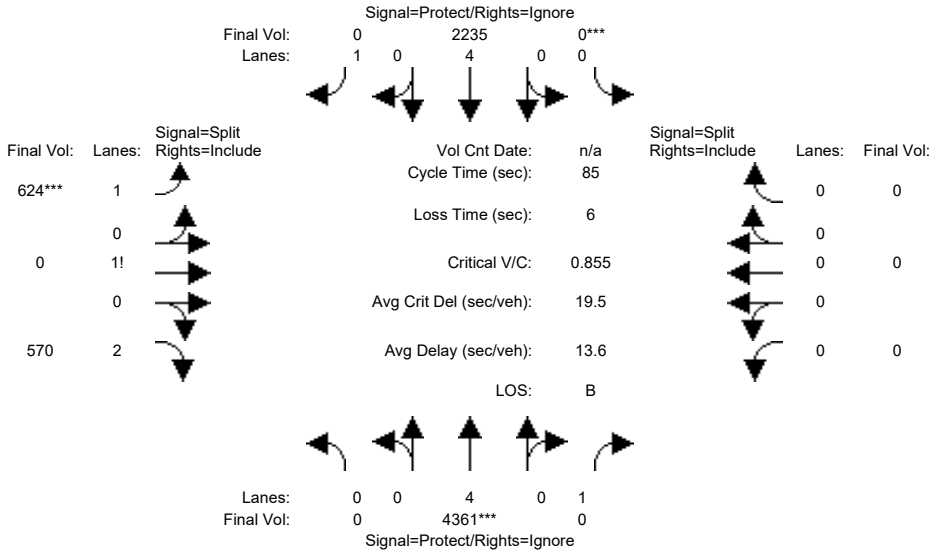
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	4361	1062	0	2235	1	624	0	570	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4361	1062	0	2235	1	624	0	570	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4361	1062	0	2235	1	624	0	570	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4361	0	0	2235	0	624	0	570	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4361	0	0	2235	0	624	0	570	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4361	0	0	2235	0	624	0	570	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.59	0.00	2.41	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2828	0	3791	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.00	0.00	0.29	0.00	0.22	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.00	0.00	0.42	0.00	0.99	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	9.6	0.0	0.0	5.3	0.0	55.6	0.0	31.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	0.0	0.0	5.3	0.0	55.6	0.0	31.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E+	A	C	A	A	A
HCM2k95thQ:	0	35	0	0	12	0	29	0	15	0	0	0

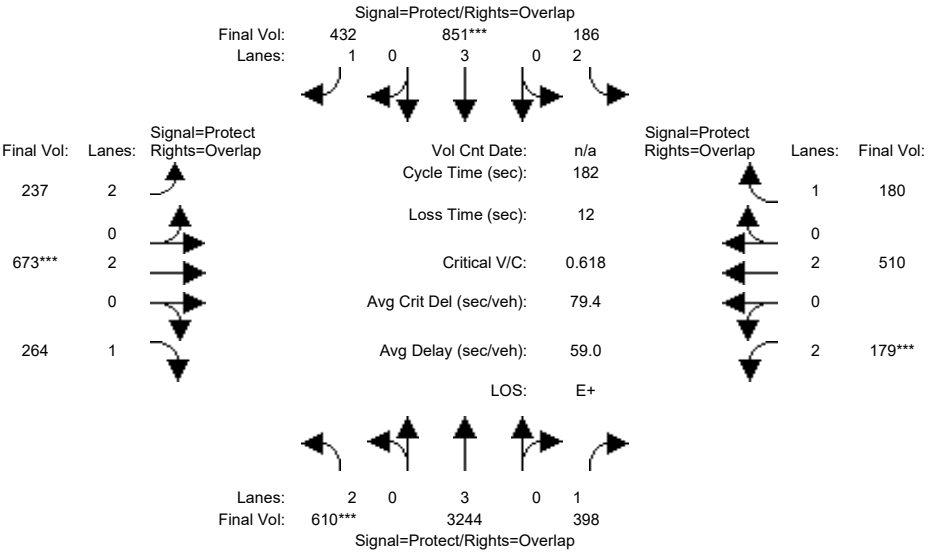
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	610	4055	398	186	1270	432	237	673	264	179	510	180
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:	610	4055	398	186	1270	432	237	673	264	179	510	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	610	4055	398	186	1270	432	237	673	264	179	510	180
User Adj:	1.00	0.80	1.00	1.00	0.67	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:	610	3244	398	186	851	432	237	673	264	179	510	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	3244	398	186	851	432	237	673	264	179	510	180
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:	610	3244	398	186	851	432	237	673	264	179	510	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.57	0.23	0.06	0.15	0.25	0.08	0.18	0.16	0.06	0.13	0.10
Crit Moves:	****				****			****			****	
Green Time:	35.0	106	120.7	17.3	88.0	104.0	16.0	32.0	67.0	15.0	31.0	48.3
Volume/Cap:	1.01	0.98	0.34	0.62	0.31	0.43	0.86	1.01	0.45	0.69	0.79	0.39
Delay/Veh:	111.8	48.6	13.6	83.1	28.6	22.5	104.0	112	44.0	88.9	78.8	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.8	48.6	13.6	83.1	28.6	22.5	104.0	112	44.0	88.9	78.8	55.2
LOS by Move:	F	D	B	F	C	C+	F	F	D	F	E-	E+
HCM2k95thQ:	42	96	19	12	17	25	19	39	21	12	25	16

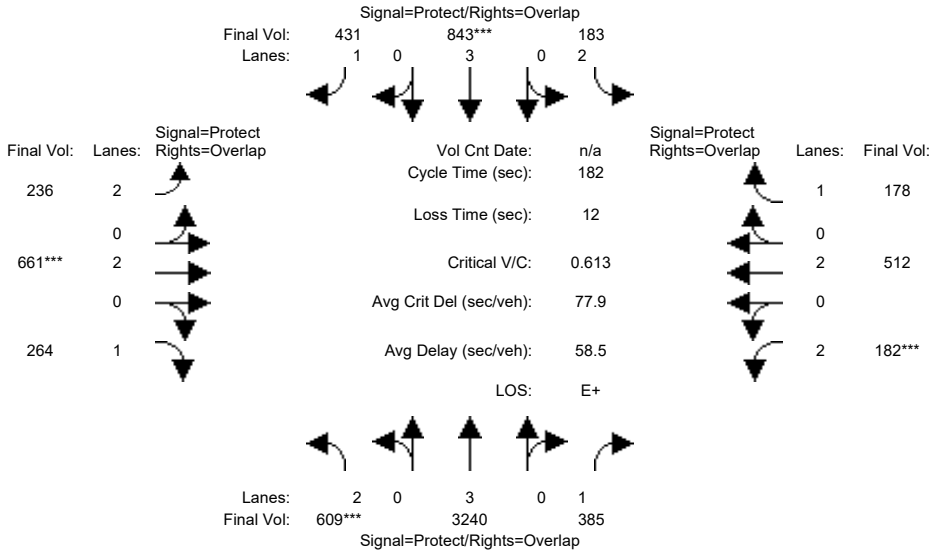
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	609	4050	385	183	1258	431	236	661	264	182	512	178
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:	609	4050	385	183	1258	431	236	661	264	182	512	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	609	4050	385	183	1258	431	236	661	264	182	512	178
User Adj:	1.00	0.80	1.00	1.00	0.67	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:	609	3240	385	183	843	431	236	661	264	182	512	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	609	3240	385	183	843	431	236	661	264	182	512	178
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:	609	3240	385	183	843	431	236	661	264	182	512	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.57	0.22	0.06	0.15	0.25	0.07	0.17	0.16	0.06	0.13	0.10
Crit Moves:	****				****			****			****	
Green Time:	35.0	106	120.6	17.4	88.0	104.0	16.0	32.0	67.0	15.0	31.0	48.4
Volume/Cap:	1.01	0.98	0.33	0.61	0.31	0.43	0.85	0.99	0.45	0.70	0.79	0.38
Delay/Veh:	111.4	48.4	13.4	82.7	28.6	22.5	103.4	107	44.0	89.6	79.0	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.4	48.4	13.4	82.7	28.6	22.5	103.4	107	44.0	89.6	79.0	55.1
LOS by Move:	F	D	B	F	C	C+	F	F	D	F	E-	E+
HCM2k95thQ:	42	96	18	11	17	25	19	38	21	12	25	16

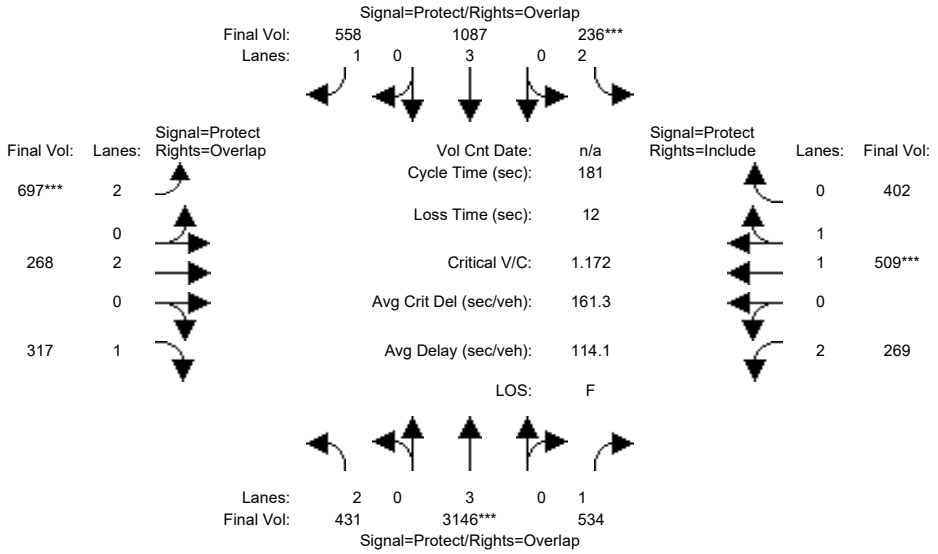
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	431	4369	534	236	1342	558	697	268	317	269	509	402
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:	431	4369	534	236	1342	558	697	268	317	269	509	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	4369	534	236	1342	558	697	268	317	269	509	402
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	431	3146	534	236	1087	558	697	268	317	269	509	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	3146	534	236	1087	558	697	268	317	269	509	402
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:	431	3146	534	236	1087	558	697	268	317	269	509	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.09	0.91
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2066	1632
Capacity Analysis Module:												
Vol/Sat:	0.14	0.55	0.31	0.07	0.19	0.32	0.22	0.07	0.18	0.09	0.25	0.25
Crit Moves:		****			****			****			****	
Green Time:	25.0	101	118.7	17.0	93.0	117.0	24.0	33.3	58.3	17.7	27.0	27.0
Volume/Cap:	0.99	0.99	0.47	0.80	0.37	0.49	1.67	0.38	0.56	0.87	1.65	1.65
Delay/Veh:	118.4	52.9	15.7	94.4	26.5	17.0	389.8	65.2	52.1	103.1	378	378.2
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:	118.4	52.9	15.7	94.4	26.5	17.0	389.8	65.2	52.1	103.1	378	378.2
LOS by Move:	F	D-	B	F	C	B	F	E	D-	F	F	F
HCM2k95thQ:	25	84	26	18	21	29	69	13	27	18	74	74

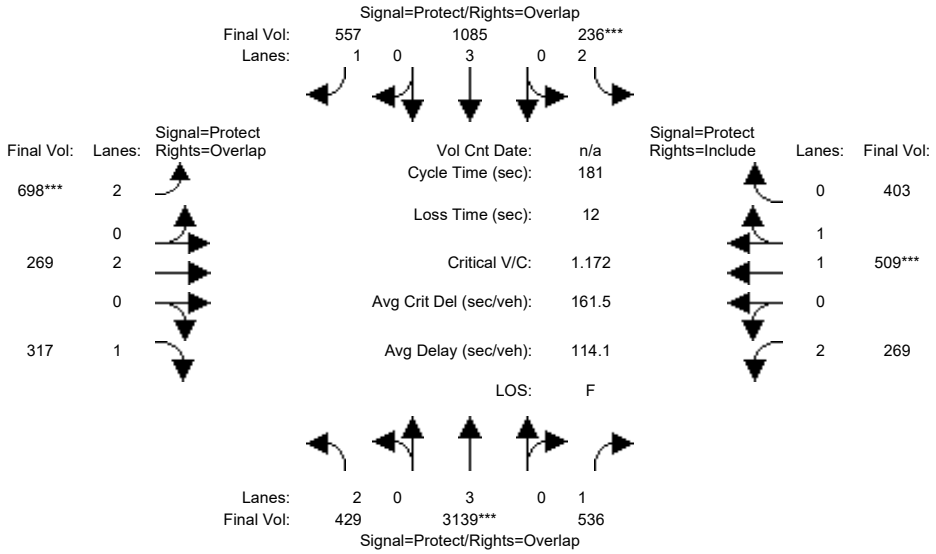
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	429	4360	536	236	1339	557	698	269	317	269	509	403
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:	429	4360	536	236	1339	557	698	269	317	269	509	403
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	429	4360	536	236	1339	557	698	269	317	269	509	403
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	429	3139	536	236	1085	557	698	269	317	269	509	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	3139	536	236	1085	557	698	269	317	269	509	403
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:	429	3139	536	236	1085	557	698	269	317	269	509	403
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.09	0.91
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2064	1634
Capacity Analysis Module:												
Vol/Sat:	0.14	0.55	0.31	0.07	0.19	0.32	0.22	0.07	0.18	0.09	0.25	0.25
Crit Moves:		****			****			****			****	
Green Time:	25.0	101	118.7	17.0	93.0	117.0	24.0	33.3	58.3	17.7	27.0	27.0
Volume/Cap:	0.99	0.99	0.47	0.80	0.37	0.49	1.67	0.39	0.56	0.87	1.65	1.65
Delay/Veh:	117.2	52.4	15.7	94.4	26.5	16.9	390.9	65.2	52.1	103.1	379	379.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.2	52.4	15.7	94.4	26.5	16.9	390.9	65.2	52.1	103.1	379	379.0
LOS by Move:	F	D-	B	F	C	B	F	E	D-	F	F	F
HCM2k95thQ:	25	83	26	18	21	29	69	13	27	18	74	74

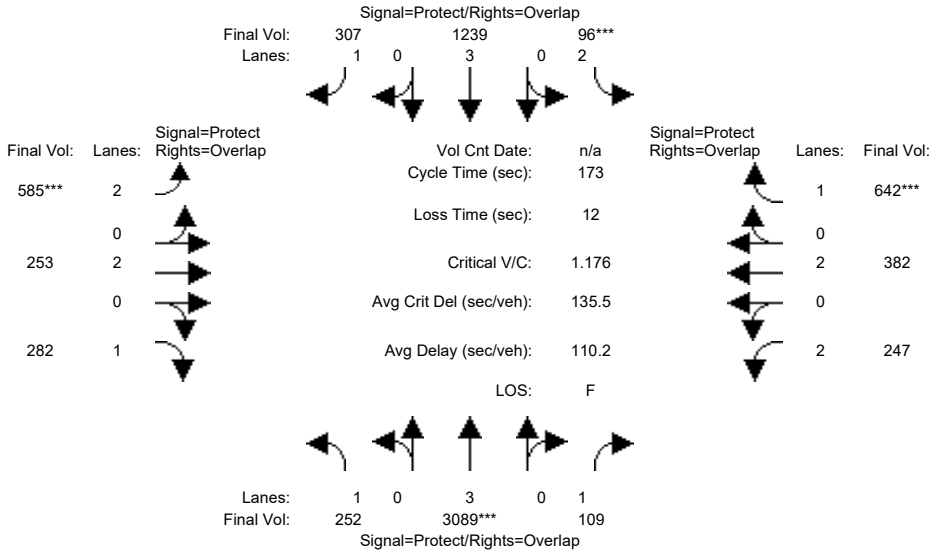
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
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:	252	4290	109	96	1530	307	585	253	282	247	382	642
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:	252	4290	109	96	1530	307	585	253	282	247	382	642
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	4290	109	96	1530	307	585	253	282	247	382	642
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	252	3089	109	96	1239	307	585	253	282	247	382	642
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	3089	109	96	1239	307	585	253	282	247	382	642
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:	252	3089	109	96	1239	307	585	253	282	247	382	642
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.54	0.06	0.03	0.22	0.18	0.19	0.07	0.16	0.08	0.10	0.37
Crit Moves:		****		****			****					****
Green Time:	14.0	81.0	101.3	13.0	80.0	106.1	26.1	46.7	60.7	20.3	40.9	53.9
Volume/Cap:	1.78	1.16	0.11	0.41	0.47	0.29	1.23	0.25	0.46	0.67	0.42	1.18
Delay/Veh:	457.2	121	15.9	77.5	32.1	15.9	195.5	49.5	44.0	77.7	56.4	157.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	457.2	121	15.9	77.5	32.1	15.9	195.5	49.5	44.0	77.7	56.4	157.0
LOS by Move:	F	F	B	E-	C-	B	F	D	D	E-	E+	F
HCM2k95thQ:	47	109	5	6	25	15	47	10	22	14	16	77

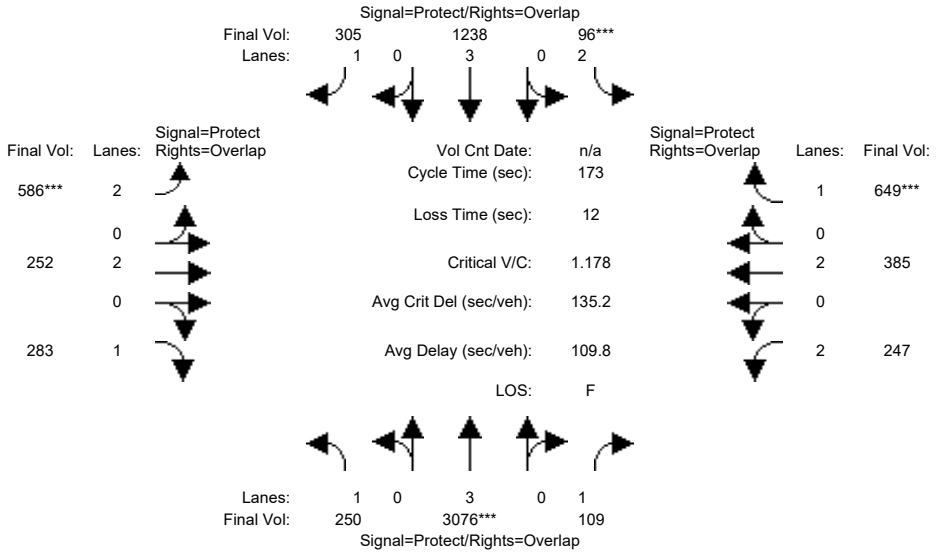
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
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:	250	4272	109	96	1528	305	586	252	283	247	385	649
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:	250	4272	109	96	1528	305	586	252	283	247	385	649
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	4272	109	96	1528	305	586	252	283	247	385	649
User Adj:	1.00	0.72	1.00	1.00	0.81	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:	250	3076	109	96	1238	305	586	252	283	247	385	649
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	3076	109	96	1238	305	586	252	283	247	385	649
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:	250	3076	109	96	1238	305	586	252	283	247	385	649
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.54	0.06	0.03	0.22	0.17	0.19	0.07	0.16	0.08	0.10	0.37
Crit Moves:		****		****			****					****
Green Time:	14.0	81.0	101.3	13.0	80.0	105.9	25.9	46.7	60.7	20.3	41.1	54.1
Volume/Cap:	1.77	1.15	0.11	0.41	0.47	0.28	1.24	0.25	0.46	0.67	0.43	1.19
Delay/Veh:	451.1	119	15.9	77.5	32.1	15.9	200.2	49.5	44.1	77.7	56.3	160.2
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:	451.1	119	15.9	77.5	32.1	15.9	200.2	49.5	44.1	77.7	56.3	160.2
LOS by Move:	F	F	B	E-	C-	B	F	D	D	E-	E+	F
HCM2k95thQ:	46	108	5	6	25	15	47	10	22	14	16	79

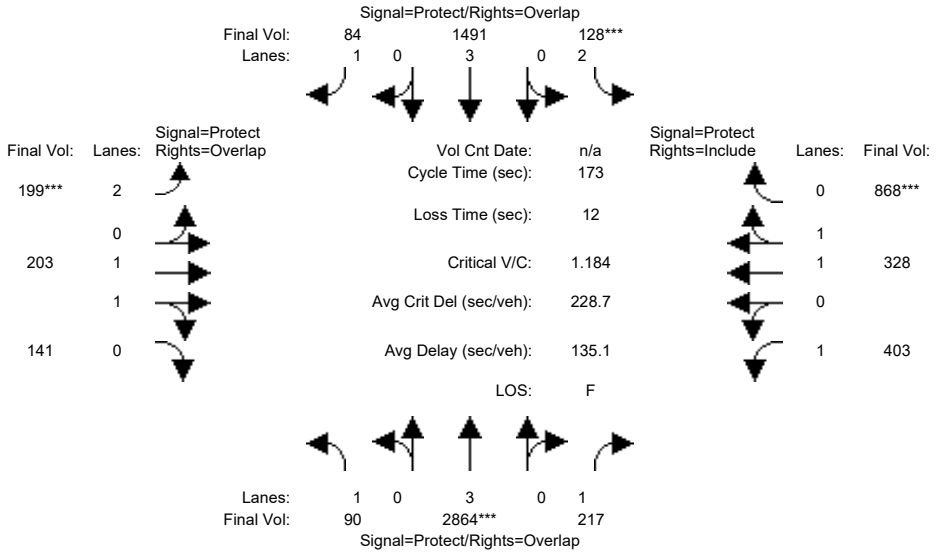
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	90	3672	217	128	1937	84	199	203	141	403	328	868
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:	90	3672	217	128	1937	84	199	203	141	403	328	868
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	3672	217	128	1937	84	199	203	141	403	328	868
User Adj:	1.00	0.78	1.00	1.00	0.77	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:	90	2864	217	128	1491	84	199	203	141	403	328	868
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2864	217	128	1491	84	199	203	141	403	328	868
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:	90	2864	217	128	1491	84	199	203	141	403	328	868
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2182	1516	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.12	0.04	0.26	0.05	0.06	0.09	0.09	0.23	0.17	0.50
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	121.0	19.0	89.0	108.0	19.0	21.0	37.0	35.0	37.0	37.0
Volume/Cap:	0.56	1.01	0.18	0.37	0.51	0.08	0.58	0.77	0.43	1.14	0.81	2.32
Delay/Veh:	79.3	63.1	9.0	72.1	27.8	12.9	75.5	81.4	59.3	159.9	68.0	667.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	63.1	9.0	72.1	27.8	12.9	75.5	81.4	59.3	159.9	68.0	667.7
LOS by Move:	E-	E	A	E	C	B	E-	F	E+	F	E	F
HCM2k95thQ:	10	88	8	7	29	4	13	19	15	46	27	169

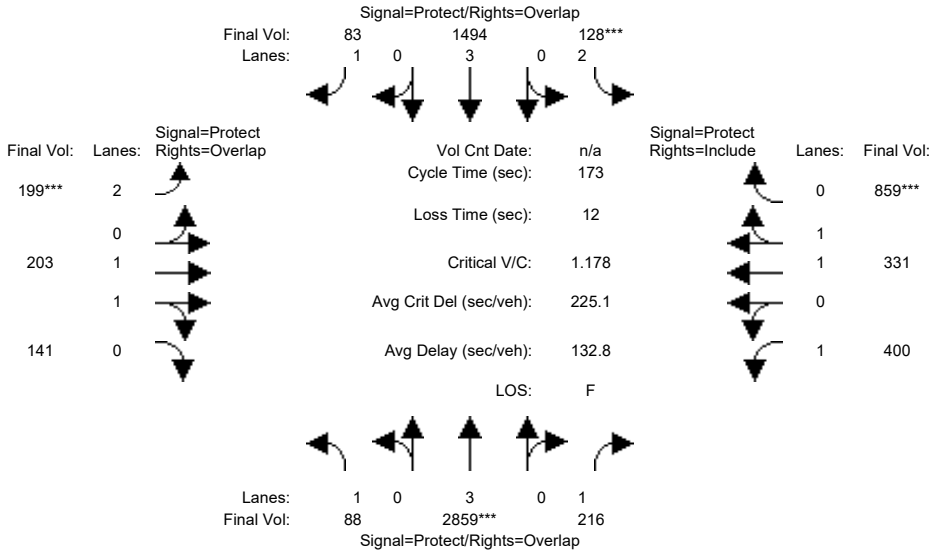
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	88	3666	216	128	1940	83	199	203	141	400	331	859
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	3666	216	128	1940	83	199	203	141	400	331	859
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	3666	216	128	1940	83	199	203	141	400	331	859
User Adj:	1.00	0.78	1.00	1.00	0.77	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:	88	2859	216	128	1494	83	199	203	141	400	331	859
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2859	216	128	1494	83	199	203	141	400	331	859
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:	88	2859	216	128	1494	83	199	203	141	400	331	859
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2182	1516	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.12	0.04	0.26	0.05	0.06	0.09	0.09	0.23	0.17	0.49
Crit Moves:		****			****			****				****
Green Time:	16.0	86.0	121.0	19.0	89.0	108.0	19.0	21.0	37.0	35.0	37.0	37.0
Volume/Cap:	0.54	1.01	0.18	0.37	0.51	0.08	0.58	0.77	0.43	1.13	0.81	2.30
Delay/Veh:	78.8	62.7	9.0	72.1	27.8	12.8	75.5	81.4	59.3	156.8	68.4	656.9
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:	78.8	62.7	9.0	72.1	27.8	12.8	75.5	81.4	59.3	156.8	68.4	656.9
LOS by Move:	E-	E	A	E	C	B	E-	F	E+	F	E	F
HCM2k95thQ:	9	87	8	7	29	4	13	19	15	45	27	166

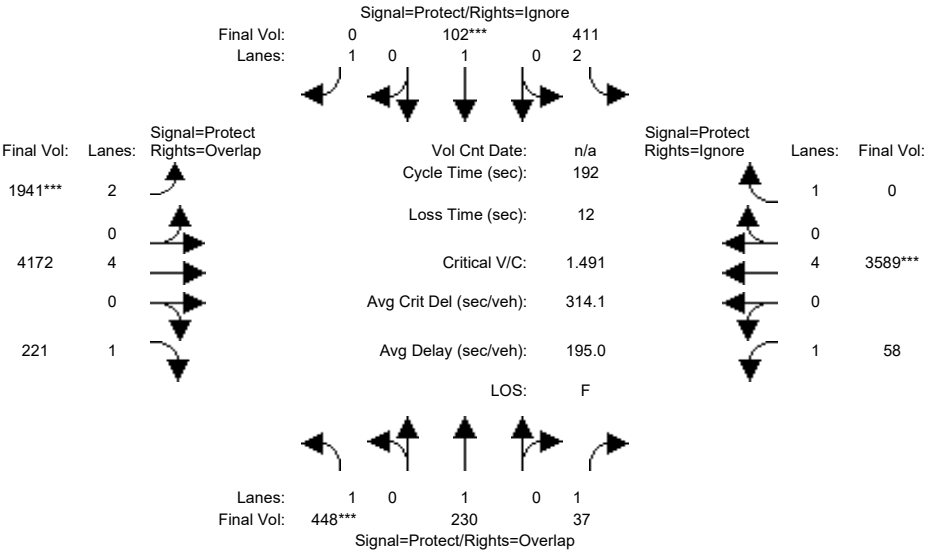
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	448	230	37	411	102	627	1941	4172	221	58	3589	955
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:	448	230	37	411	102	627	1941	4172	221	58	3589	955
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	230	37	411	102	627	1941	4172	221	58	3589	955
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	448	230	37	411	102	0	1941	4172	221	58	3589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	230	37	411	102	0	1941	4172	221	58	3589	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	448	230	37	411	102	0	1941	4172	221	58	3589	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.12	0.02	0.13	0.05	0.00	0.62	0.55	0.13	0.03	0.47	0.00
Crit Moves:	****				****		****				****	
Green Time:	20.5	14.7	32.2	15.8	10.0	0.0	49.5	132	152.5	17.5	100	0.0
Volume/Cap:	2.39	1.58	0.13	1.58	1.03	0.00	2.39	0.80	0.16	0.36	0.91	0.00
Delay/Veh:	728.4	380	68.1	367.2	190	0.0	701.6	7.3	0.1	83.4	56.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	728.4	380	68.1	367.2	190	0.0	701.6	7.3	0.1	83.4	56.4	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	E+	A
HCM2k95thQ:	96	41	4	44	17	0	224	35	0	7	80	0

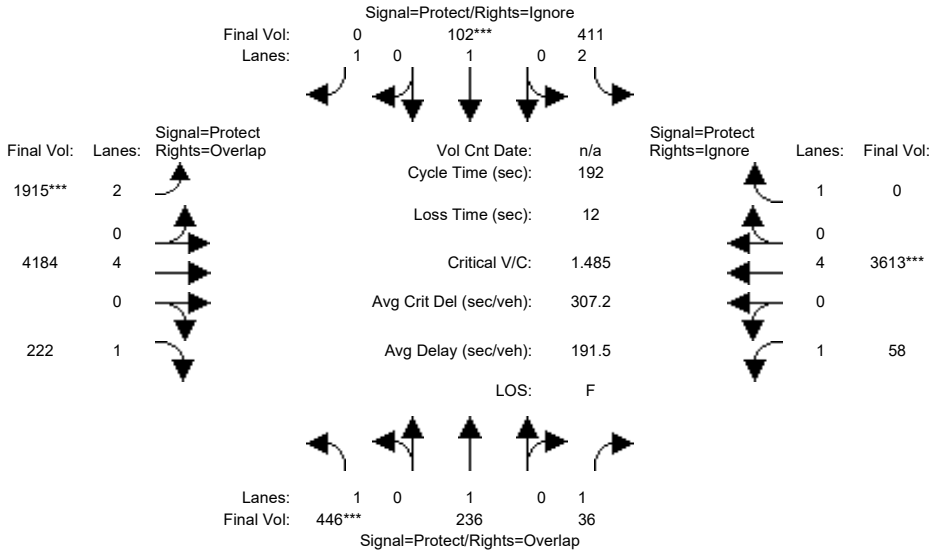
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	446	236	36	411	102	627	1915	4184	222	58	3613	970
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:	446	236	36	411	102	627	1915	4184	222	58	3613	970
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	236	36	411	102	627	1915	4184	222	58	3613	970
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	446	236	36	411	102	0	1915	4184	222	58	3613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	236	36	411	102	0	1915	4184	222	58	3613	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	446	236	36	411	102	0	1915	4184	222	58	3613	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.12	0.02	0.13	0.05	0.00	0.61	0.55	0.13	0.03	0.48	0.00
Crit Moves:	****				****		****				****	
Green Time:	20.7	15.0	32.4	15.7	10.0	0.0	49.3	132	152.5	17.5	100	0.0
Volume/Cap:	2.37	1.59	0.12	1.59	1.03	0.00	2.37	0.80	0.16	0.36	0.91	0.00
Delay/Veh:	716.7	385	67.9	373.0	190	0.0	690.1	7.4	0.1	83.5	57.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	716.7	385	67.9	373.0	190	0.0	690.1	7.4	0.1	83.5	57.0	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	E+	A
HCM2k95thQ:	95	42	4	44	17	0	220	36	0	8	81	0

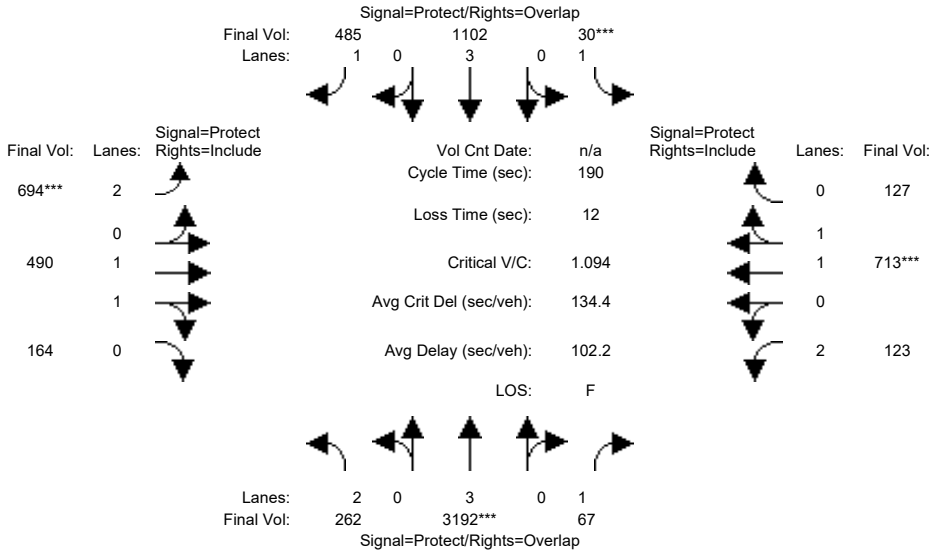
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	262	4145	67	30	1431	485	694	490	164	123	713	127
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:	262	4145	67	30	1431	485	694	490	164	123	713	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	4145	67	30	1431	485	694	490	164	123	713	127
User Adj:	1.00	0.77	1.00	1.00	0.77	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:	262	3192	67	30	1102	485	694	490	164	123	713	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	3192	67	30	1102	485	694	490	164	123	713	127
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:	262	3192	67	30	1102	485	694	490	164	123	713	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.48	0.52	2.00	1.69	0.31
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2771	928	3150	3140	559
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.04	0.02	0.19	0.28	0.22	0.18	0.18	0.04	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	31.6	91.2	112.6	14.0	73.5	109.4	35.9	51.4	51.4	21.4	37.0	37.0
Volume/Cap:	0.50	1.17	0.06	0.23	0.50	0.48	1.17	0.65	0.65	0.35	1.17	1.17
Delay/Veh:	72.7	119	9.7	83.9	40.4	15.3	169.4	63.0	63.0	78.4	166	166.3
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:	72.7	119	9.7	83.9	40.4	15.3	169.4	63.0	63.0	78.4	166	166.3
LOS by Move:	E	F	A	F	D	B	F	E	E	E-	F	F
HCM2k95thQ:	15	122	2	3	24	21	50	28	28	8	53	53

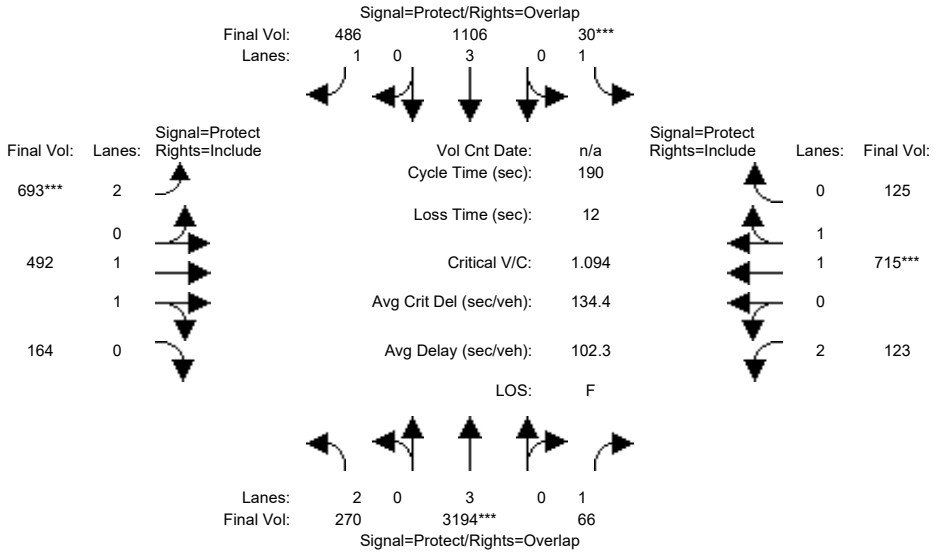
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	270	4148	66	30	1436	486	693	492	164	123	715	125
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:	270	4148	66	30	1436	486	693	492	164	123	715	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	4148	66	30	1436	486	693	492	164	123	715	125
User Adj:	1.00	0.77	1.00	1.00	0.77	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:	270	3194	66	30	1106	486	693	492	164	123	715	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	3194	66	30	1106	486	693	492	164	123	715	125
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:	270	3194	66	30	1106	486	693	492	164	123	715	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.49	0.51	2.00	1.69	0.31
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2774	925	3150	3149	551
Capacity Analysis Module:												
Vol/Sat:	0.09	0.56	0.04	0.02	0.19	0.28	0.22	0.18	0.18	0.04	0.23	0.23
Crit Moves:		****			****			****			****	
Green Time:	32.2	91.2	112.6	14.0	73.0	108.8	35.8	51.4	51.4	21.4	37.0	37.0
Volume/Cap:	0.51	1.17	0.06	0.23	0.51	0.49	1.17	0.66	0.66	0.35	1.17	1.17
Delay/Veh:	72.4	119	9.7	83.9	40.9	15.7	169.5	63.0	63.0	78.5	166	166.3
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:	72.4	119	9.7	83.9	40.9	15.7	169.5	63.0	63.0	78.5	166	166.3
LOS by Move:	E	F	A	F	D	B	F	E	E	E-	F	F
HCM2k95thQ:	15	122	2	3	24	21	50	29	29	8	53	53

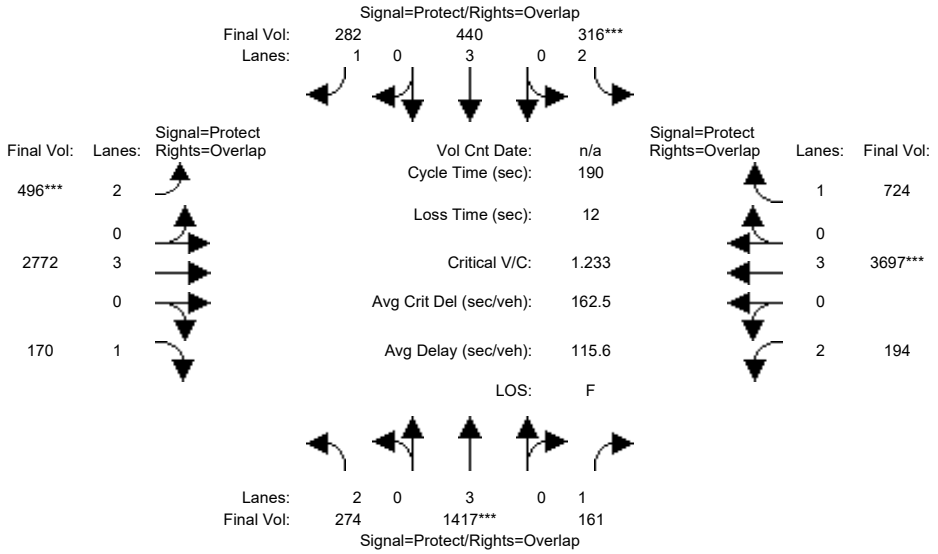
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
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:	274	1417	161	316	440	282	496	2772	170	194	3697	724
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:	274	1417	161	316	440	282	496	2772	170	194	3697	724
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	1417	161	316	440	282	496	2772	170	194	3697	724
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:	274	1417	161	316	440	282	496	2772	170	194	3697	724
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1417	161	316	440	282	496	2772	170	194	3697	724
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:	274	1417	161	316	440	282	496	2772	170	194	3697	724
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.09	0.10	0.08	0.16	0.16	0.49	0.10	0.06	0.65	0.41
Crit Moves:		****		****			****				****	
Green Time:	28.5	38.3	54.7	15.5	25.3	49.6	24.3	108	136.4	16.3	xxxx	115.4
Volume/Cap:	0.58	1.23	0.32	1.23	0.58	0.62	1.23	0.86	0.14	0.72	1.23	0.68
Delay/Veh:	77.0	188	53.5	221.1	78.5	64.5	215.6	67.3	22.6	93.4	140	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.0	188	53.5	221.1	78.5	64.5	215.6	67.3	22.6	93.4	140	15.7
LOS by Move:	E-	F	D-	F	E-	E	F	E	C+	F	F	B
HCM2k95thQ:	16	61	14	28	15	27	43	80	15	12	146	32

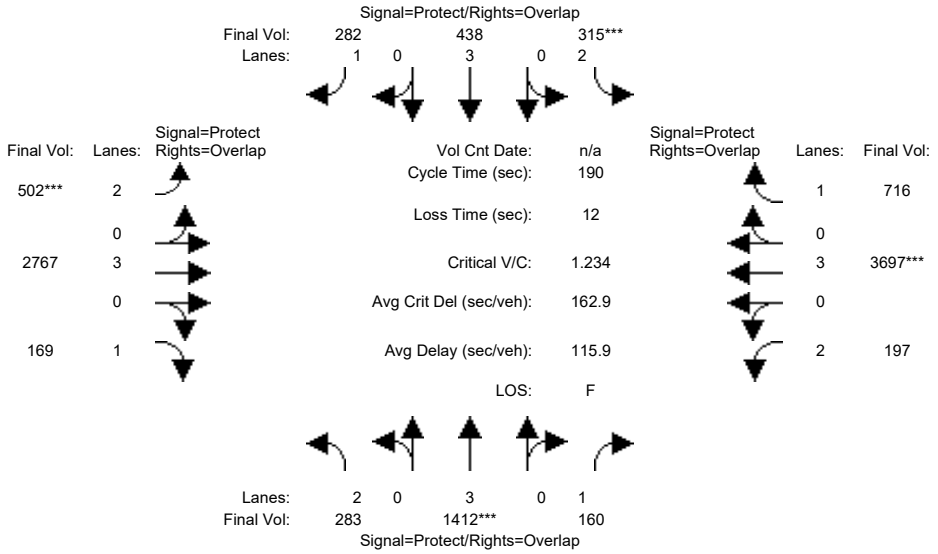
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
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:	283	1412	160	315	438	282	502	2767	169	197	3697	716
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:	283	1412	160	315	438	282	502	2767	169	197	3697	716
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	1412	160	315	438	282	502	2767	169	197	3697	716
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:	283	1412	160	315	438	282	502	2767	169	197	3697	716
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1412	160	315	438	282	502	2767	169	197	3697	716
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:	283	1412	160	315	438	282	502	2767	169	197	3697	716
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.09	0.10	0.08	0.16	0.16	0.49	0.10	0.06	0.65	0.41
Crit Moves:		****		****			****				****	
Green Time:	28.9	38.2	54.6	15.4	24.7	49.2	24.5	108	136.9	16.4	99.9	115.3
Volume/Cap:	0.59	1.23	0.32	1.23	0.59	0.62	1.23	0.85	0.13	0.72	1.23	0.67
Delay/Veh:	77.0	189	53.5	221.6	79.2	64.8	215.7	66.9	22.4	93.9	141	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.0	189	53.5	221.6	79.2	64.8	215.7	66.9	22.4	93.9	141	15.6
LOS by Move:	E-	F	D-	F	E-	E	F	E	C+	F	F	B
HCM2k95thQ:	17	61	14	28	15	27	44	79	15	12	146	32

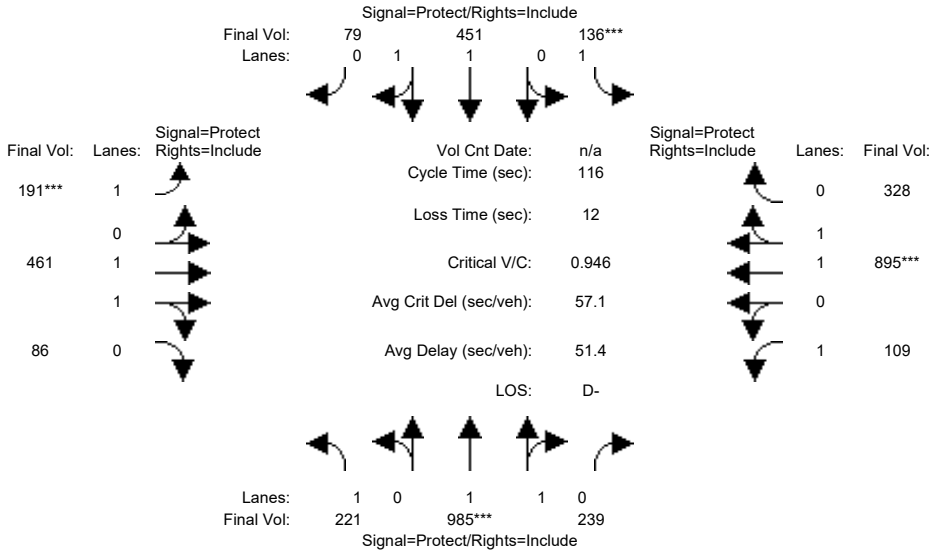
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	221	985	239	136	451	79	191	461	86	109	895	328
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:	221	985	239	136	451	79	191	461	86	109	895	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	985	239	136	451	79	191	461	86	109	895	328
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:	221	985	239	136	451	79	191	461	86	109	895	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	985	239	136	451	79	191	461	86	109	895	328
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:	221	985	239	136	451	79	191	461	86	109	895	328
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.60	0.40	1.00	1.69	0.31	1.00	1.68	0.32	1.00	1.45	0.55
Final Sat.:	1750	2977	722	1750	3148	551	1750	3118	582	1750	2707	992
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.33	0.08	0.14	0.14	0.11	0.15	0.15	0.06	0.33	0.33
Crit Moves:		****			****			****			****	
Green Time:	23.5	40.6	40.6	9.5	26.6	26.6	13.4	31.7	31.7	22.2	40.5	40.5
Volume/Cap:	0.62	0.95	0.95	0.95	0.62	0.62	0.95	0.54	0.54	0.33	0.95	0.95
Delay/Veh:	45.7	50.8	50.8	111.7	41.7	41.7	99.0	36.5	36.5	41.0	50.8	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	50.8	50.8	111.7	41.7	41.7	99.0	36.5	36.5	41.0	50.8	50.8
LOS by Move:	D	D	D	F	D	D	F	D+	D+	D	D	D
HCM2k95thQ:	14	37	37	12	16	16	15	15	15	7	41	41

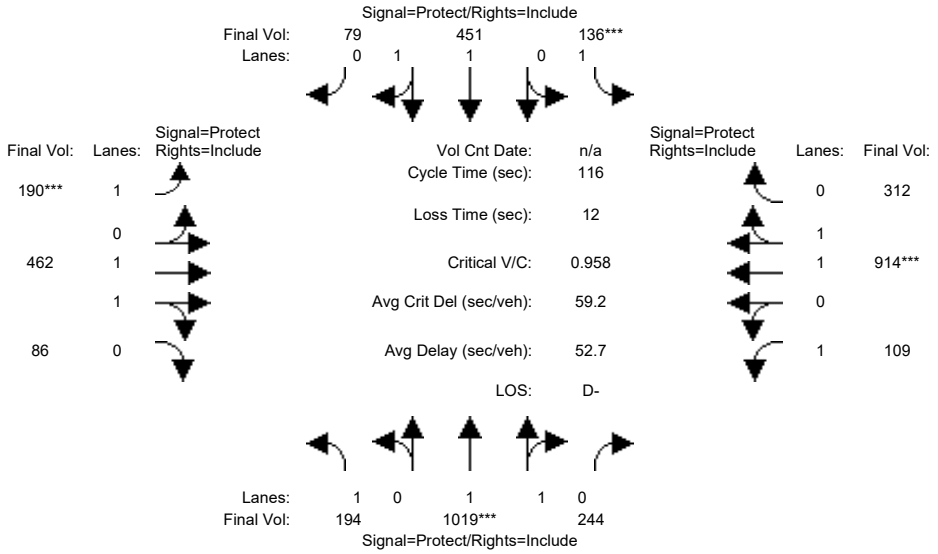
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	194	1019	244	136	451	79	190	462	86	109	914	312
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:	194	1019	244	136	451	79	190	462	86	109	914	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	1019	244	136	451	79	190	462	86	109	914	312
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:	194	1019	244	136	451	79	190	462	86	109	914	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1019	244	136	451	79	190	462	86	109	914	312
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:	194	1019	244	136	451	79	190	462	86	109	914	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.60	0.40	1.00	1.69	0.31	1.00	1.68	0.32	1.00	1.48	0.52
Final Sat.:	1750	2985	715	1750	3148	551	1750	3119	581	1750	2758	941
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.08	0.14	0.14	0.11	0.15	0.15	0.06	0.33	0.33
Crit Moves:		****			****			****			****	
Green Time:	22.1	41.3	41.3	9.4	28.6	28.6	13.1	31.4	31.4	21.9	40.1	40.1
Volume/Cap:	0.58	0.96	0.96	0.96	0.58	0.58	0.96	0.55	0.55	0.33	0.96	0.96
Delay/Veh:	45.3	52.4	52.4	115.8	39.4	39.4	102.9	36.9	36.9	41.3	53.3	53.3
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:	45.3	52.4	52.4	115.8	39.4	39.4	102.9	36.9	36.9	41.3	53.3	53.3
LOS by Move:	D	D-	D-	F	D	D	F	D+	D+	D	D-	D-
HCM2k95thQ:	12	38	38	13	16	16	16	15	15	7	42	42

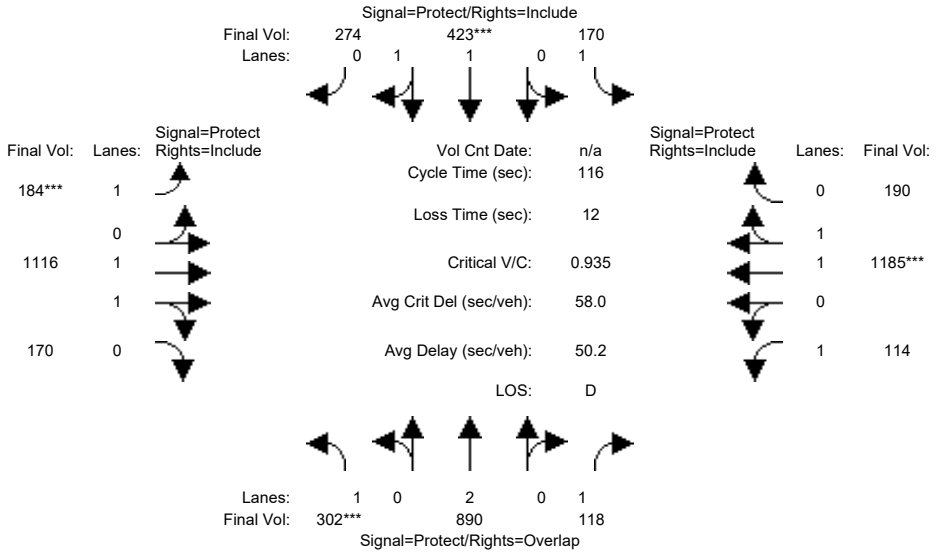
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	302	890	118	170	423	274	184	1116	170	114	1185	190
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:	302	890	118	170	423	274	184	1116	170	114	1185	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	890	118	170	423	274	184	1116	170	114	1185	190
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:	302	890	118	170	423	274	184	1116	170	114	1185	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	890	118	170	423	274	184	1116	170	114	1185	190
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:	302	890	118	170	423	274	184	1116	170	114	1185	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.73	0.27	1.00	1.72	0.28
Final Sat.:	1750	3800	1750	1750	2244	1454	1750	3211	489	1750	3188	511
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.07	0.10	0.19	0.19	0.11	0.35	0.35	0.07	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	21.4	31.1	40.4	13.7	23.4	23.4	13.1	49.8	49.8	9.3	46.1	46.1
Volume/Cap:	0.93	0.87	0.19	0.82	0.93	0.93	0.93	0.81	0.81	0.81	0.93	0.93
Delay/Veh:	80.0	49.1	26.6	72.2	64.4	64.4	96.8	32.1	32.1	80.7	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	49.1	26.6	72.2	64.4	64.4	96.8	32.1	32.1	80.7	44.8	44.8
LOS by Move:	E-	D	C	E	E	E	F	C-	C-	F	D	D
HCM2k95thQ:	24	29	6	13	25	25	16	36	36	8	38	38

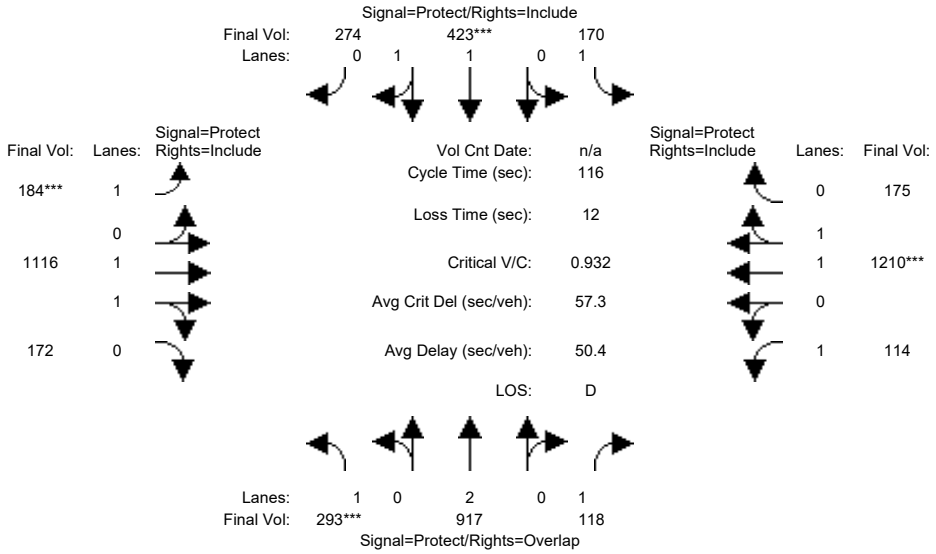
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	293	917	118	170	423	274	184	1116	172	114	1210	175
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:	293	917	118	170	423	274	184	1116	172	114	1210	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	917	118	170	423	274	184	1116	172	114	1210	175
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:	293	917	118	170	423	274	184	1116	172	114	1210	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	917	118	170	423	274	184	1116	172	114	1210	175
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:	293	917	118	170	423	274	184	1116	172	114	1210	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.73	0.27	1.00	1.74	0.26
Final Sat.:	1750	3800	1750	1750	2244	1454	1750	3206	494	1750	3232	467
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.07	0.10	0.19	0.19	0.11	0.35	0.35	0.07	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	20.8	31.0	40.4	13.3	23.5	23.5	13.1	50.3	50.3	9.4	46.6	46.6
Volume/Cap:	0.93	0.90	0.19	0.85	0.93	0.93	0.93	0.80	0.80	0.80	0.93	0.93
Delay/Veh:	80.3	52.1	26.6	77.4	63.8	63.8	96.0	31.6	31.6	79.5	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.3	52.1	26.6	77.4	63.8	63.8	96.0	31.6	31.6	79.5	44.1	44.1
LOS by Move:	F	D-	C	E-	E	E	F	C	C	E-	D	D
HCM2k95thQ:	23	30	6	13	25	25	16	36	36	8	38	38

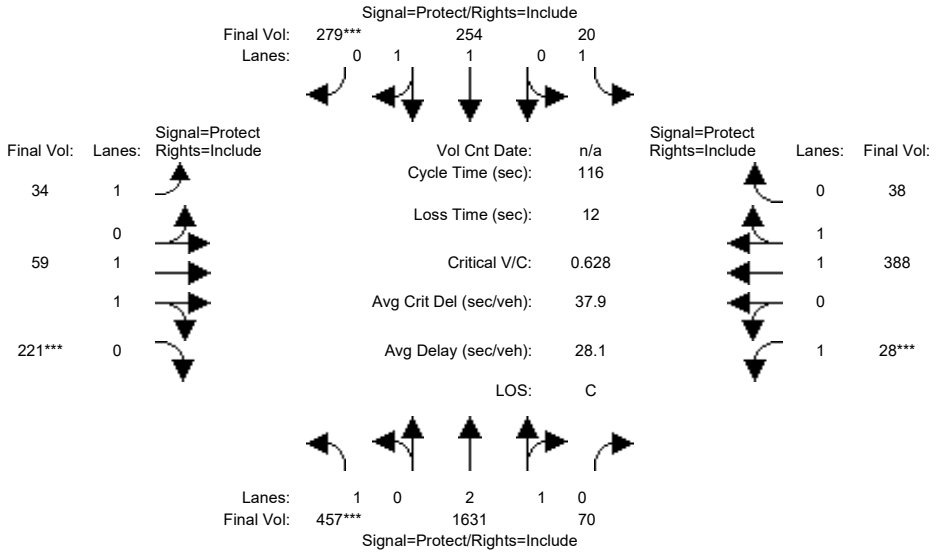
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	457	1631	70	20	254	279	34	59	221	28	388	38
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:	457	1631	70	20	254	279	34	59	221	28	388	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	1631	70	20	254	279	34	59	221	28	388	38
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:	457	1631	70	20	254	279	34	59	221	28	388	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1631	70	20	254	279	34	59	221	28	388	38
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:	457	1631	70	20	254	279	34	59	221	28	388	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	5369	230	1750	1900	1750	1750	1900	1750	1750	3370	330
Capacity Analysis Module:												
Vol/Sat:	0.26	0.30	0.30	0.01	0.13	0.16	0.02	0.03	0.13	0.02	0.12	0.12
Crit Moves:	****					****			****	****		
Green Time:	47.8	65.7	65.7	11.2	29.2	29.2	6.2	23.1	23.1	4.0	20.8	20.8
Volume/Cap:	0.63	0.54	0.54	0.12	0.53	0.63	0.36	0.16	0.63	0.46	0.64	0.64
Delay/Veh:	29.0	15.8	15.8	48.2	38.1	40.3	55.3	38.4	45.6	60.5	46.2	46.2
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:	29.0	15.8	15.8	48.2	38.1	40.3	55.3	38.4	45.6	60.5	46.2	46.2
LOS by Move:	C	B	B	D	D+	D	E+	D+	D	E	D	D
HCM2k95thQ:	25	23	23	1	14	17	3	3	15	3	15	15

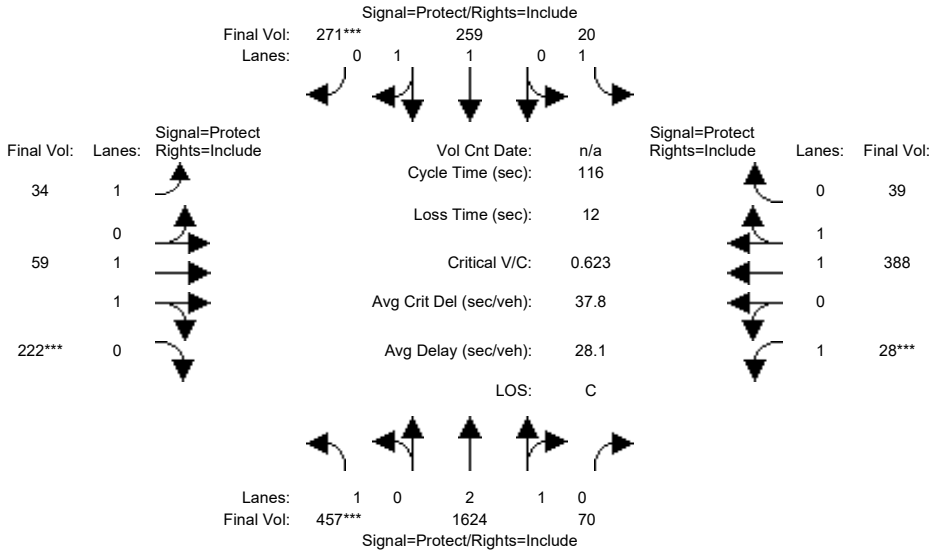
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	457	1624	70	20	259	271	34	59	222	28	388	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	1624	70	20	259	271	34	59	222	28	388	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	1624	70	20	259	271	34	59	222	28	388	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	1624	70	20	259	271	34	59	222	28	388	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1624	70	20	259	271	34	59	222	28	388	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	1624	70	20	259	271	34	59	222	28	388	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1750	5368	231	1750	1900	1750	1750	1900	1750	1750	3362	338
Capacity Analysis Module:												
Vol/Sat:	0.26	0.30	0.30	0.01	0.14	0.15	0.02	0.03	0.13	0.02	0.12	0.12
Crit Moves:	****					****			****	****		
Green Time:	48.1	65.4	65.4	11.2	28.5	28.5	6.3	23.4	23.4	4.0	21.1	21.1
Volume/Cap:	0.63	0.54	0.54	0.12	0.55	0.63	0.36	0.15	0.63	0.46	0.64	0.64
Delay/Veh:	28.7	16.0	16.0	48.2	38.9	40.6	55.2	38.2	45.2	60.5	45.9	45.9
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:	28.7	16.0	16.0	48.2	38.9	40.6	55.2	38.2	45.2	60.5	45.9	45.9
LOS by Move:	C	B	B	D	D+	D	E+	D+	D	E	D	D
HCM2k95thQ:	25	23	23	1	15	17	3	3	15	3	15	15

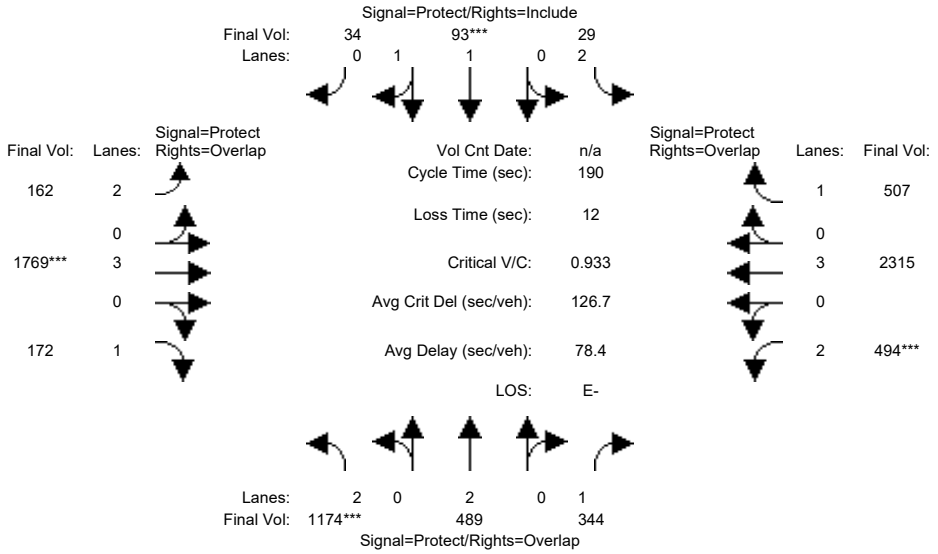
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	1174	489	344	29	93	34	162	1769	172	494	2315	507
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:	1174	489	344	29	93	34	162	1769	172	494	2315	507
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1174	489	344	29	93	34	162	1769	172	494	2315	507
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:	1174	489	344	29	93	34	162	1769	172	494	2315	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1174	489	344	29	93	34	162	1769	172	494	2315	507
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:	1174	489	344	29	93	34	162	1769	172	494	2315	507
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.45	0.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2709	990	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.13	0.20	0.01	0.03	0.03	0.05	0.31	0.10	0.16	0.41	0.29
Crit Moves:	****				****			****			****	
Green Time:	54.9	41.3	64.4	23.6	10.0	10.0	15.2	90.0	144.9	23.1	97.9	121.5
Volume/Cap:	1.29	0.59	0.58	0.07	0.65	0.65	0.64	0.66	0.13	1.29	0.79	0.45
Delay/Veh:	206.3	68.0	53.1	73.6	96.0	96.0	90.3	46.7	11.5	232.2	29.4	8.5
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:	206.3	68.0	53.1	73.6	96.0	96.0	90.3	46.7	11.5	232.2	29.4	8.5
LOS by Move:	F	E	D-	E	F	F	F	D	B+	F	C	A
HCM2k95thQ:	91	22	30	2	9	9	10	45	10	45	50	15

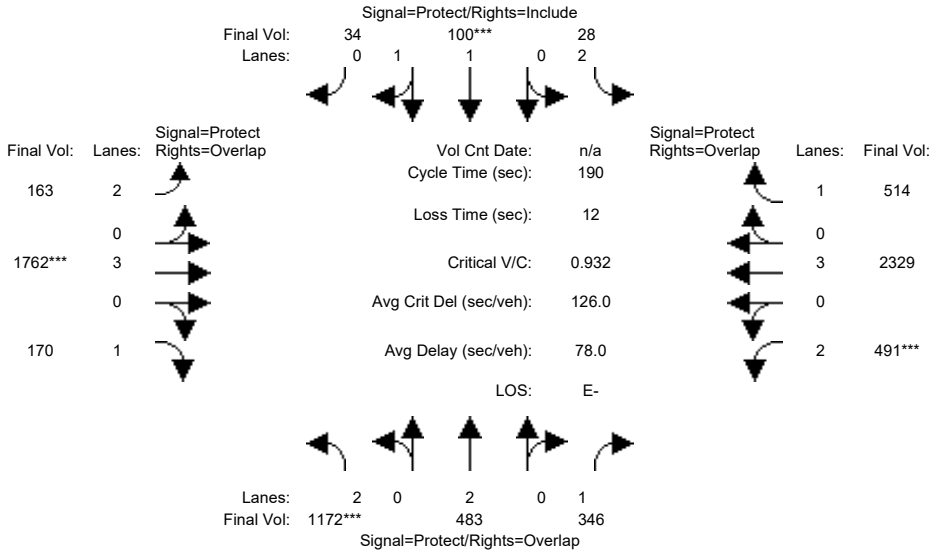
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	1172	483	346	28	100	34	163	1762	170	491	2329	514
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:	1172	483	346	28	100	34	163	1762	170	491	2329	514
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1172	483	346	28	100	34	163	1762	170	491	2329	514
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:	1172	483	346	28	100	34	163	1762	170	491	2329	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1172	483	346	28	100	34	163	1762	170	491	2329	514
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:	1172	483	346	28	100	34	163	1762	170	491	2329	514
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2760	939	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.13	0.20	0.01	0.04	0.04	0.05	0.31	0.10	0.16	0.41	0.29
Crit Moves:	****				****			****			****	
Green Time:	55.0	41.1	64.2	23.8	10.0	10.0	15.2	90.0	145.0	23.0	97.8	121.7
Volume/Cap:	1.29	0.59	0.59	0.07	0.69	0.69	0.65	0.65	0.13	1.29	0.79	0.46
Delay/Veh:	204.6	67.9	53.5	73.4	98.4	98.4	90.5	46.6	11.4	230.7	29.7	8.4
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:	204.6	67.9	53.5	73.4	98.4	98.4	90.5	46.6	11.4	230.7	29.7	8.4
LOS by Move:	F	E	D-	E	F	F	F	D	B+	F	C	A
HCM2k95thQ:	90	22	30	2	10	10	10	45	10	44	51	15

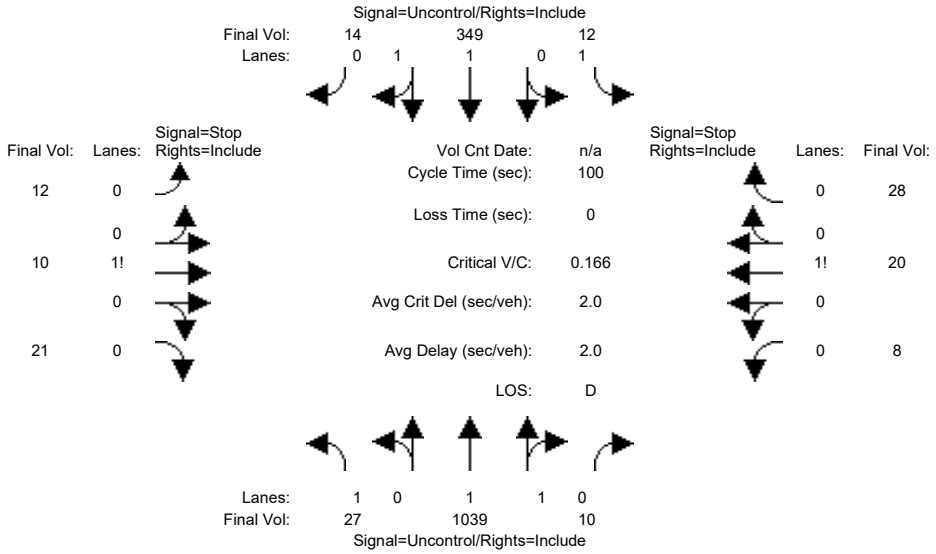
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	1039	10	12	349	14	12	10	21	8	20	28
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:	27	1039	10	12	349	14	12	10	21	8	20	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1039	10	12	349	14	12	10	21	8	20	28
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:	27	1039	10	12	349	14	12	10	21	8	20	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	1039	10	12	349	14	12	10	21	8	20	28
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	363	xxxx	xxxxx	1049	xxxx	xxxxx	964	1483	182	1302	1485	525
Potent Cap.:	1207	xxxx	xxxxx	671	xxxx	xxxxx	213	126	836	120	126	503
Move Cap.:	1207	xxxx	xxxxx	671	xxxx	xxxxx	170	121	836	107	121	503
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.07	0.08	0.03	0.07	0.17	0.06
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	241	xxxxx	xxxx	189	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.1	xxxxx	xxxxx	31.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			23.1			31.9		
ApproachLOS:	*			*			C			D		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	27	1039	10	12	349	14	12	10	21	8	20	28
ApproachDel:	xxxxxx			xxxxxx			23.1			31.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1550]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=56]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1550]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	27	1039	10	12	349	14	12	10	21	8	20	28

Major Street Volume: 1451
Minor Approach Volume: 56
Minor Approach Volume Threshold: 157

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

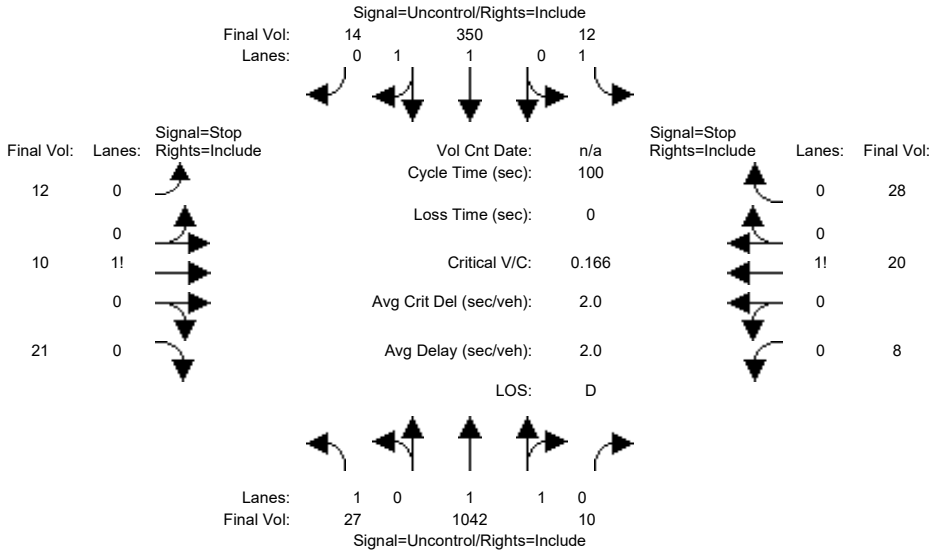
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	1042	10	12	350	14	12	10	21	8	20	28
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:	27	1042	10	12	350	14	12	10	21	8	20	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1042	10	12	350	14	12	10	21	8	20	28
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:	27	1042	10	12	350	14	12	10	21	8	20	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	1042	10	12	350	14	12	10	21	8	20	28
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	364	xxxx	xxxxx	1052	xxxx	xxxxx	966	1487	182	1305	1489	526
Potent Cap.:	1206	xxxx	xxxxx	669	xxxx	xxxxx	212	126	836	120	125	502
Move Cap.:	1206	xxxx	xxxxx	669	xxxx	xxxxx	169	120	836	106	120	502
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.07	0.08	0.03	0.08	0.17	0.06
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	240	xxxxx	xxxx	188	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.2	xxxxx	xxxxx	32.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			23.2			32.1		
ApproachLOS:	*			*			C			D		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	27	1042	10	12	350	14	12	10	21	8	20	28
ApproachDel:	xxxxxx			xxxxxx			23.2			32.1		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1554]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=56]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1554]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	27	1042	10	12	350	14	12	10	21	8	20	28

Major Street Volume: 1455
Minor Approach Volume: 56
Minor Approach Volume Threshold: 156

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

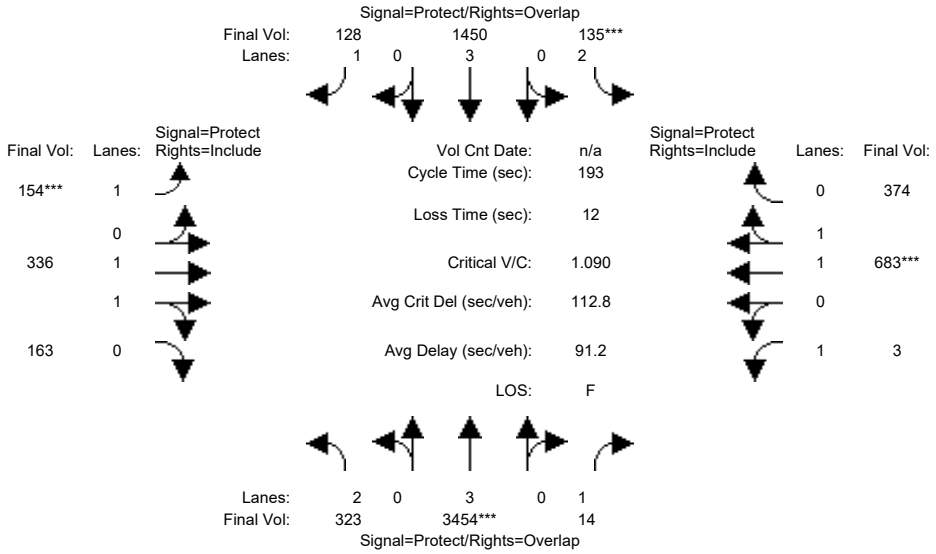
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	323	4063	14	135	1450	128	154	336	163	3	683	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	4063	14	135	1450	128	154	336	163	3	683	374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	4063	14	135	1450	128	154	336	163	3	683	374
User Adj:	1.00	0.85	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:	323	3454	14	135	1450	128	154	336	163	3	683	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	3454	14	135	1450	128	154	336	163	3	683	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	3454	14	135	1450	128	154	336	163	3	683	374
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.33	0.67	1.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2490	1208	1750	2390	1309
Capacity Analysis Module:												
Vol/Sat:	0.10	0.61	0.01	0.04	0.25	0.07	0.09	0.13	0.13	0.00	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	29.2	105	116.7	11.0	86.5	102.5	16.0	53.3	53.3	12.1	49.4	49.4
Volume/Cap:	0.68	1.12	0.01	0.75	0.57	0.14	1.06	0.49	0.49	0.03	1.12	1.12
Delay/Veh:	81.4	102	15.2	105.9	39.7	23.0	180.6	58.9	58.9	85.0	139	138.9
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:	81.4	102	15.2	105.9	39.7	23.0	180.6	58.9	58.9	85.0	139	138.9
LOS by Move:	F	F	B	F	D	C+	F	E+	E+	F	F	F
HCM2k95thQ:	21	126	1	10	35	8	22	22	22	0	65	65

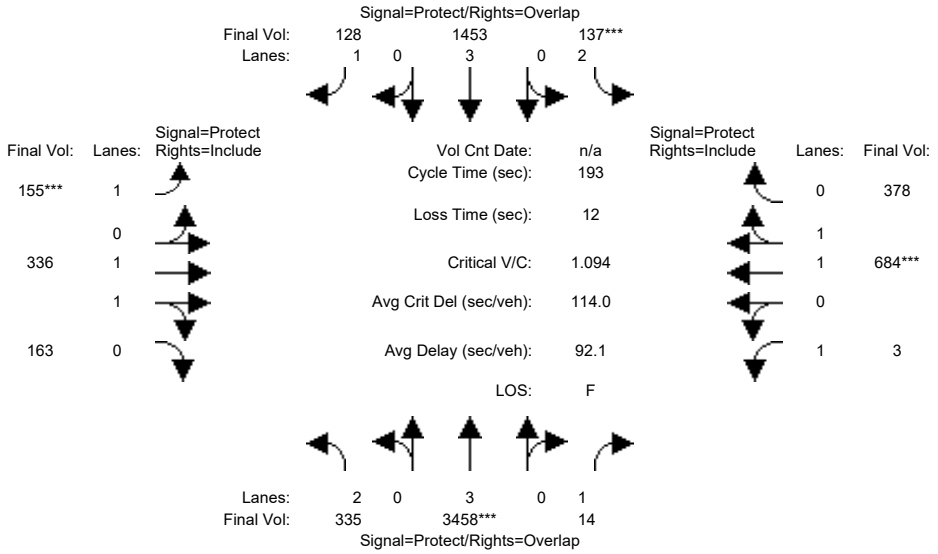
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	335	4068	14	137	1453	128	155	336	163	3	684	378
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:	335	4068	14	137	1453	128	155	336	163	3	684	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	4068	14	137	1453	128	155	336	163	3	684	378
User Adj:	1.00	0.85	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:	335	3458	14	137	1453	128	155	336	163	3	684	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	3458	14	137	1453	128	155	336	163	3	684	378
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:	335	3458	14	137	1453	128	155	336	163	3	684	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.33	0.67	1.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2490	1208	1750	2382	1316
Capacity Analysis Module:												
Vol/Sat:	0.11	0.61	0.01	0.04	0.25	0.07	0.09	0.13	0.13	0.00	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	29.1	105	116.6	11.0	86.4	102.4	16.0	53.4	53.4	12.1	49.5	49.5
Volume/Cap:	0.70	1.12	0.01	0.76	0.57	0.14	1.07	0.49	0.49	0.03	1.12	1.12
Delay/Veh:	82.6	103	15.2	107.2	39.8	23.0	182.6	58.8	58.8	85.0	140	139.9
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:	82.6	103	15.2	107.2	39.8	23.0	182.6	58.8	58.8	85.0	140	139.9
LOS by Move:	F	F	B	F	D	C	F	E+	E+	F	F	F
HCM2k95thQ:	22	126	1	10	35	8	23	22	22	0	65	65

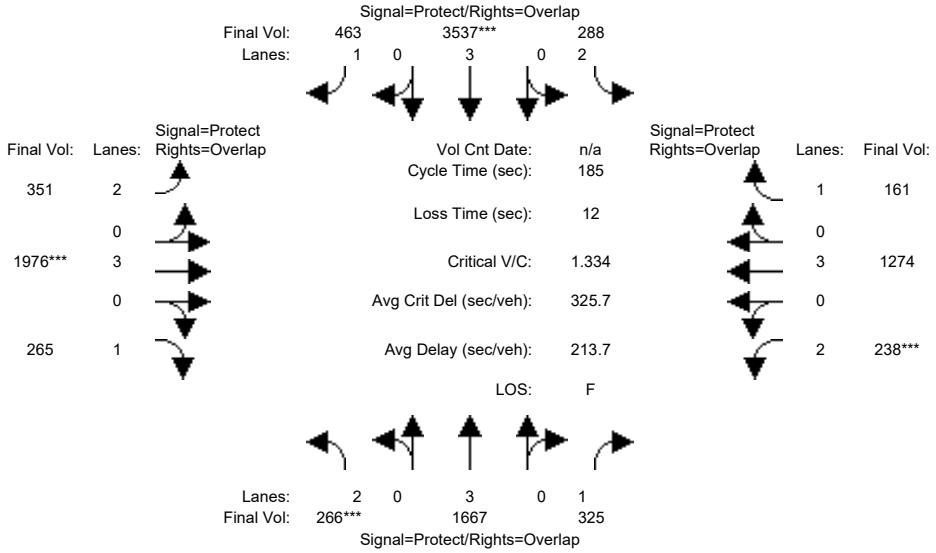
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
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:	266	1984	325	288	4314	463	351	1976	265	238	1274	161
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:	266	1984	325	288	4314	463	351	1976	265	238	1274	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1984	325	288	4314	463	351	1976	265	238	1274	161
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1667	325	288	3537	463	351	1976	265	238	1274	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1667	325	288	3537	463	351	1976	265	238	1274	161
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:	266	1667	325	288	3537	463	351	1976	265	238	1274	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.19	0.09	0.75	0.26	0.11	0.35	0.15	0.08	0.22	0.09
Crit Moves:	****				****			****			****	
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.77	0.71	0.34	0.66	1.69	0.43	0.64	1.39	0.42	0.54	1.04	0.26
Delay/Veh:	97.3	57.2	32.7	94.4	398	41.9	79.7	257	49.2	81.9	117	46.5
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:	97.3	57.2	32.7	94.4	398	41.9	79.7	257	49.2	81.9	117	46.5
LOS by Move:	F	E+	C-	F	F	D	E-	F	D	F	F	D
HCM2k95thQ:	18	49	26	19	192	42	22	95	23	15	50	14

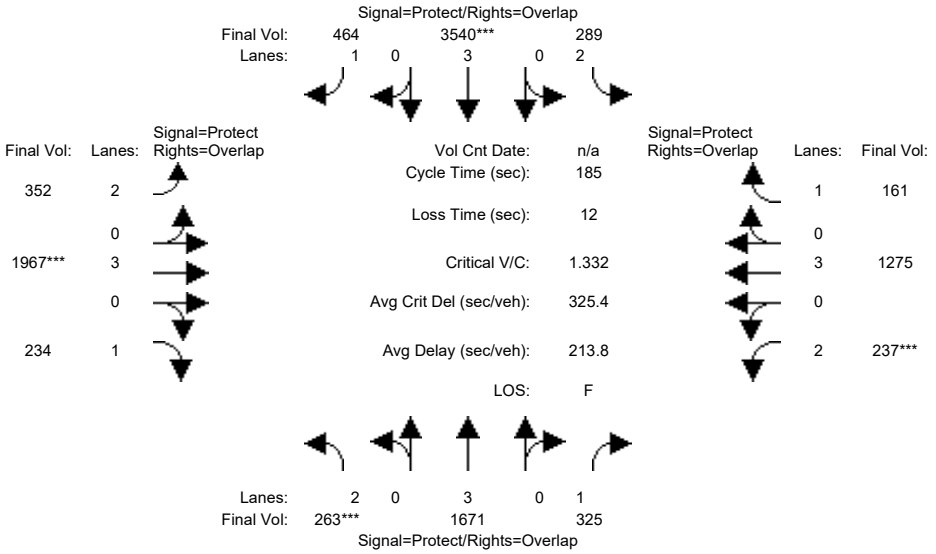
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #1: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
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:	263	1989	325	289	4317	464	352	1967	234	237	1275	161
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:	263	1989	325	289	4317	464	352	1967	234	237	1275	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	1989	325	289	4317	464	352	1967	234	237	1275	161
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1671	325	289	3540	464	352	1967	234	237	1275	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1671	325	289	3540	464	352	1967	234	237	1275	161
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:	263	1671	325	289	3540	464	352	1967	234	237	1275	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.19	0.09	0.75	0.27	0.11	0.35	0.13	0.08	0.22	0.09
Crit Moves:	****				****			****		****		
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.76	0.71	0.34	0.66	1.69	0.43	0.64	1.39	0.37	0.54	1.05	0.26
Delay/Veh:	96.6	57.3	32.7	94.5	398	41.9	79.8	254	48.2	81.9	118	46.5
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:	96.6	57.3	32.7	94.5	398	41.9	79.8	254	48.2	81.9	118	46.5
LOS by Move:	F	E+	C-	F	F	D	E-	F	D	F	F	D
HCM2k95thQ:	18	49	26	19	192	42	22	94	20	15	50	14

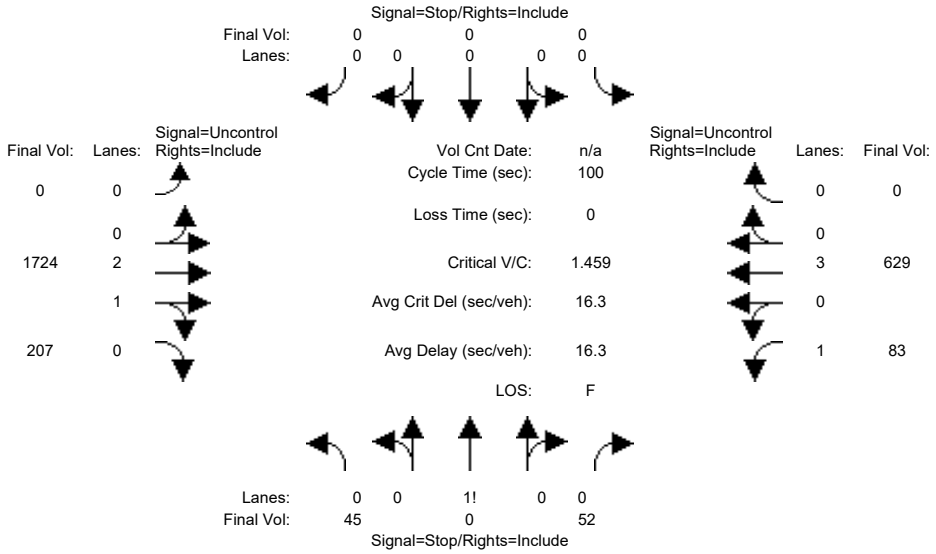
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #2: El Camino Real/Harrison St



Street Name:	Harrison St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	45	0	52	0	0	0	0	1724	207	83	629	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	52	0	0	0	0	1724	207	83	629	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	52	0	0	0	0	1724	207	83	629	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	52	0	0	0	0	1724	207	83	629	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	0	52	0	0	0	0	1724	207	83	629	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2203	2623	678	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1931	xxxx	xxxxx
Potent Cap.:	39	24	399	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	xxxx	xxxxx
Move Cap.:	31	18	399	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	xxxx	xxxxx
Volume/Cap:	1.46	0.00	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	61	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	441	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	441.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	1	0	1 0 3	0	0
Initial Vol:	45	0	52	0	0	0	0	1724	207	83	629	0
ApproachDel:	441.2			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2740]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	1	0	1 0 3	0	0
Initial Vol:	45	0	52	0	0	0	0	1724	207	83	629	0

Major Street Volume: 2643
Minor Approach Volume: 97
Minor Approach Volume Threshold: -50 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

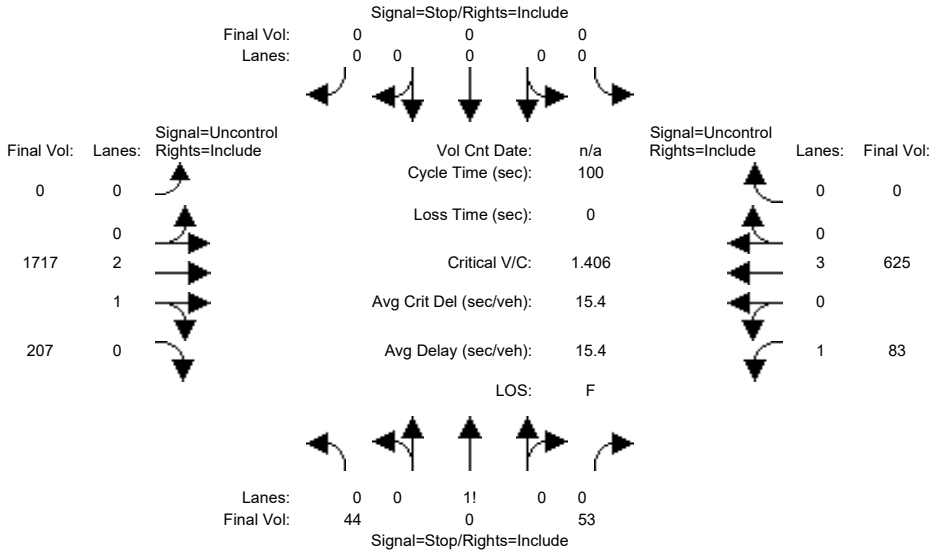
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #2: El Camino Real/Harrison St



Street Name:	Harrison St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	44	0	53	0	0	0	0	1717	207	83	625	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	53	0	0	0	0	1717	207	83	625	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	53	0	0	0	0	1717	207	83	625	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	53	0	0	0	0	1717	207	83	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	44	0	53	0	0	0	0	1717	207	83	625	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2195	2612	676	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1924	xxxx	xxxxx
Potent Cap.:	39	25	401	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	311	xxxx	xxxxx
Move Cap.:	31	18	401	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	311	xxxx	xxxxx
Volume/Cap:	1.41	0.00	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	63	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	416	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	416.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Initial Vol:	44	0	53	0	0	0	0	1717	207	83	625	0
ApproachDel:	416.1			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2729]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 El Camino Real/Harrison St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Initial Vol:	44	0	53	0	0	0	0	1717	207	83	625	0

Major Street Volume: 2632
Minor Approach Volume: 97
Minor Approach Volume Threshold: -49 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

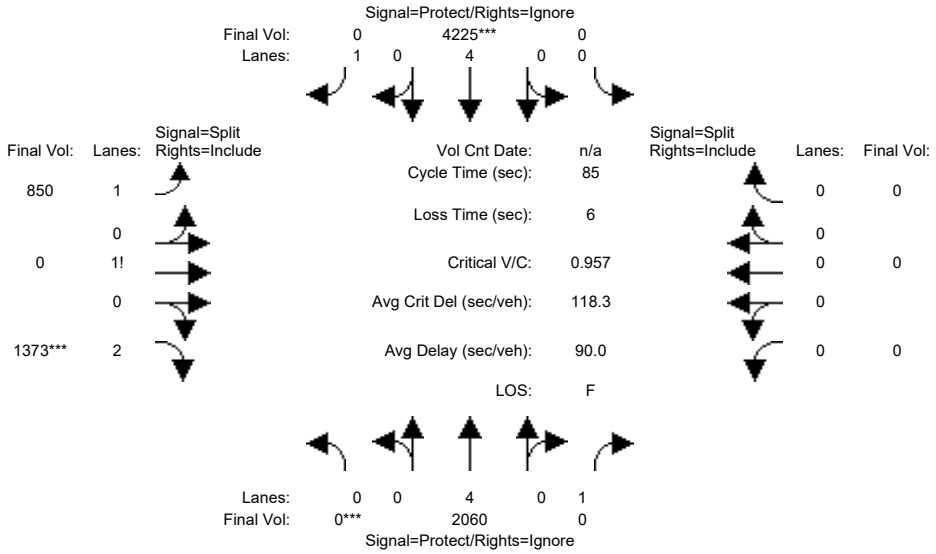
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2060	390	0	4225	0	850	0	1373	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2060	390	0	4225	0	850	0	1373	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2060	390	0	4225	0	850	0	1373	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2060	0	0	4225	0	850	0	1373	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2060	0	0	4225	0	850	0	1373	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2060	0	0	4225	0	850	0	1373	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.85	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.46	0.00	2.54	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2556	0	4084	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.56	0.00	0.33	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.00	0.00	0.76	0.00	1.63	0.00	1.64	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	0.0	0.0	8.0	0.0	320.0	0.0	327.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	0.0	0.0	8.0	0.0	320.0	0.0	327.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	10	0	0	32	0	74	0	76	0	0	0

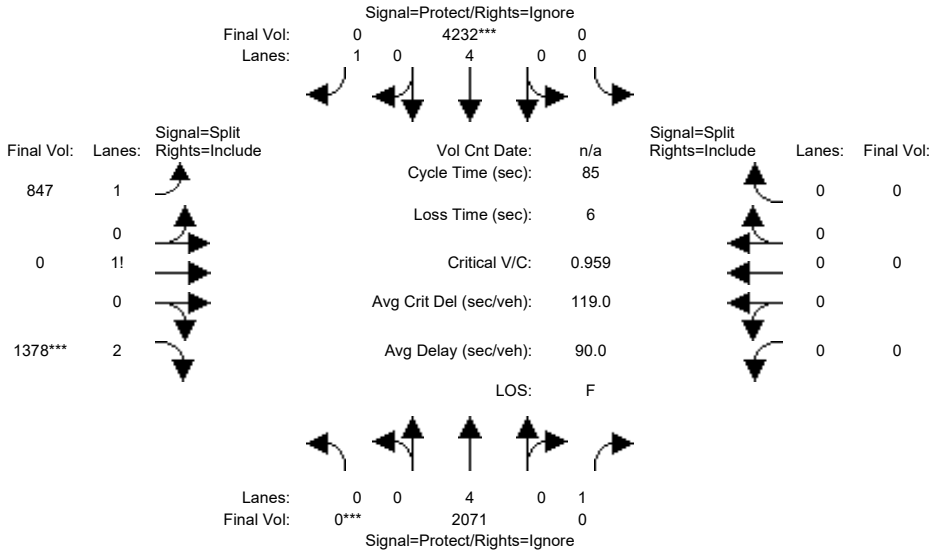
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #3: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2071	379	0	4232	7	847	0	1378	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2071	379	0	4232	7	847	0	1378	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2071	379	0	4232	7	847	0	1378	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2071	0	0	4232	0	847	0	1378	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2071	0	0	4232	0	847	0	1378	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2071	0	0	4232	0	847	0	1378	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.85	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.46	0.00	2.54	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2553	0	4088	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.56	0.00	0.33	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.00	0.00	0.77	0.00	1.62	0.00	1.65	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	0.0	0.0	8.1	0.0	318.3	0.0	329.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	0.0	0.0	8.1	0.0	318.3	0.0	329.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	10	0	0	32	0	74	0	76	0	0	0

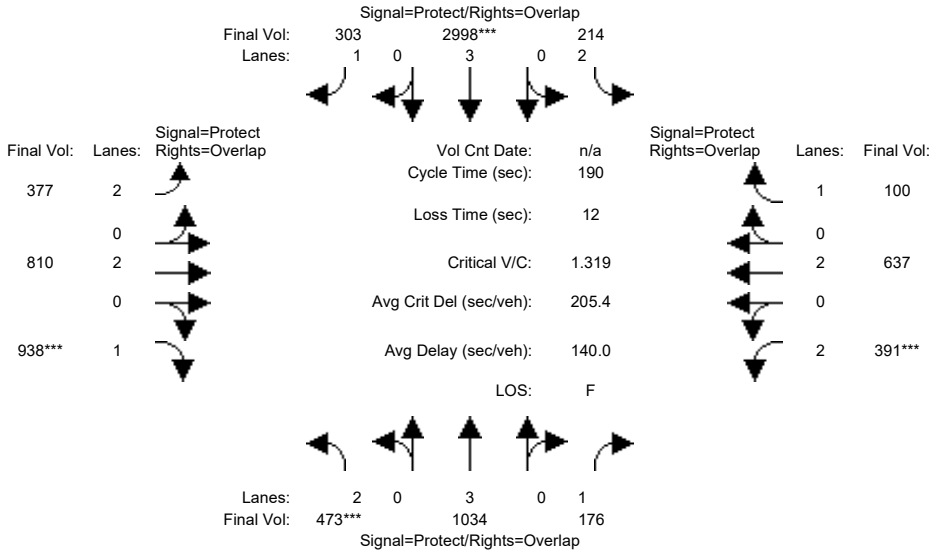
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	473	1544	176	214	3748	303	377	810	938	391	637	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1544	176	214	3748	303	377	810	938	391	637	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1544	176	214	3748	303	377	810	938	391	637	100
User Adj:	1.00	0.67	1.00	1.00	0.80	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:	473	1034	176	214	2998	303	377	810	938	391	637	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1034	176	214	2998	303	377	810	938	391	637	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	473	1034	176	214	2998	303	377	810	938	391	637	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.10	0.07	0.53	0.17	0.12	0.21	0.59	0.12	0.17	0.06
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	1.30	0.40	0.17	0.86	1.27	0.31	0.80	0.76	1.48	0.98	0.66	0.17
Delay/Veh:	236.5	29.1	11.7	111.3	187	29.1	87.4	66.1	283.7	123.2	64.9	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	236.5	29.1	11.7	111.3	187	29.1	87.4	66.1	283.7	123.2	64.9	44.8
LOS by Move:	F	C	B+	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	43	19	6	15	125	23	26	37	147	28	28	8

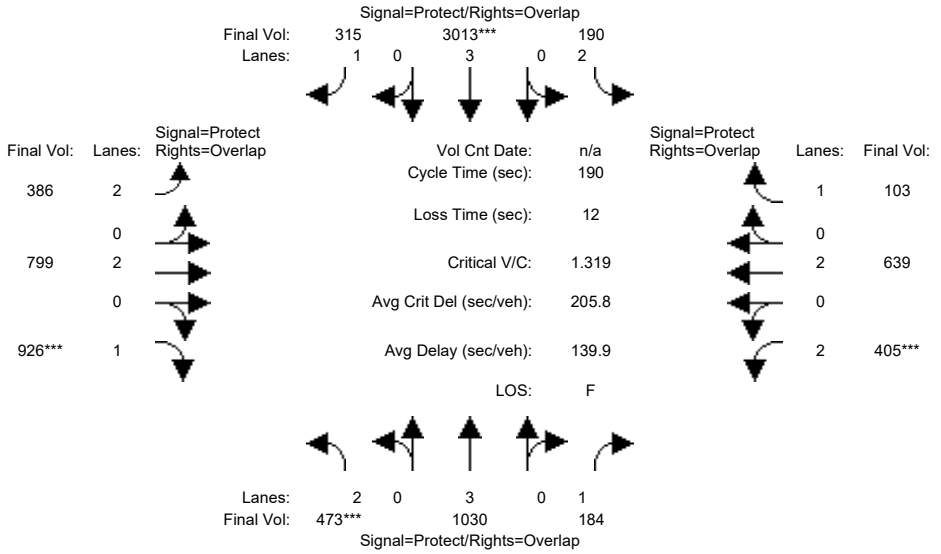
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #4: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	473	1537	184	190	3766	315	386	799	926	405	639	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1537	184	190	3766	315	386	799	926	405	639	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1537	184	190	3766	315	386	799	926	405	639	103
User Adj:	1.00	0.67	1.00	1.00	0.80	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:	473	1030	184	190	3013	315	386	799	926	405	639	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1030	184	190	3013	315	386	799	926	405	639	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	473	1030	184	190	3013	315	386	799	926	405	639	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.11	0.06	0.53	0.18	0.12	0.21	0.58	0.13	0.17	0.06
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	1.30	0.40	0.18	0.76	1.27	0.32	0.82	0.75	1.47	1.02	0.66	0.18
Delay/Veh:	236.5	29.0	11.8	98.9	189	29.4	89.1	65.7	275.4	132.7	64.9	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	236.5	29.0	11.8	98.9	189	29.4	89.1	65.7	275.4	132.7	64.9	44.8
LOS by Move:	F	C	B+	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	43	19	6	13	126	24	26	37	144	29	28	9

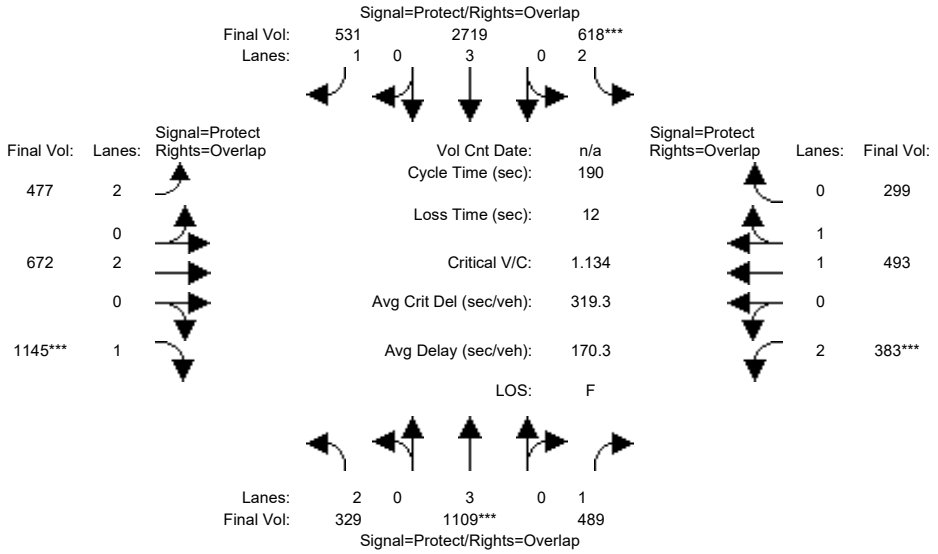
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	329	1369	489	618	3777	531	477	672	1145	383	493	299
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:	329	1369	489	618	3777	531	477	672	1145	383	493	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	1369	489	618	3777	531	477	672	1145	383	493	299
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	329	1109	489	618	2719	531	477	672	1145	383	493	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1109	489	618	2719	531	477	672	1145	383	493	299
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:	329	1109	489	618	2719	531	477	672	1145	383	493	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.22	0.78
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2302	1396
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.28	0.20	0.48	0.30	0.15	0.18	0.65	0.12	0.21	0.21
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	130.3	27.3	44.0	53.0	22.0	38.7	65.7
Volume/Cap:	2.20	0.43	0.50	1.38	0.88	0.44	1.05	0.76	2.35	1.05	1.05	0.62
Delay/Veh:	654.0	36.1	25.6	266.3	41.3	13.7	138.1	72.2	680.4	144.9	123	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	654.0	36.1	25.6	266.3	41.3	13.7	138.1	72.2	680.4	144.9	123	52.7
LOS by Move:	F	D+	C	F	D	B	F	E	F	F	F	D-
HCM2k95thQ:	40	25	31	56	73	26	37	33	235	29	46	33

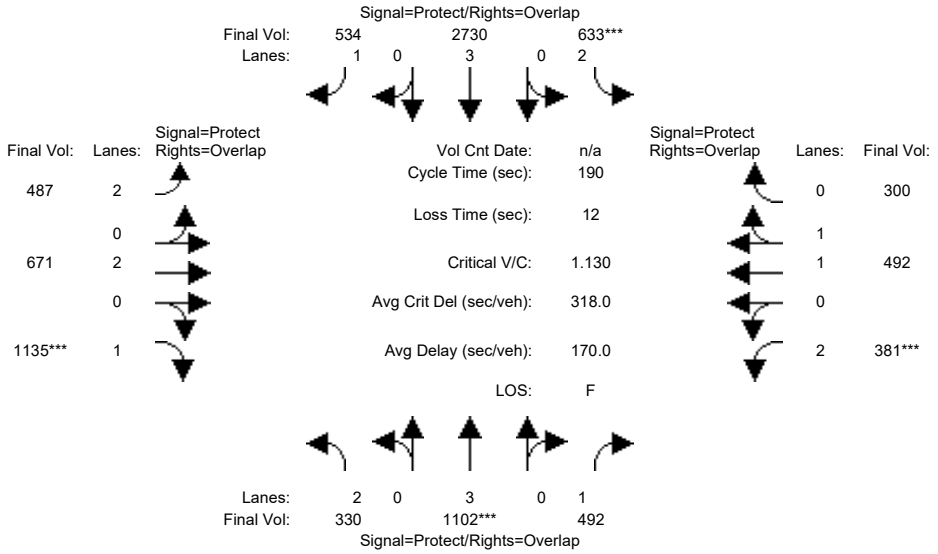
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #5: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	330	1360	492	633	3791	534	487	671	1135	381	492	300
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:	330	1360	492	633	3791	534	487	671	1135	381	492	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	1360	492	633	3791	534	487	671	1135	381	492	300
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	330	1102	492	633	2730	534	487	671	1135	381	492	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1102	492	633	2730	534	487	671	1135	381	492	300
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:	330	1102	492	633	2730	534	487	671	1135	381	492	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.22	0.78
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2297	1401
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.28	0.20	0.48	0.31	0.15	0.18	0.65	0.12	0.21	0.21
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	130.7	27.7	44.0	53.0	22.0	38.3	65.3
Volume/Cap:	2.21	0.43	0.50	1.41	0.88	0.44	1.06	0.76	2.33	1.04	1.06	0.62
Delay/Veh:	656.9	36.1	25.6	280.7	41.6	13.6	140.5	72.1	671.2	143.2	126	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	656.9	36.1	25.6	280.7	41.6	13.6	140.5	72.1	671.2	143.2	126	53.0
LOS by Move:	F	D+	C	F	D	B	F	E	F	F	F	D-
HCM2k95thQ:	41	25	31	58	74	26	38	33	232	28	47	33

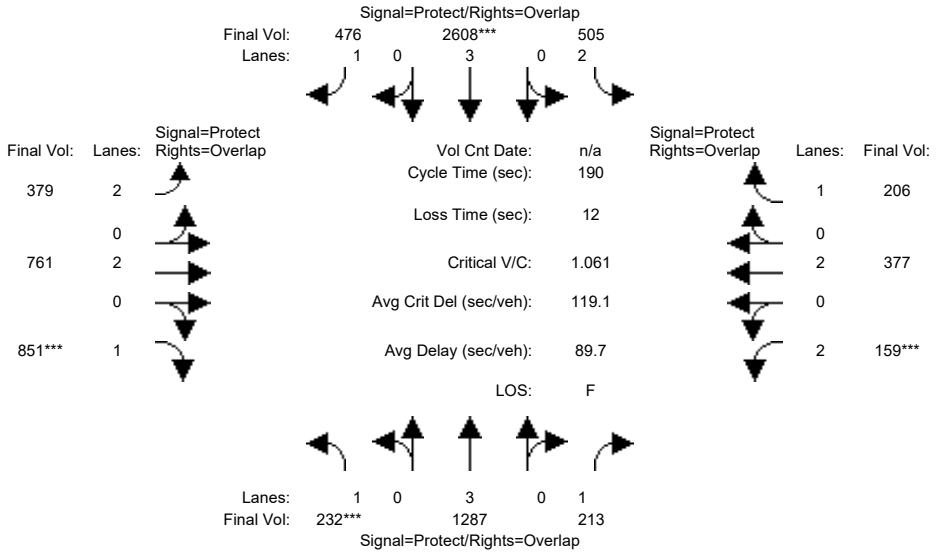
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
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:	232	1589	213	505	3622	476	379	761	851	159	377	206
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:	232	1589	213	505	3622	476	379	761	851	159	377	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	1589	213	505	3622	476	379	761	851	159	377	206
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	232	1287	213	505	2608	476	379	761	851	159	377	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1287	213	505	2608	476	379	761	851	159	377	206
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:	232	1287	213	505	2608	476	379	761	851	159	377	206
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.12	0.16	0.46	0.27	0.12	0.20	0.49	0.05	0.10	0.12
Crit Moves:	****				****				****	****		
Green Time:	17.4	90.0	104.0	27.4	100	124.3	24.3	46.6	64.0	14.0	36.2	63.7
Volume/Cap:	1.44	0.48	0.22	1.11	0.87	0.42	0.94	0.82	1.44	0.69	0.52	0.35
Delay/Veh:	317.4	27.5	15.3	156.8	53.1	23.9	111.8	73.4	272.1	94.1	69.8	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	317.4	27.5	15.3	156.8	53.1	23.9	111.8	73.4	272.1	94.1	69.8	48.0
LOS by Move:	F	C	B	F	D-	C	F	E	F	F	E	D
HCM2k95thQ:	40	23	8	36	70	33	29	37	131	11	18	17

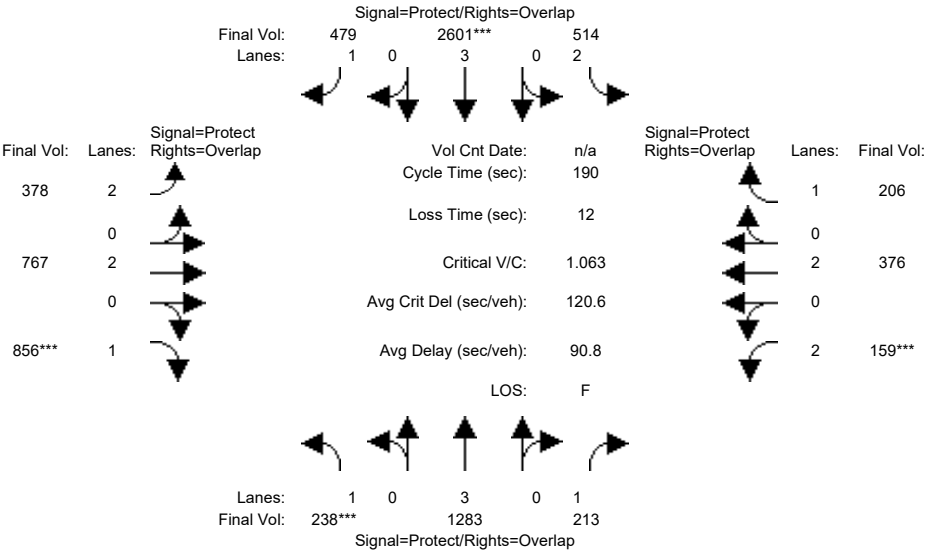
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #6: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
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:	238	1584	213	514	3612	479	378	767	856	159	376	206
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:	238	1584	213	514	3612	479	378	767	856	159	376	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	1584	213	514	3612	479	378	767	856	159	376	206
User Adj:	1.00	0.81	1.00	1.00	0.72	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:	238	1283	213	514	2601	479	378	767	856	159	376	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1283	213	514	2601	479	378	767	856	159	376	206
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:	238	1283	213	514	2601	479	378	767	856	159	376	206
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.12	0.16	0.46	0.27	0.12	0.20	0.49	0.05	0.10	0.12
Crit Moves:	****				****				****	****		
Green Time:	17.8	90.0	104.0	27.8	100	124.2	24.2	46.2	64.0	14.0	36.0	63.8
Volume/Cap:	1.45	0.48	0.22	1.12	0.87	0.42	0.94	0.83	1.45	0.69	0.52	0.35
Delay/Veh:	320.2	27.5	15.3	158.4	52.9	24.0	113.1	74.6	275.8	94.1	69.9	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	320.2	27.5	15.3	158.4	52.9	24.0	113.1	74.6	275.8	94.1	69.9	47.8
LOS by Move:	F	C	B	F	D-	C	F	E	F	F	E	D
HCM2k95thQ:	41	23	8	36	69	33	29	38	133	11	18	17

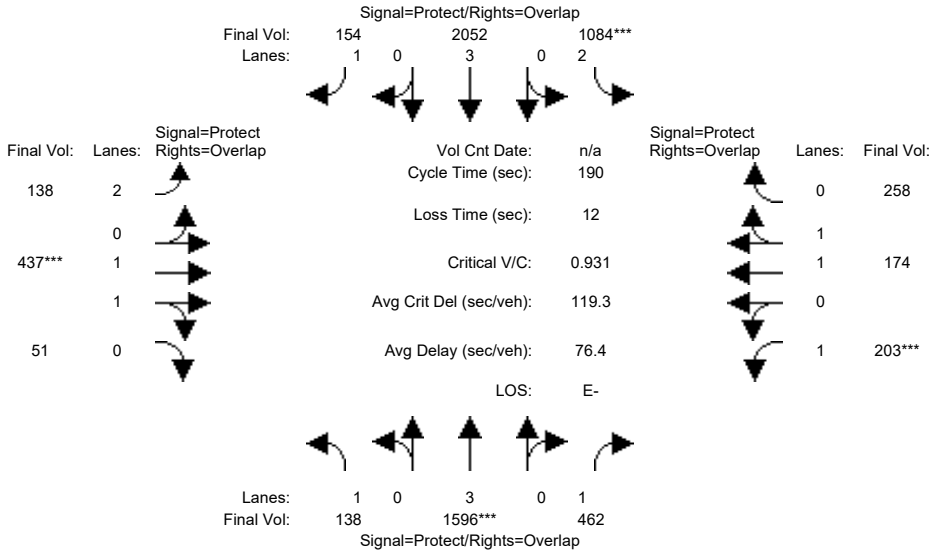
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	138	2073	462	1084	2631	154	138	437	51	203	174	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2073	462	1084	2631	154	138	437	51	203	174	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	2073	462	1084	2631	154	138	437	51	203	174	258
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1596	462	1084	2052	154	138	437	51	203	174	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1596	462	1084	2052	154	138	437	51	203	174	258
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:	138	1596	462	1084	2052	154	138	437	51	203	174	258
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	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3313	387	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.26	0.34	0.36	0.09	0.04	0.13	0.13	0.12	0.09	0.15
Crit Moves:		****		****				****		****		
Green Time:	21.5	83.0	99.9	50.1	112	125.9	14.3	28.0	49.5	16.9	30.6	80.7
Volume/Cap:	0.70	0.64	0.50	1.30	0.61	0.13	0.58	0.90	0.51	1.30	0.57	0.35
Delay/Veh:	91.6	42.4	29.5	215.8	25.6	11.9	88.6	96.7	60.3	262.4	74.6	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.6	42.4	29.5	215.8	25.6	11.9	88.6	96.7	60.3	262.4	74.6	37.0
LOS by Move:	F	D	C	F	C	B+	F	F	E	F	E	D+
HCM2k95thQ:	16	39	31	86	41	7	11	30	22	33	17	19

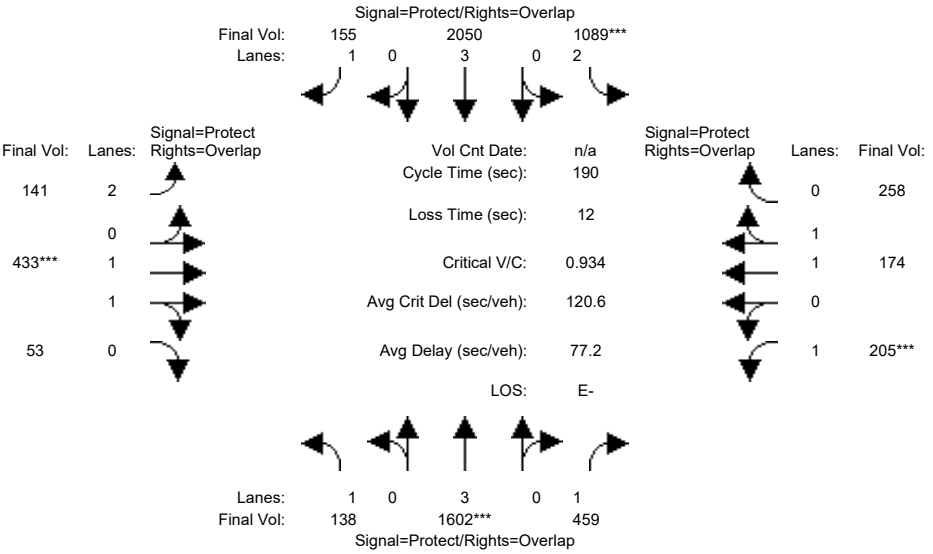
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #7: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	138	2081	459	1089	2628	155	141	433	53	205	174	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2081	459	1089	2628	155	141	433	53	205	174	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	2081	459	1089	2628	155	141	433	53	205	174	258
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1602	459	1089	2050	155	141	433	53	205	174	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1602	459	1089	2050	155	141	433	53	205	174	258
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:	138	1602	459	1089	2050	155	141	433	53	205	174	258
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	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3296	403	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.26	0.35	0.36	0.09	0.04	0.13	0.13	0.12	0.09	0.15
Crit Moves:		****		****				****		****		
Green Time:	21.5	83.0	100.0	50.0	112	125.9	14.3	28.0	49.5	17.0	30.7	80.7
Volume/Cap:	0.70	0.64	0.50	1.31	0.61	0.13	0.59	0.89	0.50	1.31	0.57	0.35
Delay/Veh:	91.7	42.5	29.3	219.2	25.6	11.9	89.1	96.2	60.3	265.3	74.6	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.7	42.5	29.3	219.2	25.6	11.9	89.1	96.2	60.3	265.3	74.6	37.0
LOS by Move:	F	D	C	F	C	B+	F	F	E	F	E	D+
HCM2k95thQ:	16	39	31	87	41	7	11	29	22	33	17	19

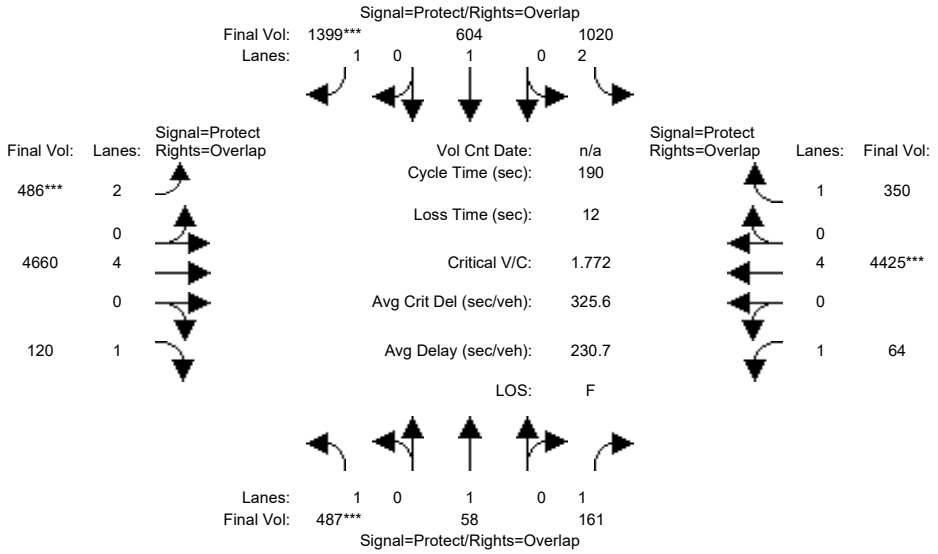
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
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:	487	58	161	1020	604	1399	486	4660	120	64	4425	350
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:	487	58	161	1020	604	1399	486	4660	120	64	4425	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	58	161	1020	604	1399	486	4660	120	64	4425	350
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:	487	58	161	1020	604	1399	486	4660	120	64	4425	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	58	161	1020	604	1399	486	4660	120	64	4425	350
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:	487	58	161	1020	604	1399	486	4660	120	64	4425	350
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.03	0.09	0.32	0.32	0.80	0.15	0.61	0.07	0.04	0.58	0.20
Crit Moves:	****					****	****				****	
Green Time:	26.0	26.0	33.5	48.0	48.0	72.0	24.0	96.5	122.5	7.5	80.0	128.0
Volume/Cap:	2.03	0.22	0.52	1.28	1.26	2.11	1.22	1.21	0.11	0.93	1.38	0.30
Delay/Veh:	561.5	73.4	72.6	207.4	203	563.4	203.3	131	5.9	175.7	238	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	561.5	73.4	72.6	207.4	203	563.4	203.3	131	5.9	175.7	238	20.0
LOS by Move:	F	E	E	F	F	F	F	F	A	F	F	B-
HCM2k95thQ:	96	6	17	81	79	273	42	137	2	12	150	24

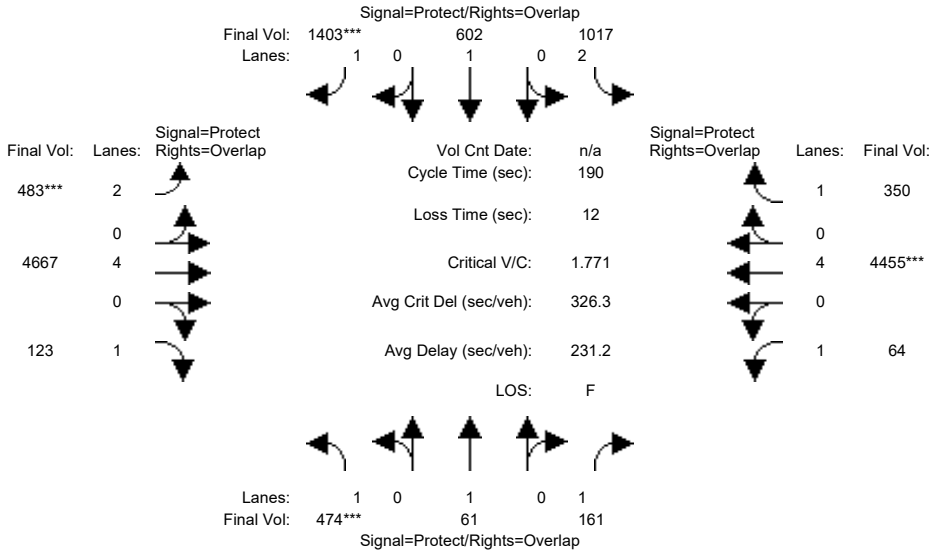
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #8: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
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:	474	61	161	1017	602	1403	483	4667	123	64	4455	350
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:	474	61	161	1017	602	1403	483	4667	123	64	4455	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	61	161	1017	602	1403	483	4667	123	64	4455	350
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:	474	61	161	1017	602	1403	483	4667	123	64	4455	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	61	161	1017	602	1403	483	4667	123	64	4455	350
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:	474	61	161	1017	602	1403	483	4667	123	64	4455	350
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.03	0.09	0.32	0.32	0.80	0.15	0.61	0.07	0.04	0.59	0.20
Crit Moves:	****					****	****				****	
Green Time:	26.0	26.0	33.4	48.0	48.0	72.0	24.0	96.6	122.6	7.4	80.0	128.0
Volume/Cap:	1.98	0.23	0.52	1.28	1.25	2.12	1.21	1.21	0.11	0.93	1.39	0.30
Delay/Veh:	537.4	73.6	72.7	205.7	202	566.1	200.3	132	5.9	176.3	242	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	537.4	73.6	72.7	205.7	202	566.1	200.3	132	5.9	176.3	242	20.0
LOS by Move:	F	E	E	F	F	F	F	F	A	F	F	B-
HCM2k95thQ:	93	6	17	81	78	274	42	138	2	12	152	24

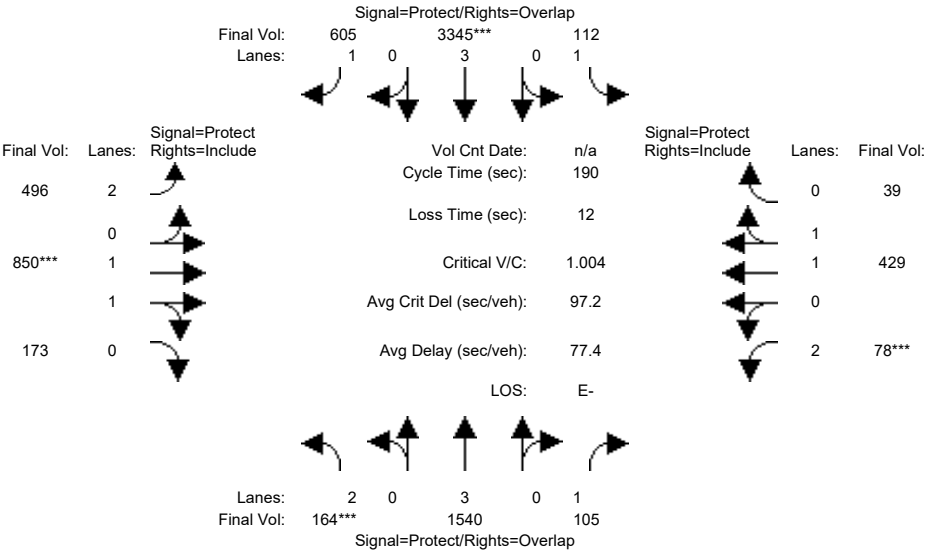
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
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:	164	2000	105	112	4344	605	496	850	173	78	429	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	2000	105	112	4344	605	496	850	173	78	429	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	2000	105	112	4344	605	496	850	173	78	429	39
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1540	105	112	3345	605	496	850	173	78	429	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1540	105	112	3345	605	496	850	173	78	429	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1540	105	112	3345	605	496	850	173	78	429	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.65	0.35	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	3074	626	3150	3391	308
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.06	0.06	0.59	0.35	0.16	0.28	0.28	0.02	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	17.0	102	115.0	15.6	101	127.0	26.4	47.4	47.4	13.0	34.0	34.0
Volume/Cap:	0.58	0.50	0.10	0.78	1.11	0.52	1.13	1.11	1.11	0.36	0.71	0.71
Delay/Veh:	86.2	19.8	8.9	108.8	86.4	6.4	166.4	135	135.3	85.6	76.8	76.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.2	19.8	8.9	108.8	86.4	6.4	166.4	135	135.3	85.6	76.8	76.8
LOS by Move:	F	B-	A	F	F	A	F	F	F	F	E-	E-
HCM2k95thQ:	11	24	3	14	120	16	35	55	55	5	24	24

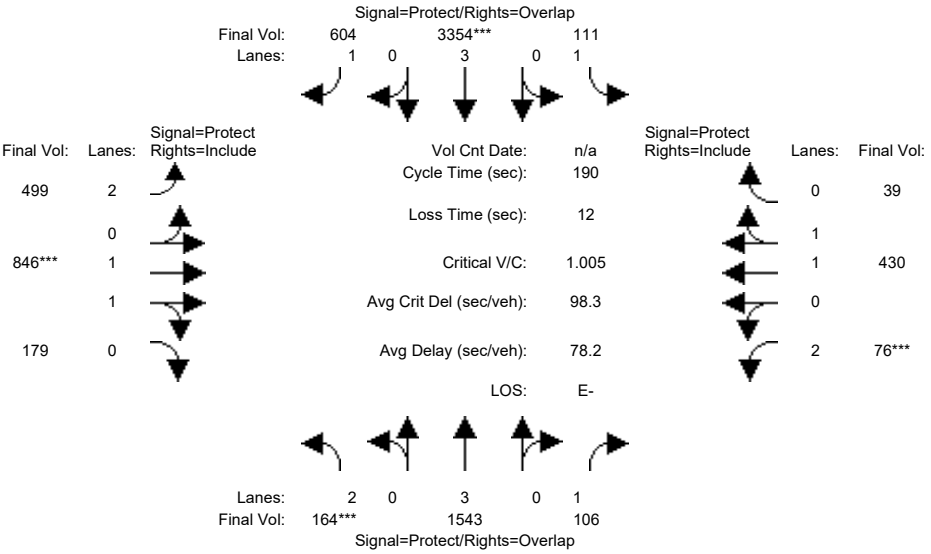
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #9: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
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:	164	2004	106	111	4356	604	499	846	179	76	430	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	2004	106	111	4356	604	499	846	179	76	430	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	2004	106	111	4356	604	499	846	179	76	430	39
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1543	106	111	3354	604	499	846	179	76	430	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1543	106	111	3354	604	499	846	179	76	430	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1543	106	111	3354	604	499	846	179	76	430	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.64	0.36	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	3053	646	3150	3392	308
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.06	0.06	0.59	0.35	0.16	0.28	0.28	0.02	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	17.0	102	115.0	15.6	101	127.0	26.4	47.4	47.4	13.0	34.0	34.0
Volume/Cap:	0.58	0.50	0.10	0.77	1.11	0.52	1.14	1.11	1.11	0.35	0.71	0.71
Delay/Veh:	86.2	19.8	8.9	107.7	87.5	6.4	169.4	136	136.3	85.5	76.9	76.9
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:	86.2	19.8	8.9	107.7	87.5	6.4	169.4	136	136.3	85.5	76.9	76.9
LOS by Move:	F	B-	A	F	F	A	F	F	F	F	E-	E-
HCM2k95thQ:	11	24	3	14	121	16	35	55	55	5	24	24

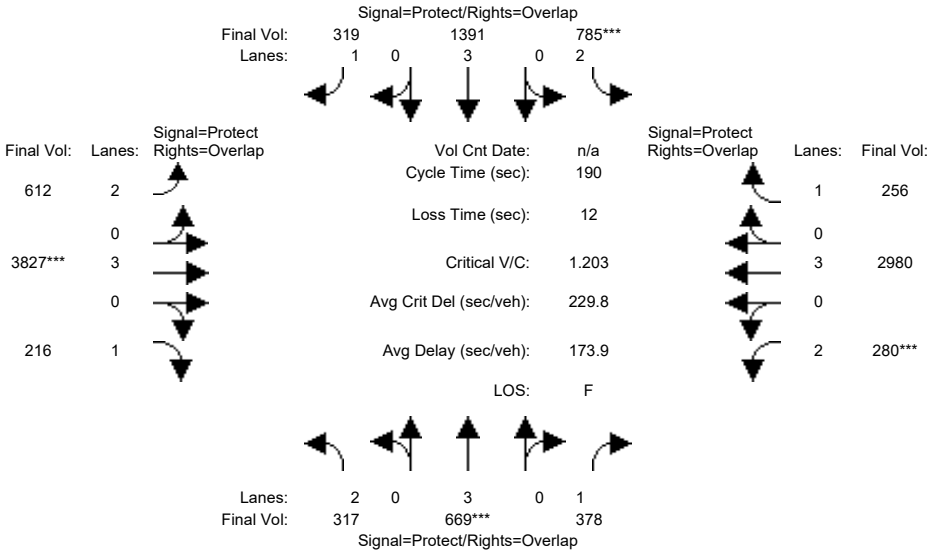
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
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:	317	669	378	785	1391	319	612	3827	216	280	2980	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:	317	669	378	785	1391	319	612	3827	216	280	2980	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	669	378	785	1391	319	612	3827	216	280	2980	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:	317	669	378	785	1391	319	612	3827	216	280	2980	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	669	378	785	1391	319	612	3827	216	280	2980	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:	317	669	378	785	1391	319	612	3827	216	280	2980	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.22	0.25	0.24	0.18	0.19	0.67	0.12	0.09	0.52	0.15
Crit Moves:		****		****				****		****		
Green Time:	19.9	39.0	53.0	29.0	48.1	77.9	29.8	96.0	115.9	14.0	80.2	109.2
Volume/Cap:	0.96	0.57	0.77	1.63	0.96	0.44	1.24	1.33	0.20	1.21	1.24	0.25
Delay/Veh:	124.3	68.7	70.6	374.6	85.8	40.8	213.8	229	33.8	214.2	159	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.3	68.7	70.6	374.6	85.8	40.8	213.8	229	33.8	214.2	159	12.9
LOS by Move:	F	E	E	F	F	D	F	F	C-	F	F	B
HCM2k95thQ:	23	21	37	76	48	25	51	166	19	24	121	9

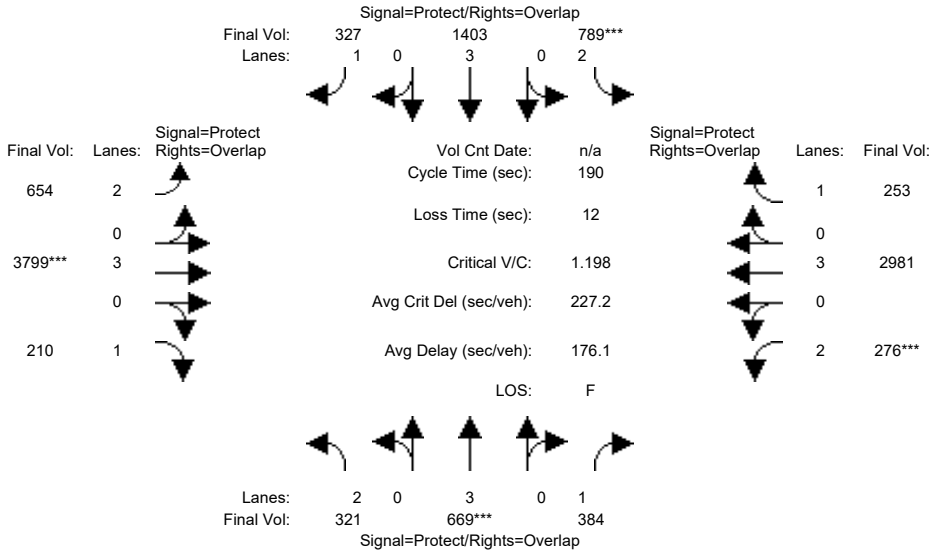
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #10: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
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:	321	669	384	789	1403	327	654	3799	210	276	2981	253
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:	321	669	384	789	1403	327	654	3799	210	276	2981	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	669	384	789	1403	327	654	3799	210	276	2981	253
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:	321	669	384	789	1403	327	654	3799	210	276	2981	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	669	384	789	1403	327	654	3799	210	276	2981	253
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:	321	669	384	789	1403	327	654	3799	210	276	2981	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.22	0.25	0.25	0.19	0.21	0.67	0.12	0.09	0.52	0.14
Crit Moves:		****		****				****		****		
Green Time:	19.9	39.0	53.0	29.0	48.1	79.3	31.3	96.0	115.9	14.0	78.7	107.7
Volume/Cap:	0.97	0.57	0.79	1.64	0.97	0.45	1.26	1.32	0.20	1.19	1.26	0.25
Delay/Veh:	126.7	68.7	71.6	378.3	87.8	40.1	222.5	225	33.6	207.8	170	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.7	68.7	71.6	378.3	87.8	40.1	222.5	225	33.6	207.8	170	13.6
LOS by Move:	F	E	E	F	F	D	F	F	C-	F	F	B
HCM2k95thQ:	23	21	38	76	48	25	55	163	19	24	123	9

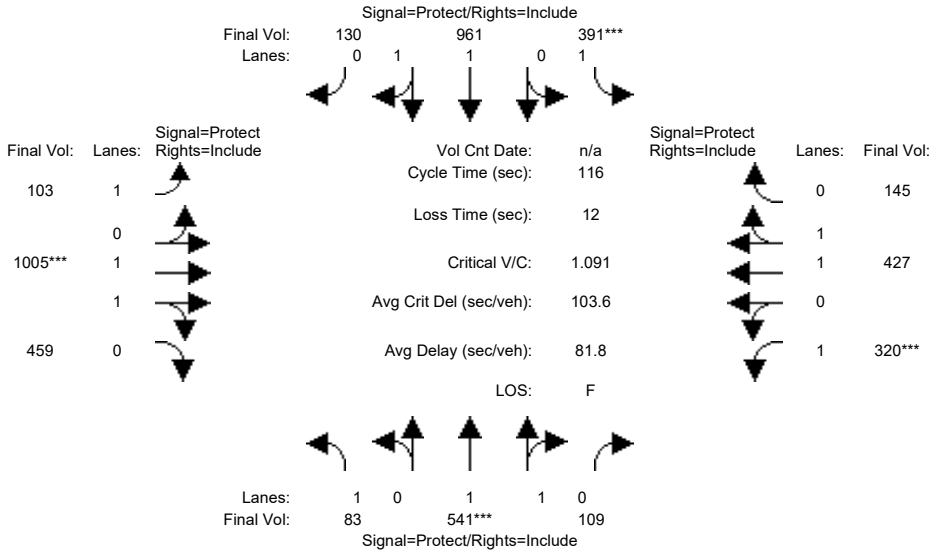
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	83	541	109	391	961	130	103	1005	459	320	427	145
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:	83	541	109	391	961	130	103	1005	459	320	427	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	541	109	391	961	130	103	1005	459	320	427	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	541	109	391	961	130	103	1005	459	320	427	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	541	109	391	961	130	103	1005	459	320	427	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	541	109	391	961	130	103	1005	459	320	427	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.66	0.34	1.00	1.76	0.24	1.00	1.36	0.64	1.00	1.48	0.52
Final Sat.:	1750	3079	620	1750	3259	441	1750	2539	1160	1750	2761	938
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.22	0.29	0.29	0.06	0.40	0.40	0.18	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	5.9	18.7	18.7	23.8	36.6	36.6	23.4	42.1	42.1	19.4	38.2	38.2
Volume/Cap:	0.94	1.09	1.09	1.09	0.94	0.94	0.29	1.09	1.09	1.09	0.47	0.47
Delay/Veh:	129.0	113	112.6	120.2	52.2	52.2	39.7	90.1	90.1	127.2	31.2	31.2
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:	129.0	113	112.6	120.2	52.2	52.2	39.7	90.1	90.1	127.2	31.2	31.2
LOS by Move:	F	F	F	F	D-	D-	D	F	F	F	C	C
HCM2k95thQ:	8	29	29	36	37	37	6	54	54	30	15	15

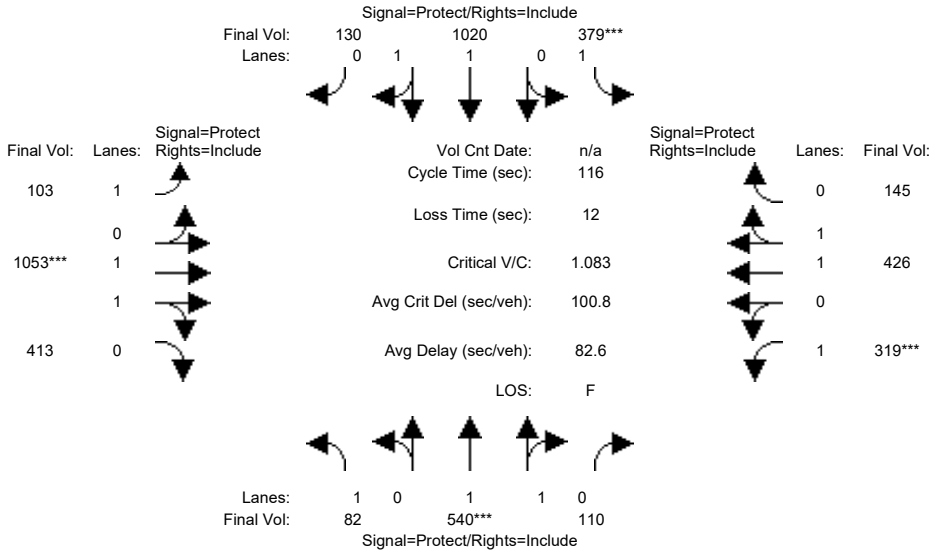
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #11: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	82	540	110	379	1020	130	103	1053	413	319	426	145
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:	82	540	110	379	1020	130	103	1053	413	319	426	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	540	110	379	1020	130	103	1053	413	319	426	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	540	110	379	1020	130	103	1053	413	319	426	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	540	110	379	1020	130	103	1053	413	319	426	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	540	110	379	1020	130	103	1053	413	319	426	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.65	0.35	1.00	1.77	0.23	1.00	1.42	0.58	1.00	1.48	0.52
Final Sat.:	1750	3073	626	1750	3281	418	1750	2657	1042	1750	2760	939
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.22	0.31	0.31	0.06	0.40	0.40	0.18	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	5.5	18.8	18.8	23.2	36.5	36.5	23.6	42.5	42.5	19.5	38.4	38.4
Volume/Cap:	0.99	1.08	1.08	1.08	0.99	0.99	0.29	1.08	1.08	1.08	0.47	0.47
Delay/Veh:	149.6	110	109.8	118.5	62.8	62.8	39.6	87.0	87.0	124.6	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.6	110	109.8	118.5	62.8	62.8	39.6	87.0	87.0	124.6	31.0	31.0
LOS by Move:	F	F	F	F	E	E	D	F	F	F	C	C
HCM2k95thQ:	8	29	29	35	41	41	6	54	54	30	15	15

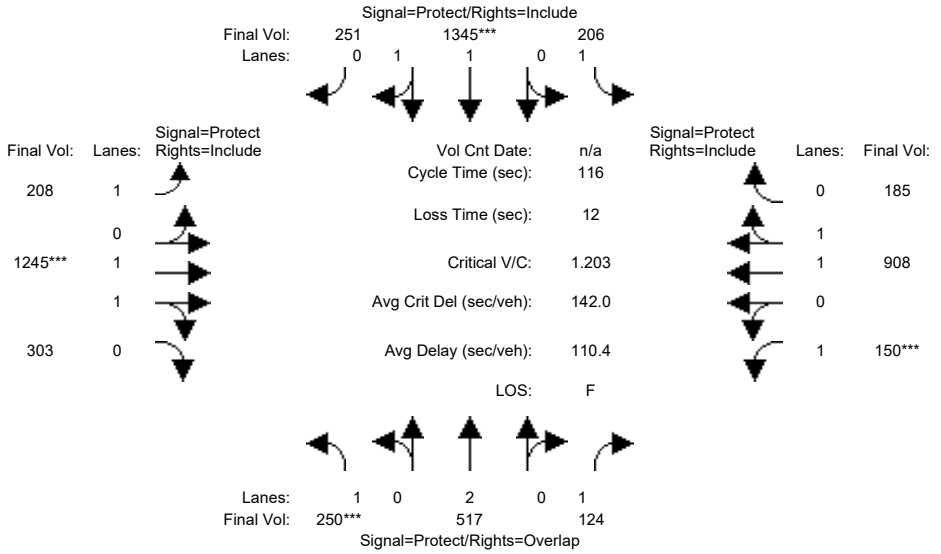
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	250	517	124	206	1345	251	208	1245	303	150	908	185
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:	250	517	124	206	1345	251	208	1245	303	150	908	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	517	124	206	1345	251	208	1245	303	150	908	185
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:	250	517	124	206	1345	251	208	1245	303	150	908	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	517	124	206	1345	251	208	1245	303	150	908	185
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:	250	517	124	206	1345	251	208	1245	303	150	908	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.60	0.40	1.00	1.65	0.35
Final Sat.:	1750	3800	1750	1750	3118	582	1750	2975	724	1750	3073	626
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.12	0.43	0.43	0.12	0.42	0.42	0.09	0.30	0.30
Crit Moves:	****				****			****			****	
Green Time:	13.8	29.7	38.0	25.7	41.6	41.6	13.9	40.4	40.4	8.3	34.7	34.7
Volume/Cap:	1.20	0.53	0.22	0.53	1.20	1.20	0.99	1.20	1.20	1.20	0.99	0.99
Delay/Veh:	179.0	37.7	28.4	41.3	136	135.9	109.5	137	136.8	199.0	64.7	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	179.0	37.7	28.4	41.3	136	135.9	109.5	137	136.8	199.0	64.7	64.7
LOS by Move:	F	D+	C	D	F	F	F	F	F	F	E	E
HCM2k95thQ:	28	15	7	12	69	69	19	70	70	18	38	38

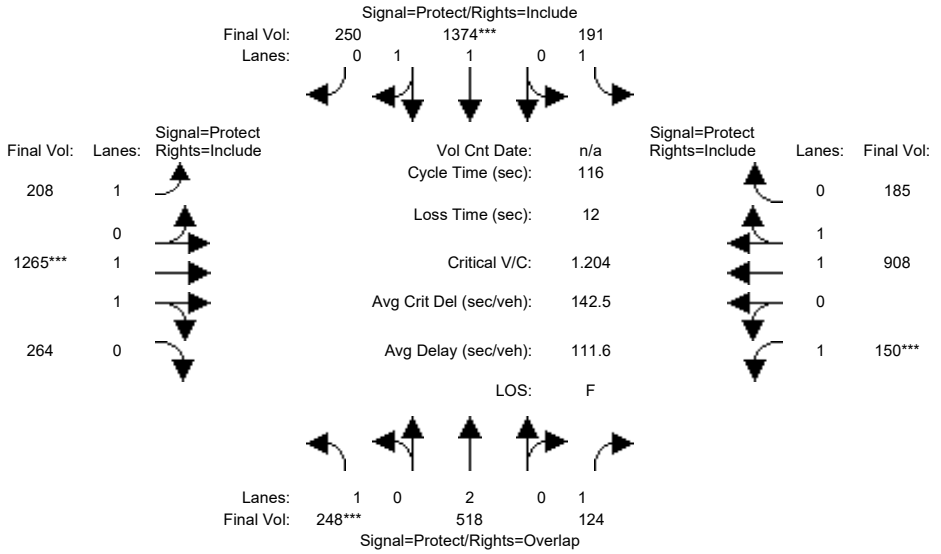
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #12: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	248	518	124	191	1374	250	208	1265	264	150	908	185
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:	248	518	124	191	1374	250	208	1265	264	150	908	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	518	124	191	1374	250	208	1265	264	150	908	185
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:	248	518	124	191	1374	250	208	1265	264	150	908	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	518	124	191	1374	250	208	1265	264	150	908	185
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:	248	518	124	191	1374	250	208	1265	264	150	908	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.65	0.35	1.00	1.65	0.35
Final Sat.:	1750	3800	1750	1750	3130	570	1750	3061	639	1750	3073	626
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.11	0.44	0.44	0.12	0.41	0.41	0.09	0.30	0.30
Crit Moves:	****				****			****			****	
Green Time:	13.7	31.1	39.3	24.9	42.3	42.3	13.8	39.8	39.8	8.3	34.3	34.3
Volume/Cap:	1.20	0.51	0.21	0.51	1.20	1.20	1.00	1.20	1.20	1.20	1.00	1.00
Delay/Veh:	179.9	36.4	27.5	41.3	136	136.1	113.5	138	137.7	199.6	68.0	68.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	179.9	36.4	27.5	41.3	136	136.1	113.5	138	137.7	199.6	68.0	68.0
LOS by Move:	F	D+	C	D	F	F	F	F	F	F	E	E
HCM2k95thQ:	28	14	7	11	70	70	19	70	70	18	39	39

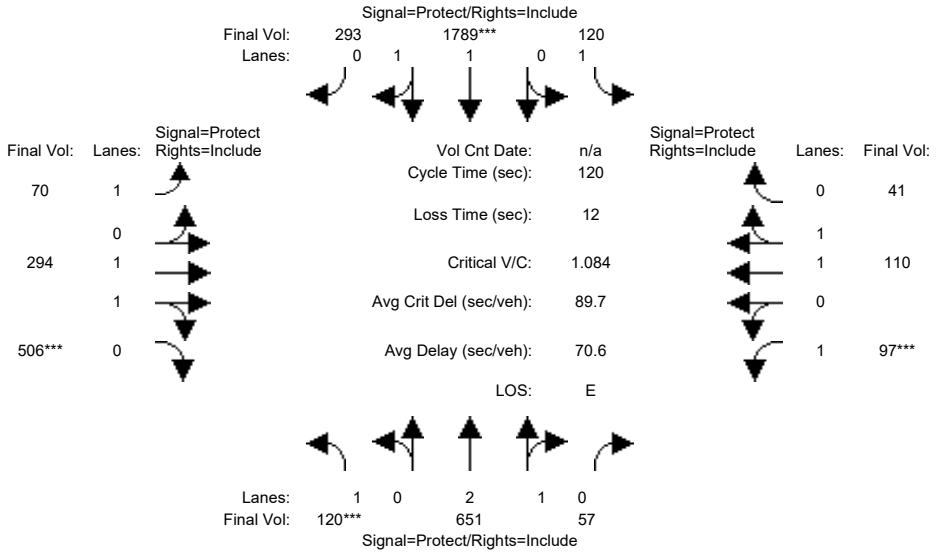
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	120	651	57	120	1789	293	70	294	506	97	110	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	651	57	120	1789	293	70	294	506	97	110	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	651	57	120	1789	293	70	294	506	97	110	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	651	57	120	1789	293	70	294	506	97	110	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	651	57	120	1789	293	70	294	506	97	110	41
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:	120	651	57	120	1789	293	70	294	506	97	110	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.75	0.25	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.44	0.56
Final Sat.:	1750	5149	451	1750	3179	521	1750	1900	1750	1750	2695	1004
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.07	0.56	0.56	0.04	0.15	0.29	0.06	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	7.6	45.3	45.3	24.6	62.3	62.3	14.3	32.0	32.0	6.1	23.8	23.8
Volume/Cap:	1.08	0.33	0.33	0.33	1.08	1.08	0.34	0.58	1.08	1.08	0.21	0.21
Delay/Veh:	166.3	26.7	26.7	41.3	76.4	76.4	49.4	38.8	102.4	176.8	40.3	40.3
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:	166.3	26.7	26.7	41.3	76.4	76.4	49.4	38.8	102.4	176.8	40.3	40.3
LOS by Move:	F	C	C	D	E-	E-	D	D+	F	F	D	D
HCM2k95thQ:	13	12	12	7	72	72	5	17	45	15	5	5

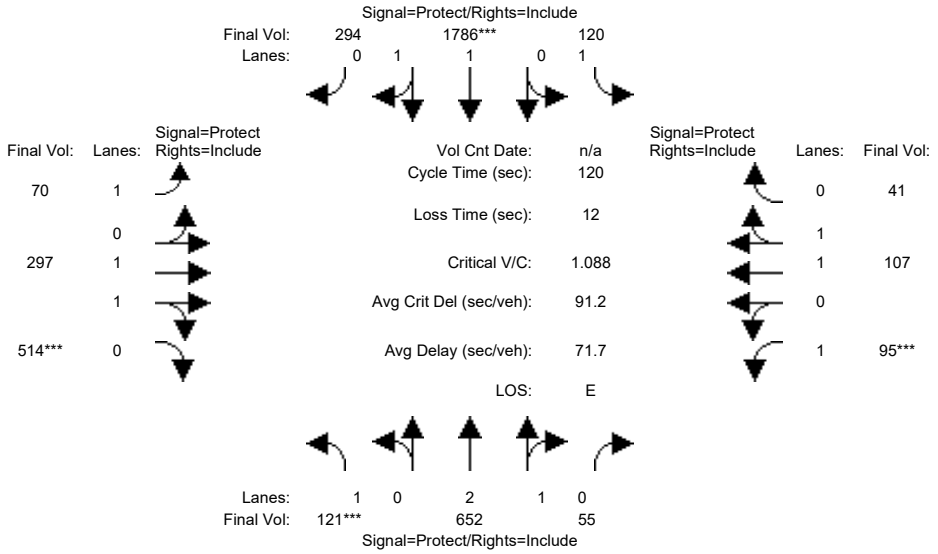
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #13: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	121	652	55	120	1786	294	70	297	514	95	107	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	652	55	120	1786	294	70	297	514	95	107	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	652	55	120	1786	294	70	297	514	95	107	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	652	55	120	1786	294	70	297	514	95	107	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	652	55	120	1786	294	70	297	514	95	107	41
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:	121	652	55	120	1786	294	70	297	514	95	107	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.76	0.24	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.43	0.57
Final Sat.:	1750	5164	436	1750	3177	523	1750	1900	1750	1750	2674	1025
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.07	0.56	0.56	0.04	0.16	0.29	0.05	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	7.6	45.1	45.1	24.5	62.0	62.0	14.4	32.4	32.4	6.0	24.0	24.0
Volume/Cap:	1.09	0.34	0.34	0.34	1.09	1.09	0.33	0.58	1.09	1.09	0.20	0.20
Delay/Veh:	167.2	26.8	26.8	41.4	78.1	78.1	49.3	38.5	103.4	179.3	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.2	26.8	26.8	41.4	78.1	78.1	49.3	38.5	103.4	179.3	40.1	40.1
LOS by Move:	F	C	C	D	E-	E-	D	D+	F	F	D	D
HCM2k95thQ:	14	12	12	7	73	73	5	17	46	14	5	5

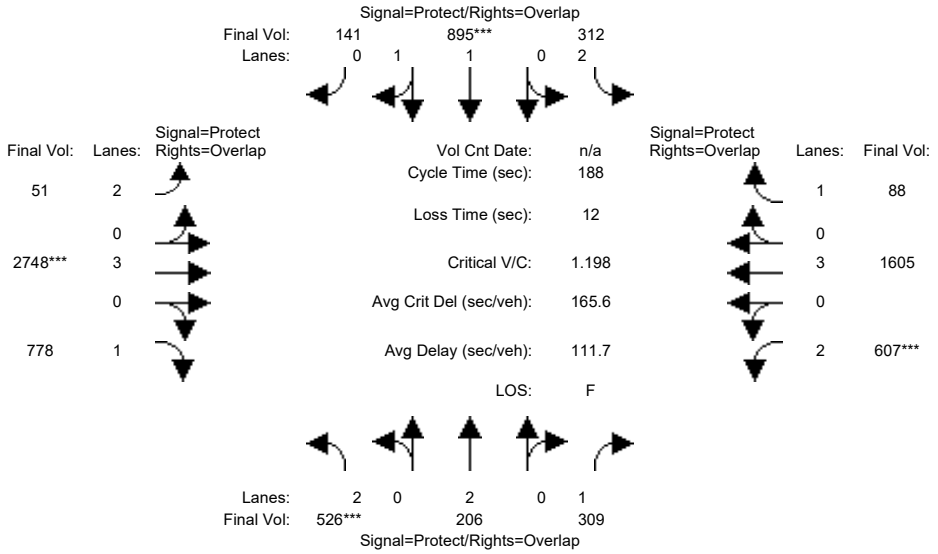
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
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:	526	206	309	312	895	141	51	2748	778	607	1605	88
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:	526	206	309	312	895	141	51	2748	778	607	1605	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	526	206	309	312	895	141	51	2748	778	607	1605	88
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:	526	206	309	312	895	141	51	2748	778	607	1605	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	206	309	312	895	141	51	2748	778	607	1605	88
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:	526	206	309	312	895	141	51	2748	778	607	1605	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.72	0.28	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3196	504	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.05	0.18	0.10	0.28	0.28	0.02	0.48	0.44	0.19	0.28	0.05
Crit Moves:	****				****			****			****	
Green Time:	21.9	39.7	65.0	19.0	36.8	49.3	12.6	92.0	113.9	25.3	105	123.7
Volume/Cap:	1.43	0.26	0.51	0.98	1.43	1.07	0.24	0.99	0.73	1.43	0.51	0.08
Delay/Veh:	292.4	62.0	49.6	129.7	278	117.8	83.8	71.8	39.6	288.8	17.3	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	292.4	62.0	49.6	129.7	278	117.8	83.8	71.8	39.6	288.8	17.3	4.8
LOS by Move:	F	E	D	F	F	F	F	E	D	F	B	A
HCM2k95thQ:	48	9	26	26	78	60	3	77	59	56	23	2

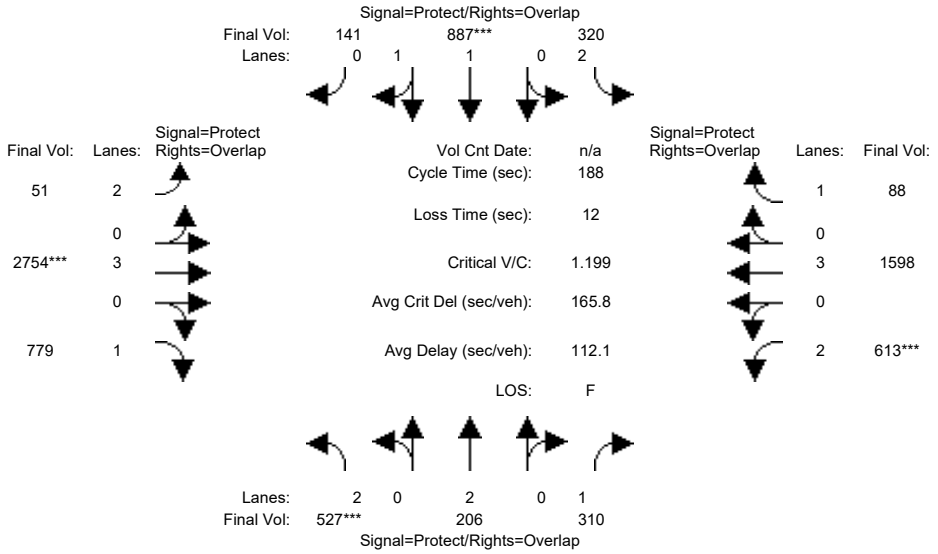
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #14: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
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:	527	206	310	320	887	141	51	2754	779	613	1598	88
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:	527	206	310	320	887	141	51	2754	779	613	1598	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	527	206	310	320	887	141	51	2754	779	613	1598	88
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:	527	206	310	320	887	141	51	2754	779	613	1598	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	206	310	320	887	141	51	2754	779	613	1598	88
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:	527	206	310	320	887	141	51	2754	779	613	1598	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.72	0.28	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3192	507	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.05	0.18	0.10	0.28	0.28	0.02	0.48	0.45	0.19	0.28	0.05
Crit Moves:	****				****			****			****	
Green Time:	22.0	39.2	64.8	19.2	36.5	49.1	12.6	92.0	114.0	25.6	105	124.2
Volume/Cap:	1.43	0.26	0.51	0.99	1.43	1.06	0.24	0.99	0.73	1.43	0.50	0.08
Delay/Veh:	292.4	62.4	49.8	132.8	278	117.2	83.8	72.3	39.7	288.6	17.1	4.6
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:	292.4	62.4	49.8	132.8	278	117.2	83.8	72.3	39.7	288.6	17.1	4.6
LOS by Move:	F	E	D	F	F	F	F	E	D	F	B	A
HCM2k95thQ:	48	9	26	26	77	60	3	77	59	57	22	1

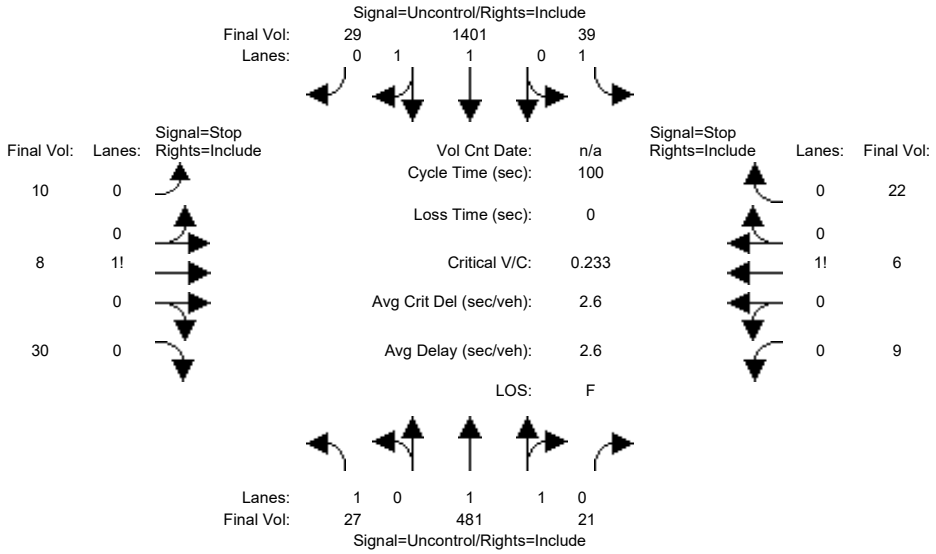
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	27	481	21	39	1401	29	10	8	30	9	6	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	481	21	39	1401	29	10	8	30	9	6	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	481	21	39	1401	29	10	8	30	9	6	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	481	21	39	1401	29	10	8	30	9	6	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	481	21	39	1401	29	10	8	30	9	6	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1430	xxxx	xxxxx	502	xxxx	xxxxx	1791	2050	715	1328	2054	251
Potent Cap.:	482	xxxx	xxxxx	1073	xxxx	xxxxx	52	56	378	115	56	755
Move Cap.:	482	xxxx	xxxxx	1073	xxxx	xxxxx	43	51	378	87	51	755
Volume/Cap:	0.06	xxxx	xxxx	0.04	xxxx	xxxx	0.23	0.16	0.08	0.10	0.12	0.03
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.9	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	102	xxxxx	xxxx	148	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	67.9	xxxxx	xxxxx	37.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			67.9			37.3		
ApproachLOS:	*			*			F			E		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	27	481	21	39	1401	29	10	8	30	9	6	22
ApproachDel:	xxxxxx			xxxxxx			67.9			37.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2083]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2083]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	27	481	21	39	1401	29	10	8	30	9	6	22

Major Street Volume: 1998
Minor Approach Volume: 48
Minor Approach Volume Threshold: 46 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

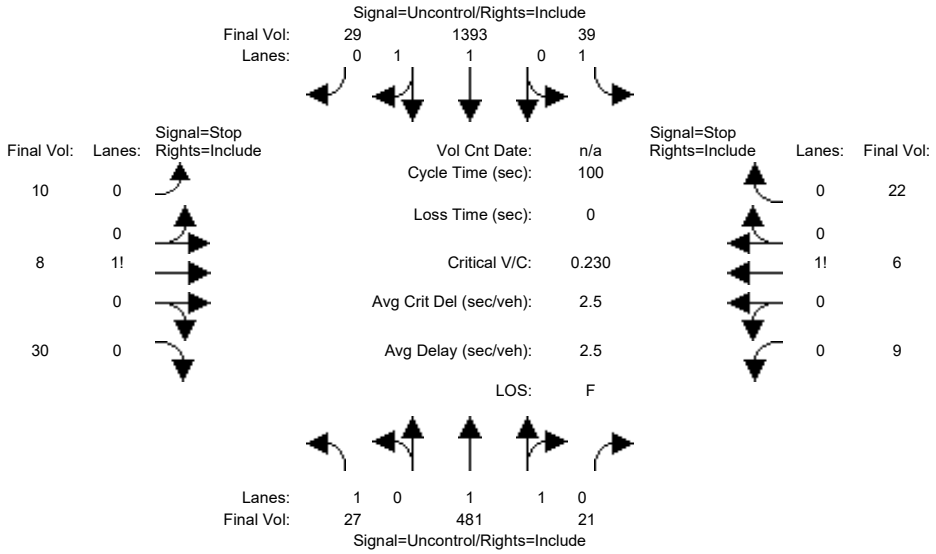
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #15: Harrison St/Scott Blvd



Street Name:	Scott Blvd						Harrison St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	27	481	21	39	1393	29	10	8	30	9	6	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	481	21	39	1393	29	10	8	30	9	6	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	481	21	39	1393	29	10	8	30	9	6	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	481	21	39	1393	29	10	8	30	9	6	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	481	21	39	1393	29	10	8	30	9	6	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1422	xxxx	xxxxx	502	xxxx	xxxxx	1783	2042	711	1324	2046	251
Potent Cap.:	485	xxxx	xxxxx	1073	xxxx	xxxxx	53	57	380	116	57	755
Move Cap.:	485	xxxx	xxxxx	1073	xxxx	xxxxx	44	52	380	88	52	755
Volume/Cap:	0.06	xxxx	xxxx	0.04	xxxx	xxxx	0.23	0.15	0.08	0.10	0.12	0.03
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.9	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	104	xxxxx	xxxx	149	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	66.6	xxxxx	xxxxx	36.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			66.6			36.9		
ApproachLOS:	*			*			F			E		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	27	481	21	39	1393	29	10	8	30	9	6	22
ApproachDel:	xxxxxx			xxxxxx			66.6			36.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2075]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2075]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 Harrison St/Scott Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	27	481	21	39	1393	29	10	8	30	9	6	22

Major Street Volume: 1990
Minor Approach Volume: 48
Minor Approach Volume Threshold: 48 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

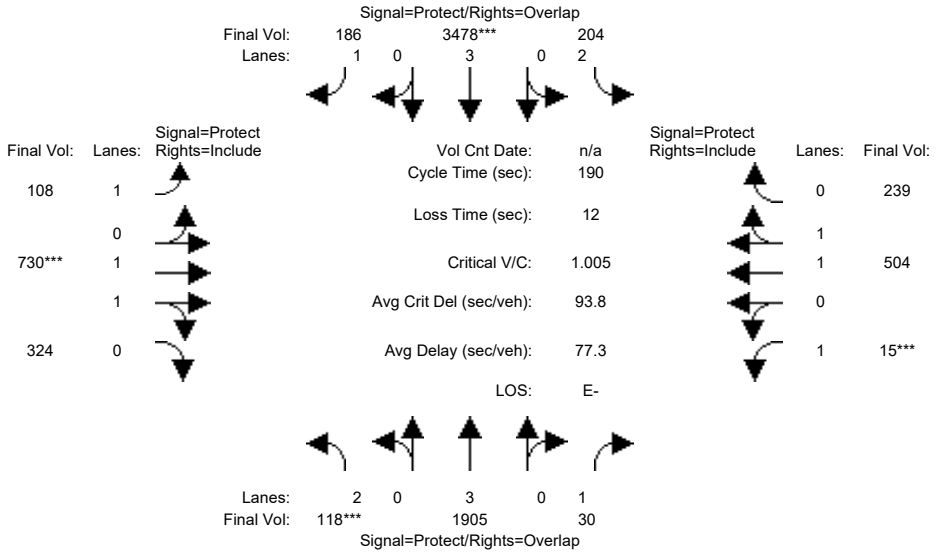
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	118	1905	30	204	4241	186	108	730	324	15	504	239
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:	118	1905	30	204	4241	186	108	730	324	15	504	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1905	30	204	4241	186	108	730	324	15	504	239
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1905	30	204	3478	186	108	730	324	15	504	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1905	30	204	3478	186	108	730	324	15	504	239
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:	118	1905	30	204	3478	186	108	730	324	15	504	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.37	0.63	1.00	1.34	0.66
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2562	1137	1750	2509	1190
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.02	0.06	0.61	0.11	0.06	0.28	0.28	0.01	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	12.0	114	123.9	12.1	114	126.2	12.2	42.0	42.0	10.0	39.8	39.8
Volume/Cap:	0.59	0.56	0.03	1.02	1.02	0.16	0.96	1.29	1.29	0.16	0.96	0.96
Delay/Veh:	91.4	23.1	11.7	157.4	57.8	12.0	160.4	213	213.3	86.8	97.2	97.2
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:	91.4	23.1	11.7	157.4	57.8	12.0	160.4	213	213.3	86.8	97.2	97.2
LOS by Move:	F	C	B+	F	E+	B	F	F	F	F	F	F
HCM2k95thQ:	10	36	1	16	114	8	15	71	71	2	43	43

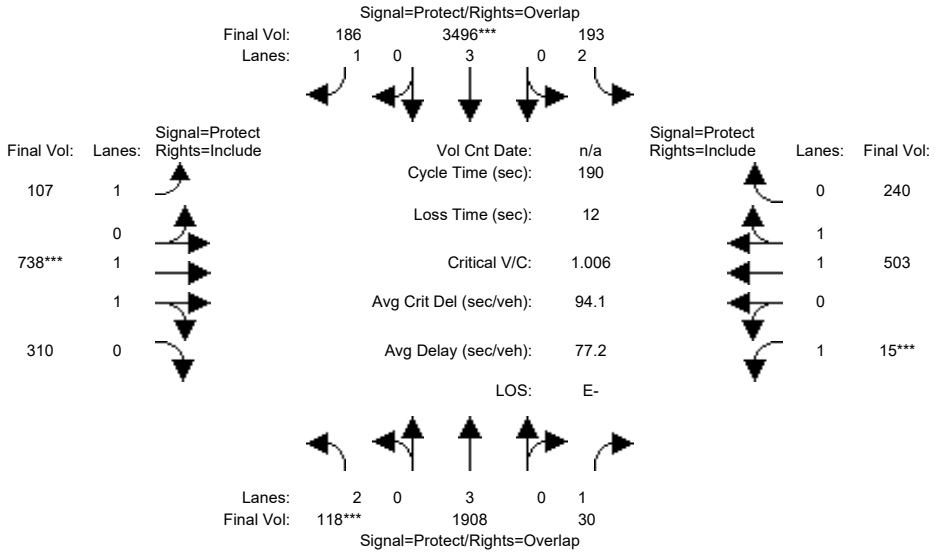
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

El Camino Real Specific Plan Supplemental TIA
SJ23-2232
Cumulative

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

Intersection #16: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	118	1908	30	193	4264	186	107	738	310	15	503	240
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:	118	1908	30	193	4264	186	107	738	310	15	503	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1908	30	193	4264	186	107	738	310	15	503	240
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1908	30	193	3496	186	107	738	310	15	503	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1908	30	193	3496	186	107	738	310	15	503	240
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:	118	1908	30	193	3496	186	107	738	310	15	503	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.39	0.61	1.00	1.34	0.66
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2605	1094	1750	2504	1195
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.02	0.06	0.61	0.11	0.06	0.28	0.28	0.01	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	12.0	115	124.5	11.5	114	126.1	12.1	42.0	42.0	10.0	39.9	39.9
Volume/Cap:	0.59	0.56	0.03	1.01	1.02	0.16	0.96	1.28	1.28	0.16	0.96	0.96
Delay/Veh:	91.4	22.7	11.5	157.9	59.4	12.1	160.1	210	210.1	86.8	96.6	96.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.4	22.7	11.5	157.9	59.4	12.1	160.1	210	210.1	86.8	96.6	96.6
LOS by Move:	F	C+	B+	F	E+	B	F	F	F	F	F	F
HCM2k95thQ:	10	36	1	16	115	8	15	71	71	2	42	42

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

Copyright (c) 2008 Dowling Associates, Inc.

Appendix D:
Peak Hour Signal Warrants

FEHR PEERS

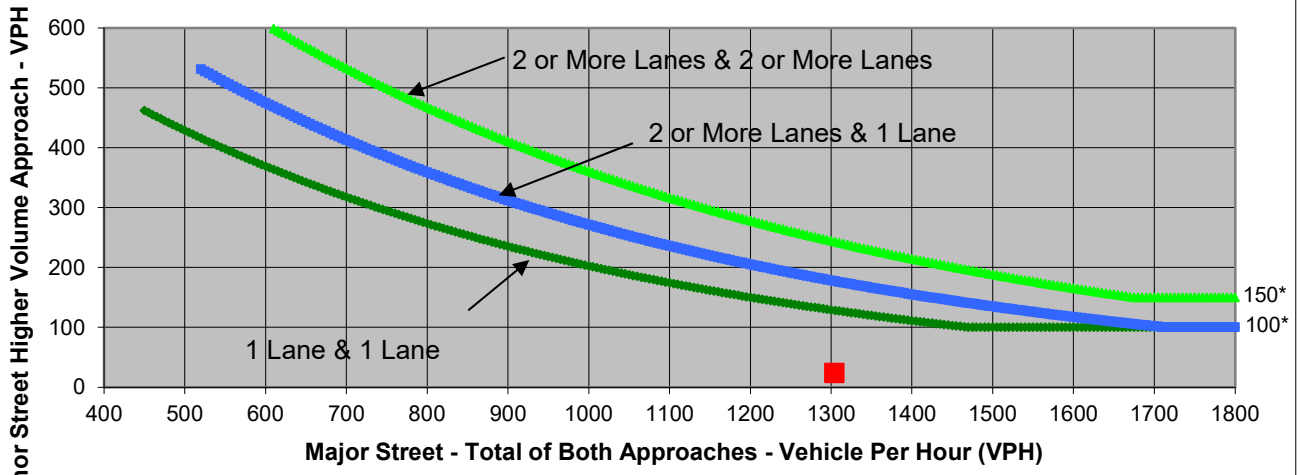
Major Street	El Camino Real	Project	El Camino Real Specific Plan
Minor Street	Harrison Street	Scenario	Background Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	6	0	0	37
Through	0	0	567	1,226
Right	18	0	100	2
Total	24	0	39	1,265

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	El Camino Real	Harrison Street	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**1,304**	**24**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

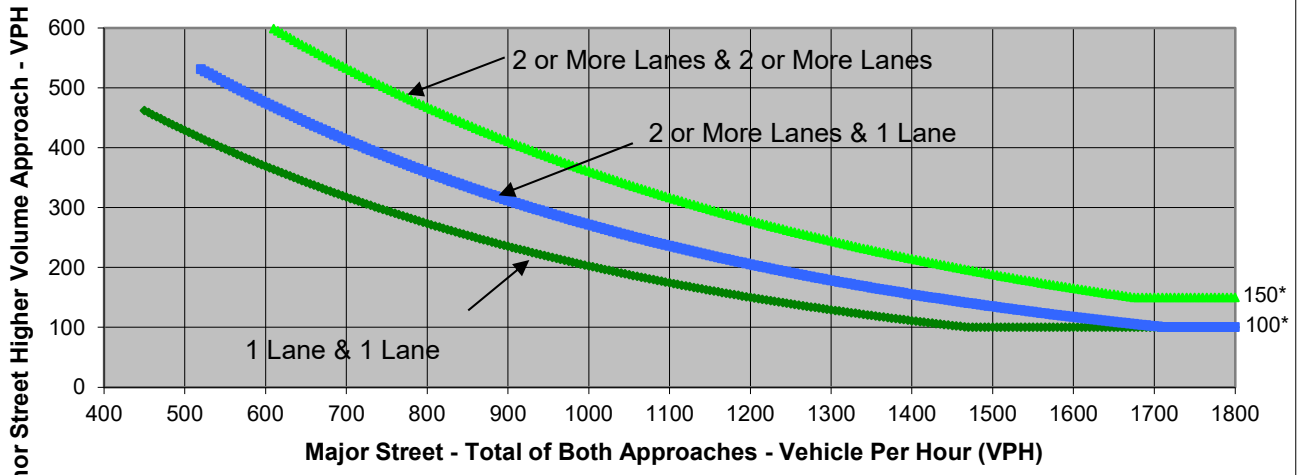
Major Street	El Camino Real	Project	El Camino Real Specific Plan
Minor Street	Harrison Street	Scenario	Background Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	0	0	29
Through	0	0	1,490	493
Right	33	0	138	0
Total	34	0	1,628	522

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	El Camino Real	Harrison Street	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**2,150**	**34**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Scott Boulevard
Minor Street	Harrison Sreet

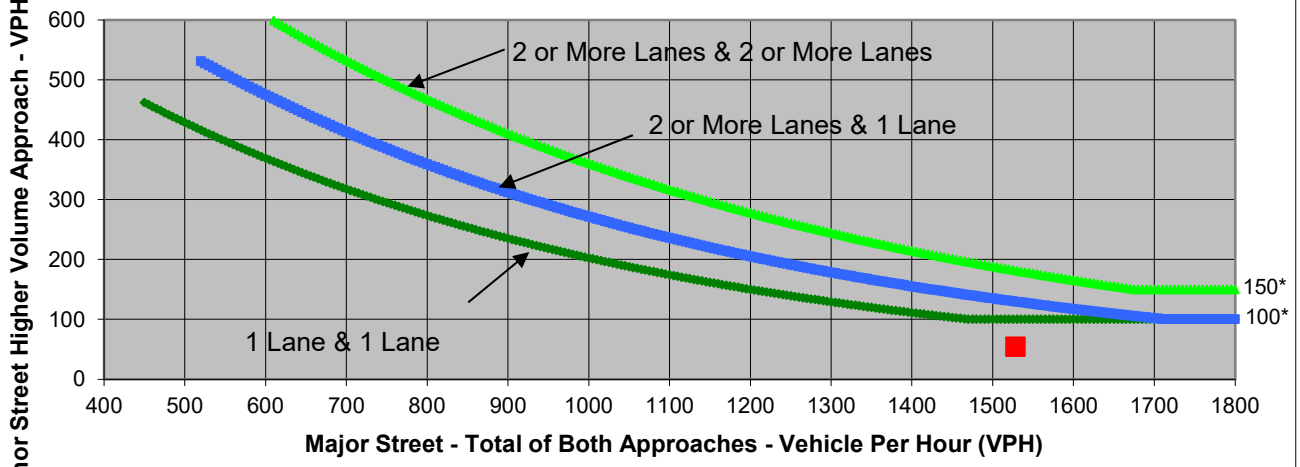
Project	El Camino Real Precise Plan
Scenario	Background Plus Project
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	27	9	12	8
Through	1,067	401	10	20
Right	10	14	21	26
Total	1,104	424	43	54

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Scott Boulevard	Harrison Sreet	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,528**	**54**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

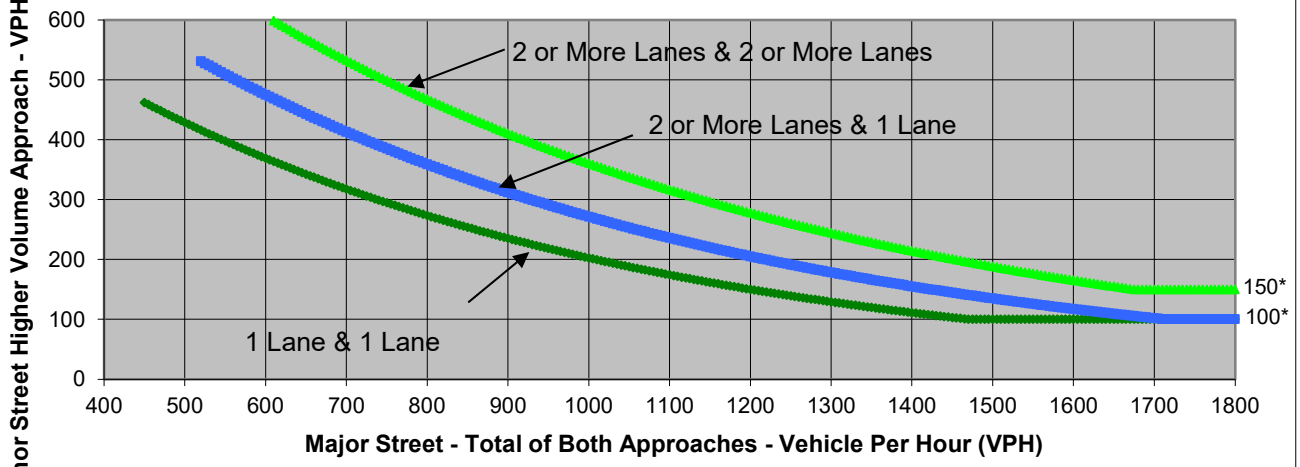
Major Street	Scott Boulevard	Project	El Camino Real Precise Plan
Minor Street	Harrison Sreet	Scenario	Background Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	27	35	10	9
Through	504	1,453	8	6
Right	21	29	30	19
Total	552	1,517	48	34

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Scott Boulevard	Harrison Sreet	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**2,069**	**48**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

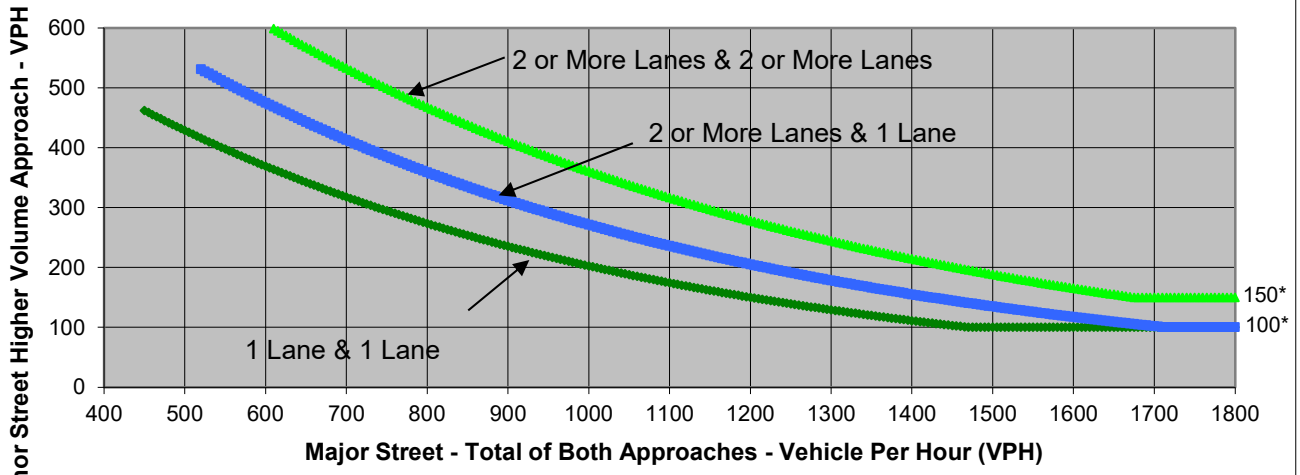
Major Street	El Camino Real	Project	El Camino Real Specific Plan
Minor Street	Harrison Street	Scenario	Cumulative Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	61	0	0	59
Through	0	0	599	1,447
Right	61	0	148	35
Total	122	0	747	1,541

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	El Camino Real	Harrison Street	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**2,288**	**122**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

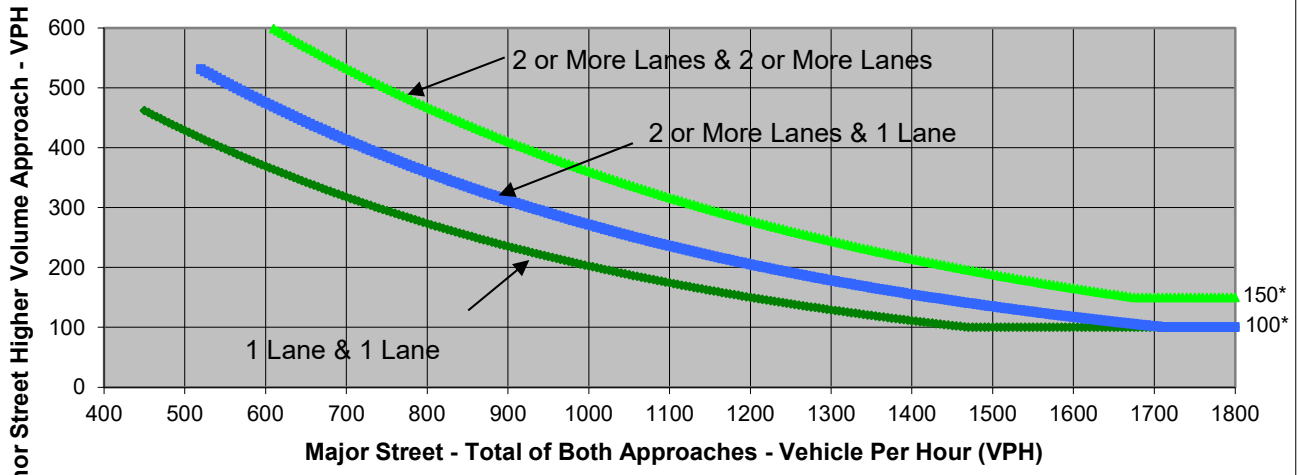
Major Street	El Camino Real	Project	El Camino Real Specific Plan
Minor Street	Harrison Street	Scenario	Cumulative Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	44	0	0	83
Through	0	0	1,717	625
Right	53	0	207	0
Total	97	0	1,924	708

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	El Camino Real	Harrison Street	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**2,632**	**97**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

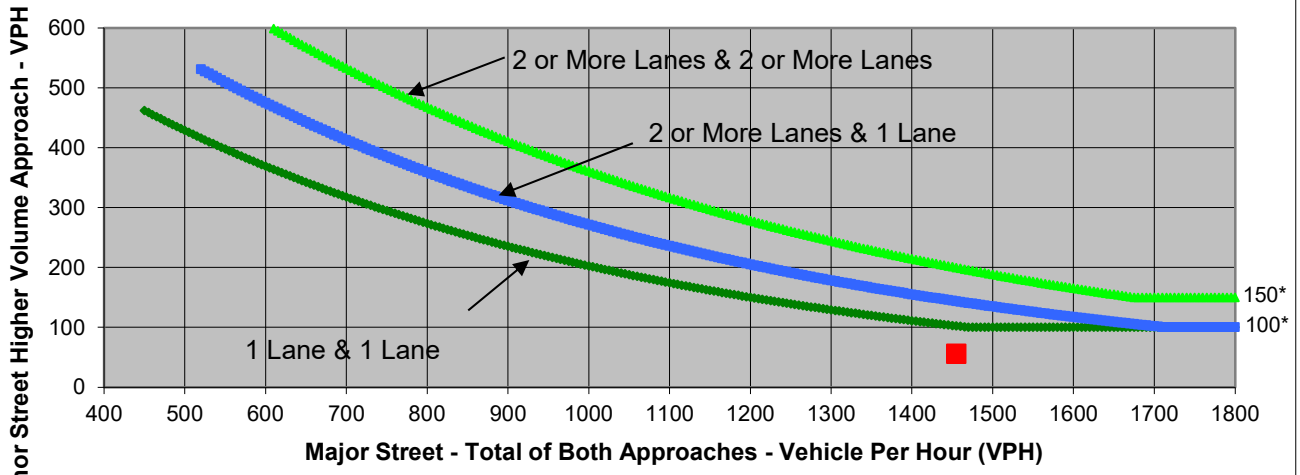
Major Street	Scott Boulevard	Project	El Camino Real Precise Plan
Minor Street	Harrison Sreet	Scenario	Cumulative Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	27	12	12	8
Through	1,042	350	10	20
Right	10	14	21	28
Total	1,079	376	43	56

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Scott Boulevard	Harrison Sreet	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,455**	**56**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Scott Boulevard
Minor Street	Harrison Sreet

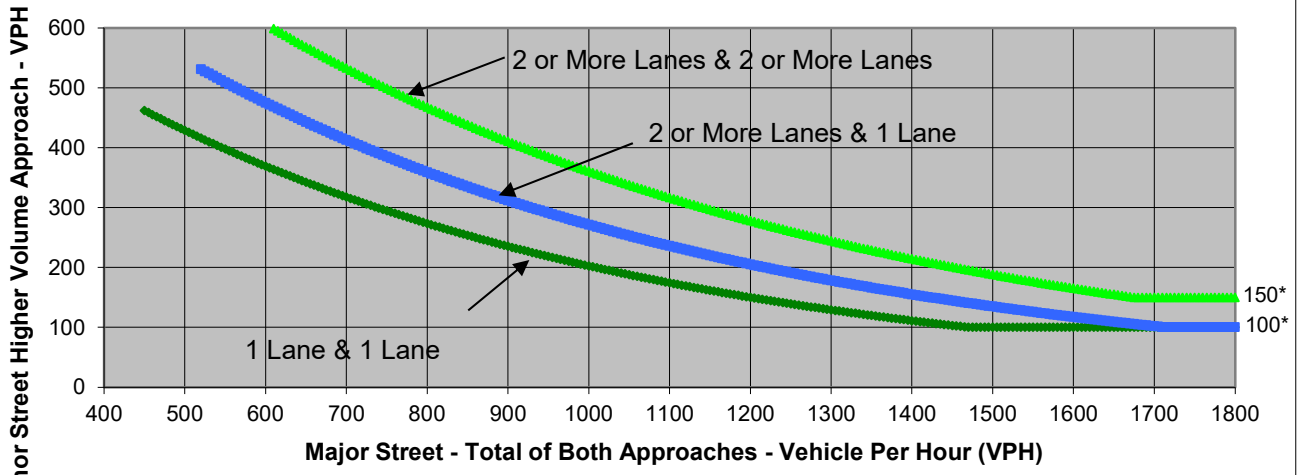
Project	El Camino Real Precise Plan
Scenario	Cumulative Plus Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	27	39	10	9
Through	481	1,393	8	6
Right	21	29	30	22
Total	529	1,461	48	37

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Scott Boulevard	Harrison Sreet	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,990**	**48**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Appendix E:
Approved, Under Construction, and Unoccupied Projects

1. Summary

Approved, under construction and unoccupied projects for the Project reference those on the City's Development Projects List for intersections in the jurisdictions of the City of Santa Clara. **Table A** outlines the approved land use projects considered for Background and Background Plus Project Conditions in the City of Santa Clara.

Volumes for Cumulative and Cumulative Plus Project Conditions were derived from the City's traffic model, which contains citywide development and roadway improvements expected to occur by 2040. Therefore, individual developments assumed under Cumulative and Cumulative Plus Project Conditions are not identified in this Appendix. **Chapters 5** in the El Camino Real Specific Plan Supplemental TIA discuss the methods used to develop Cumulative forecasts.

TABLE A: SANTA CLARA APPROVED LAND USE PROJECTS

ID#	Project Title/Project Applicant	Location	Description
1	1075 Pomeroy Ave Residential Project	1075 Pomeroy Avenue, Santa Clara, CA 95051	• 4 detached 2-story homes with courthouse configuration and shared driveway
2	1444 Madison St Residential Project	1444 Madison St, Santa Clara, CA	• 3 single-family homes
3	1900 Warburton Ave Residential Townhouse Project	1900 Warburton Ave, Santa Clara, CA 95050	• 12 3-story townhouse units with 2 garages • Common open space of 1,210 square feet
4	2232 El Camino Real Mixed Use Project (SummerHill)	2232-2240 El Camino Real, Santa Clara, CA	• 17,909 square-feet of ground floor retail • 151 senior apartment units
5	3375 Scott Blvd Office Project	3375 Scott Blvd, Santa Clara, CA 95054	• Six-story, 237,107 square foot office building • Two-story 13,643 square foot amenity building
9	Cambria Hotel Project	2900 Lakeside Dr, Santa Clara, CA	• Five story, 190-room hotel on a 1.96-acre project site
10	Cambria Hotel Project	1433-1493 El Camino Real, Santa Clara, CA	• 3 townhouse units with 2-car garages
11	Gateway Crossings (Hunter/Storm)	1205 Coleman Ave, Santa Clara, CA 95050	• 1,600 residential units • 162,000 sq. ft. full-service hotel • 25,000 sq. ft. of supporting retail
17	1627 Monroe St Residential Project	1627 Monroe St, Santa Clara, CA 95050	• 3 single-family homes

TABLE A: SANTA CLARA APPROVED LAND USE PROJECTS			
ID#	**Project Title/Project Applicant**	**Location**	**Description**
18	3200 Scott Blvd Office Redevelopment Project	3075 Olcott St and 3226 Scott Blvd, Santa Clara, CA 95054	• Six-story, 230,500 square foot office development • Five-level above ground and two-level subterranean parking garage and landscaping
21	917 Warburton Ave Residential Project	917 Warburton Ave, Santa Clara, CA 95050	• 6 2-story single family detached homes
23	Anantara Villas Residential Project	1890 El Camino Real, Santa Clara, CA 95050	• 56 condominium units over a podium parking structure
26	Gateway Village (Essex Property Trust)	3700 El Camino Real, Santa Clara, CA	• 476 residential units • 108,600 square feet of retail
32	Moonlite Lanes Townhome Project (Prometheus)	2780 El Camino Real, Santa Clara, CA 95051	• 58-unit residential development with parking structure
33	NVIDIA	2600, 2788, and 2800 San Tomas Expy; 2400 Condensa St	• Phase III: 699,000 square feet
40	Tasman East	2225 Calle De Luna, Santa Clara, CA 95054	• 371-unit multi-family housing development in two 8-story buildings with a total lot area of 2.024 acres and 306 parking spaces. • Demolition of two existing 2-story buildings.
41	5150 Calle Del Sol and 2350 Calle De Luna	5150 Calle Del Sol, #326, Santa Clara, CA 95054	• 509-unit residential project • 191-unit senior living Project • Future city-owned 0.5 acre park
44	Related Santa Clara (City Place)	5111 Stars and Stripes Dr, Santa Clara, CA 95054	• Phase I: 430,000 gross square foot office, 480 key business hotel, 200 serviced apartments, 50,000 gross square foot retail, 1,999 space underground garage • Phase II: 405,000 gross square foot office, 450,000 gross square foot retail, 115,000 gross square foot global food market, 220 key equinox hotel, 35,000 gross square foot equinox gym, 30,000 gross square foot equinox cowork, 200 serviced apartments, 300-unit residential, 3,500 parking spaces • Phase III: 812 residential units, 168 affordable units, 175,000 gross square foot retail/food and beverage

TABLE A: SANTA CLARA APPROVED LAND USE PROJECTS			
ID#	**Project Title/Project Applicant**	**Location**	**Description**
45	Freedom Cir	3905 Freedom Cir, Santa Clara, CA 95054	• 1,075 dwelling units in three 7-story buildings • Two-acre public park with a connection to the San Tomas Aquino Creek Trail • Up to 2,000 square feet of neighborhood-serving retail

Source: City of Santa Clara, 2024.