HEXAGON TRANSPORTATION CONSULTANTS, INC.

400 Saratoga Avenue Residential Development

Transportation Analysis

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Executive Summary

This report presents the results of the transportation analysis (TA) conducted for the proposed residential development at 400 Saratoga Avenue in Santa Clara, California. The site is located on the north side of Pruneridge Avenue between Saratoga Avenue and San Tomas Expressway on a part of the Pruneridge Golf Club property. The project would reconfigure the existing golf course and relocate the golf course maintenance facilities within the site for the construction of a residential building with 316 residential units and a 1.77-acre public park. Vehicle access to the residential building, public park, and the maintenance facility would be provided via a shared driveway on Pruneridge Avenue.

The existing maintenance facility includes two buildings with approximately 3,300 square feet and storage sheds. The new maintenance facility would include a 2,460 square foot building and a storage yard. The project would not change the operations and number of employees of the maintenance facility.

The existing nine-hole golf course would remain operational. The project would reconfigure the existing nine-hole golf course. The project would not change the operations and vehicle access of the golf club.

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

VMT Analysis

A project's VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance based on the type of development. In Santa Clara, for residential uses, the threshold of significance is the countywide average VMT per capita (13.33) minus 15 percent, which calculates to 11.33 VMT per capita. The result of the VMT evaluation, using the Santa Clara VMT evaluation tool, indicates that the project VMT would be 9.47 per capita, which is less than the threshold of significance. Therefore, the project would result in a less than significant impact on VMT.

Project Trip Estimates

Vehicle trips that would be generated by the proposed project were estimated using the trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*,11th Edition,

for “Mid-Rise Multifamily Housing” (Land Use Code 221) and “Soccer Complex” (Land Use 488). Since it is unknown what facilities or programs would be provided in the park, the rates published for “Soccer Complex” were used to estimate the trips generated by the proposed public park.

The trip estimates for the residential building also account for a trip reduction of 10 percent to reflect the implementation of a transportation demand management (TDM) plan as required by City’s Climate Action Plan. The project is estimated to generate 106 trips during the AM peak hour (25 in and 81 out) and 127 trips during the PM peak hour (78 in and 49 out).

Intersection Level of Service Analysis

The results of the intersection level of service analysis (see Table ES-1) show that all of the study intersections would operate at acceptable standards under background plus project conditions and cumulative plus project conditions.

Freeway Segment Capacity Evaluation

The results of the freeway segment analysis show that the number of project trips on the freeway segments would be less than the one-percent of the freeway segment capacity. Thus, the project would not cause a significant increase in traffic on the freeway segments in the study area.

Intersection Queuing Analysis

The results of the intersection queuing analysis indicate that the following intersection would have queuing deficiencies caused or exacerbated by the project:

- San Tomas Expressway and Pruneridge Avenue – Southbound left turn

The southbound left-turn lanes on San Tomas Expressway could be extended by 100 feet per lane by modifying the existing hardscaped median, which would accommodate the anticipated 95th percentile queue of 275 feet per lane during the PM peak hour under cumulative plus project conditions. However, the southbound direction has three through-lanes. Thus, it is likely that through traffic would be unaffected by the extended queue that occurs infrequently.

Other Transportation Issues

Hexagon has the following recommendations resulting from the site access and circulation evaluation and the parking evaluation.

- The project should designate a surface parking space across from the building lobby for passenger loading.
- To provide adequate circulation within the residential parking garage, the project should provide a turnaround space at the dead-end aisle on the rooftop level of the parking garage.
- To allow moving trucks to access the move-in area in the parking garage, the roll-up garage door should have a minimum height of 9 feet (based on the smallest U-Haul box truck).
- The project should upgrade the curb ramps at the northeast corner of the San Tomas Expressway/Pruneridge Avenue intersection, including the curb ramps at the porkchop island.
- The project should upgrade the existing pedestrian signal with an accessible pedestrian signal (APS), a type of pedestrian push button that provides audible and vibrational cues that are

- The project should modify the traffic signal on the northwest corner of Saratoga Avenue and Pruneridge Avenue to replace the existing Type 1 pole with Type 15TS pole.
- especially helpful for visually impaired and/or hearing-impaired pedestrians, at all four legs of Pruneridge Avenue and Saratoga Avenue.
- The project should contribute a fair share fee to the future Class II buffered bikeway along Pruneridge Avenue.
- To abide by City of Santa Clara Zoning Code, only up to 316 residential parking spaces can be assigned to units, and the remaining parking spaces should be unbundled.
- The project should provide two additional accessible parking spaces (for a total of 9 accessible parking spaces) within the garage or surface lot to meet ADA requirements. Two out of the 9 spaces should be ADA van accessible.
- It is recommended that the project provide short-term bicycle racks for the public park. Based on the VTA Technical Bicycle Guidelines (2022), the project should provide a minimum of 16 short-term bicycle spaces. These short-term bicycle parking spaces should be placed at convenient, east-to-access areas near the public park.

Table ES-1
Intersection Level of Service Summary

					Existing		Background					Cumulative					
							No Project		with Project					No Project		with Project			
	Intersection	Jurisdiction	LOS Standard	Peak Hour	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay	Incr. in Critical V/C	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay	Incr. in Critical V/C
1	San Tomas Expy and Forbes Ave	CSC	E	AM	23.4	C	24.9	C	24.9	C	0.0	0.004	24.9	C	24.9	C	0.0	0.004
				PM	19.5	B	20.4	C	20.5	C	0.1	0.004	20.5	C	20.5	C	0.1	0.004
2	San Tomas Expy and Pruneridge Ave	CSC	E	AM	51.9	D	53.3	D	55.2	E	1.2	0.015	53.3	D	55.2	E	1.2	0.015
				PM	46.3	D	48.9	D	48.6	D	0.2	-0.339	49.0	D	48.8	D	-0.3	-0.341
3	Saratoga Ave and Pruneridge Ave	CSC	D	AM	31.8	C	31.7	C	32.0	C	0.6	0.009	31.9	C	32.2	C	0.6	0.010
				PM	32.6	C	32.5	C	32.6	C	-0.1	0.004	32.5	C	32.6	C	-0.1	0.004
4	San Tomas Expy and Saratoga Ave*	CSC	E	AM	46.7	D	48.3	D	48.5	D	0.3	0.005	48.8	D	49.0	D	0.3	0.005
				PM	43.0	D	46.1	D	46.9	D	0.4	0.005	46.5	D	47.5	D	0.4	0.005
5	Saratoga Ave and Stevens Creek Blvd*	CSJ	D[1]	AM	32.8	C	34.0	C	34.7	C	2.5	0.019	35.3	D	35.3	D	0.1	0.003
				PM	37.2	D	38.0	D	38.0	D	0.1	0.004	38.8	D	38.8	D	0.0	0.006
6	Saratoga Ave and Kiely Blvd*	CSJ	D[1]	AM	41.9	D	43.4	D	43.5	D	0.3	0.005	44.6	D	44.7	D	0.3	0.005
				PM	36.5	D	36.0	D	35.9	D	0.2	0.002	36.8	D	36.8	D	0.1	0.002
7	Saratoga Ave and I-280 NB Ramps*	CSJ	E	AM	30.3	C	31.5	C	31.4	C	0.3	0.007	31.2	C	31.1	C	0.3	0.007
				PM	19.9	B	21.6	C	21.5	C	-0.1	0.001	21.5	C	21.4	C	-0.1	0.001
8	Saratoga Ave and I-280 SB Ramps*	CSJ	E	AM	34.0	C	46.4	D	47.1	D	1.5	0.005	47.9	D	48.7	D	1.6	0.005
				PM	36.4	D	41.1	D	41.6	D	1.0	0.005	42.0	D	42.5	D	1.1	0.005
9	Kiely Blvd and Pruneridge Ave	CSC	D	AM	31.3	C	31.2	C	31.2	C	0.0	0.004	37.2	D	37.6	D	0.7	0.008
				PM	34.2	C	34.1	C	34.1	C	0.1	0.006	36.9	D	37.1	D	0.4	0.009
10	San Tomas Expy and Stevens Creek Blvd*	CSJ	E	AM	46.7	D	49.3	D	49.4	D	0.2	0.002	50.2	D	50.3	D	0.2	0.002
				PM	51.9	D	53.7	D	53.7	D	0.0	0.002	54.3	D	54.3	D	0.0	0.002

Note:
* Denotes the CMP designated Intersection
CSC=City of Santa Clara;CSJ=City of San Jose
1. This CMP intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of CMP's intersection operations standards.

1. Introduction

This report presents the results of the transportation analysis (TA) conducted for the proposed residential development at 400 Saratoga Avenue in Santa Clara, California (see Figure 1). The site is located on the north side of Pruneridge Avenue between Saratoga Avenue and San Tomas Expressway on a part of the Pruneridge Golf Club property. The project would reconfigure the existing golf course and relocate the golf course maintenance facility within the site for the construction of a residential building with 316 residential units and a 1.77-acre public park. Vehicle access to the residential building, park, and the maintenance facility would be provided via a shared driveway on Pruneridge Avenue (see Figure 2).

The existing maintenance facility includes two buildings with approximately 3,300 square feet and storage sheds. The new maintenance facility would include a 2,460 square foot building and a storage yard. The project would not change the operations and number of employees of the maintenance facility.

The project would reconfigure the existing nine-hole golf course. However, the existing golf course would remain operational. The project would not change the operations and vehicle access of the golf club.

Scope of Study

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

Vehicle Miles Traveled Analysis

The City of Santa Clara adopted a VMT Transportation Analysis Policy for Environmental Review on June 30, 2020. The Policy sets forth screening criteria that allow various types of developments such as infill developments, small projects, and/or transit supportive projects near major transit corridors to be presumed to have a less than significant impact on VMT. The project would provide more parking than the City requirement. Since the project would not meet the screening criteria, a project-level VMT analysis is required.

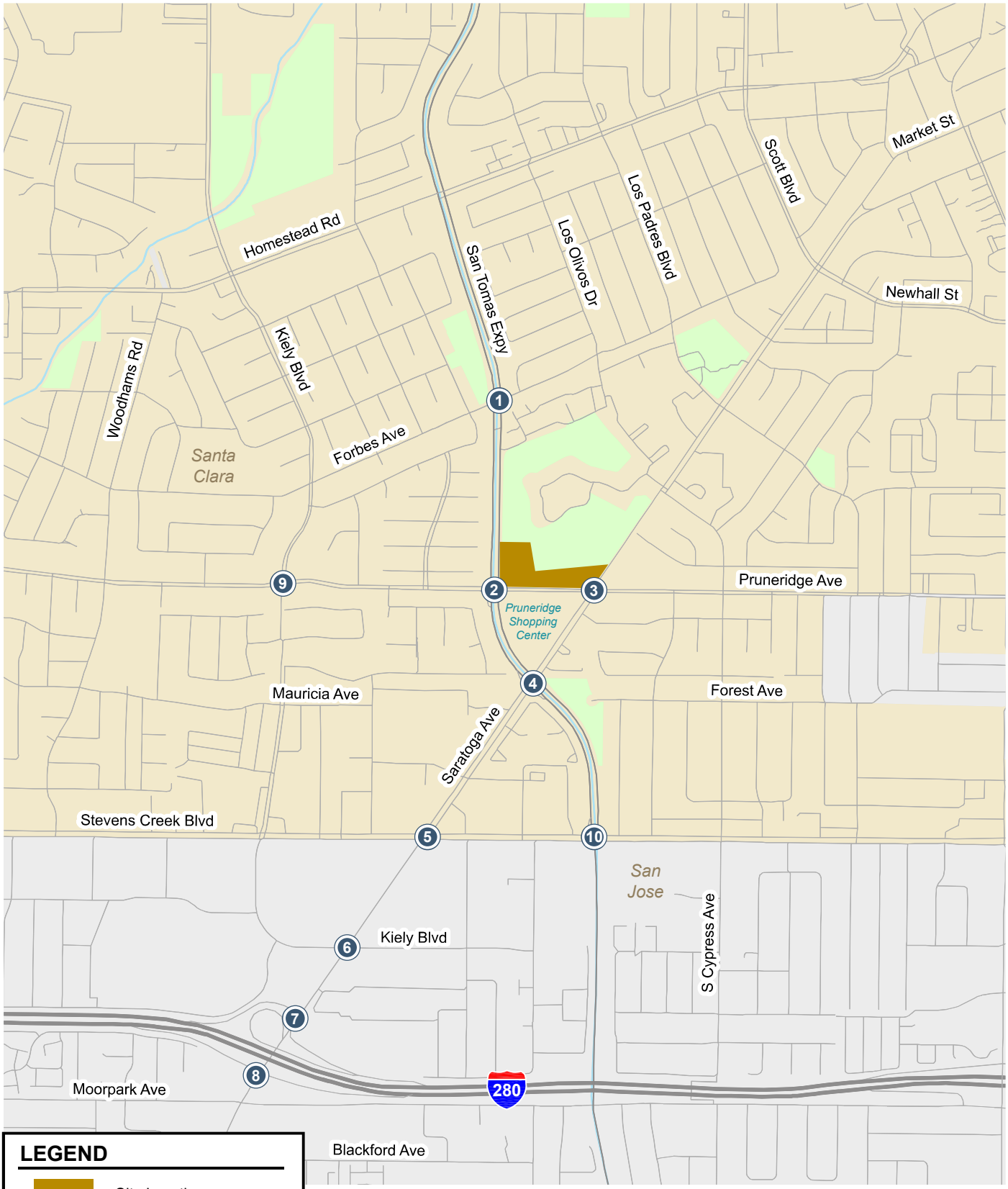


Figure 1
Site Location and Study Intersections

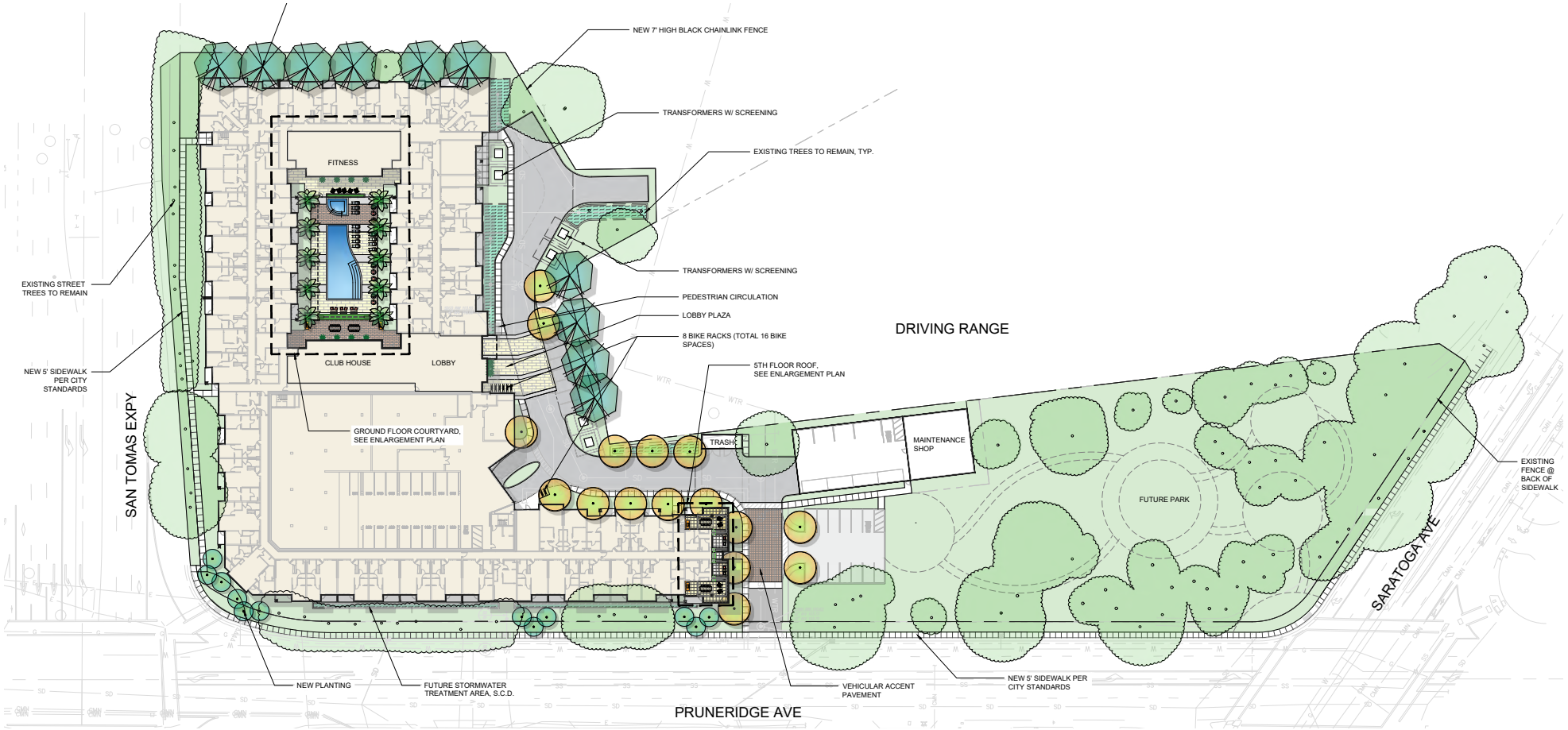


Figure 2
Site Plan

NORTH
Not to Scale

VMT Evaluation Methodology

VMT is defined as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents and evaluated based on VMT per capita.

VMT Evaluation Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the VTA has developed a countywide VMT Evaluation Tool to streamline the analysis. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

Threshold of Significance

A project's VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance based on the type of development. In Santa Clara, the VMT thresholds of significance are established based on the existing countywide average VMT levels. For residential uses, the threshold of significance is the countywide average VMT per capita (13.33) minus 15 percent, which calculates to 11.33 VMT per capita.

Project-Level VMT Analysis

The project-level VMT estimated by the VMT evaluation tool is 9.47 per capita, which is less than the threshold of significance. Therefore, the project would result in a less than significant impact on VMT.

Local Transportation Analysis (LTA)

In addition to a VMT analysis, the City requires all projects to measure intersection operations (LOS) and to provide improvements or address project related operational deficiencies. Thus, this report contains an LTA to evaluate the project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to remedy any deficiencies.

Although the project is in the City of Santa Clara, the project also would add traffic to facilities outside of the City of Santa Clara. Thus, the potential adverse effects of the project on traffic operations were evaluated following the standards and methodologies set forth by the Cities of Santa Clara and San Jose, the County of Santa Clara, and the VTA. The VTA administers the County Congestion Management Program (CMP).

The study analyzes the traffic effects of the project on the key intersections in the vicinity of the site during the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.

Study Intersections

The study intersections were selected in accordance with VTA's *Transportation Impact Analysis (TIA) Guidelines* (October 2014) and in consultation with Santa Clara staff. The study includes those intersections that provide primary access to the project areas and intersections that would experience a substantial increase in traffic volumes. The study intersections listed below are all signalized (see Figure 1). Six study intersections are designated as CMP intersections. Five of the study intersections are located in the City of Santa Clara, and the remaining study intersections are located in the City of San José. All study intersections were evaluated against the standards of the applicable municipality,

while the CMP intersections also were evaluated against the standards of the Santa Clara County CMP.

1. San Tomas Expressway and Forbes Avenue Santa Clara)
2. San Tomas Expressway and Pruneridge Avenue (Santa Clara)
3. Saratoga Avenue and Pruneridge Avenue (Santa Clara)
4. San Tomas Expressway and Saratoga Avenue (Santa Clara/CMP)
5. Saratoga Avenue and Stevens Creek Boulevard (San Jose/CMP)
6. Saratoga Avenue and Kiely Boulevard (San Jose/CMP)
7. Saratoga Avenue and I-280 Northbound Ramps (San Jose/CMP)
8. Saratoga Avenue and I-280 Southbound Ramps (San Jose/CMP)
9. Kiely Boulevard Pruneridge Avenue (Santa Clara)
10. San Tomas Expressway and Stevens Creek Boulevard (San Jose/CMP)

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

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from new turning-movement counts conducted in August 2024.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet constructed developments in the study area. The added traffic from approved but not yet constructed developments was based on the list of approved projects provided by the Cities of Santa Clara and San Jose, which include traffic generated by Phases 1-3 of the City Place development.
- ***Background Plus Project Conditions.*** Background plus project conditions were estimated by adding to the background traffic volumes the new traffic estimated to be generated by the project.
- ***Cumulative No Project Conditions.*** Cumulative conditions represent future traffic volumes on the planned roadway network that would result from traffic growth projected to occur due to the approved developments and other proposed but not yet approved (pending) developments in the study area. The added traffic from pending developments was based on the list of pending projects provided by the City of Santa Clara.
- ***Cumulative Plus Project Conditions.*** Cumulative plus project traffic volumes were estimated by adding the new traffic generated by the project.

Study Freeway Segments

According to VTA's Guidelines, a freeway level of service analysis is required if the number of project trips added to any freeway segment equals or exceeds one percent of the capacity of the segment. The key freeway segments in the study area were evaluated to determine if the project traffic on each segment would exceed this threshold. Interstate 280 (I-280) has three mixed flow lanes and one high-occupancy vehicle (HOV) lane in each direction in the vicinity of the project site. The CMP specifies that a mixed-flow lane capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments with less than six lanes. Thus, the three lanes on the I-280 freeway segments near the project site have a capacity of 6,900 vph in each direction. Using the VTA's one-percent threshold, a freeway level of service analysis for I-280 would be needed if the project would add 69 or more peak-hour trips to the freeway segments near the site. A review of the project trip assignment (described in Chapter 3) indicates that the greatest number of project trips in any direction on the subject freeway segments would be no more than 12 trips during the AM and PM peak hours (see Table 1). Since the number of project trips on the freeway segments would be less than the one-percent threshold, the project would not cause a significant increase in

traffic on the freeway segments in the study area, and a freeway level of service analysis is not required.

Table 1
Freeway Segment Capacity Evaluation

			Existing Conditions						Project Trips	
			Mixed-Flow			HOV Lane			Mixed-Flow	
Freeway Segment	Dir	Peak Hour	# of Lanes[1]	Capacity[2]	LOS[3]	# of Lanes[1]	Capacity[2]	LOS[3]	Project Trips	% of Capacity
I-280 Lawrence Expwy to Saratoga Ave	EB	AM	3	6,900	**F**	1	1,650	**F**	4	0.06%
		PM	3	6,900	D	1	1,650	A	10	0.14%
I-280 Saratoga Ave to Winchester Blvd	EB	AM	3	6,900	D	1	1,650	A	12	0.17%
		PM	3	6,900	**F**	1	1,650	**F**	7	0.10%
I-280 Winchester Blvd to Saratoga Ave	WB	AM	3	6,900	**F**	1	1,650	**F**	4	0.06%
		PM	3	6,900	D	1	1,650	A	10	0.14%
I-280 Saratoga Ave to Lawrence Expwy	WB	AM	3	6,900	D	1	1,650	A	12	0.17%
		PM	3	6,900	**F**	1	1,650	**F**	7	0.10%

Notes:
HOV = high-occupancy vehicle; LOS = level of service.
1. Number of lanes on each segment are taken from the Google Earth software.
2. Capacity is based on the capacities cited in VTA's *Transportation Impact Analysis Guidelines* (2014).
3. Level of service (LOS) on each segment are taken from VTA's *2018 CMP Monitoring Report*.
Bold indicates a substandard level of service.

Study Freeway Ramps

Based on VTA's *Transportation Impact Analysis Guidelines*, a TIA should include a queuing analysis for freeway on-ramps with existing or planned ramp meters, and off-ramps controlled by signals at junctions with local streets. However, the project is not expected to add more than 10 trips per lane to the freeway on ramps at the I-280/Saratoga Avenue interchange. In addition, the signalized off-ramps will be evaluated under the study intersections.

Other Transportation Issues

The study includes an evaluation of potential operational deficiencies related to transit services and pedestrian and bicycle facilities, and a review of site access, on-site circulation, and parking. In addition, vehicle queuing was evaluated at selected locations where the project would add a significant number of left-turn vehicles.

Intersection Operations Analysis Methodology

This section presents the methods used to determine traffic conditions on study roadways and effects on traffic operations caused by the project. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis was obtained from traffic counts conducted on August 27, 2024, the Cities of Santa Clara and San Jose, Santa Clara County, the CMP, and field observations. The following data were collected from these sources:

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

Intersection Level of Service Methodologies and Standards

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

Signalized Intersections

The Cities of Santa Clara and San Jose evaluate level of service at signalized intersections based on the 2000 *Highway Capacity Manual (HCM)* level of service methodology. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 2 presents the level of service definitions for signalized intersections.

Table 2
Signalized Intersection Level of Service Definitions Based on Average Control Delay

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

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

This study utilizes TRAFFIX software to determine intersection levels of service based on the HCM method. Since TRAFFIX is approved by the VTA as the level of service analysis software for CMP

signalized intersections, the Cities of Santa Clara and San Jose employ the CMP default values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and to identify adverse effects based on the increases in critical-movement delay and the volume-to-capacity ratio (v/c) between no-project and project scenarios.

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

Two of the CMP study intersections (Saratoga Avenue/Stevens Creek Boulevard and Saratoga Avenue/Kiely Boulevard) in San Jose are inside designated infill opportunity zones (IOZ). According to the San Jose's *Transportation Analysis Handbook*, the CMP legislation provided local jurisdictions options to designate IOZ and exempt CMP facilities located within the IOZ from the provisions of the CMP's intersection operations standard. Therefore, there is no operations standard for these two intersections.

Intersection Vehicle Queuing Analysis

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

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

Where:

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

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

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

Definition of Adverse Effects

Although measures of congestion such as delay and level of service are no longer used to identify significant impacts under CEQA, a local transportation analysis was conducted to evaluate the project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to remedy any deficiencies. Deficiencies in intersection operations that meet

specific criteria are labeled as an “adverse effect” of the project. Such adverse effects on intersection operations do not constitute significant impacts under CEQA.

Signalized Intersections

According to the Cities of Santa Clara and San Jose, a project is said to create an adverse effect at a signalized intersection if for either peak hour, either of the following conditions occurs:

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

The exception to criterion 2 above applies when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Although two of the CMP study intersections are inside the City’s IOZ that are exempt from the CMP’s intersection operations standard, they are still subject to the City of San Jose level of service standards and are evaluated according to the City’s adverse effect criteria.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

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

Report Organization

This report has a total of six chapters. Chapter 2 describes the existing roadway network, transit service, bicycle and pedestrian facilities, and intersection levels of service. Chapter 3 presents the intersection levels of service under background conditions with the addition of traffic from approved developments. Chapter 4 describes the method used to estimate project traffic and the resulting intersection levels of service under background plus project conditions. Chapter 5 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from approved and pending developments. Cumulative conditions were evaluated both without and with the project. Chapter 6 presents the analysis of other transportation-related issues, including site access and circulation, parking, and potential effects on bicycle, pedestrian, and transit facilities.

2. Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided via I-280. Local access to the site is provided via San Tomas Expressway, Saratoga Avenue, Pruneridge Avenue, and Stevens Creek Boulevard. These facilities are described below.

I-280 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) in the vicinity of the site. I-280 extends northward through San Francisco and southward to US 101 in San Jose. East of US 101, it makes a transition into I-680 to Oakland. Access to and from the site is provided via a full interchange at Saratoga Avenue.

San Tomas Expressway is a north-south expressway with a raised median. South of Homestead Road, there are six lanes. North of Homestead Road, there are eight lanes. It transitions from Montague Expressway in Santa Clara in the north and extends southward where it transitions into Camden Avenue at SR 17. South of Homestead Road, San Tomas Expressway has HOV lanes in both directions. During the AM peak hour, the northbound direction is for HOV, and during the PM peak hour, the southbound direction is for HOV. During other times, the lane is open to all users. It has a posted speed limit of 45 miles per hour (mph). On-street parking is prohibited. San Tomas Expressway does not provide sidewalks, except at the intersections where there are crosswalks. There are no bike lanes on San Tomas Expressway, but bikes are allowed to ride on the shoulders. San Tomas Expressway provides access to and from the project site via Pruneridge Avenue.

Saratoga Avenue is a north-south major arterial extending from Fallon Avenue in the north to the City of Saratoga in the south. In the vicinity of the project, Saratoga Avenue has four lanes north of Stevens Creek Boulevard and six lanes south of Stevens Creek Boulevard. It has a raised, landscaped median with left-turn pockets provided at intersections in the project vicinity. Saratoga Avenue has sidewalks on both sides of the street and has a posted speed limit of 35 mph. On-street parking is permitted on both sides of the street in the project's vicinity. Between Pruneridge Avenue and Glendenning Avenue, on-street parking has a two-hour limit from 6 AM to 10 PM along the east side. Saratoga Avenue has bike lanes on both sides south of Stevens Creek Boulevard and between San Tomas Expressway and Los Padres Boulevard. Saratoga Avenue provides access to and from the project site via Pruneridge Avenue.

Stevens Creek Boulevard is a six-lane arterial that runs in an east-west direction in the vicinity of the site. There are left-turn pockets provided at intersections and a center turn lane provided between

intersections in the study area. Stevens Creek Boulevard extends westward to Cupertino and eastward to Bascom Avenue, where it transitions into San Carlos Street. Stevens Creek Boulevard includes sidewalks on both sides of the street and has a posted speed limit of 40 mph. On-street parking is permitted on both sides of the street with a two-hour limit from 6 AM to 10 PM in the project vicinity. Bike lanes exist along both sides of the street west of Di Salvo Avenue/Wainwright Avenue. Stevens Creek Boulevard provides access to the project site via its intersection with Saratoga Avenue.

Pruneridge Avenue is a four-lane minor arterial that runs in an east-west direction in the vicinity of the site. Pruneridge Avenue has a two-way left turn center lane between Tanoak Drive and Saratoga Avenue. Pruneridge Avenue extends westward to Tantau Avenue and eastward to Winchester Boulevard, where it transitions into W. Hedding Street. Pruneridge Avenue includes sidewalks on both sides of the street and has a posted speed limit of 35 mph. On-street parking is prohibited between Gamblin Drive and Saratoga Avenue. Pruneridge Avenue provides direct access to the project site.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, Pruneridge Avenue and Saratoga Avenue have sidewalks on both sides of the street. San Tomas Expressway provides limited sidewalk connectivity at the intersections where there are crosswalks.

Crosswalks are provided on all approaches of all signalized intersections in the vicinity of the project site. All of the crosswalks at the nearby signalized intersections include pedestrian signal heads and push buttons. Sidewalks and crosswalks in the project vicinity provide adequate access to the nearby transit facilities.

Pedestrians are permitted to use the shared-use paths such as the bicycle and pedestrian crossing across San Tomas Expressway south of Saratoga Avenue (see Figure 3).

Existing Bicycle Facilities

The bicycle facilities that exist in the project vicinity (see Figure 3) include striped bike lanes (Class II bikeway) and shared bike routes (Class III bikeway).

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

- Saratoga Avenue, between San Tomas Expressway and Los Padres Boulevard and south of Stevens Creek Boulevard
- Homestead Road, for the entire street
- Los Olivos Drive, north of Forbes Avenue
- Los Padres Boulevard, for the entire street

Class III Bike Routes are streets designated for bike travel and shared with motor vehicles. Within a one-mile radius of the project site, bike routes are present along the following roadway segments:

- Forbes Avenue, between Los Padres Boulevard and Harvard Avenue

Bicycles are also permitted to ride on shoulders of San Tomas Expressway. However, due to high speeds and traffic volumes, the expressways are recommended for use only by bicyclists of intermediate to advanced skills.

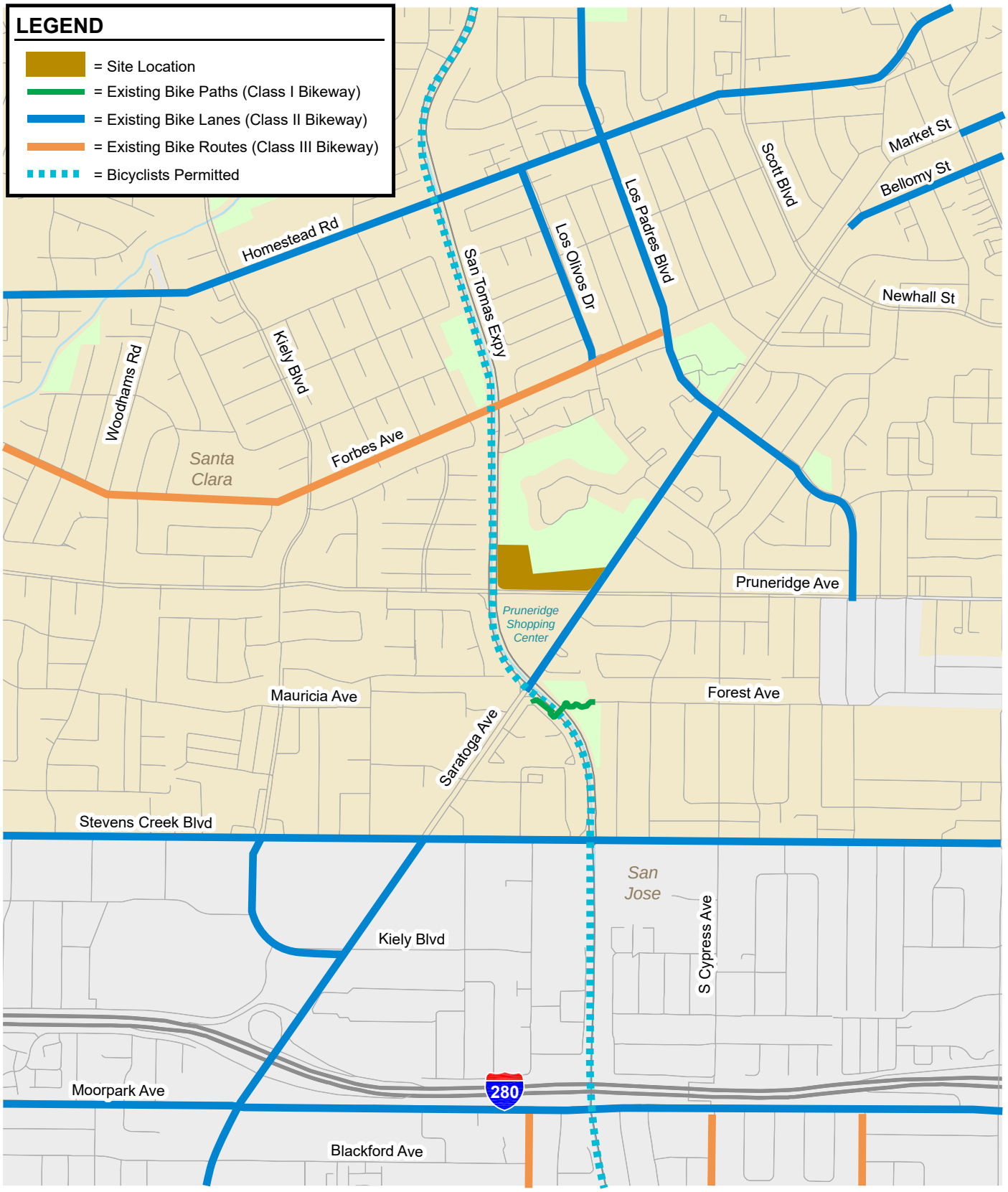


Figure 3
Existing Bicycle Facilities

Existing Transit Services

Existing transit services to the project area are provided by the VTA's Frequent Bus Route 57 with bus stops within walking distance. The closest Route 57 bus stops are located on Kiely Boulevard at Pruneridge Avenue, approximately 2,400 feet from the project site. Route 57 runs between West Valley College and Old Ironsides Station from 5:50 AM to 10:55 PM with 15-minute headways. Other nearby routes include routes 23, 59, and 523 (see Figure 4). However, all bus stops are greater than ½ mile walking distance from the project site.

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from observations in the field (see Figure 5).

Existing peak-hour intersection volumes (see Figure 6) were obtained from turning movement counts collected on August 27, 2024, when nearby schools were in session, between 7:00 and 9:00 AM and between 4:00 and 6:00 PM. Traffic counts are presented in Appendix B.

Existing Intersection Levels of Service

The results of the intersection level of service analysis show that all of the study intersections are currently operating at acceptable levels of service (see Table 3). The intersection levels of service calculation sheets are included in Appendix C.

Observed Existing Traffic Conditions

Traffic conditions were observed during the weekday AM and PM peak traffic periods in the field to identify existing operational deficiencies. Overall, the study intersections operate adequately during the weekday AM and PM peak hours.

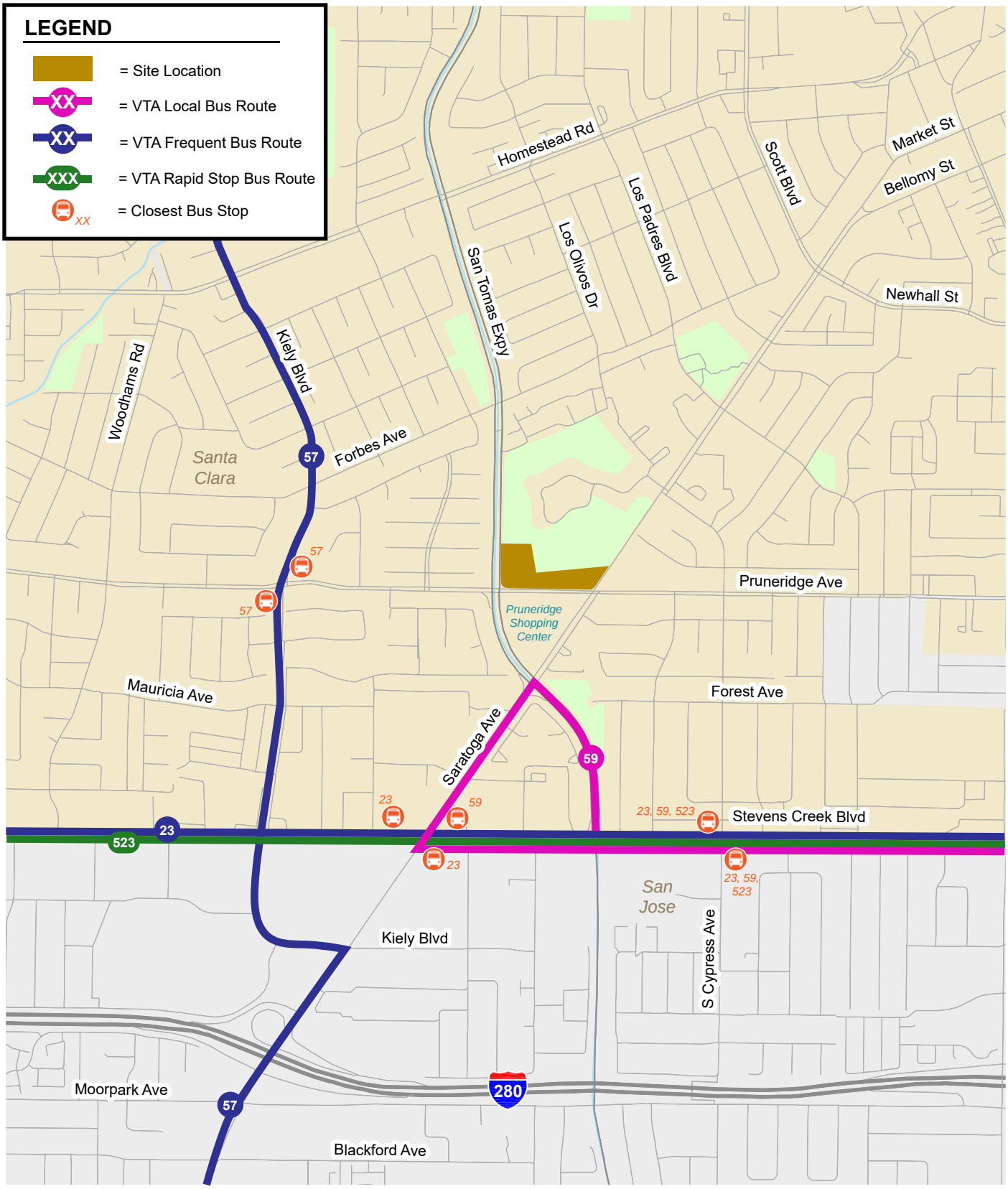


Figure 4
Existing Transit Services

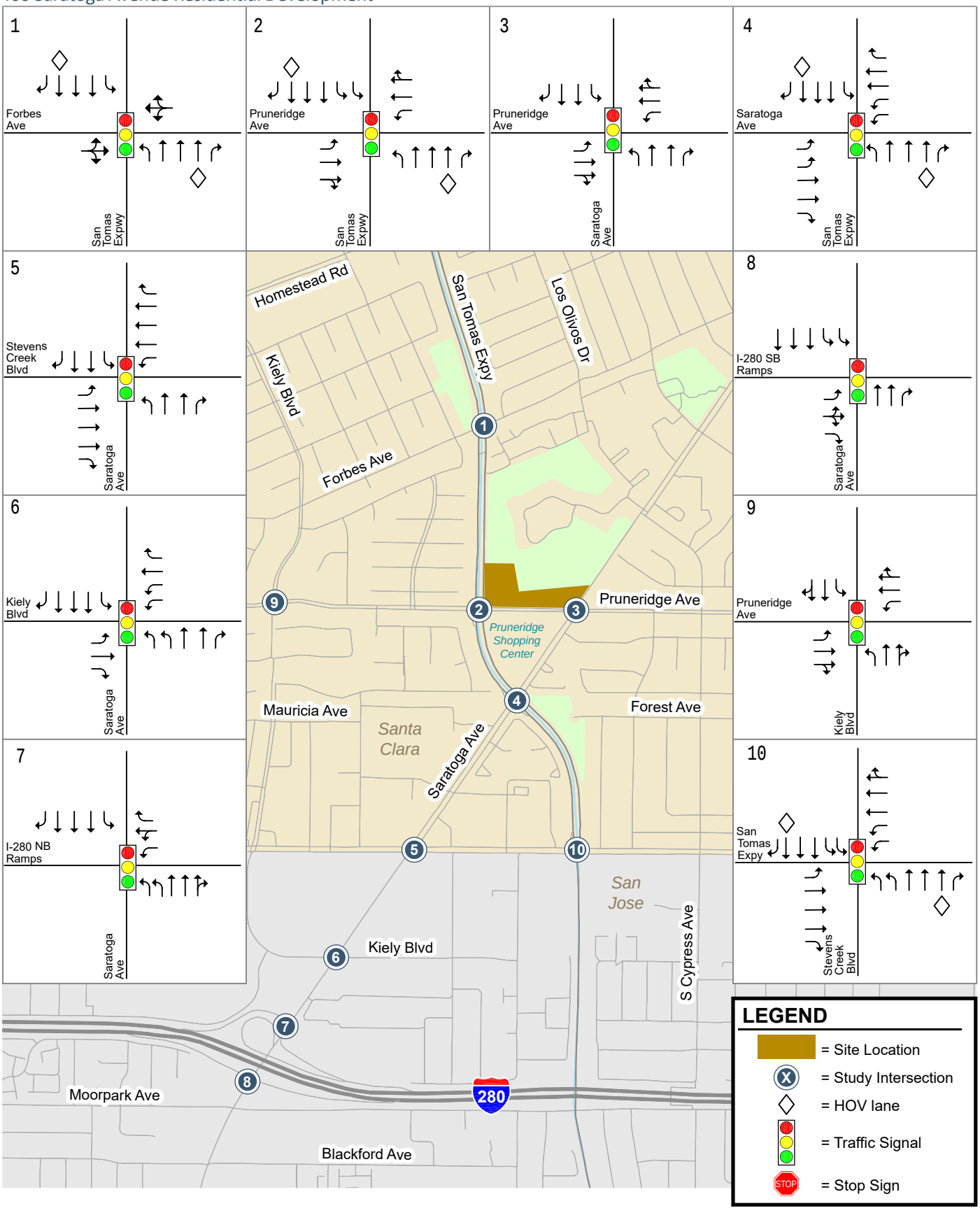


Figure 5
Existing Lane Configurations

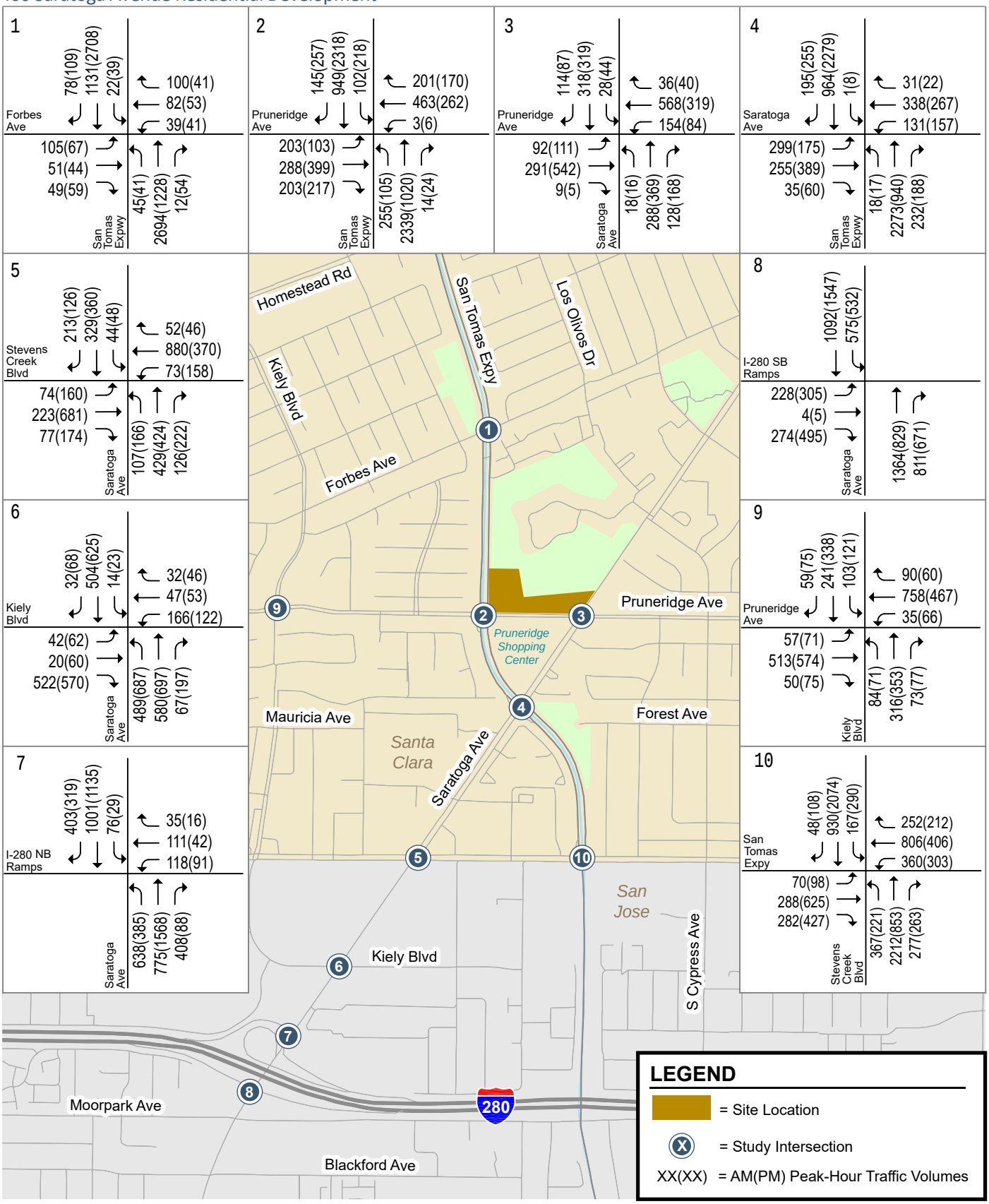


Figure 6
Existing Traffic Volumes

Table 3
Existing Intersection Levels of Service

	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay (sec)	Existing LOS
1	San Tomas Expy and Forbes Ave	CSC	E	AM	08/27/24	23.4	C
				PM	08/27/24	19.5	B
2	San Tomas Expy and Pruneridge Ave	CSC	E	AM	08/27/24	51.9	D
				PM	08/27/24	46.3	D
3	Saratoga Ave and Pruneridge Ave	CSC	D	AM	08/27/24	31.8	C
				PM	08/27/24	32.6	C
4	San Tomas Expy and Saratoga Ave*	CSC	E	AM	08/27/24	46.7	D
				PM	08/27/24	43.0	D
5	Saratoga Ave and Stevens Creek Blvd*	CSJ	D[1]	AM	08/27/24	32.8	C
				PM	08/27/24	37.2	D
6	Saratoga Ave and Kiely Blvd*	CSJ	D[1]	AM	08/27/24	41.9	D
				PM	08/27/24	36.5	D
7	Saratoga Ave and I-280 NB Ramps*	CSJ	E	AM	08/27/24	30.3	C
				PM	08/27/24	19.9	B
8	Saratoga Ave and I-280 SB Ramps*	CSJ	E	AM	08/27/24	34.0	C
				PM	08/27/24	36.4	D
9	Kiely Blvd and Pruneridge Ave	CSC	D	AM	08/27/24	31.3	C
				PM	08/27/24	34.2	C
10	San Tomas Expy and Stevens Creek Blvd*	CSJ	E	AM	08/27/24	46.7	D
				PM	08/27/24	51.9	D

Note:
* Denotes the CMP designated Intersection
CSC=City of Santa Clara;CSJ=City of San Jose
1. This CMP intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of CMP's intersection operations standards.

3. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by approved but not yet constructed developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Roadway Network Under Background Conditions

The transportation network under background conditions is assumed to be the same as the roadway network under existing conditions.

Background Traffic Volumes

Background AM and PM peak-hour traffic volumes (see Figure 7) were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects. The added traffic from approved but not yet constructed developments was based on the list of approved projects provided by City of Santa Clara and the Approved Trip Inventory (ATI) provided by San Jose. Hexagon considered both the location and size of the approved developments in order to eliminate those that were too far away or too small to affect traffic conditions at the selected study intersections. Background conditions include traffic generated by Phases 1-3 of the City Place development. The Santa Clara approved developments considered for the study and the San Jose ATI for study intersections are included in Appendix D. Peak-hour traffic volumes for all intersections and study scenarios are tabulated in Appendix E.

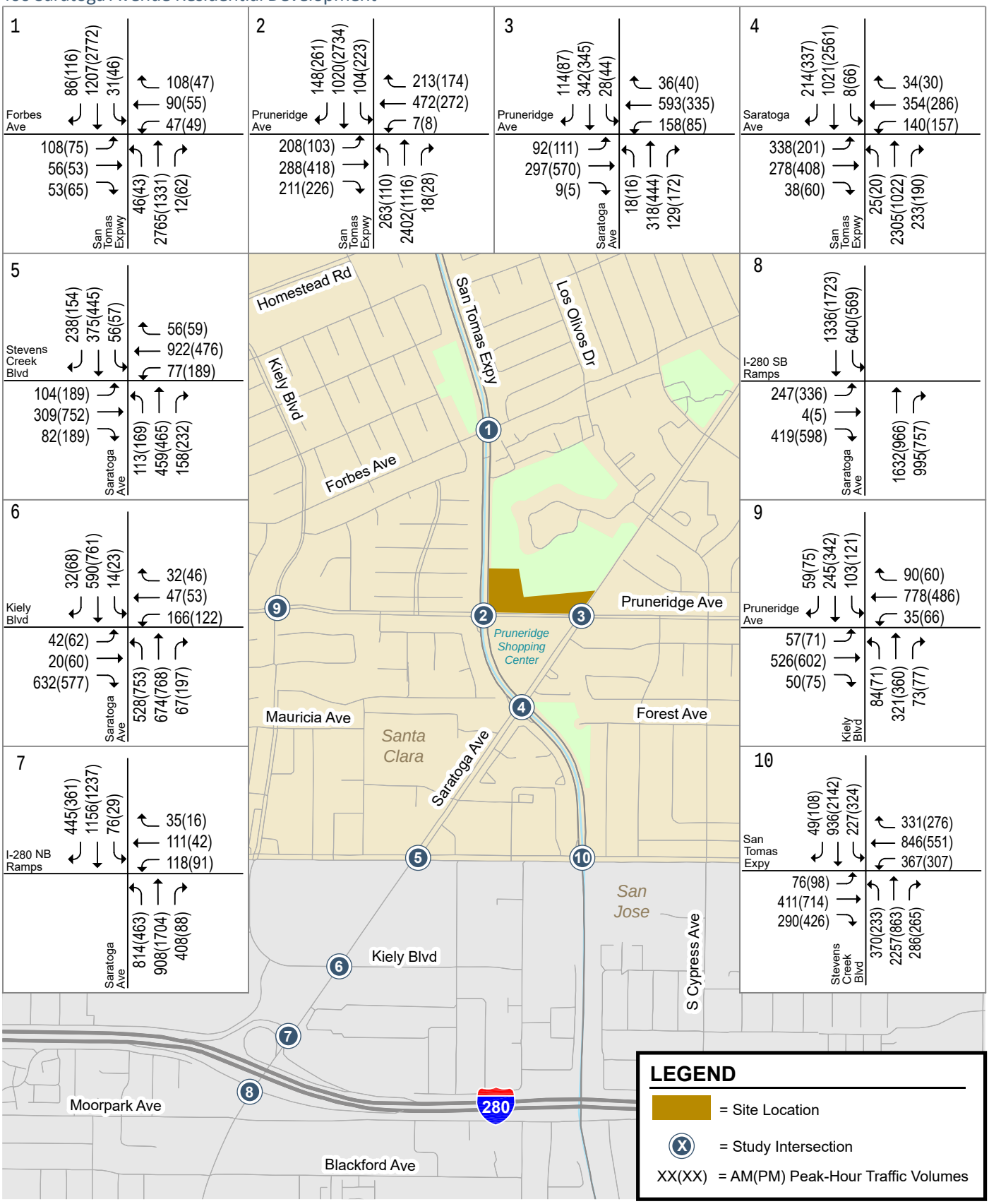


Figure 7
Background Traffic Volumes

NORTH
Not to Scale

Background Intersection Levels of Service

The results of the intersection level of service analysis show that all study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic under background conditions (see Table 4.) The level of service calculations are included in Appendix C.

Table 4
Background Intersection Levels of Service

	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay (sec)	Existing LOS	Background Avg. Delay (sec)	Background LOS	Background + Project Avg. Delay (sec)	Background + Project LOS
1	San Tomas Expy and Forbes Ave	CSC	E	AM	08/27/24	23.4	C	24.9	C	24.9	C
				PM	08/27/24	19.5	B	20.4	C	20.5	C
2	San Tomas Expy and Pruneridge Ave	CSC	E	AM	08/27/24	51.9	D	53.3	D	55.2	E
				PM	08/27/24	46.3	D	48.9	D	48.6	D
3	Saratoga Ave and Pruneridge Ave	CSC	D	AM	08/27/24	31.8	C	31.7	C	32.0	C
				PM	08/27/24	32.6	C	32.5	C	32.6	C
4	San Tomas Expy and Saratoga Ave*	CSC	E	AM	08/27/24	46.7	D	48.3	D	48.5	D
				PM	08/27/24	43.0	D	46.1	D	46.9	D
5	Saratoga Ave and Stevens Creek Blvd*	CSJ	D[1]	AM	08/27/24	32.8	C	34.0	C	34.7	C
				PM	08/27/24	37.2	D	38.0	D	38.0	D
6	Saratoga Ave and Kiely Blvd*	CSJ	D[1]	AM	08/27/24	41.9	D	43.4	D	43.5	D
				PM	08/27/24	36.5	D	36.0	D	35.9	D
7	Saratoga Ave and I-280 NB Ramps*	CSJ	E	AM	08/27/24	30.3	C	31.5	C	31.4	C
				PM	08/27/24	19.9	B	21.6	C	21.5	C
8	Saratoga Ave and I-280 SB Ramps*	CSJ	E	AM	08/27/24	34.0	C	46.4	D	47.1	D
				PM	08/27/24	36.4	D	41.1	D	41.6	D
9	Kiely Blvd and Pruneridge Ave	CSC	D	AM	08/27/24	31.3	C	31.2	C	31.2	C
				PM	08/27/24	34.2	C	34.1	C	34.1	C
10	San Tomas Expy and Stevens Creek Blvd*	CSJ	E	AM	08/27/24	46.7	D	49.3	D	49.4	D
				PM	08/27/24	51.9	D	53.7	D	53.7	D

Note:
* Denotes the CMP designated Intersection
CSC=City of Santa Clara;CSJ=City of San Jose
1. This CMP intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of CMP's intersection operations standards.

4. Background Plus Project Conditions

This chapter describes background plus project traffic conditions. Background plus project conditions were evaluated relative to background conditions in order to determine potential adverse effects of the project traffic on intersection operations.

Roadway Network Under Background Plus Project Conditions

The roadway network under background plus project conditions would be the same as the background roadway network as described in Chapter 3.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The research is compiled in the ITE *Trip Generation Manual, 11th Edition*. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The rates published for “Multifamily Housing (Mid-Rise)” (Land Use Code 221) were used to estimate the trips generated by the proposed residential building (see Table 7). The “Mid-Rise Multifamily Housing” category refers to apartments and condominiums located within the same building that have between four and 10 levels. The project also proposes a 1.77-acre public park. Since it is unknown what facilities or programs would be provided in the park, the rates published for “Soccer Complex” (Land Use 488) were used to estimate the trips generated by the proposed public park.

The Action T-3-1 (TDM plan requirements) of the City’s 2022 Climate Action Plan (CAP) requires that new residential developments must achieve a minimum 20 percent reduction in project-based VMT with 10 percent reduction through active TDM measures. The applicant will submit a TDM plan that complies with the City’s requirements prior to the issuance of a building occupancy permit. Therefore, the trip generation estimates for the proposed residential development includes a 10 percent trip reduction for TDM.

Net Project Trips

After applying the trip reductions, the project is estimated to generate 106 trips during the AM peak hour (25 in and 81 out) and 127 trips during the PM peak hour (78 in and 49 out) (see Table 5).

Table 5
Project Trip Generation Estimates

Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Use											
Residential[1]	316 units	4.54	1,435	0.37	27	90	117	0.39	75	48	123
- TDM Trip Reduction (10%)[2]			(144)		(3)	(9)	(12)		(8)	(4)	(12)
Subtotal Residential Trips			***1,291***		***24***	***81***	***105***		***67***	***44***	***111***
Park Land Dedication[3]	1.0 fields	71.33	71	0.99	1	0	1	16.43	11	5	16
Total Project Trips			**1,362**		**25**	**81**	**106**		**78**	**49**	**127**

Source: ITE Trip Generation Manual, 11th Edition, 2021.
Notes:
1. Average trip rates expressed in trips per dwelling unit for Mid-Rise Multifamily Housing (Land Use 221) are used.
2. Per the Santa Clara Climate Action Plan (CAP), a minimum 10% trip reduction is required from TDM for residential developments.
3. It is unknown what facilities/programs would be provided in the park. The trips are conservatively estimated based on the average trip rates expressed in trips per field for Soccer Complex (Land Use 488).

Trip Distribution and Assignment

The trip distribution pattern for the proposed residential development was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses (see Figure 8).

The peak-hour trips associated with the project site were added to the roadway network in accordance with the distribution pattern discussed above, the roadway network connections, freeway access points, and the locations of project driveways. Figure 9 shows the trip assignment at the study intersections. A tabular summary of project traffic at each study intersection is contained in Appendix E.

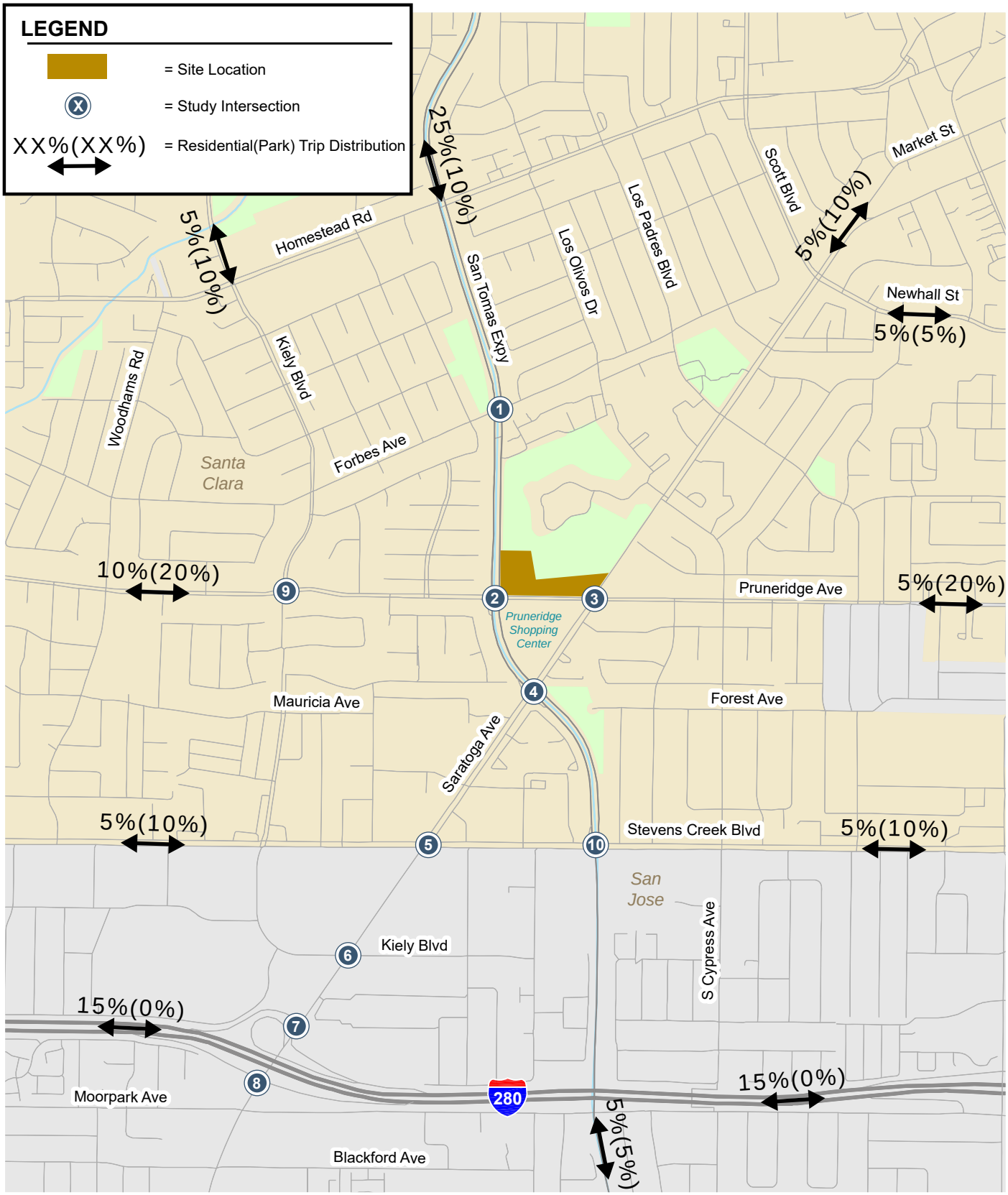


Figure 8
Project Trip Distribution

NORTH
Not to Scale

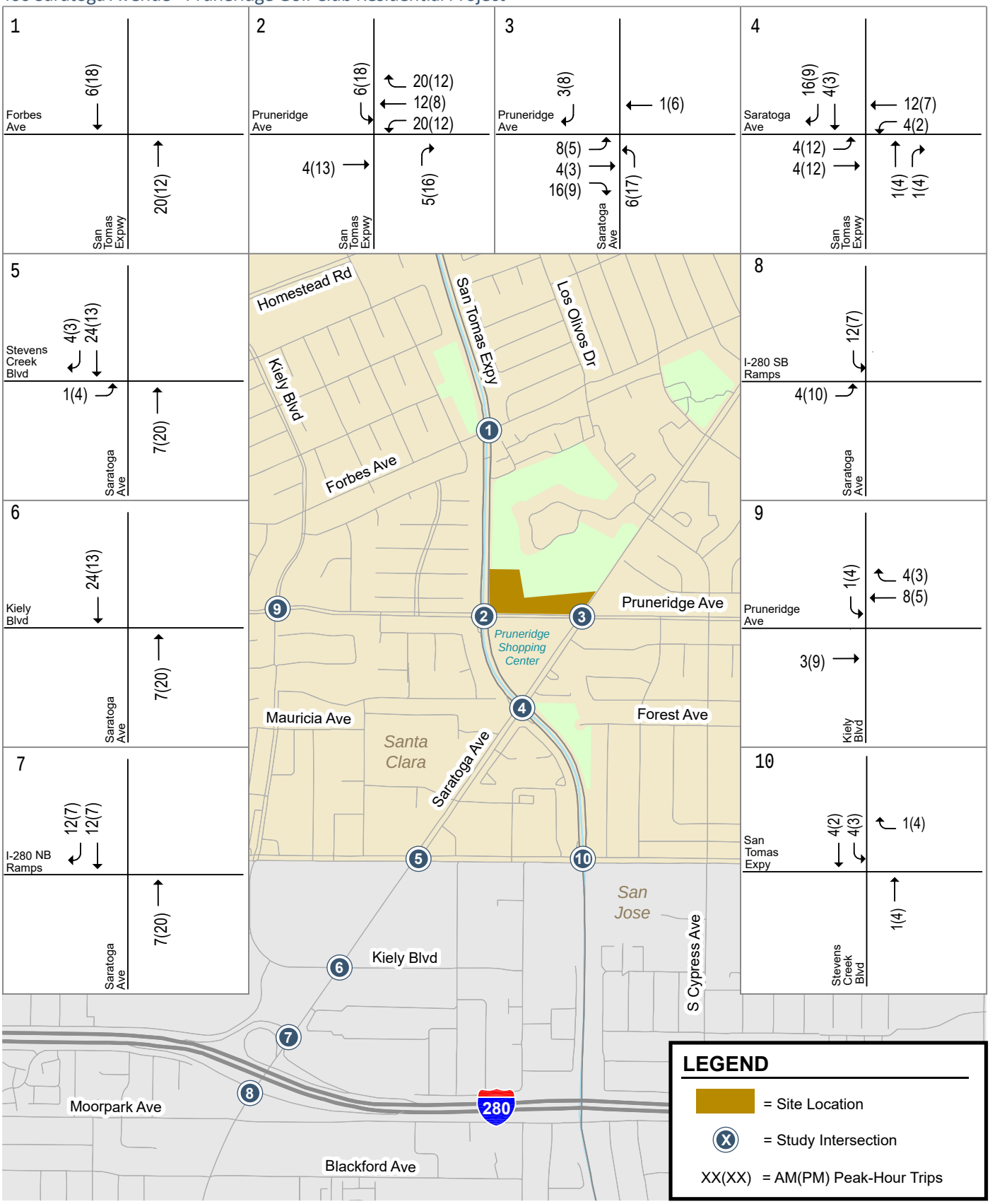


Figure 9
Project Trip Assignment

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 10).

Background Plus Project Intersection Levels of Service

The results of the intersection level of service analysis (see Table 6) show that all study intersections are projected to operate at acceptable levels of service under background plus project conditions. The level of service calculation sheets are included in Appendix C.

Table 6
Background Plus Project Intersection Levels of Service

	Intersection	Jurisdiction	LOS Standard	Peak Hour	Background No Project Avg. Delay (sec)	LOS	Background with Project Avg. Delay (sec)	LOS	Critical Delay (sec)	Incr. in Critical V/C
1	San Tomas Expy and Forbes Ave	CSC	E	AM	24.9	C	24.9	C	0.0	0.004
				PM	20.4	C	20.5	C	0.1	0.004
2	San Tomas Expy and Pruneridge Ave	CSC	E	AM	53.3	D	55.2	E	1.2	0.015
				PM	48.9	D	48.6	D	0.2	-0.339
3	Saratoga Ave and Pruneridge Ave	CSC	D	AM	31.7	C	32.0	C	0.6	0.009
				PM	32.5	C	32.6	C	-0.1	0.004
4	San Tomas Expy and Saratoga Ave*	CSC	E	AM	48.3	D	48.5	D	0.3	0.005
				PM	46.1	D	46.9	D	0.4	0.005
5	Saratoga Ave and Stevens Creek Blvd*	CSJ	D[1]	AM	34.0	C	34.7	C	2.5	0.019
				PM	38.0	D	38.0	D	0.1	0.004
6	Saratoga Ave and Kiely Blvd*	CSJ	D[1]	AM	43.4	D	43.5	D	0.3	0.005
				PM	36.0	D	35.9	D	0.2	0.002
7	Saratoga Ave and I-280 NB Ramps*	CSJ	E	AM	31.5	C	31.4	C	0.3	0.007
				PM	21.6	C	21.5	C	-0.1	0.001
8	Saratoga Ave and I-280 SB Ramps*	CSJ	E	AM	46.4	D	47.1	D	1.5	0.005
				PM	41.1	D	41.6	D	1.0	0.005
9	Kiely Blvd and Pruneridge Ave	CSC	D	AM	31.2	C	31.2	C	0.0	0.004
				PM	34.1	C	34.1	C	0.1	0.006
10	San Tomas Expy and Stevens Creek Blvd*	CSJ	E	AM	49.3	D	49.4	D	0.2	0.002
				PM	53.7	D	53.7	D	0.0	0.002

Note:
* Denotes the CMP designated Intersection
CSC=City of Santa Clara;CSJ=City of San Jose
1. This CMP intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of CMP's intersection operations standards.

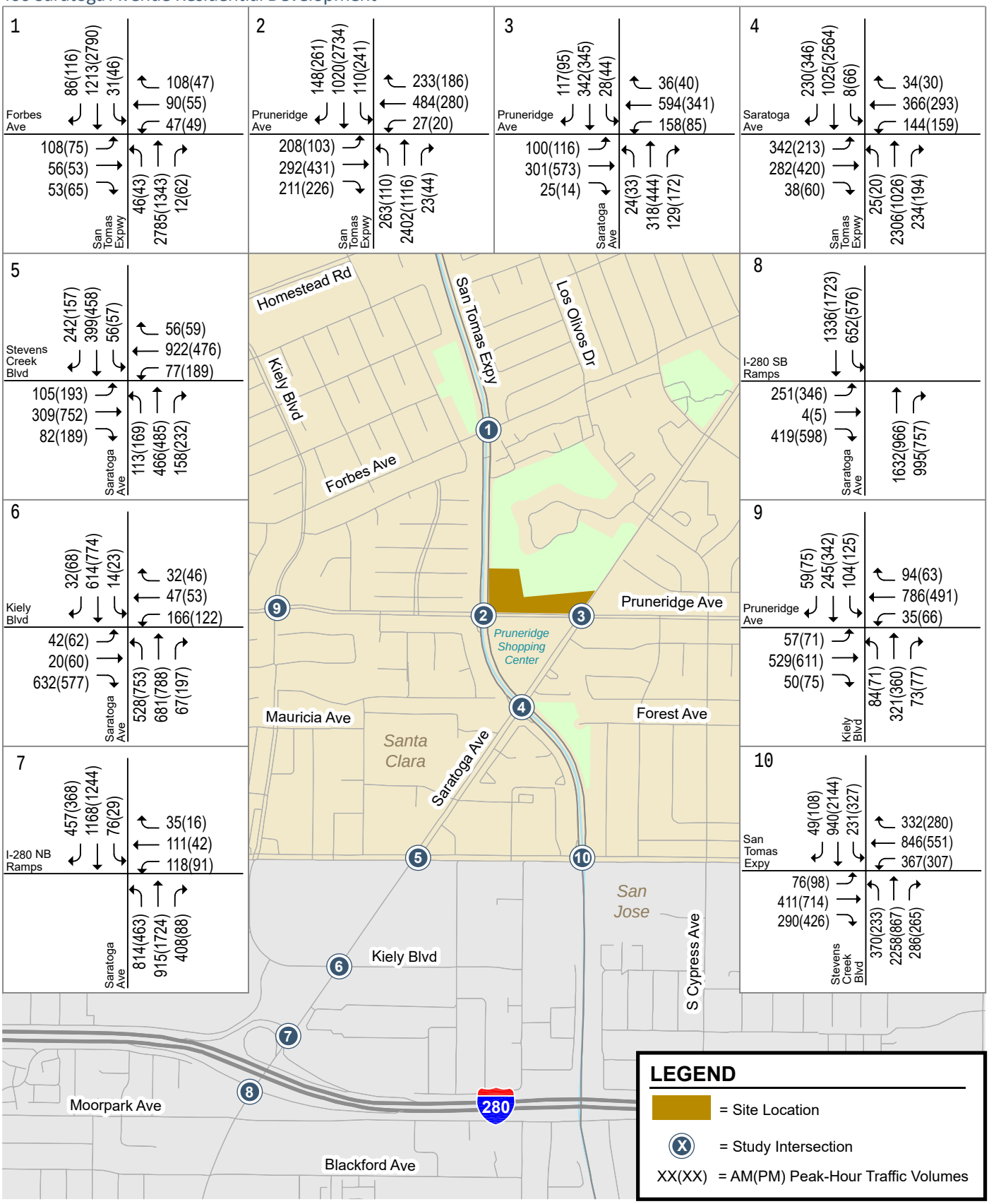


Figure 10
Background Plus Project Traffic Volumes

5. Cumulative Conditions

This chapter describes the roadway traffic operations under cumulative no project conditions and cumulative plus project conditions. Cumulative traffic volumes reflect traffic generated by the approved developments described in Chapter 3 and developments that are in the pipeline but are not yet approved (pending developments). The chapter includes the procedures used to determine cumulative traffic volumes and a description of the resulting traffic conditions and any adverse effects caused by the project.

Roadway Network under Cumulative Conditions

The roadway network under cumulative conditions was assumed to include the following improvements at study intersections, described below and shown in Figure 11.

The City of San Jose is proposing pedestrian and bicycle improvements on Saratoga Avenue between Stevens Creek and Kiely Boulevard, including installing Class IV protected bike lanes on Saratoga Avenue and Stevens Creek Boulevard, removing the pork-chop islands at the southeast corner of the Saratoga Avenue/Stevens Creek Boulevard intersection and northwest corner of the Saratoga Avenue/Kiely Boulevard intersection.

> **5. Saratoga Avenue and Stevens Creek Boulevard:** The northbound approach would have two left-turn lanes, one through-lane, and one through/right-turn lane.
>
> **6. Saratoga Avenue and Kiely Boulevard:** The southbound approach would have one left-turn lane, two through lanes, and one through/right-turn lane.

The City of Santa Clara has approved buffered bike lanes on both sides of Pruneridge Avenue between Pomeroy Avenue and Winchester Boulevard. The modification will reduce Pruneridge Avenue to one lane in each direction with a center turn lane for most of the street, while maintaining the existing configuration between San Tomas Expressway and Saratoga Avenue.

> **9. Kiely Boulevard and Pruneridge Avenue:** The eastbound approach would have one left-turn lane and one through/right-turn lane. The westbound approach would have one left-turn lane and one through/right-turn lane.

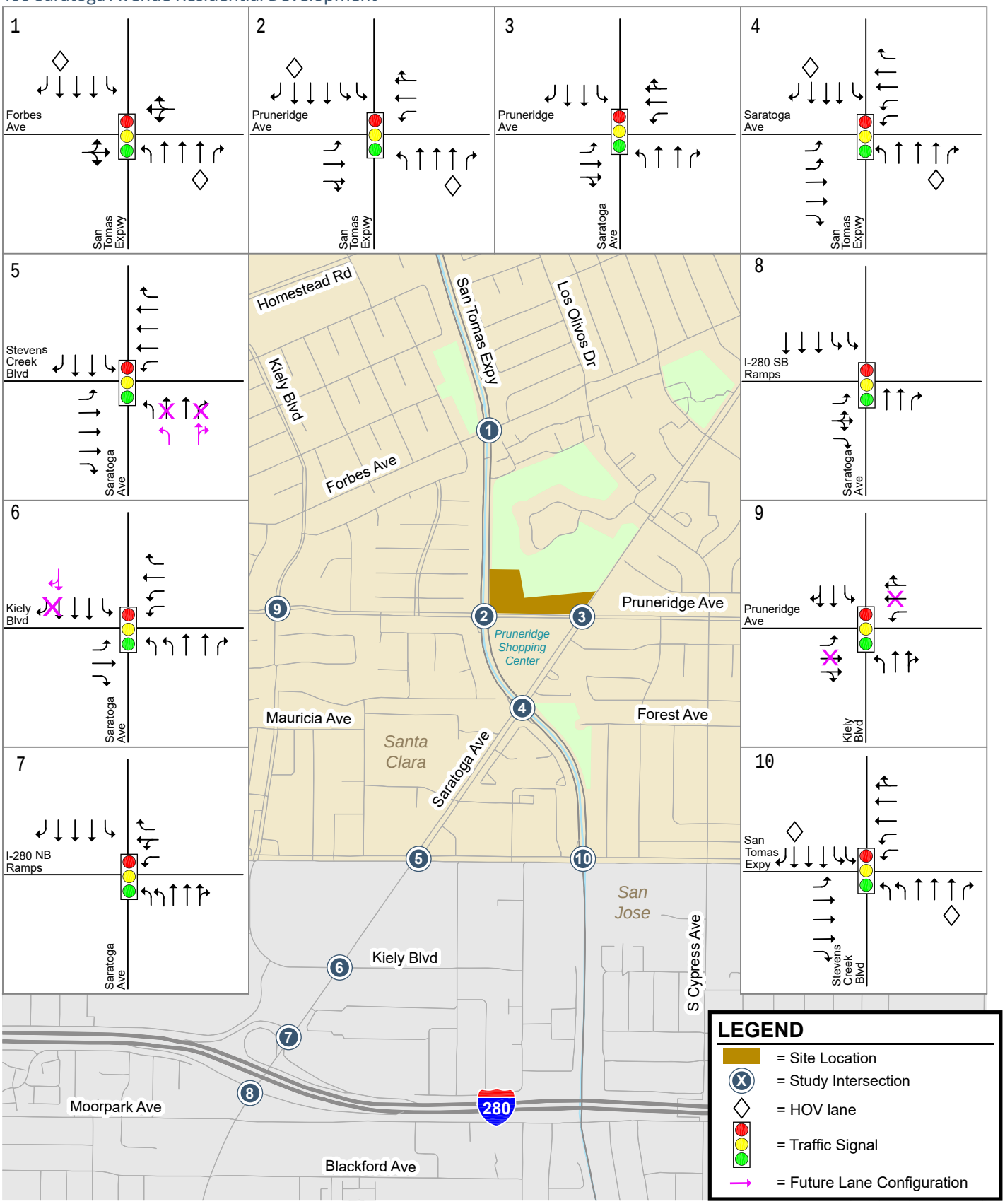


Figure 11
Cumulative Scenario Lane Configurations

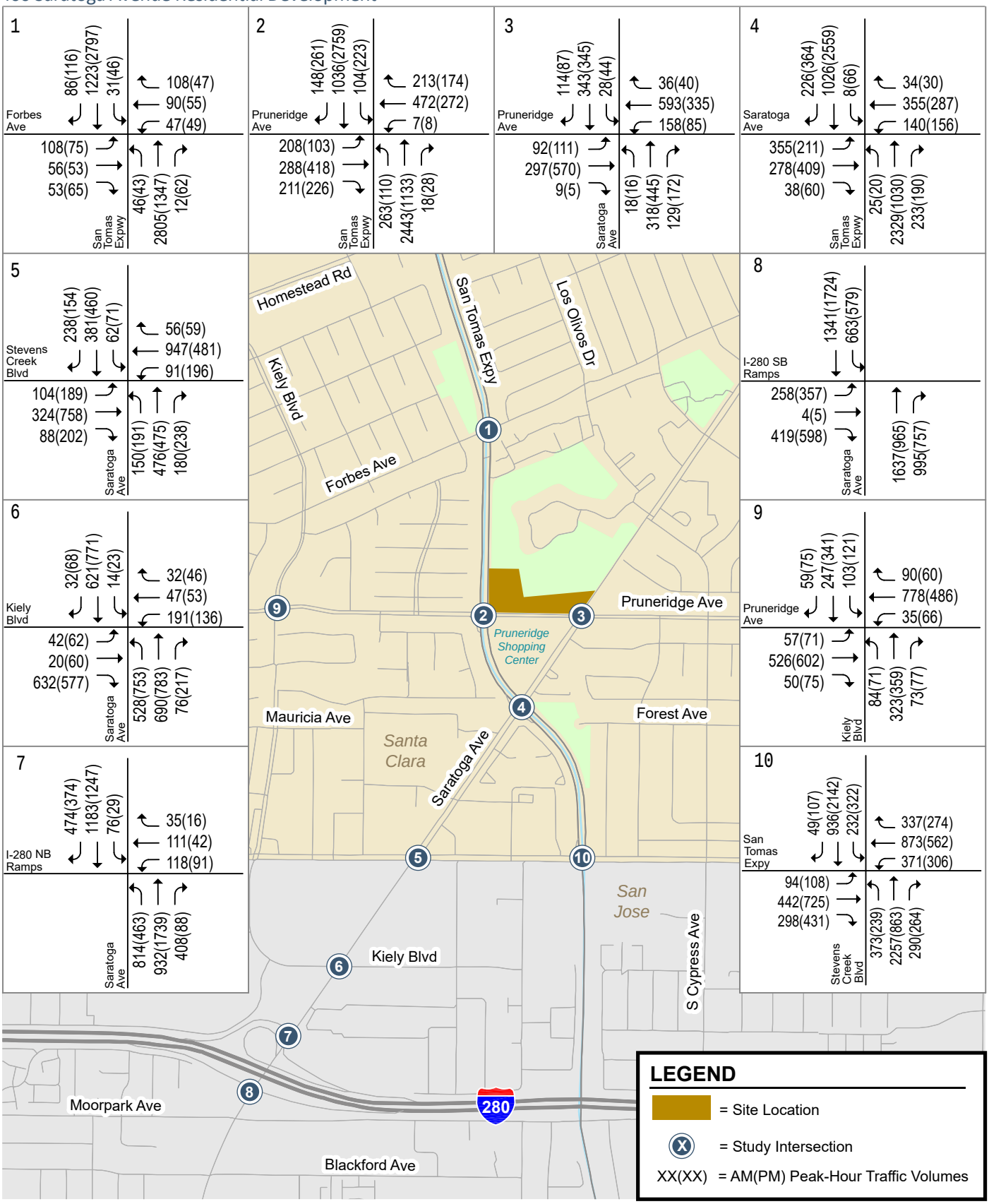


Figure 12
Cumulative No Project Traffic Volumes

Cumulative Traffic Volumes

Traffic volumes under cumulative no project conditions (see Figure 12) were estimated by adding the trips from proposed but not yet approved (pending) developments to the background traffic volumes described in Chapter 3. Lists of pending projects were obtained from the Cities of Santa Clara and San Jose. The pending projects considered for the study are listed in Appendix D. Vehicle trips from the pending projects were obtained from the projects' transportation studies/environmental document (initial study or EIR), if available. For projects without a transportation study, trip estimates were developed using rates published in the Institute of Engineers' (ITE) *Trip Generation Manual*. The estimated trips were assigned to the study intersections according to distributions identified in the development traffic studies, if available, or knowledge of the study area.

The trips generated by the project (see Chapter 4) were then added to the cumulative no project traffic volumes to yield cumulative plus project traffic volumes (see Figure 13). A tabular summary of pending trips and cumulative traffic volumes at each study intersection is contained in Appendix E.

Cumulative Intersection Levels of Service

The results of the intersection level of service analysis show that all study intersections would operate at acceptable levels of service during both AM and PM peak hours under cumulative and cumulative plus project conditions (see Table 7). The level of service calculation sheets are included in Appendix C.

Table 7
Cumulative Intersection Levels of Service

					Cumulative					
					No Project		with Project			
	Intersection	Jurisdiction	LOS Standard	Peak Hour	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Critical Delay (sec)	Incr. in Critical V/C
1	San Tomas Expy and Forbes Ave	CSC	E	AM	24.9	C	24.9	C	0.0	0.004
				PM	20.5	C	20.5	C	0.1	0.004
2	San Tomas Expy and Pruneridge Ave	CSC	E	AM	53.3	D	55.2	E	1.2	0.015
				PM	49.0	D	48.8	D	-0.3	-0.341
3	Saratoga Ave and Pruneridge Ave	CSC	D	AM	31.9	C	32.2	C	0.6	0.010
				PM	32.5	C	32.6	C	-0.1	0.004
4	San Tomas Expy and Saratoga Ave*	CSC	E	AM	48.8	D	49.0	D	0.3	0.005
				PM	46.5	D	47.5	D	0.4	0.005
5	Saratoga Ave and Stevens Creek Blvd*	CSJ	D[1]	AM	35.3	D	35.3	D	0.1	0.003
				PM	38.8	D	38.8	D	0.0	0.006
6	Saratoga Ave and Kiely Blvd*	CSJ	D[1]	AM	44.6	D	44.7	D	0.3	0.005
				PM	36.8	D	36.8	D	0.1	0.002
7	Saratoga Ave and I-280 NB Ramps*	CSJ	E	AM	31.2	C	31.1	C	0.3	0.007
				PM	21.5	C	21.4	C	-0.1	0.001
8	Saratoga Ave and I-280 SB Ramps*	CSJ	E	AM	47.9	D	48.7	D	1.6	0.005
				PM	42.0	D	42.5	D	1.1	0.005
9	Kiely Blvd and Pruneridge Ave	CSC	D	AM	37.2	D	37.6	D	0.7	0.008
				PM	36.9	D	37.1	D	0.4	0.009
10	San Tomas Expy and Stevens Creek Blvd*	CSJ	E	AM	50.2	D	50.3	D	0.2	0.002
				PM	54.3	D	54.3	D	0.0	0.002

Note:
* Denotes the CMP designated Intersection
CSC=City of Santa Clara;CSJ=City of San Jose
1. This CMP intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of CMP's intersection operations standards.

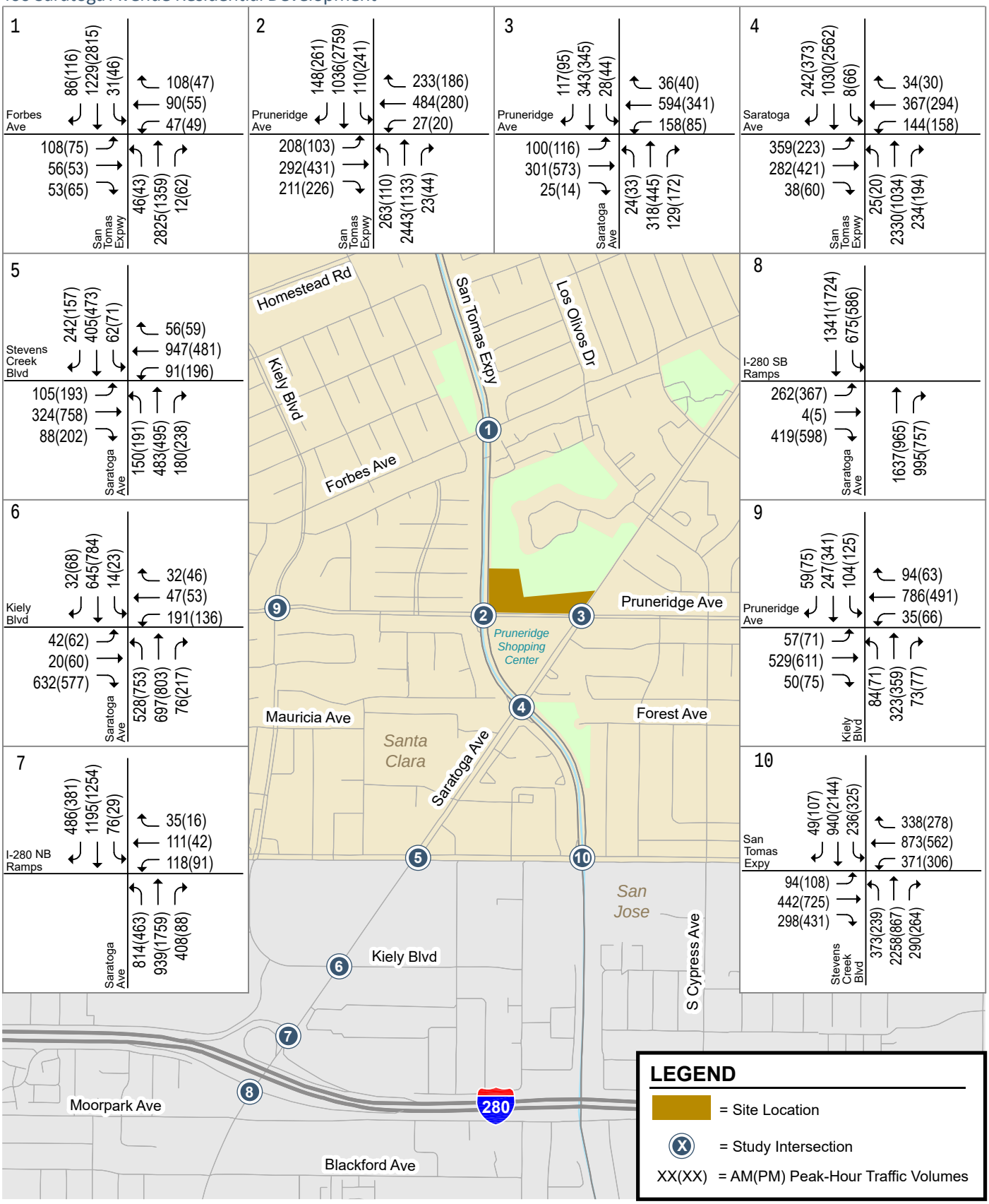


Figure 13
Cumulative Plus Project Traffic Volumes

NORTH
Not to Scale

6. Other Transportation Issues

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

- Vehicle queuing analysis
- Site access and circulation
- Effects on pedestrians, bicycles, and transit facilities
- Parking

The analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Although operational issues are not considered CEQA impacts, they do describe traffic conditions that are relevant to describing the project environment.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add a substantial number of left turns. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 11:

- San Tomas Expressway and Pruneridge Avenue – Southbound left turn
- San Tomas Expressway and Pruneridge Avenue – Westbound left turn
- Saratoga Avenue and Pruneridge Avenue – Eastbound left turn
- San Tomas Expressway and Saratoga Avenue – Eastbound left turn from Saratoga Avenue to San Tomas Expressway headed north

The queuing analysis indicates that the following intersection would have queuing deficiencies exacerbated by the project:

- San Tomas Expressway and Pruneridge Avenue – Southbound left turn

Table 8
Left-Turn Storage Queuing Analysis

Analysis Scenario	San Tomas Expy & Pruneridge Ave				Saratoga Ave & Pruneridge Ave		San Tomas Expy & Saratoga Ave	
	SBL		WBL		EBL		EBL	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle[1] (sec)	184	190	184	190	120	120	190	190
Volume (vph)	102	218	3	6	92	111	299	175
Number of lanes	2	2	1	1	1	1	2	2
Volume (vphpl)	51	109	3	6	92	111	150	88
95th %. Queue (veh/ln)	5	10	1	1	6	7	13	8
95th %. Queue[2] (ft/ln)	125	250	25	25	150	175	325	200
Storage (ft/ln)	175	175	125	125	150	150	275	275
Adequate (Y/N)	Y	**N**	Y	Y	Y	**N**	**N**	Y
Background								
Cycle[1] (sec)	184	190	184	190	120	120	190	190
Volume (vph)	104	223	7	8	92	111	338	201
Number of lanes	2	2	1	1	1	1	2	2
Volume (vphpl)	52	112	7	8	92	111	169	101
95th %. Queue (veh/ln)	6	10	2	2	6	7	15	10
95th %. Queue[2] (ft/ln)	150	250	50	50	150	175	375	250
Storage (ft/ln)	175	175	125	125	150	150	275	275
Adequate (Y/N)	Y	**N**	Y	Y	Y	**N**	**N**	Y
Background Plus Project								
Cycle[1] (sec)	184	190	184	190	120	120	190	190
Volume (vph)	110	241	27	20	100	116	342	213
Number of lanes	2	2	1	1	1	1	2	2
Volume (vphpl)	55	121	27	20	100	116	171	107
95th %. Queue (veh/ln)	6	11	4	3	7	7	15	10
95th %. Queue[2] (ft/ln)	150	275	100	75	175	175	375	250
Storage (ft/ln)	175	175	125	125	150	150	275	275
Adequate (Y/N)	Y	**N**	Y	Y	**N**	**N**	**N**	Y
Cumulative								
Cycle[1] (sec)	184	190	184	190	120	120	190	190
Volume (vph)	104	223	7	8	92	111	355	211
Number of lanes	2	2	1	1	1	1	2	2
Volume (vphpl)	52	112	7	8	92	111	178	106
95th %. Queue (veh/ln)	6	10	2	2	6	7	15	10
95th %. Queue[2] (ft/ln)	150	250	125	50	150	175	375	250
Storage (ft/ln)	175	175	125	125	150	150	275	275
Adequate (Y/N)	Y	**N**	Y	Y	Y	**N**	**N**	Y
Cumulative Plus Project								
Cycle[1] (sec)	184	190	184	190	120	120	190	190
Volume (vph)	110	241	27	20	100	116	359	223
Number of lanes	2	2	1	1	1	1	2	2
Volume (vphpl)	55	121	27	20	100	116	180	112
95th %. Queue (veh/ln)	6	11	4	3	7	7	15	10
95th %. Queue[2] (ft/ln)	150	275	100	75	175	175	375	250
Storage (ft/ln)	175	175	125	125	150	150	275	275
Adequate (Y/N)	Y	**N**	Y	Y	**N**	**N**	**N**	Y

Notes:
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; L/T/R = left/through/right movement
[1] Cycle length used for signalized intersection.
[2] Assumes 25 feet per vehicle queued.

The project would cause an increase in the expected 95th percentile queue for the eastbound left turn lane on Pruneridge Avenue at Saratoga Avenue during the AM peak hour, which would exceed the storage length by one vehicle. However, the eastbound left-turn lane transitions to a two-way turn lane that extends along Pruneridge between San Tomas Expressway and Saratoga Avenue. Thus, although the eastbound left-turn queue would exceed capacity for the exclusive left-turn lane, the queue is not anticipated to interfere with eastbound through lanes. The 95th percentile queue (175 feet) for either peak hour would not extend to the project driveway, which is approximately 350 feet west of the intersection, and would not affect vehicles turning in and out of the project driveway or the opposite shopping plaza driveway.

Saratoga Avenue and Pruneridge Avenue Lane – Eastbound Left Turn

The existing storage capacity for the eastbound left-turn lane on Pruneridge Avenue at Saratoga Avenue is approximately 150 feet (6 vehicles). Under existing conditions, the 95th percentile queue exceeds the storage lane during the PM peak hour by 25 feet, or one vehicle. Under the background and cumulative conditions with and without project, the queue would remain the same for a total of 7 vehicles (175 feet). During the AM peak hour, under the background and cumulative conditions without project, the queue would remain the same as the existing condition, or 6 vehicles (150 feet). Under background and cumulative conditions with the project, the queue would increase by one vehicle per lane in the AM peak hour for a total of 7 vehicles (175 feet). The eastbound left-turn lane on Pruneridge Avenue at Saratoga Avenue transitions to a two-way turn lane that extends along Pruneridge between San Tomas Expressway and Saratoga Avenue. Thus, although the eastbound left-turn queue would exceed capacity for the exclusive left-turn lane, the queuing is not anticipated to interfere with eastbound through lanes. The 95th percentile queue (175 feet) for either peak hour would not extend to the project driveway, which is approximately 350 feet west of the intersection, and would not affect vehicles turning in and out of the project driveway or the opposite shopping plaza driveway.

Site Access and Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. This review is based on the site plan dated February 25, 2025 (see Figure 2).

Site Access

Vehicle access to the project site would be provided via one full access driveway on Pruneridge Avenue. The project would close the existing driveway that serves the maintenance building on Pruneridge Avenue and create a new driveway approximately 160 feet east of the existing driveway, directly opposite an existing driveway to the shopping plaza on the south side of Pruneridge Avenue. The new driveway is approximately 450 feet east of the San Tomas Expressway and Pruneridge Avenue intersection and 350 feet west of the Saratoga Avenue and Pruneridge Avenue intersection. The new driveway on Pruneridge Avenue would provide access to the residential parking garage, surface parking spaces for residential guests, the maintenance facility, and the surface parking lot for the public park.

Driveway Design

The project driveway would be 26 feet wide and provide two-directional flow. According to the City of Santa Clara Municipal Code, Chapter 18.38 (Off-Street Parking Regulations and Design Standards) and City's Standard Details ST-8 (Commercial Driveway with/without Separated Sidewalk), two-way driveways providing access to 25 or more residential parking spaces or garage spaces should be at least 26 feet wide and at most 30 feet wide. Thus, the proposed project driveway meets the City's minimum width requirement of 26 feet and is within the maximum of 30 feet.

Sight Distance at Project Driveway

The proposed driveway location was evaluated to determine if the sight distance would be adequate. Adequate sight distance reduces the likelihood of a collision at driveways and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. Sight distance of a driveway is evaluated based on the stopping sight distance recommended by Caltrain for a given design speed. The posted speed limit on Pruneridge Avenue is 35 mph. The Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). Thus, a driver must be able to see 300 feet in both directions of Pruneridge Avenue to locate a sufficient gap to turn out of the driveway. There are no roadway curves or on street parking on Pruneridge Avenue that would limit sight distance. Therefore, the sight distance would be adequate for vehicles turning from the project driveway.

Visibility Clearance Area

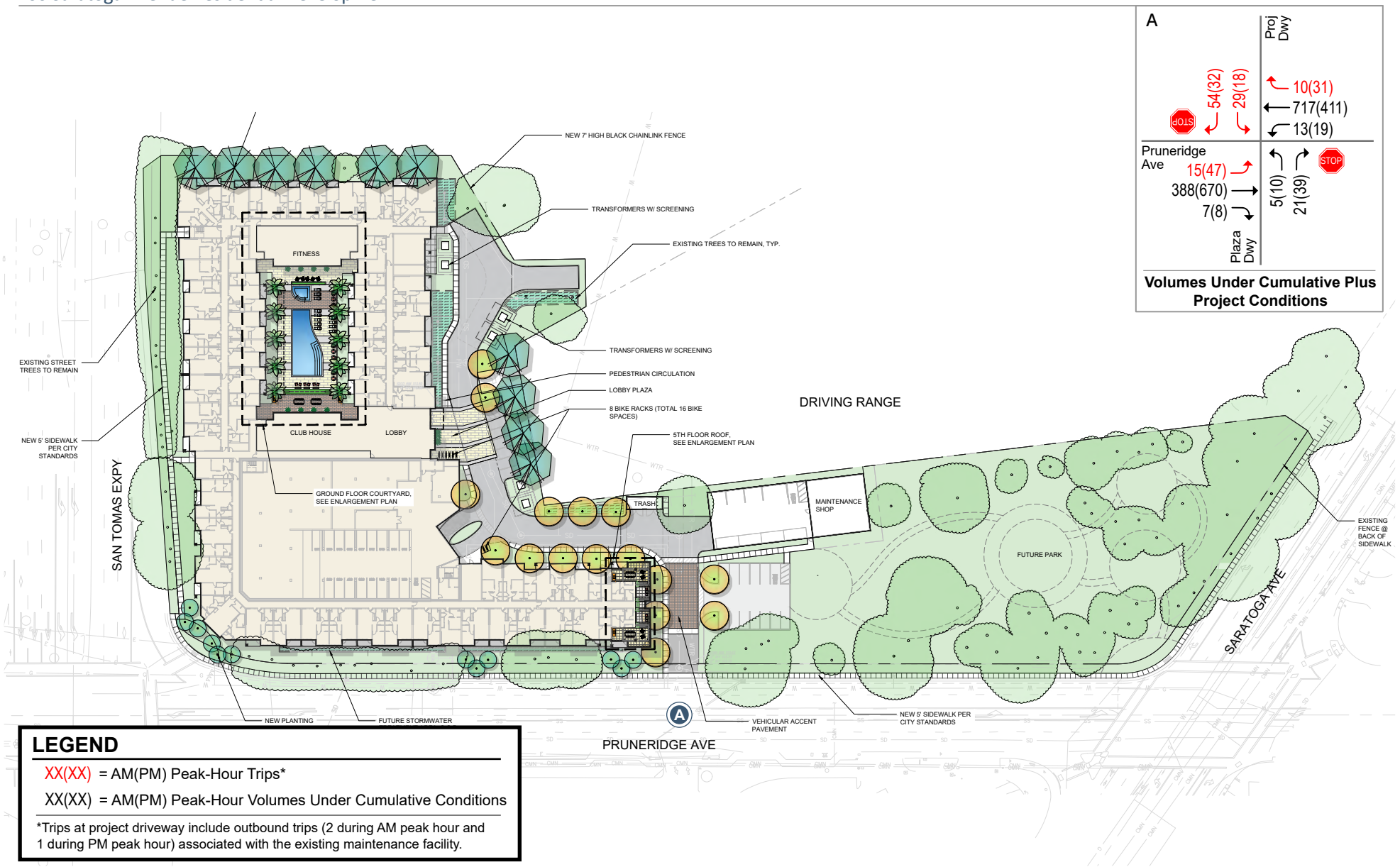
According to the City's Standard Detail TR-9 (Visibility Clearance Area), any landscaping and signage within the visibility clearance area (within 10 feet of a driveway) at a driveway should be no taller than 3 feet and located in such a way to ensure an unobstructed view for drivers exiting the site, and street trees must have a high canopy of at least 10 feet. The landscaping features shown on the site plan are not expected to obstruct the vision of exiting drivers provided the landscaping is also kept at a low level within the pedestrian triangle and vehicle triangle at the access intersections.

The proposed project also has frontage at the northeast corner of the San Tomas Expressway and Pruneridge Avenue intersection. Any proposed building or landscaping within the visibility clearance area must meet the City's Standard Detail TR-9 (Visibility Clearance Area) for intersection visibility clearance areas. The proposed building is setback from the curb and is not within the intersection visibility clearance area. The landscaping features shown on the site plan are not expected to obstruct the vision of exiting drivers provided the landscaping is kept at a low level within the visibility clearance triangle.

Traffic Operations at Project Driveway

Traffic operations at the project driveway were evaluated assuming the Pruneridge Avenue driveway would be full access with stop control on the driveway approach. Through traffic on Pruneridge Avenue at the project driveway was carried from cumulative volumes from adjacent study intersections. Traffic entering/exiting the existing shopping plaza were also included. Estimated trips at the project driveway includes trips generated by the proposed residential building and public park (see Table 5 in Chapter 4) and trips generated by the existing maintenance facility. Because the project would not change the operations and number of employees of the maintenance facility, the trips associated with the existing maintenance facility are based on the trip generation counts at the existing driveway (2 outbound trips in the AM peak hour and one outbound trip in the PM peak hour). Volumes at the project driveway are shown in Figure 14.

The outbound project trips that are estimated to occur at the driveway are 83 outbound trips during the AM peak hour and 50 outbound trips during the PM peak hour. The site plan shows the driveway would have a distance of approximately 60 feet between the face of the curb and the nearest cross aisle, which could accommodate a vehicle queue of two vehicles without blocking the exit of the parking lot.



LEGEND

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

XX(XX) = AM(PM) Peak-Hour Volumes Under Cumulative Conditions

*Trips at project driveway include outbound trips (2 during AM peak hour and 1 during PM peak hour) associated with the existing maintenance facility.

Figure 14
Cumulative Plus Project Traffic Volumes at Driveway

NORTH
Not to Scale

The queuing analysis at the project driveway was performed based on the average delay experienced for the driveway outbound approach, eastbound inbound approach to the project site, and westbound outbound approach to the plaza using Traffix (see Appendix C). The average delay for the outbound approach reflects the through traffic on Pruneridge Avenue, left-turn inbound shopping plaza traffic, and northbound outbound traffic from the shopping plaza. Based on the queuing analysis at the project driveway, the 95th percentile queue for exiting the driveway is two vehicles during the AM peak hour and one vehicle during the PM peak hour (see Table 9). This would be accommodated on site without blocking the parking lot to the park.

The inbound project trips that are estimated to occur at the driveway are 25 inbound trips during the AM peak hour and 78 inbound trips during the PM peak hour. Based on the queuing analysis at the project driveway, the 95th percentile queue for entering the driveway is one vehicle during both the AM and PM peak hours (see Table 9). These could be accommodated in the center turn lane on Pruneridge Avenue.

The driveway is approximately 450 feet west of San Tomas Expressway. The 95th percentile queue for the westbound left-turn queue on Pruneridge Avenue at San Tomas Expressway is a maximum of 4 vehicles (100 feet) during the AM peak hour under cumulative plus project conditions. Thus, there is expected to be 325 feet between the end of the 95th percentile westbound left-turn queue on Pruneridge Avenue at San Tomas Expressway and the 95th percentile eastbound left-turn queue on Pruneridge at the project driveway.

Field observations showed that at the future project driveway location, the queues turning into the shopping plaza was typically zero vehicles and maximum of one vehicle making a westbound left-turn. The driveway queueing analysis also shows that the 95th percentile westbound left-turn queue at the plaza driveway would be one vehicle under cumulative plus project conditions.

The 95th percentile queue (175 feet) for the eastbound left-turn vehicles on Pruneridge Avenue at Saratoga Avenue would not extend to the project driveway, which is approximately 350 feet west of the intersection, and would not affect vehicles turning in and out of the project driveway or the opposite shopping plaza driveway.

Table 9
Driveway Queuing Analysis

	Pruneridge Mid-Block Driveway					
	SBL/SBR		EBL		WBL	
Analysis Scenario	AM	PM	AM	PM	AM	PM
Cumulative Plus Project						
Delay (sec)	17.9	15.2	9.1	8.3	8.1	9
Volume (vph)	83	50	15	47	13	19
95th %. Queue (veh/ln)	2	1	1	1	1	1
95th %. Queue[1] (ft/ln)	50	25	25	25	25	25
Storage (ft/ln)	50	50	150	150	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y

Notes:
SB = southbound; EB = eastbound; W=westbound; L=left, R = right
[1] Assumes 25 feet per vehicle queued.

Passenger Loading

The site plan does not show any loading zones for dropping off and picking up passengers within the site, which would be inconvenient for people accessing the site using Uber/Lyft or other rideshare apps (e.g., Scoop, Waze Carpool). It is expected that vehicles would drop passengers off in front of the lobby. A hammerhead turn around is provided at the north end of the site where vehicles can turn around. Since the entrance of the lobby is north of the entrance to the parking garage, there is not anticipated to be a traffic buildup of vehicles wanting to enter and exit the garage as a result of any passenger loading.

Recommendation: The project should designate a surface parking space across from the building lobby for passenger loading.

On-Site Circulation

Within the site, a 26-foot-wide main drive aisle would provide access to the residential parking garage, surface parking spaces for residential guests along the drive aisle, and the surface parking lot for the public park. The project would provide 90-degree parking in the surface lots and throughout the proposed parking garage. According to the City of Santa Clara Zoning Code, Chapter 18.38, standard 90-degree parking spaces must be 18 feet long and 9 feet wide (10 feet wide if they are next to a wall) and two-way drive aisles must be a minimum of 24 feet wide. Parking stalls less than 18 feet long and 9 feet wide should be identified as compact stalls. Up to 25 percent of the required number of parking spaces may be sized for compact cars for all commercial, industrial, and institutional uses, and for unassigned stalls for residential uses with more than 25 spaces.

The guest surface parking spaces along the main drive aisle are shown to be 16 feet long with a minimum of two feet of overhang into the landscaping, which meet the minimum requirements for standard parking stalls. The proposed drive aisle width would provide sufficient room for vehicles to back out of the 90-degree parking stalls for residential guests.

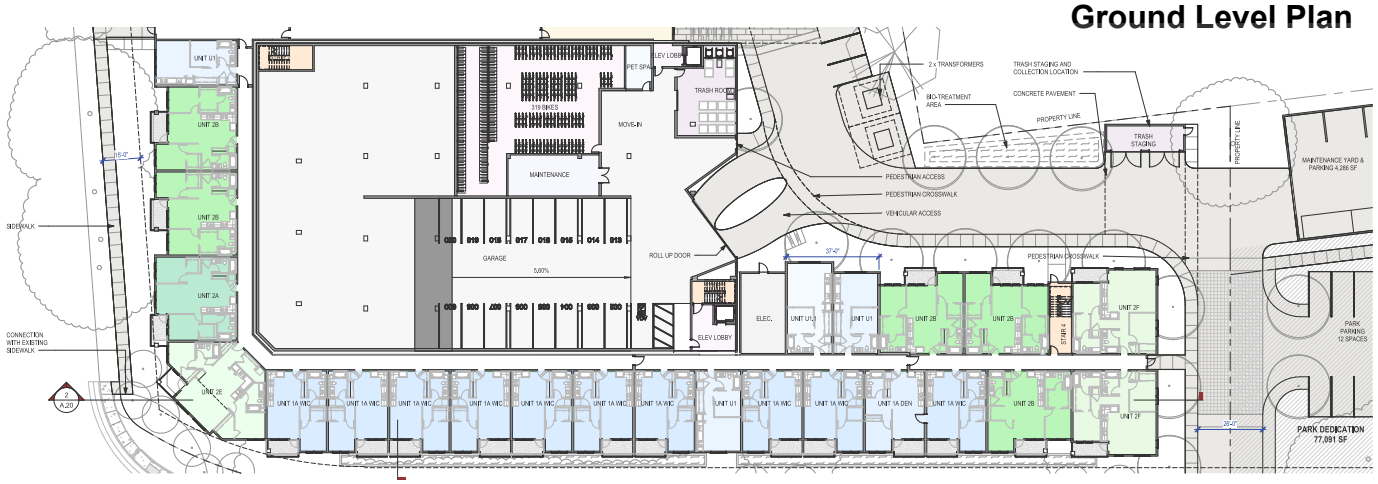
Access to the garage would be provided by a roll up door, and access to each level of parking would be provided via a two-way ramp. The garage entrance door is shown on the site plan to be a minimum of 25 feet from the main drive aisle, which would provide sufficient storage space for vehicles entering the garage. Parking garage drive aisles are shown on the site plan to be 24 feet wide, with 18-foot-long parking stalls along both sides of the drive aisle (see Figure 15).

The surface parking lot for the park would have a 24-foot-wide drive aisle, with 16- and 18-foot parking stalls on each side of the drive aisle. The 16 foot long parking stalls have a minimum of two feet of overhang into the landscaping.

On-site vehicle circulation was also evaluated to identify whether there would be any dead-end aisles within the parking areas. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. The site plan shows a dead-end aisle for the park parking lot, but there is a turn around space at the end of the aisle. The garage plan (see Figure 15) shows a dead-end aisle on the rooftop level. The project should provide a turnaround space at the dead-end aisle.

Recommendation: To provide adequate circulation within the residential parking garage, the project should provide a turnaround space at the dead-end aisle on the rooftop level of the parking garage.

Ground Level Plan



2nd to 6th Level Plan



Roof Level Plan

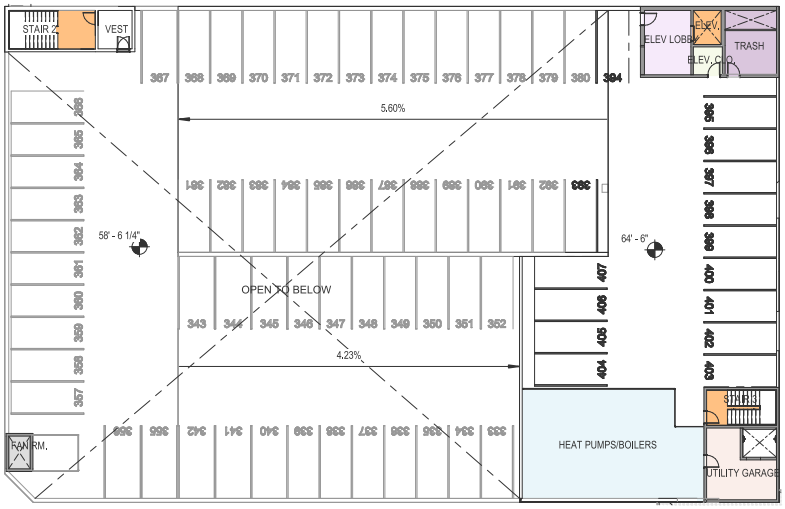


Figure 15
Parking Garage Plan

NORTH
Not to Scale

Emergency Vehicle and Truck Access and Circulation

The project site plan was reviewed for truck access including delivery and moving trucks, garbage trucks, and emergency vehicles, as described below.

General Loading Operations

The City of Santa Clara Zoning Code does not require off-street loading spaces for residential uses. Nevertheless, , many residential projects provide loading spaces or zones for deliveries and residential move-in/move-out activities.

The site plan shows a 'move-in' area on the ground floor of the parking garage between the bike room and the trash room. The roll-up door that provides access to the garage is noted to have a 7-foot height clearance. Based on the limited vertical clearance that would be provided within the garage (11 feet), the move-in area is intended to serve small delivery vehicles and moving trucks only. The access for the designated move-in area was reviewed for truck access using the truck turning-moving template for a DL-23, which represents typical small delivery vehicle. Based on the garage entrance configuration, adequate access would be provided for DL-23 trucks to back into the move-in area (see Figure 16).

Recommendation: To accommodate the smallest U-Haul box truck, which requires a clearance height of 9 feet, it is recommended for the roll-up garage door to have a minimum height of 9 feet.

Note that the designated area in the parking garage for move-in/move-out activities would likely not be used for mail or package deliveries. Based on the proposed location of the mail room at the project entrance, delivery vehicles would likely park along the curb in front of the lobby. The drive aisle is wide enough for a car or delivery truck to park briefly without blocking traffic as long as the vehicles do not block the guest parking spaces.

Garbage Collection

The site plan shows a trash room on the ground floor within the parking garage and a trash staging/ collection location near the maintenance yard. Therefore, it is presumed that trash bins for the residential building would be wheeled out of the garage on garbage collection days, and all garbage trucks would perform their activities on-site, accessed via the Pruneridge Avenue driveway.

The driveway was reviewed for truck access using the truck turning-moving template for a SU-30 truck type, which represents typical moving trucks and large delivery vehicles. Based on the driveway configuration, adequate access would be provided for SU-30 trucks to access the garbage collection enclosure. The SU-30 truck turning template is shown on Figure 17.

Emergency Vehicle Access

Emergency vehicles would access the project site from Pruneridge Avenue, Saratoga Avenue, and the project driveway. The project driveway would lead to a 26-foot drive aisle that provides access for emergency vehicles and garbage trucks. The project would provide a turnaround space at the north end of the drive aisle for trucks to make 3-point turns if needed (see Figure 17).

Therefore, based on the location of the driveway and trash location, the project would provide adequate access and circulation for fire trucks, emergency vehicles, and garbage trucks.

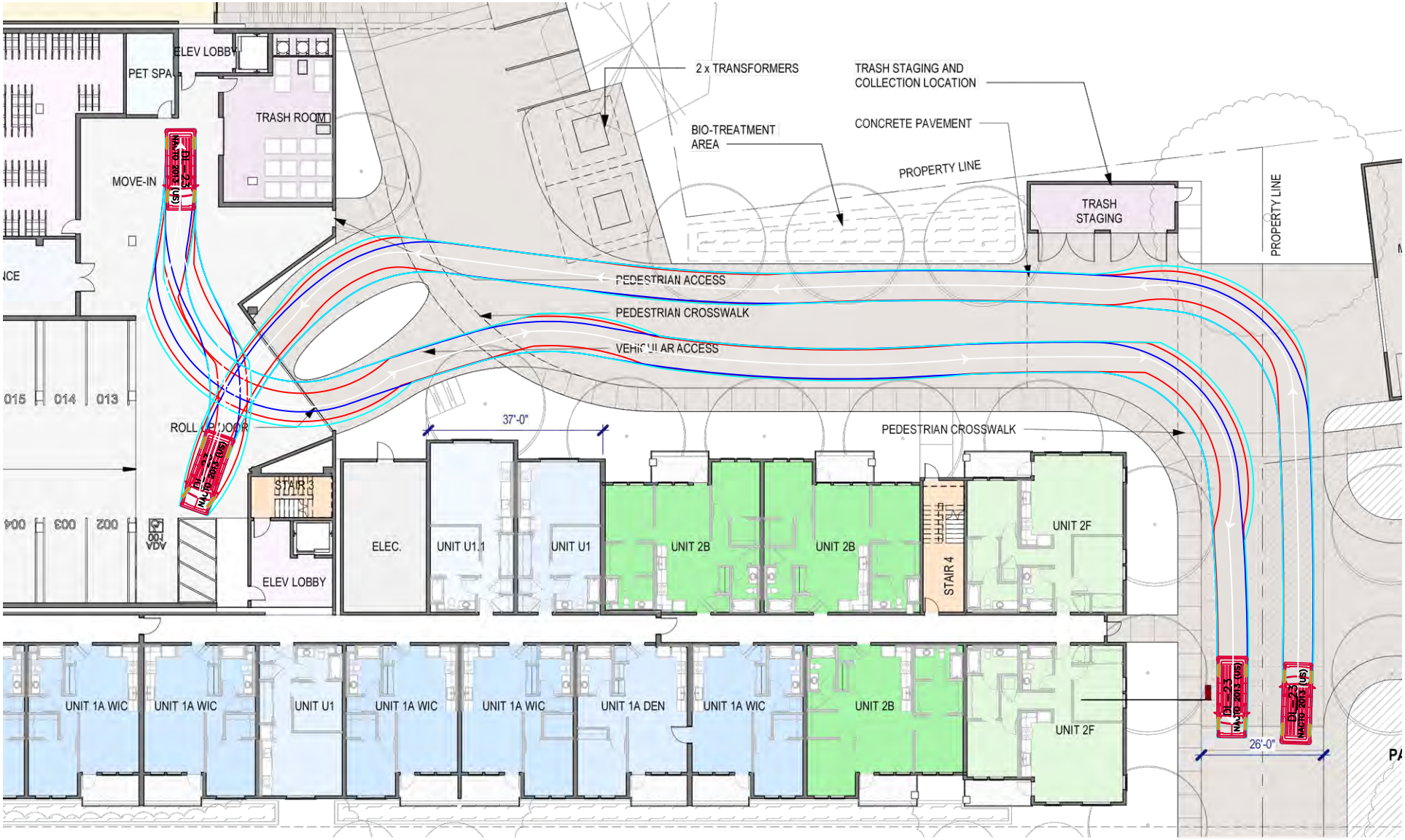
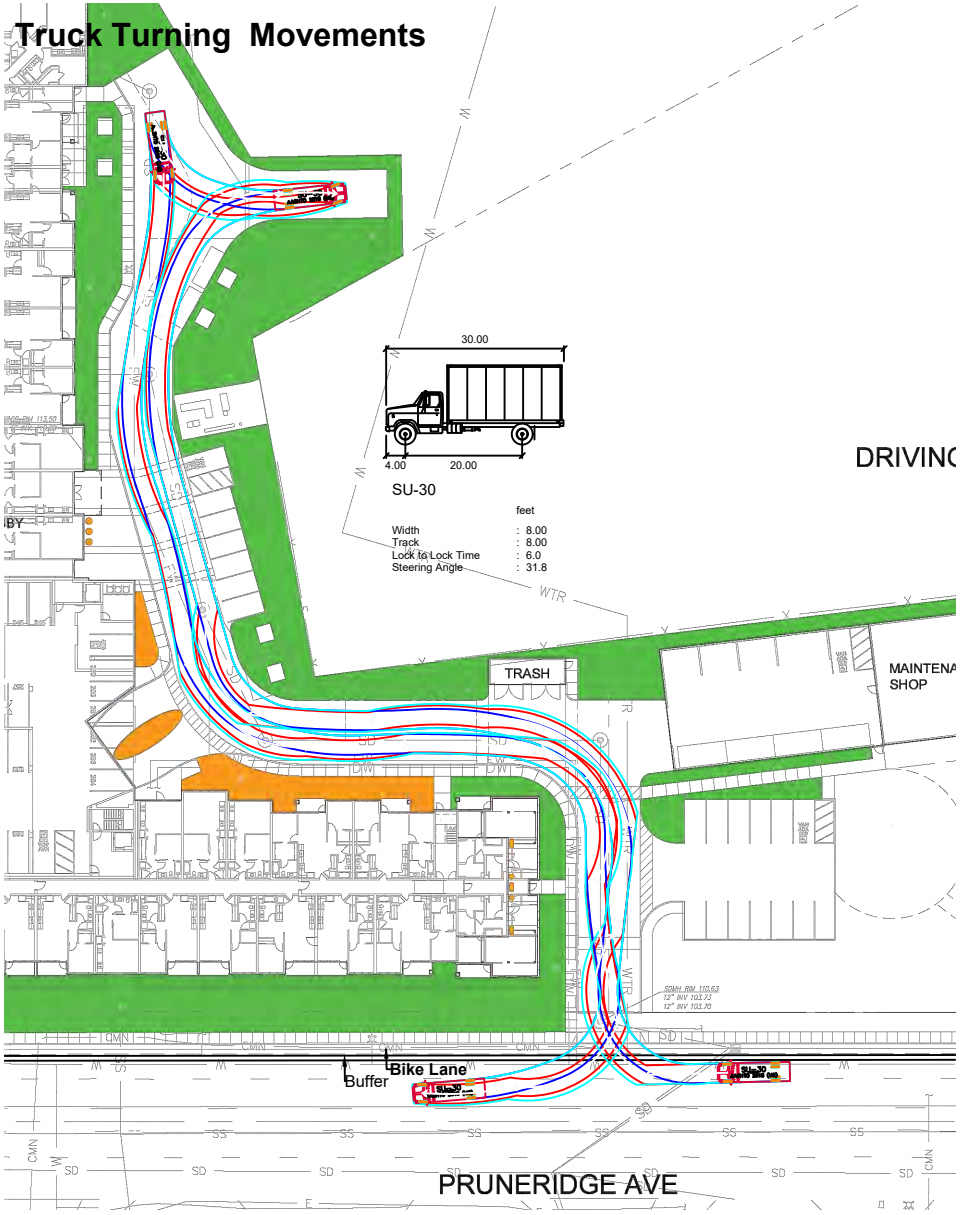


Figure 16
Moving Truck Access for Move-In Area



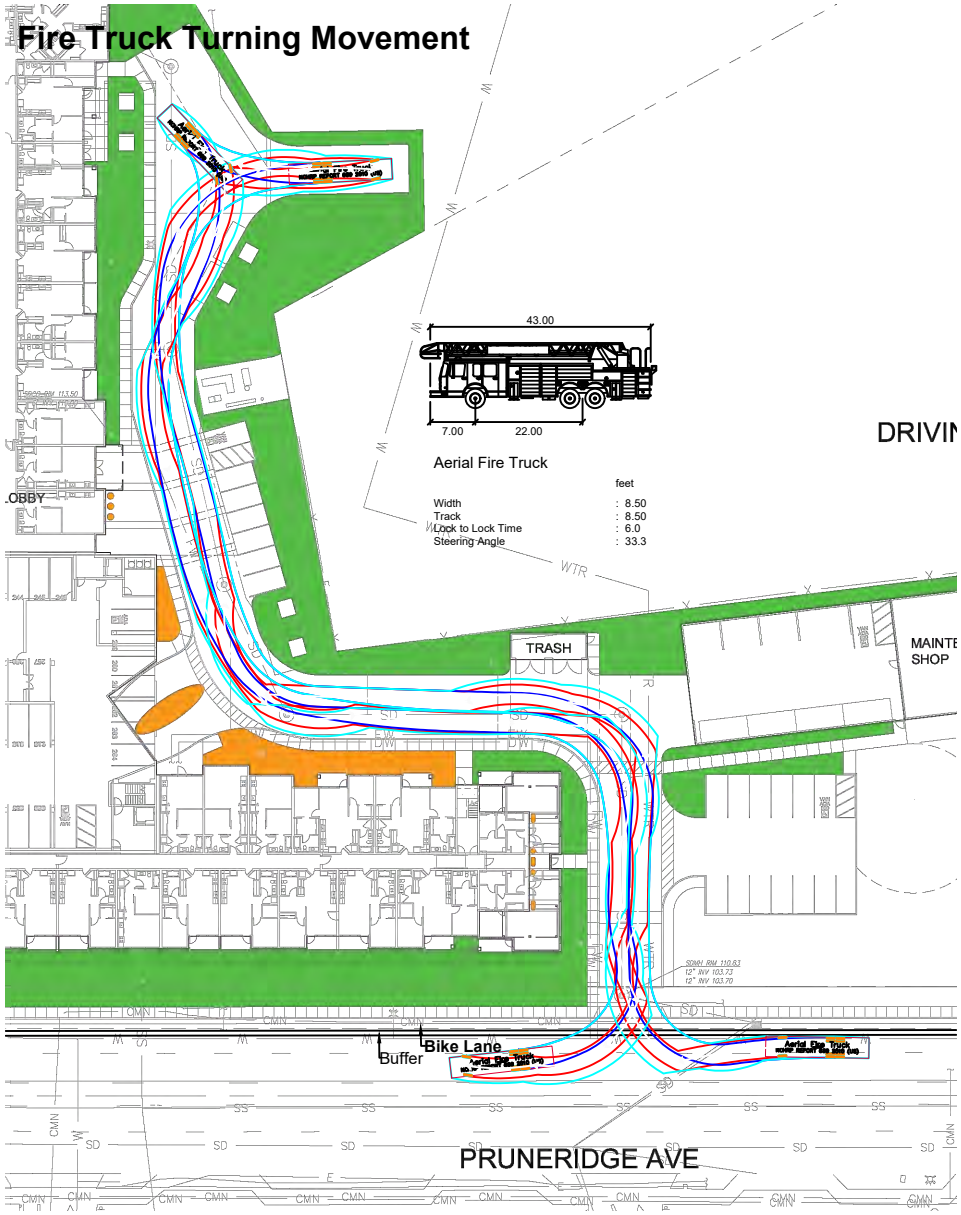


Figure 17
Truck Access for Service Trucks and Emergency Vehicles

NORTH
Not to Scale

Effects on Pedestrians, Bicycles, and Transit Facilties

The following describes the existing and future transit, pedestrian and bicycle facilities that serve the site and evaluates whether appropriate bicycle and pedestrian access and transit service are provided between the site and nearby destinations. As discussed below, the project would not cause any adverse effects to the existing or planned pedestrian, bicycle, and transit facilities.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks and crosswalks. A continuous network of sidewalks is present along most of the surrounding streets, except on San Tomas Expressway north of Pruneridge Avenue. The project proposes providing a sidewalk along the San Tomas Expressway project frontage. Existing sidewalks along the Pruneridge Avenue and Saratoga Avenue project frontages provide sufficient pedestrian connection from the project site to the surrounding area. Crosswalks with pedestrian signal heads are located at all of the signalized study intersections in the study area. All corners of the Saratoga Avenue/Pruneridge Avenue, San Tomas Expressway/Saratoga Avenue, Saratoga Avenue/Stevens Creek Boulevard, and San Tomas Expressway/Stevens Creek Boulevard intersections in the project vicinity have ADA curb ramps with truncated domes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

The San Tomas Expressway/Pruneridge Avenue intersection does not have any ADA curb ramps with truncated domes on any corner. Per Pedestrian Master Plan Policy 2.A.8 (Prioritize improvements that improve connectivity and remove physical barriers to walking at road crossings), it is recommended that the project improve the curb ramps at the northeast corner of the intersection.

Recommendation: The project should upgrade the curb ramps at the northeast corner of the San Tomas Expressway/Pruneridge Avenue intersection, incuding the curb ramps at the porkchop island.

The San Tomas Expressway intersections at Pruneridge Avenue, Saratoga Avenue, and Stevens Creek Boulevard have adaptive pedestrian timing (a type of signal control technology that adjusts the length of walking interval based on real-time traffic conditions), crossing San Tomas in both directions.

Per Pedestrian Master Plan Objective (Improve accessibility of the pedestrian environment for people with disabilities) and Policy 2.C.3 (Continue to follow City lighting standard for roadways, sidewalks, and pedestrian crossings), it is recommended the project to upgrade the existing signal at the Pruneridge Avenue and Saratoga Avenue intersection.

Recommendation: The project should upgrade the existing pedestrian signal with accessible pedestrian signal (APS), a type of pedestrian push button that provides audible and vibrational cues that are especially helpful for visually impaired and/or hearing-impaired pedestrians, at all four legs of Pruneridge Avenue and Saratoga Avenue.

Recommendation: The project should modify the traffic signal on the northwest corner of Saratoga Avenue and Pruneridge Avenue to replace the existing Type 1 pole with Type 15TS pole.

The project would construct a 5-foot new sidewalk along the project frontage on San Tomas Expressway to connect to the existing sidewalk at the San Tomas Expressway/Pruneridge Avenue intersection. The new sidewalk would provide access to the residential building. Within the site, the project would provide new sidewalks along the internal drive aisle in front of the residential building and between the park parking lot and maintenance facility. The sidewalks would connect the existing sidewalks on Pruneridge Avenue with the residential building, maintenance facility, and public park. Therefore, pedestrian access to all proposed facilities within the project would be provided.

Bicycle Facilities

Bicycle facilities in the project area consist of Class II bike lanes on Saratoga Avenue from San Tomas Expressway to Los Padres Boulevard, on Stevens Creek Boulevard west of Di Salvo Avenue/Wainwright Avenue, and on Kiely Boulevard between Stevens Creek Boulevard and Saratoga Avenue. Bicycles are also allowed on the shoulders of San Tomas Expressway.

The City of San Jose plans to replace the existing striped bike lane with a Class IV raised bikeway along Saratoga Avenue between Kiely Boulevard and Stevens Creek Boulevard.

As part of Santa Clara's Pruneridge Avenue Complete Streets Plan, Class II buffered lanes would be installed along Pruneridge Avenue from Pomeroy Avenue to Winchester Boulevard, a distance of 2.2 miles. The project frontage along Pruneridge Avenue is approximately 900 feet long. The project should contribute a fair share fee to this improvement, proportional to its frontage.

Recommendation: The project should contribute a fee to the future Class II buffered bikeway along Pruneridge Avenue.

Long-term bicycle parking spaces would be provided on the ground level of the garage. Short-term bicycle racks would be located outside the lobby and the entrance to the garage. The site plan does not show any bicycle parking spaces for the public park.

Pedestrian and Bicycle Access to Schools

Westwood Elementary School is a public school located 0.4 miles northeast of the project site on Saratoga Avenue. Westwood Elementary School is currently participating in the Safe Routes to School Program. An existing Class II bike lane on Saratoga Avenue provides connection between the school and the project site. Crosswalks with pedestrian signal heads and ADA compliant curb ramps are provided at all signalized intersections along the route. The project's school trips are expected to cross Saratoga Avenue at the Pruneridge Avenue intersection. As recommended above, the project would upgrade the existing pedestrian signal at the intersection to improve pedstrian access.

The following pedestrian facilities are lacking between the project site and Westwood Elementary School:

- **Saratoga Avenue and Glendenning Avenue:** Lacks a crosswalk across the east leg of Glendenning Avenue and lacks ADA ramps at the northeast and southeast corners of the intersection

No other elementary, middle, or high schools are within a reasonable walking distance (0.5 mile or 10 minutes) of the project site.

Transit Services

Existing transit service in the project vicinity is provided by the VTA. The project site is served by Route 57 on Kiely Boulevard. The bus stop closest to the project site is located on Kiely Boulevard, which is 2,400 feet from the project site. The bus stop serves northbound Route 57. Other nearby routes include routes 23, 59, and 523. However, all bus stops are greater than ½ mile walking distance from the project site. Route 57 has sufficient capacity to serve any transit riders generated by the development.

The intersection level of service analysis shows that the project would result in a minimal increase in vehicle delay at the study intersections. Therefore, the project would not cause a noticeable change in transit travel time and vehicle delay for the bus routes in the study area.

Parking

The parking analysis for the proposed residential development is based on the City of Santa Clara Municipal Code (Section 18.38).

Vehicle Parking

Off-street parking for the residential component of the project would be provided by a parking garage and also a small surface lot for guests. The project would provide a total of 414 residential vehicle parking spaces (407 in the garage and 7 visitor spots in surface parking). According to the City of Santa Clara Zoning Code, multi-family residential projects are required to provide 1 space per unit for all studio or one bedroom units and 1.5 spaces per unit for any two or three bedroom units, with each unit assigned one space and all other spaces to be provided unbundled. The project is providing 316 units: 191 one bedroom units, 115 two bedroom units, and 10 three bedroom units. Thus, the project would be required to provide 379 residential parking spaces. Therefore, the project meets the minimum long-term vehicle parking space requirements.

Recommendation: To abide by City of Santa Clara Zoning Code, out of the 407 garage parking spaces provided for residents, 316 spaces should be assigned to units (one per dwelling unit between zero to three bedrooms). The remaining spaces should be provided unbundled.

Off-street parking for the park component of the project would be provided by a surface parking lot. The project proposes a total of 13 parking spaces for the public park, one of which is designated as van accessible. The City of Santa Clara Zoning Code does not have minimum requirements for vehicular parking for parks.

Off-street parking for the maintenance shop for the golf club would be provided by an enclosed surface parking lot. The project proposes a total of 5 parking spaces, one of which is designated as van accessible.

Americans With Disabilities Act Compliance

For developments that provide between 401 to 500 parking spaces, the Americans with Disabilities Act (ADA) requires developments to provide 9 accessible parking spaces. Accessible parking spaces shall be at least 8 feet wide and shall be located on the shortest accessible route of travel from the parking spaces to an accessible entrance. In addition, one in every 6 accessible spaces, but no less than one, shall be served by an access aisle at least 8 feet wide and shall be designated as “van accessible”. It should be noted that the accessible parking spaces are not additional parking spaces but are part of the minimum parking spaces required.

Based on the above ADA requirements and the City of Santa Clara parking requirements, the project must provide a total of 9 accessible parking spaces, with a minimum of 2 of the 9 spaces designated as van accessible spaces. The site plan shows 7 accessible parking spaces with 6 in the parking garage and one in the surface lot in front of the residential building.

Recommendation: To abide by ADA requirements, the project should provide two additional ADA parking spaces within the parking garage or surface lot (for a total of 9 accessible parking spaces). Two of the 9 spaces should be designated as van accessible spaces.

Bicycle Parking

Section 18.38.050 of the Zoning Code states that residential projects are required to provide a minimum of 1 long-term bicycle parking space per unit and 1 short-term bicycle parking space per 20 units. Based on city standards, the project would be required to provide a total of 332 bicycle parking spaces (316 long-term bicycle parking spaces and 16 short-term bicycle parking spaces). Furthermore,

Class I and Class II bicycle parking, as defined in Santa Clara Municipal Code 18.74.075, should be conveniently accessible from the street, within 200 feet of a building entrance and/or highly visible areas.

As shown on the site plan, the project would provide a total of 332 bicycle parking spaces, 316 long-term bicycle parking spaces in a bike room located on the first floor of the parking garage and 16 short-term bicycle parking spaces (12 located by the lobby entrance and 4 located by the parking garage entrance.) Thus, the project would meet the city standards for number and location of bicycle parking spaces.

The City does not have specific bicycle parking requirements for parks. Based on the VTA Bicycle Technical Guidelines (2022), VTA recommends parks provide 1 short-term bicycle parking space per 5,000 square feet of outdoor recreation space. The site plan does not indicate any bicycle parking spaces for the public park. The proposed park would be 77,091 square feet, so should provide 16 spaces per VTA recommendations.

Recommendation: The project should provide short-term bicycle racks for the public park. To meet the minimum recommendation from the VTA Bicycle Technical Guidelines (2022), the project would need to provide 16 short-term bicycle parking spaces. These short-term bicycle parking spaces should be placed at convenient, east-to-access areas near the public park.

400 Saratoga Avenue Residential Development TA

Technical Appendices

July 2, 2025

Appendix A
VMT Evaluation Tool Output

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Project Details

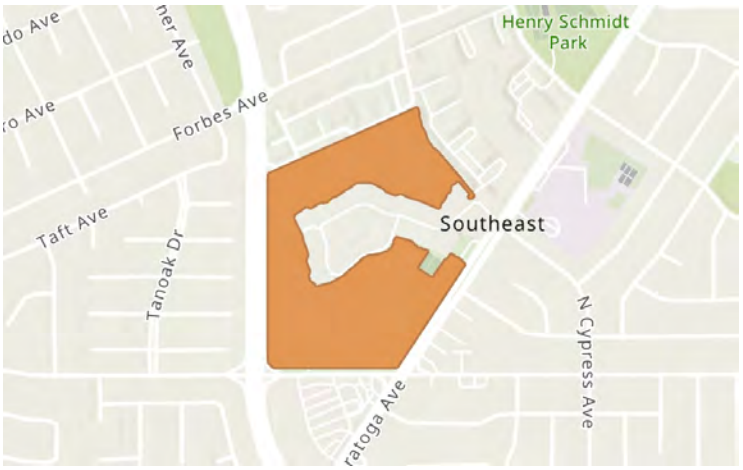
Timestamp of Analysis	April 30, 2025, 02:04:45 PM
Project Name	400 Saratoga Avenue Residential Project
Project Description	316 residential units

Project Location Map

Jurisdiction:

Santa Clara

APN	TAZ
29445055	1240



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	Parcel Buffer Method
Baseline Year	2015

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	316
Total DUs:	316

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

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

Parking:

Motor Vehicle Parking:

Bicycle Parking:

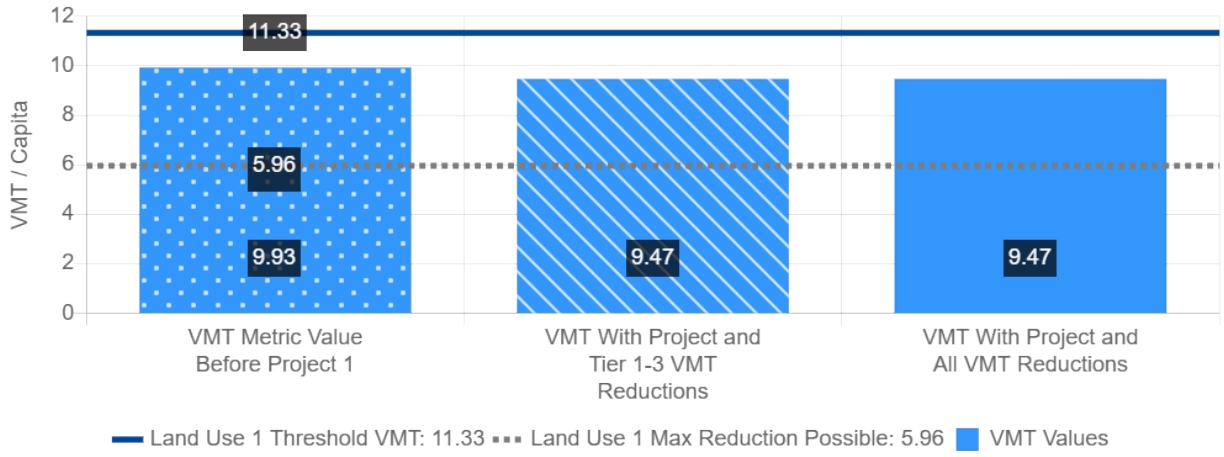
Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
VMT Threshold Description 1 / Threshold Value 1:	-15% / 11.33
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	9.93	9.47	9.47
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	9.95
With Project Residential Density:	11.11

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.35
With Project Residential Diversity Index:	0.32

PC04 Increase Employment Density

Existing Employment Density:	14.93
With Project Employment Density:	14.93

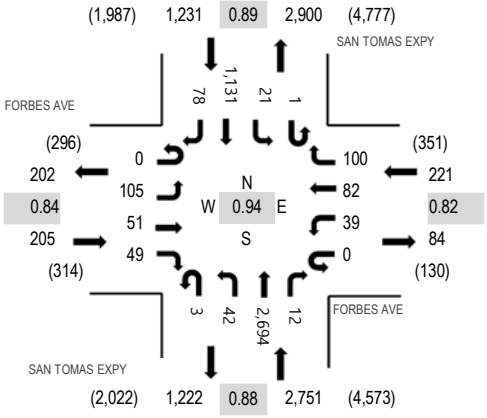
Appendix B
Traffic Counts

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

Location: 1 SAN TOMAS EXPY & FORBES AVE AM
Date: Tuesday, August 27, 2024
Peak Hour: 07:55 AM - 08:55 AM
Peak 15-Minutes: 08:40 AM - 08:55 AM

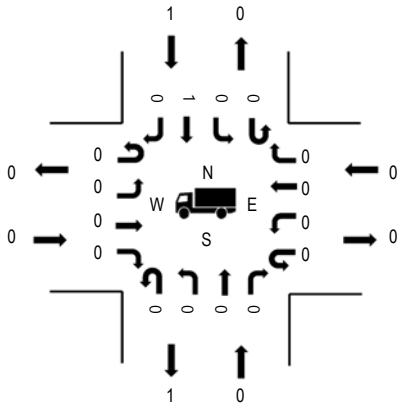
Peak Hour

Motorized Vehicles



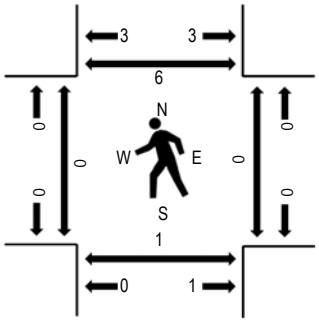
Note: Total study counts contained in parentheses.

Heavy Vehicles

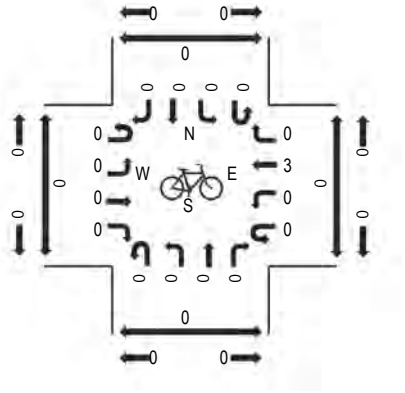


	HV%	PHF
EB	0.0%	0.84
WB	0.0%	0.82
NB	0.0%	0.88
SB	0.1%	0.89
All	0.0%	0.94

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				FORBES AVE Eastbound				SAN TOMAS EXPY Southbound				FORBES AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	1	87	1	0	1	0	1	0	1	16	0	0	2	1	4	115	2,939
7:05 AM	0	1	68	0	0	1	2	3	0	0	47	3	0	3	1	3	132	3,158
7:10 AM	0	1	79	1	0	2	0	3	0	1	45	1	0	2	3	1	139	3,414
7:15 AM	0	1	117	0	0	1	2	3	0	1	47	3	0	4	2	2	183	3,608
7:20 AM	0	1	106	2	0	0	0	1	0	0	35	1	0	3	3	5	157	3,801
7:25 AM	0	1	149	3	0	4	2	3	0	0	53	3	0	4	1	3	226	4,014
7:30 AM	0	1	177	1	0	4	1	5	0	0	84	1	0	2	7	7	290	4,147
7:35 AM	1	2	174	0	0	5	1	2	0	0	86	2	0	3	1	2	279	4,188
7:40 AM	0	3	185	2	0	10	1	9	0	0	88	1	0	5	3	5	312	4,237
7:45 AM	0	1	224	4	0	5	2	5	0	1	80	9	0	4	6	9	350	4,322
7:50 AM	0	2	222	3	0	4	6	6	0	0	70	8	0	3	12	7	343	4,312
7:55 AM	1	4	260	0	0	9	1	3	0	1	96	17	0	6	4	11	413	4,408
8:00 AM	1	4	201	1	0	9	5	3	0	2	66	16	0	4	13	9	334	4,286
8:05 AM	0	4	185	1	0	14	7	5	0	3	121	21	0	3	11	13	388	
8:10 AM	0	3	203	2	0	7	4	4	0	2	83	4	0	2	6	13	333	
8:15 AM	1	2	215	3	0	8	8	7	0	3	103	4	0	2	8	12	376	
8:20 AM	0	7	209	0	0	11	7	7	0	3	108	0	0	7	8	3	370	
8:25 AM	0	1	232	0	0	6	6	4	0	1	88	1	0	1	7	12	359	
8:30 AM	0	4	217	0	0	8	6	2	0	1	71	6	0	3	6	7	331	
8:35 AM	0	6	205	0	0	10	2	4	0	2	80	3	0	0	9	7	328	
8:40 AM	0	2	271	2	0	7	1	4	1	0	93	2	0	4	2	8	397	
8:45 AM	0	5	207	1	0	11	3	3	0	2	95	1	0	4	4	4	340	
8:50 AM	0	0	289	2	0	5	1	3	0	1	127	3	0	3	4	1	439	
8:55 AM	0	6	192	3	0	7	3	4	0	2	66	1	0	2	0	5	291	
Count Total	4	63	4,474	32	0	149	71	94	1	27	1,848	111	0	76	122	153	7,225	
Peak Hour	3	42	2,694	12	0	105	51	49	1	21	1,131	78	0	39	82	100	4,408	

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

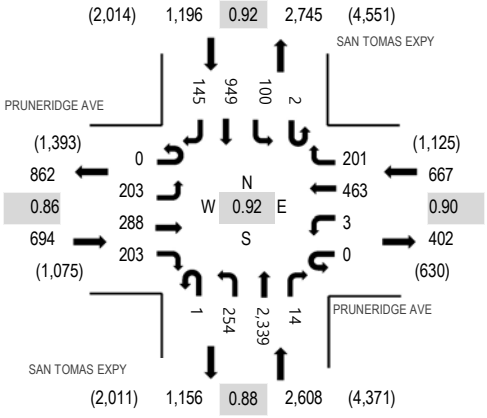
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	1	0	1	0	2	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0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

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

Location: 2 SAN TOMAS EXPY & PRUNERIDGE AVE AM
Date: Tuesday, August 27, 2024
Peak Hour: 07:55 AM - 08:55 AM
Peak 15-Minutes: 08:40 AM - 08:55 AM

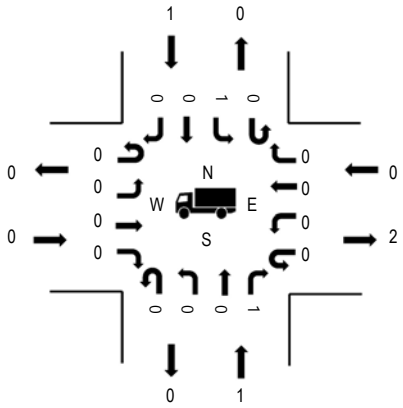
Peak Hour

Motorized Vehicles



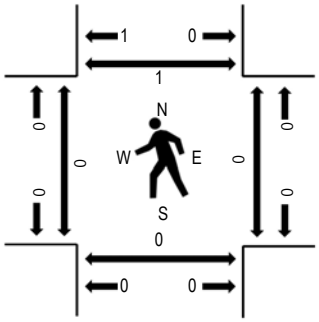
Note: Total study counts contained in parentheses.

Heavy Vehicles

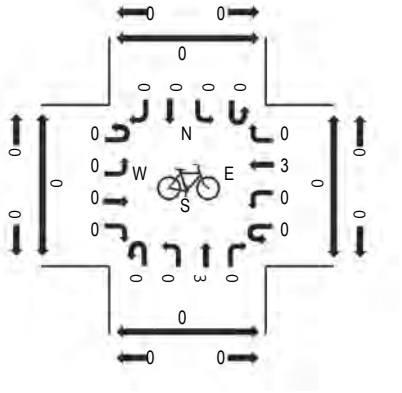


	HV%	PHF
EB	0.0%	0.86
WB	0.0%	0.90
NB	0.0%	0.88
SB	0.1%	0.92
All	0.0%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				PRUNERIDGE AVE Eastbound				SAN TOMAS EXPY Southbound				PRUNERIDGE AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	7	61	0	0	2	7	2	0	4	14	1	0	0	9	8	115	3,438
7:05 AM	0	8	57	1	0	1	9	9	0	5	34	3	0	1	11	6	145	3,745
7:10 AM	0	12	69	0	0	4	9	5	0	3	50	3	0	0	21	10	186	4,021
7:15 AM	0	10	99	0	0	6	9	5	0	5	41	5	0	0	14	8	202	4,255
7:20 AM	0	3	97	0	0	8	5	7	0	4	39	7	0	0	12	11	193	4,466
7:25 AM	0	15	134	2	0	4	13	14	0	5	51	5	0	1	19	12	275	4,714
7:30 AM	0	20	154	3	0	7	8	11	0	10	71	2	0	0	23	16	325	4,865
7:35 AM	1	16	156	2	0	3	17	16	0	0	83	4	0	0	21	18	337	4,951
7:40 AM	0	22	168	1	0	8	14	29	1	10	74	1	0	0	36	15	379	4,985
7:45 AM	0	25	201	0	0	12	23	16	0	6	96	4	0	1	27	17	428	5,072
7:50 AM	0	25	198	1	0	8	26	24	0	2	62	3	0	0	47	16	412	5,109
7:55 AM	0	23	237	0	0	15	18	25	0	12	73	8	0	0	17	13	441	5,165
8:00 AM	0	11	201	1	0	7	18	18	0	7	90	7	0	0	48	14	422	5,147
8:05 AM	0	20	159	1	0	15	27	22	0	8	80	24	0	0	42	23	421	
8:10 AM	0	21	165	2	0	16	30	27	0	6	72	9	0	0	51	21	420	
8:15 AM	0	26	179	1	0	18	24	22	0	9	80	14	0	0	22	18	413	
8:20 AM	0	16	168	1	0	16	21	13	1	9	117	10	0	0	48	21	441	
8:25 AM	1	28	199	2	0	21	32	15	0	9	60	11	0	1	33	14	426	
8:30 AM	0	17	193	4	0	12	14	14	0	9	79	5	0	0	47	17	411	
8:35 AM	0	15	174	1	0	23	24	10	0	11	42	15	0	0	38	18	371	
8:40 AM	0	31	255	1	0	11	17	9	0	6	81	12	0	0	29	14	466	
8:45 AM	0	15	166	0	0	26	35	16	0	10	98	18	0	1	59	21	465	
8:50 AM	0	31	243	0	0	23	28	12	1	4	77	12	0	1	29	7	468	
8:55 AM	0	16	179	0	0	12	17	11	0	7	87	16	0	0	58	20	423	
Count Total	2	433	3,912	24	0	278	445	352	3	161	1,651	199	0	6	761	358	8,585	
Peak Hour	1	254	2,339	14	0	203	288	203	2	100	949	145	0	3	463	201	5,165	

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

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

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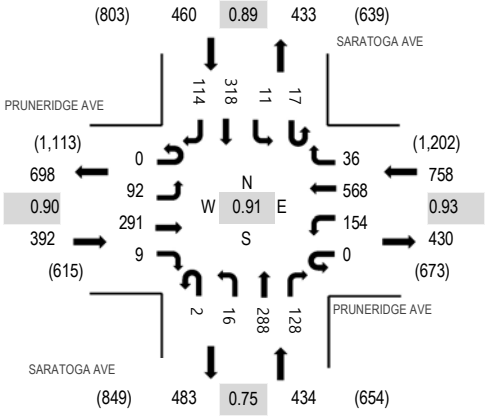
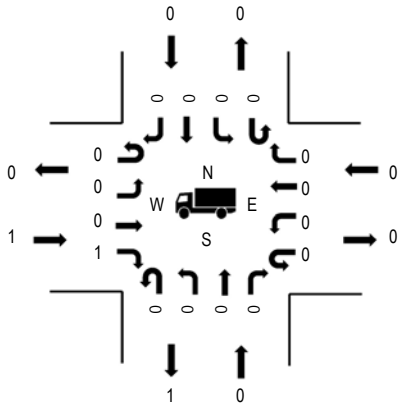
Location: 3 SARATOGA AVE & PRUNERIDGE AVE AM
Date: Tuesday, August 27, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:35 AM - 08:50 AM

Peak Hour

Motorized Vehicles



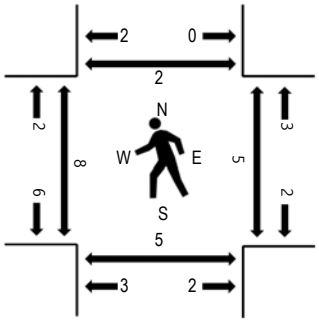
Heavy Vehicles



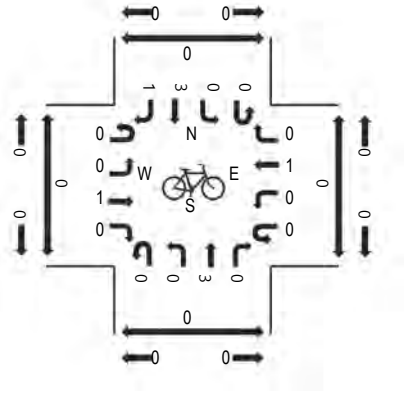
	HV%	PHF
EB	0.3%	0.90
WB	0.0%	0.93
NB	0.0%	0.75
SB	0.0%	0.89
All	0.0%	0.91

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				PRUNERIDGE AVE Eastbound				SARATOGA AVE Southbound				PRUNERIDGE AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	11	2	0	3	7	1	1	2	10	4	0	10	13	1	65	1,230
7:05 AM	1	2	3	6	0	2	11	0	0	0	18	0	0	7	11	1	62	1,322
7:10 AM	0	0	8	2	0	0	7	1	0	0	14	8	0	7	24	1	72	1,432
7:15 AM	1	1	5	4	0	5	7	1	0	0	14	7	0	2	14	0	61	1,528
7:20 AM	0	2	4	2	0	4	12	0	1	0	14	2	0	8	24	0	73	1,636
7:25 AM	0	4	15	7	0	1	14	1	0	0	26	4	0	8	21	1	102	1,711
7:30 AM	0	2	7	6	0	7	16	0	0	1	20	6	0	13	35	0	113	1,786
7:35 AM	0	1	10	5	0	3	15	0	1	0	27	9	0	7	31	1	110	1,816
7:40 AM	1	1	11	4	0	4	21	0	0	1	23	4	0	10	48	3	131	1,897
7:45 AM	3	5	14	3	0	5	19	1	1	1	34	6	0	7	33	0	132	1,938
7:50 AM	0	1	16	7	0	8	17	0	0	3	31	7	0	7	41	6	144	2,003
7:55 AM	2	1	23	17	0	8	21	1	5	3	28	7	0	7	36	6	165	2,036
8:00 AM	0	0	13	16	0	9	20	1	3	0	26	15	0	18	36	0	157	2,044
8:05 AM	0	4	24	14	0	4	28	1	0	1	28	8	0	9	50	1	172	
8:10 AM	0	0	15	5	0	10	27	0	0	2	24	12	0	10	61	2	168	
8:15 AM	0	1	15	7	0	5	21	1	1	1	43	14	0	12	40	8	169	
8:20 AM	0	0	26	9	0	7	10	1	2	2	20	6	0	13	49	3	148	
8:25 AM	0	1	21	14	0	8	34	0	4	1	24	12	0	8	46	4	177	
8:30 AM	0	0	16	7	0	11	26	2	1	0	14	14	0	12	39	1	143	
8:35 AM	1	3	22	16	0	5	23	1	4	2	33	5	0	11	61	4	191	
8:40 AM	0	1	28	11	0	8	27	1	0	0	24	7	0	15	44	6	172	
8:45 AM	1	3	45	6	0	10	33	0	1	1	28	7	0	9	51	2	197	
8:50 AM	0	2	28	10	0	8	22	0	0	1	30	7	0	24	43	2	177	
8:55 AM	0	1	35	13	0	7	20	1	1	0	24	7	0	13	48	3	173	
Count Total	10	36	415	193	0	142	458	15	26	22	577	178	0	247	899	56	3,274	
Peak Hour	2	16	288	128	0	92	291	9	17	11	318	114	0	154	568	36	2,044	

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

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

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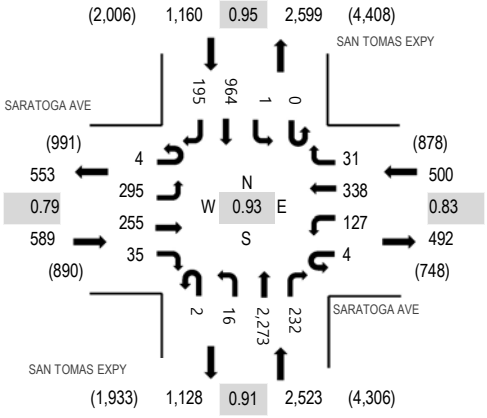
Location: 4 SAN TOMAS EXPY & SARATOGA AVE AM
Date: Tuesday, August 27, 2024
Peak Hour: 07:55 AM - 08:55 AM
Peak 15-Minutes: 08:40 AM - 08:55 AM

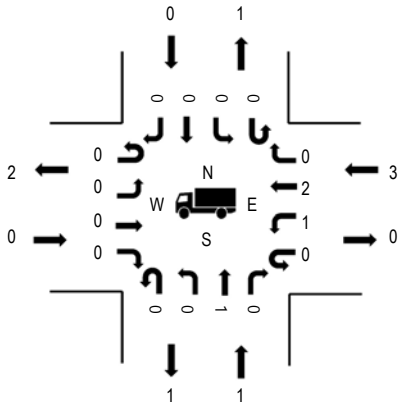
Peak Hour

Motorized Vehicles



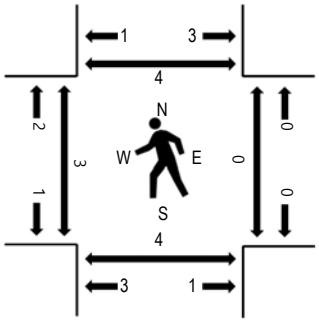
Note: Total study counts contained in parentheses.

Heavy Vehicles

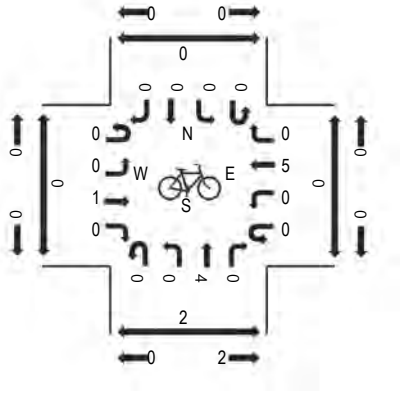


	HV%	PHF
EB	0.0%	0.79
WB	0.6%	0.83
NB	0.0%	0.91
SB	0.0%	0.95
All	0.1%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				SARATOGA AVE Eastbound				SAN TOMAS EXPY Southbound				SARATOGA AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	2	63	8	0	5	11	0	0	0	18	3	0	1	16	0	127	3,338
7:05 AM	0	1	60	3	0	6	8	3	0	0	34	11	0	7	16	1	150	3,614
7:10 AM	0	1	75	2	0	6	13	1	0	0	35	16	0	8	24	0	181	3,835
7:15 AM	0	1	102	7	0	8	3	0	0	0	36	5	1	6	12	2	183	4,046
7:20 AM	0	0	102	4	0	8	9	3	0	1	37	10	0	3	14	3	194	4,237
7:25 AM	0	0	145	8	0	8	13	3	1	1	51	8	1	1	19	2	261	4,400
7:30 AM	1	3	168	13	0	5	8	7	0	0	60	14	0	2	18	8	307	4,545
7:35 AM	0	0	153	12	0	17	9	5	0	0	90	15	0	16	33	3	353	4,615
7:40 AM	0	2	179	11	0	21	8	3	0	0	83	14	0	7	23	0	351	4,636
7:45 AM	0	1	201	14	0	14	5	5	0	0	108	12	0	9	27	3	399	4,719
7:50 AM	0	1	204	20	1	21	18	8	0	0	69	13	0	5	38	5	403	4,727
7:55 AM	1	0	230	22	1	28	17	5	0	0	81	16	0	8	16	4	429	4,772
8:00 AM	0	1	193	19	0	16	11	3	0	0	97	18	1	11	31	2	403	4,742
8:05 AM	1	2	162	21	0	25	21	5	0	0	81	12	1	11	28	1	371	
8:10 AM	0	2	216	19	1	15	9	3	0	0	89	14	0	4	17	3	392	
8:15 AM	0	4	128	9	0	36	25	3	0	0	87	15	0	20	44	3	374	
8:20 AM	0	2	159	18	0	8	11	3	0	0	96	19	0	13	25	3	357	
8:25 AM	0	0	196	18	0	33	21	1	0	0	71	19	1	16	29	1	406	
8:30 AM	0	2	198	13	0	15	24	5	0	0	83	17	0	6	11	3	377	
8:35 AM	0	0	186	13	0	36	37	0	0	0	36	8	0	11	43	4	374	
8:40 AM	0	2	232	28	0	21	18	2	0	0	80	19	0	5	24	3	434	
8:45 AM	0	1	159	15	1	30	38	4	0	0	93	16	0	14	34	2	407	
8:50 AM	0	0	214	37	1	32	23	1	0	1	70	22	1	8	36	2	448	
8:55 AM	0	0	197	19	0	10	24	4	0	2	74	25	0	2	39	3	399	
Count Total	3	28	3,922	353	5	424	384	77	1	5	1,659	341	6	194	617	61	8,080	
Peak Hour	2	16	2,273	232	4	295	255	35	0	1	964	195	4	127	338	31	4,772	

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

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

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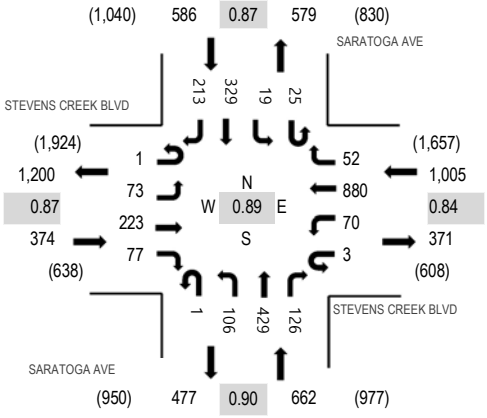
Location: 5 SARATOGA AVE & STEVENS CREEK BLVD AM
Date: Tuesday, August 27, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:40 AM - 08:55 AM

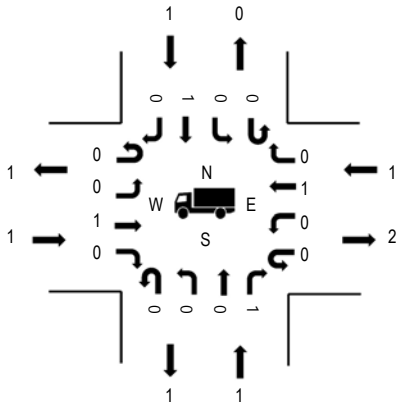
Peak Hour

Motorized Vehicles



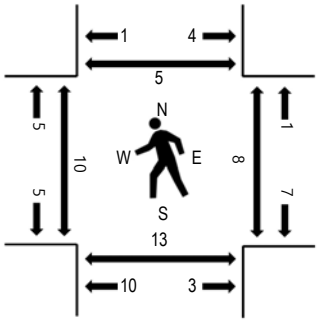
Note: Total study counts contained in parentheses.

Heavy Vehicles

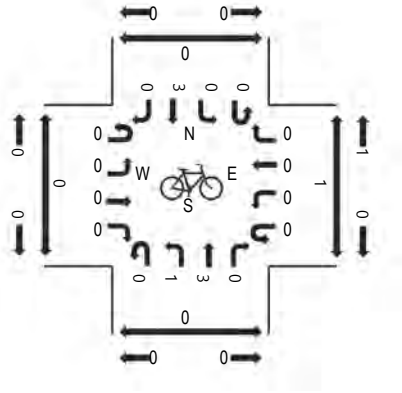


	HV%	PHF
EB	0.3%	0.87
WB	0.1%	0.84
NB	0.2%	0.90
SB	0.2%	0.87
All	0.2%	0.89

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				STEVENS CREEK BLVD Eastbound				SARATOGA AVE Southbound				STEVENS CREEK BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	8	13	3	0	0	8	4	0	1	19	6	1	4	12	2	81	1,685
7:05 AM	0	7	11	2	0	1	1	7	2	0	16	5	0	7	21	0	80	1,835
7:10 AM	0	6	9	7	0	2	14	6	0	1	24	4	2	2	27	1	105	1,943
7:15 AM	0	8	10	3	1	2	9	7	1	1	17	3	1	12	19	4	98	2,040
7:20 AM	0	4	8	1	0	0	15	8	0	1	25	6	0	5	27	1	101	2,140
7:25 AM	0	4	10	1	0	2	12	4	0	1	19	9	0	8	71	2	143	2,241
7:30 AM	0	6	14	3	0	3	10	11	1	0	19	15	1	7	43	2	135	2,311
7:35 AM	1	2	13	5	0	0	11	2	1	2	51	10	0	7	46	1	152	2,378
7:40 AM	0	6	16	9	0	6	14	6	1	1	15	17	0	14	81	1	187	2,431
7:45 AM	0	8	16	10	0	5	15	10	4	1	38	8	1	13	53	2	184	2,505
7:50 AM	0	0	27	14	0	8	17	12	0	6	38	27	2	7	40	2	200	2,558
7:55 AM	0	11	31	8	0	1	18	12	1	2	16	19	2	0	84	14	219	2,602
8:00 AM	0	16	26	20	0	6	24	12	3	3	22	15	1	0	72	11	231	2,627
8:05 AM	0	14	40	6	0	4	20	6	2	2	28	17	0	0	48	1	188	
8:10 AM	0	6	27	10	0	1	19	6	0	1	22	11	0	9	88	2	202	
8:15 AM	0	13	35	8	0	5	22	2	3	0	26	16	0	10	58	0	198	
8:20 AM	1	9	20	11	1	6	18	9	9	1	21	12	0	2	77	5	202	
8:25 AM	0	5	41	9	0	6	17	5	1	1	42	19	1	9	57	0	213	
8:30 AM	0	5	26	12	0	8	17	6	2	4	20	13	0	0	81	8	202	
8:35 AM	0	9	42	9	0	13	20	6	3	3	15	13	0	0	64	8	205	
8:40 AM	0	5	62	12	0	2	15	2	1	2	43	28	0	8	77	4	261	
8:45 AM	0	7	32	4	0	7	14	10	0	0	18	16	1	15	107	6	237	
8:50 AM	0	9	39	13	0	12	23	4	0	2	35	24	0	5	74	4	244	
8:55 AM	0	8	39	12	0	3	14	9	1	0	37	29	0	12	77	3	244	
Count Total	2	176	607	192	2	103	367	166	36	36	626	342	13	156	1,404	84	4,312	
Peak Hour	1	106	429	126	1	73	223	77	25	19	329	213	3	70	880	52	2,627	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	0	0	0	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	1	1	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	1	0	1	2	7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	2	0	0	2
7:25 AM	1	1	0	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	2	0	2
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	3	0	0	3
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	1	0	1
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	1	1	1	0	3
7:55 AM	0	0	1	1	2	7:55 AM	0	0	0	0	0	7:55 AM	1	0	1	0	2
8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1	8:00 AM	1	0	0	2	3
8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1	8:05 AM	1	0	0	1	2
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	0	1
8:15 AM	0	1	0	0	1	8:15 AM	1	0	1	0	2	8:15 AM	0	1	0	0	1
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	1	2
8:25 AM	0	0	0	0	0	8:25 AM	1	0	1	0	2	8:25 AM	1	1	1	1	4
8:30 AM	0	0	0	0	0	8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0
8:35 AM	1	0	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	2	2	2	0	6
8:40 AM	0	0	1	0	1	8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	1	2
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	4	1	0	3	8
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	2	4	2	0	8
Count Total	4	3	2	3	12	Count Total	5	0	3	1	9	Count Total	15	16	10	9	50
Peak Hour	1	1	1	1	4	Peak Hour	4	0	3	0	7	Peak Hour	13	10	5	9	37

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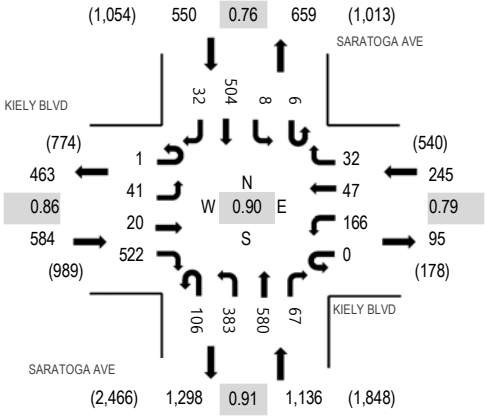
Location: 6 SARATOGA AVE & KIELY BLVD AM
Date: Tuesday, August 27, 2024
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 07:50 AM - 08:05 AM

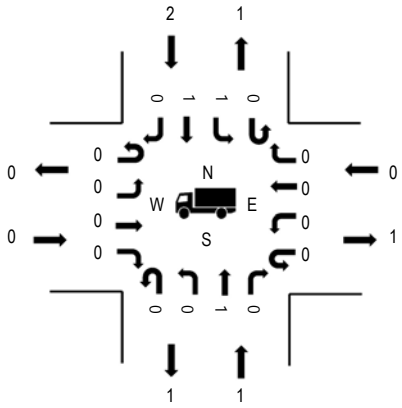
Peak Hour

Motorized Vehicles



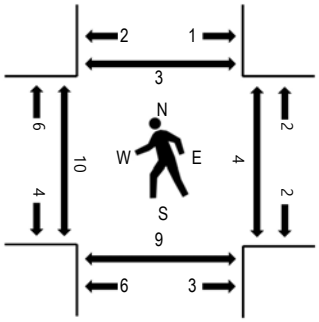
Note: Total study counts contained in parentheses.

Heavy Vehicles

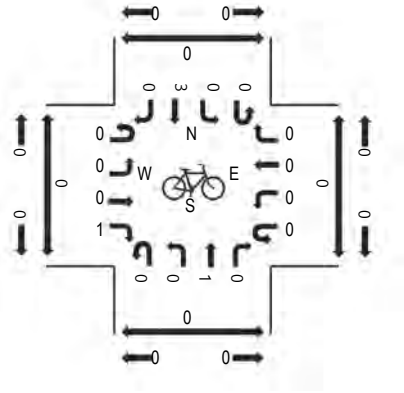


	HV%	PHF
EB	0.0%	0.86
WB	0.0%	0.79
NB	0.1%	0.91
SB	0.4%	0.76
All	0.1%	0.90

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				KIELY BLVD Eastbound				SARATOGA AVE Southbound				KIELY BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	4	19	22	9	0	0	0	32	0	0	24	0	0	9	4	2	125	2,009
7:05 AM	2	13	23	4	0	1	1	23	0	1	33	4	0	20	3	2	130	2,118
7:10 AM	4	22	15	7	0	0	0	25	3	1	32	0	0	20	2	1	132	2,192
7:15 AM	8	21	20	5	0	0	2	32	0	0	32	3	0	24	3	2	152	2,250
7:20 AM	6	24	17	5	0	1	0	38	1	0	26	2	0	10	1	2	133	2,317
7:25 AM	6	9	13	2	0	3	4	34	1	0	41	3	0	19	4	3	142	2,375
7:30 AM	10	12	19	5	0	1	0	40	1	1	33	2	0	22	6	1	153	2,452
7:35 AM	22	26	20	2	0	0	1	24	0	0	53	2	0	29	7	2	188	2,509
7:40 AM	17	15	27	4	0	6	3	39	0	0	33	6	0	24	3	5	182	2,504
7:45 AM	27	17	24	7	0	6	0	23	1	1	66	5	0	23	6	1	207	2,511
7:50 AM	23	19	32	5	0	2	5	42	2	3	63	2	0	12	7	4	221	2,515
7:55 AM	16	31	68	8	0	5	5	41	0	0	48	2	0	13	7	0	244	2,479
8:00 AM	14	27	54	11	0	4	1	40	1	2	51	6	0	12	4	7	234	2,422
8:05 AM	6	32	43	2	0	5	1	61	0	0	30	2	0	21	0	1	204	
8:10 AM	4	33	29	3	0	4	0	47	1	1	38	2	0	22	3	3	190	
8:15 AM	5	39	50	7	0	11	0	40	0	0	45	1	0	15	3	3	219	
8:20 AM	10	41	44	5	0	4	1	40	0	0	20	3	0	14	7	2	191	
8:25 AM	3	45	41	11	1	3	1	39	1	0	56	0	0	14	1	3	219	
8:30 AM	7	36	56	3	0	0	2	52	0	0	33	6	0	10	2	3	210	
8:35 AM	7	25	63	3	0	1	1	39	0	1	28	2	0	8	2	3	183	
8:40 AM	5	16	56	3	0	2	0	45	0	0	44	0	0	12	4	2	189	
8:45 AM	6	39	44	6	0	0	3	36	1	1	48	6	0	13	7	1	211	
8:50 AM	4	29	44	7	0	2	0	36	0	1	35	5	0	17	2	3	185	
8:55 AM	7	26	54	7	0	0	2	26	2	1	45	4	0	9	1	3	187	
Count Total	223	616	878	131	1	61	33	894	15	14	957	68	0	392	89	59	4,431	
Peak Hour	106	383	580	67	1	41	20	522	6	8	504	32	0	166	47	32	2,515	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	1	1
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	1	0	0	1	2
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1	7:15 AM	1	0	1	1	3
7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	1	1	1	3	7:25 AM	0	0	2	0	2	7:25 AM	1	2	0	0	3
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	3	1	0	0	4
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	2	0	0	2
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	1	0	0	1	7:50 AM	1	0	0	1	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	1	0	0	1
8:00 AM	0	0	1	0	1	8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	0	1	8:15 AM	2	1	0	0	3
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1
8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1	8:25 AM	0	1	0	0	1
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	1	2	0	0	3
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	1	1	1	1	4
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	2	0	0	1	3
8:45 AM	0	0	1	0	1	8:45 AM	0	0	0	0	0	8:45 AM	1	4	2	1	8
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	1	1	1	1	4
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	2	0	0	0	2
Count Total	3	1	3	1	8	Count Total	2	1	6	0	9	Count Total	18	16	5	8	47
Peak Hour	1	0	2	0	3	Peak Hour	1	1	3	0	5	Peak Hour	9	10	3	4	26

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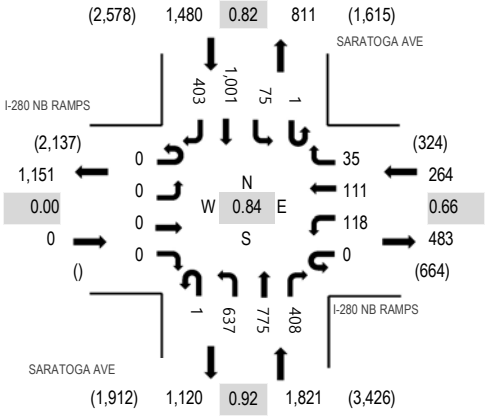
Location: 7 SARATOGA AVE & I-280 NB RAMPS AM
Date: Tuesday, August 27, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

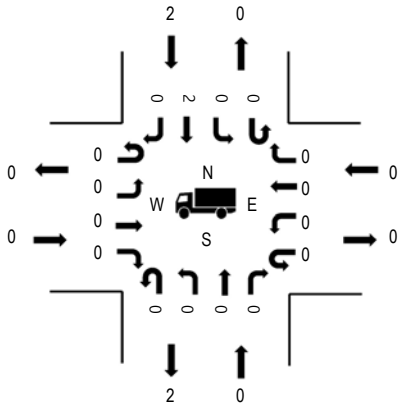
Peak Hour

Motorized Vehicles



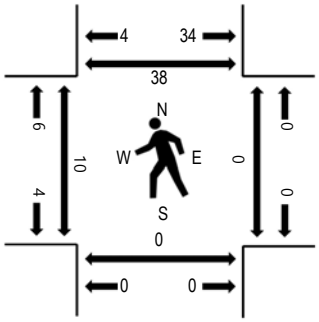
Note: Total study counts contained in parentheses.

Heavy Vehicles

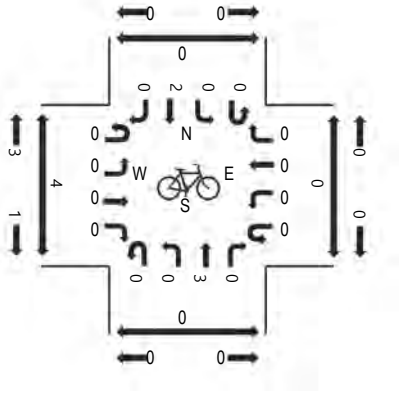


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.66
NB	0.0%	0.92
SB	0.1%	0.82
All	0.1%	0.84

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				I-280 NB RAMPS Eastbound				SARATOGA AVE Southbound				I-280 NB RAMPS Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	43	57	7	0	0	0	0	0	0	58	25	0	1	0	0	191	3,214
7:05 AM	0	39	45	10	0	0	0	0	0	1	44	26	0	1	0	0	166	3,323
7:10 AM	0	45	47	14	0	0	0	0	0	1	55	29	0	4	5	1	201	3,435
7:15 AM	0	68	37	15	0	0	0	0	0	0	46	30	0	2	4	1	203	3,496
7:20 AM	0	63	45	39	0	0	0	0	0	0	82	31	0	1	2	2	265	3,510
7:25 AM	1	53	22	59	0	0	0	0	0	9	60	32	0	18	7	0	261	3,513
7:30 AM	0	55	36	70	0	0	0	0	1	6	59	30	0	18	13	7	295	3,565
7:35 AM	0	40	44	67	0	0	0	0	0	6	65	34	0	19	18	4	297	3,529
7:40 AM	1	36	29	66	0	0	0	0	0	10	66	37	0	16	15	3	279	3,487
7:45 AM	0	29	46	76	0	0	0	0	0	15	84	49	0	11	17	3	330	3,448
7:50 AM	0	43	43	73	0	0	0	0	0	14	108	36	0	15	12	6	350	3,364
7:55 AM	0	63	87	32	0	0	0	0	0	15	94	37	0	22	21	5	376	3,215
8:00 AM	0	54	68	2	0	0	0	0	0	5	105	30	0	16	14	6	300	3,114
8:05 AM	0	52	74	5	0	0	0	0	0	0	107	39	0	0	0	1	278	
8:10 AM	0	73	77	5	0	0	0	0	0	1	82	24	0	0	0	0	262	
8:15 AM	0	70	74	4	0	0	0	0	0	1	48	20	0	0	0	0	217	
8:20 AM	0	53	100	5	0	0	0	0	0	0	84	26	0	0	0	0	268	
8:25 AM	0	69	97	3	0	0	0	0	0	2	99	41	0	1	1	0	313	
8:30 AM	0	74	98	2	0	0	0	0	0	0	61	23	0	0	0	1	259	
8:35 AM	0	56	89	2	0	0	0	0	0	2	79	23	0	2	1	1	255	
8:40 AM	0	45	91	2	0	0	0	0	0	1	75	24	0	1	1	0	240	
8:45 AM	0	58	86	4	0	0	0	0	1	1	72	24	0	0	0	0	246	
8:50 AM	2	69	82	5	0	0	0	0	0	2	27	12	0	1	0	1	201	
8:55 AM	0	32	95	4	0	0	0	0	1	1	99	41	0	0	1	1	275	
Count Total	4	1,282	1,569	571	0	0	0	0	3	93	1,759	723	0	149	132	43	6,328	
Peak Hour	1	637	775	408	0	0	0	0	1	75	1,001	403	0	118	111	35	3,565	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	1	1	0	2
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1	7:15 AM	0	0	1	0	1
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	1	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	1	2	0	3
7:30 AM	0	0	2	0	2	7:30 AM	0	0	0	0	0	7:30 AM	0	1	1	0	2
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	1	0	1
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	3	9	0	12
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	5	0	5
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	2	15	0	17
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	6	0	6
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	2	0	0	2
8:10 AM	0	0	0	0	0	8:10 AM	1	0	0	0	1	8:10 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1	8:15 AM	0	0	1	0	1
8:20 AM	0	0	0	0	0	8:20 AM	1	0	1	0	2	8:20 AM	0	1	0	0	1
8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1	8:25 AM	0	3	0	0	3
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	3	0	0	3
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	2	0	0	2
8:45 AM	1	0	1	0	2	8:45 AM	0	0	1	0	1	8:45 AM	0	1	0	0	1
8:50 AM	0	0	0	0	0	8:50 AM	1	0	0	0	1	8:50 AM	0	3	0	0	3
8:55 AM	0	0	0	0	0	8:55 AM	1	0	0	0	1	8:55 AM	0	1	0	0	1
Count Total	3	0	4	0	7	Count Total	6	0	3	0	9	Count Total	0	26	43	0	69
Peak Hour	0	0	2	0	2	Peak Hour	3	0	2	0	5	Peak Hour	0	14	38	0	52

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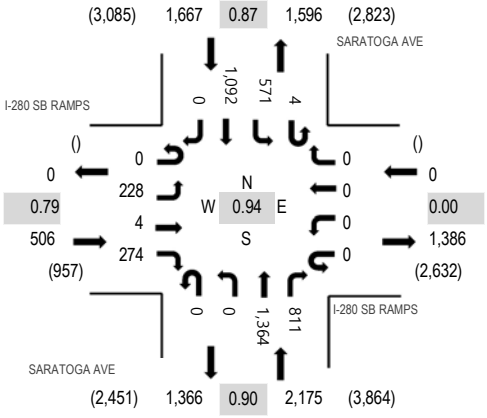
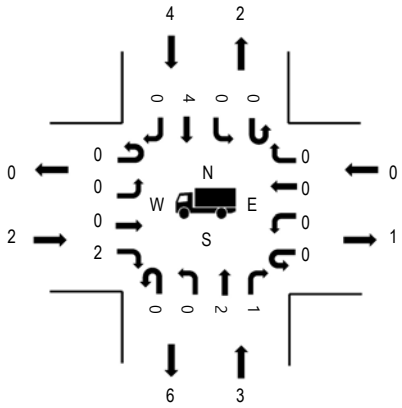
Location: 8 SARATOGA AVE & I-280 SB RAMPS AM
Date: Tuesday, August 27, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:55 AM - 08:10 AM

Peak Hour

Motorized Vehicles



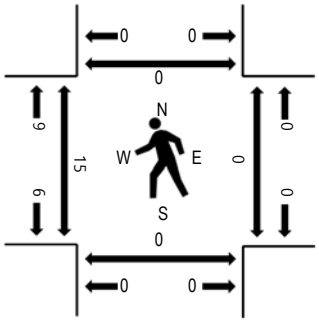
Heavy Vehicles



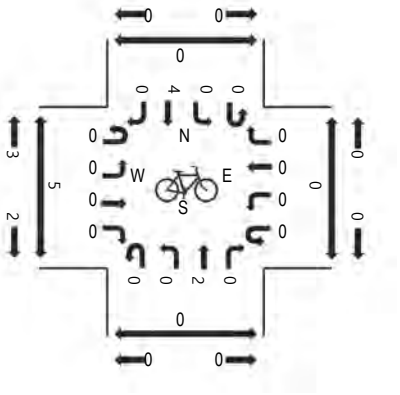
	HV%	PHF
EB	0.4%	0.79
WB	0.0%	0.00
NB	0.1%	0.90
SB	0.2%	0.87
All	0.2%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				I-280 SB RAMPS Eastbound				SARATOGA AVE Southbound				I-280 SB RAMPS Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	64	46	0	3	0	6	0	28	68	0	0	0	0	0	215	3,736
7:05 AM	0	0	69	66	0	6	0	8	0	28	59	0	0	0	0	0	236	3,918
7:10 AM	0	0	62	52	0	9	0	10	0	42	79	0	0	0	0	0	254	4,066
7:15 AM	0	0	79	72	0	6	0	13	0	42	82	0	0	0	0	0	294	4,186
7:20 AM	0	0	91	72	0	12	0	11	0	51	80	0	0	0	0	0	317	4,246
7:25 AM	0	0	109	74	0	35	0	20	0	26	80	0	0	0	0	0	344	4,286
7:30 AM	0	0	75	69	0	45	0	17	0	41	85	0	0	0	0	0	332	4,322
7:35 AM	0	0	79	48	0	45	0	21	0	51	100	0	0	0	0	0	344	4,328
7:40 AM	0	0	54	62	0	35	0	19	1	50	90	0	0	0	0	0	311	4,322
7:45 AM	0	0	67	40	0	38	0	30	1	49	109	0	0	0	0	0	334	4,348
7:50 AM	0	0	82	63	0	25	0	17	1	50	143	0	0	0	0	0	381	4,319
7:55 AM	0	0	135	41	0	13	1	27	0	36	121	0	0	0	0	0	374	4,240
8:00 AM	0	0	117	74	0	17	1	29	0	36	123	0	0	0	0	0	397	4,170
8:05 AM	0	0	110	65	0	16	1	30	0	49	113	0	0	0	0	0	384	
8:10 AM	0	0	101	79	0	19	0	23	0	52	100	0	0	0	0	0	374	
8:15 AM	0	0	123	81	0	15	0	21	0	47	67	0	0	0	0	0	354	
8:20 AM	0	0	119	78	0	10	0	24	0	51	75	0	0	0	0	0	357	
8:25 AM	0	0	142	70	0	18	0	21	2	41	86	0	0	0	0	0	380	
8:30 AM	0	0	127	86	0	7	0	20	0	46	52	0	0	0	0	0	338	
8:35 AM	0	0	124	66	0	21	0	17	0	57	53	0	0	0	0	0	338	
8:40 AM	0	0	117	68	0	29	1	15	0	57	50	0	0	0	0	0	337	
8:45 AM	0	0	109	46	0	18	0	22	0	67	43	0	0	0	0	0	305	
8:50 AM	0	0	105	50	0	20	1	22	1	59	44	0	0	0	0	0	302	
8:55 AM	0	0	71	65	0	24	0	23	0	38	83	0	0	0	0	0	304	
Count Total	0	0	2,331	1,533	0	486	5	466	6	1,094	1,985	0	0	0	0	0	7,906	
Peak Hour	0	0	1,364	811	0	228	4	274	4	571	1,092	0	0	0	0	0	4,348	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	0	0	1	7:10 AM	1	0	0	0	1	7:10 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	1	0	0	1
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	1	0	0	1
7:30 AM	0	0	4	0	4	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1	7:35 AM	0	0	0	0	0
7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	1	0	0	1
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	5	0	0	5
7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	0	1	7:50 AM	0	1	0	0	1
7:55 AM	0	1	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	1	0	0	1
8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1
8:05 AM	0	0	0	0	0	8:05 AM	0	0	1	0	1	8:05 AM	0	2	0	0	2
8:10 AM	0	0	1	0	1	8:10 AM	1	0	0	0	1	8:10 AM	0	1	0	0	1
8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:20 AM	0	0	1	0	1	8:20 AM	1	0	1	0	2	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1	8:25 AM	0	1	0	0	1
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	4	0	0	4
8:35 AM	0	0	1	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	3	0	0	3
8:45 AM	1	1	0	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	2	0	0	2
8:50 AM	0	0	0	0	0	8:50 AM	0	0	1	0	1	8:50 AM	0	0	0	0	0
8:55 AM	0	0	1	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	3	0	0	3
Count Total	6	3	10	0	19	Count Total	4	0	5	0	9	Count Total	0	29	0	0	29
Peak Hour	3	2	4	0	9	Peak Hour	2	0	4	0	6	Peak Hour	0	20	0	0	20

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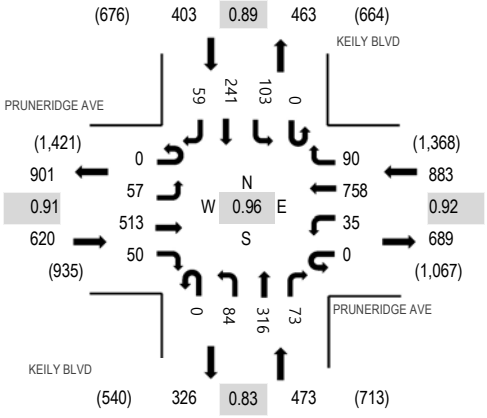
Location: 9 KEILY BLVD & PRUNERIDGE AVE AM
Date: Tuesday, August 27, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

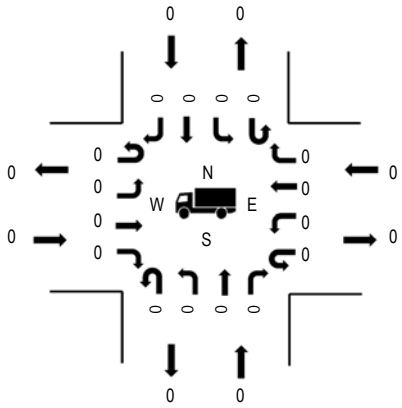
Peak Hour

Motorized Vehicles



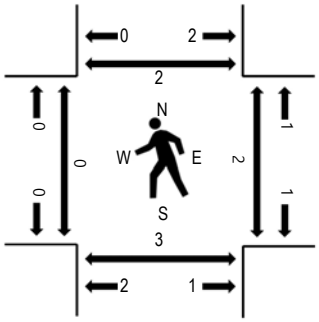
Note: Total study counts contained in parentheses.

Heavy Vehicles

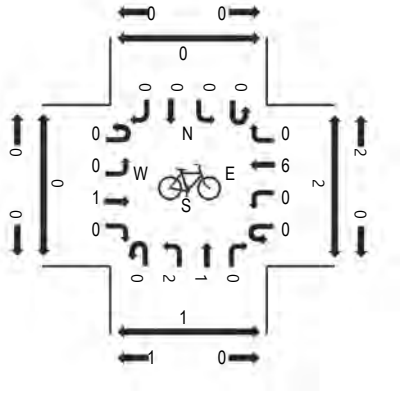


	HV%	PHF
EB	0.0%	0.91
WB	0.0%	0.92
NB	0.0%	0.83
SB	0.0%	0.89
All	0.0%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	KEILY BLVD Northbound				PRUNERIDGE AVE Eastbound				KEILY BLVD Southbound				PRUNERIDGE AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	2	15	2	0	2	12	0	0	3	9	0	0	1	9	2	57	1,313
7:05 AM	0	4	7	0	0	0	9	0	0	2	11	3	0	1	18	2	57	1,446
7:10 AM	0	0	10	4	0	0	10	7	0	1	10	2	0	5	17	3	69	1,594
7:15 AM	0	1	9	2	1	0	12	1	0	5	15	3	0	1	30	5	85	1,727
7:20 AM	0	6	6	3	0	1	13	0	0	2	22	2	0	1	22	1	79	1,832
7:25 AM	0	2	10	3	0	3	23	0	0	9	14	2	0	2	23	7	98	1,948
7:30 AM	0	8	8	2	0	0	16	3	0	3	12	8	0	3	55	5	123	2,034
7:35 AM	0	6	12	4	0	4	20	1	0	8	13	4	0	1	37	4	114	2,124
7:40 AM	0	10	14	4	0	2	40	6	0	9	9	2	0	1	56	4	157	2,211
7:45 AM	0	9	15	6	0	6	33	7	0	7	11	4	0	1	49	8	156	2,235
7:50 AM	0	8	14	6	0	1	29	2	0	13	19	8	0	3	34	4	141	2,274
7:55 AM	0	8	11	9	0	2	43	6	0	11	14	3	0	2	64	4	177	2,349
8:00 AM	0	13	22	4	0	3	34	6	0	13	15	4	0	2	65	9	190	2,379
8:05 AM	0	7	24	3	0	5	37	4	0	11	29	14	0	0	66	5	205	
8:10 AM	0	6	21	7	0	7	55	4	0	7	12	4	0	1	71	7	202	
8:15 AM	0	9	15	8	0	4	48	3	0	6	15	5	0	7	63	7	190	
8:20 AM	0	8	26	5	0	3	43	4	0	9	16	2	0	0	69	10	195	
8:25 AM	0	6	32	7	0	5	37	9	0	8	31	4	0	3	37	5	184	
8:30 AM	0	8	27	2	0	6	61	1	0	4	27	6	0	2	61	8	213	
8:35 AM	0	9	22	8	0	5	42	5	0	13	25	3	0	1	66	2	201	
8:40 AM	0	3	21	8	0	6	30	1	0	8	20	7	0	5	66	6	181	
8:45 AM	0	4	40	7	0	0	44	5	0	13	26	4	0	3	44	5	195	
8:50 AM	0	7	35	10	0	5	42	7	0	5	14	4	0	6	72	9	216	
8:55 AM	0	4	31	4	0	8	40	1	0	6	11	2	0	5	78	17	207	
Count Total	0	148	447	118	1	78	773	83	0	176	400	100	0	57	1,172	139	3,692	
Peak Hour	0	84	316	73	0	57	513	50	0	103	241	59	0	35	758	90	2,379	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	0	1	2	7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	2	2	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	1	0	0	2	3	7:25 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	1	1	7:30 AM	1	0	0	0	1
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	1	1	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	2	0	0	0	2	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	1	1	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	1	1	7:55 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1	8:05 AM	1	0	0	0	1
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	1	0	0	1	2
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	0	1	8:20 AM	1	0	0	1	2
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	2	2	8:25 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	1	0	0	0	1
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	1	2	8:40 AM	0	0	0	2	2
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	1	1	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	1	0	0	0	1	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	1	1	8:55 AM	0	0	1	0	1
Count Total	2	0	0	1	3	Count Total	8	1	0	14	23	Count Total	6	1	2	4	13
Peak Hour	0	0	0	0	0	Peak Hour	3	1	0	6	10	Peak Hour	4	0	2	4	10

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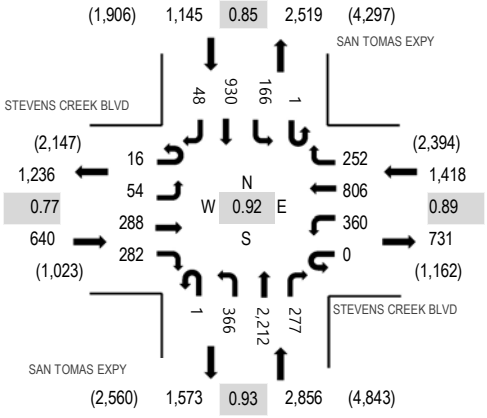
Location: 10 SAN TOMAS EXPY & STEVENS CREEK BLVD AM
Date: Tuesday, August 27, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

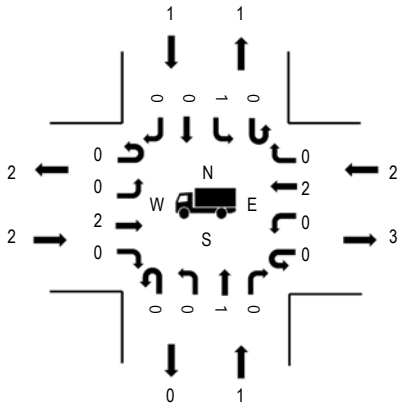
Peak Hour

Motorized Vehicles



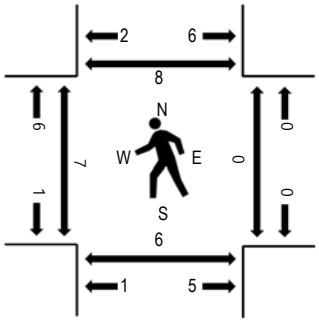
Note: Total study counts contained in parentheses.

Heavy Vehicles

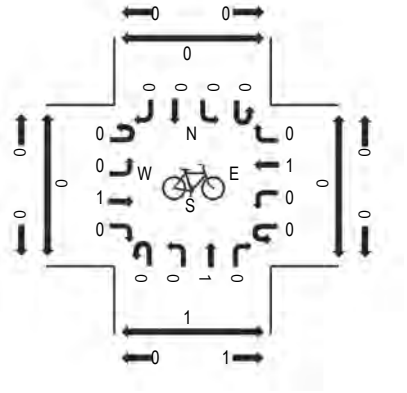


	HV%	PHF
EB	0.3%	0.77
WB	0.1%	0.89
NB	0.0%	0.93
SB	0.1%	0.85
All	0.1%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				STEVENS CREEK BLVD Eastbound				SAN TOMAS EXPY Southbound				STEVENS CREEK BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	7	65	9	1	4	6	8	0	3	16	0	0	4	12	3	138	4,245
7:05 AM	0	6	53	6	0	2	9	11	0	4	39	1	0	8	26	6	171	4,636
7:10 AM	0	7	60	7	0	2	18	8	0	9	25	2	0	4	32	14	188	5,002
7:15 AM	0	12	88	6	0	2	4	14	0	3	36	2	0	11	25	9	212	5,296
7:20 AM	0	19	127	11	0	2	14	11	0	7	45	1	0	11	31	15	294	5,566
7:25 AM	0	23	135	10	0	3	6	12	0	1	19	0	0	23	54	18	304	5,743
7:30 AM	0	23	145	4	0	4	8	21	0	8	79	4	0	14	49	21	380	5,937
7:35 AM	1	34	141	7	0	4	13	27	0	9	92	2	0	28	60	20	438	6,026
7:40 AM	0	16	170	14	1	2	25	22	0	12	88	2	0	35	71	10	468	6,047
7:45 AM	0	24	192	19	0	4	27	42	0	6	105	2	0	39	56	14	530	6,059
7:50 AM	0	14	202	17	2	5	29	51	0	10	69	1	0	45	84	36	565	6,041
7:55 AM	0	39	213	29	2	4	6	44	0	19	76	4	0	46	57	18	557	5,977
8:00 AM	0	34	192	19	0	1	33	27	0	15	86	5	0	24	70	23	529	5,921
8:05 AM	0	43	174	22	1	8	24	23	0	7	92	3	0	39	65	36	537	
8:10 AM	0	34	148	36	2	7	32	19	1	12	37	3	0	35	88	28	482	
8:15 AM	0	34	154	25	3	6	8	16	0	21	119	10	0	34	34	18	482	
8:20 AM	0	30	165	15	2	2	40	15	0	13	71	3	0	20	78	17	471	
8:25 AM	0	13	175	29	1	1	29	9	0	25	83	8	0	27	84	14	498	
8:30 AM	0	29	228	22	1	3	9	14	0	7	80	3	0	10	52	11	469	
8:35 AM	1	38	154	18	2	9	38	11	0	15	32	2	0	34	83	22	459	
8:40 AM	0	34	215	26	0	4	13	11	0	16	80	4	0	7	55	15	480	
8:45 AM	1	47	189	21	1	4	27	10	0	13	53	5	0	30	91	20	512	
8:50 AM	0	22	192	33	1	7	22	9	0	25	74	9	0	18	76	13	501	
8:55 AM	0	48	207	21	1	2	25	10	0	11	56	6	0	14	81	19	501	
Count Total	3	630	3,784	426	21	92	465	445	1	271	1,552	82	0	560	1,414	420	10,166	
Peak Hour	1	366	2,212	277	16	54	288	282	1	166	930	48	0	360	806	252	6,059	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	1	1	7:10 AM	0	0	0	0	0	7:10 AM	1	0	0	0	1
7:15 AM	0	1	0	0	1	7:15 AM	2	0	0	0	2	7:15 AM	2	0	0	0	2
7:20 AM	1	0	0	0	1	7:20 AM	2	0	0	0	2	7:20 AM	0	0	0	0	0
7:25 AM	1	0	0	0	1	7:25 AM	0	1	0	0	1	7:25 AM	1	0	1	0	2
7:30 AM	0	0	0	2	2	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	1	1
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	1	1	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0
7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	0	1
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	3	0	0	0	3
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	1	0	1	2	8:20 AM	1	0	0	0	1	8:20 AM	4	0	0	0	4
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	1	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	5	5	0	10
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	1	2	0	3
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	2	0	2	0	4
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1	8:50 AM	2	0	2	0	4
8:55 AM	0	0	1	0	1	8:55 AM	0	0	0	0	0	8:55 AM	2	0	0	0	2
Count Total	3	5	2	5	15	Count Total	5	2	0	3	10	Count Total	17	7	13	1	38
Peak Hour	1	2	1	2	6	Peak Hour	1	1	0	1	3	Peak Hour	7	7	8	0	22

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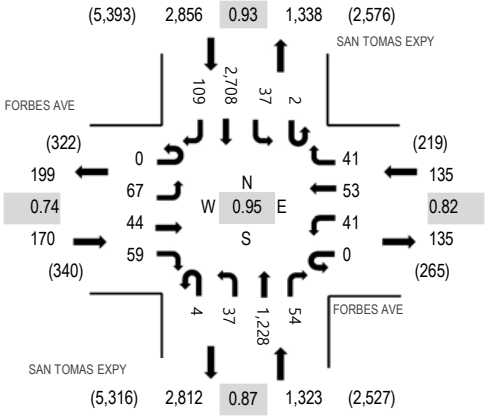
Location: 1 SAN TOMAS EXPY & FORBES AVE PM
Date: Tuesday, August 27, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

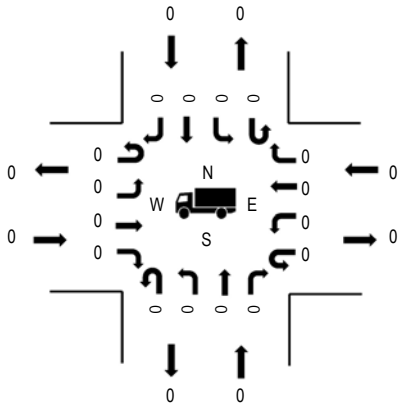
Peak Hour

Motorized Vehicles



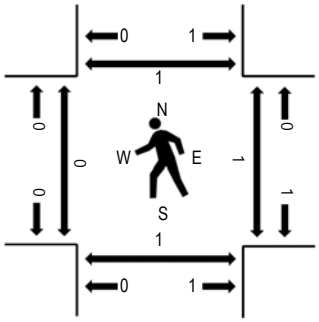
Note: Total study counts contained in parentheses.

Heavy Vehicles

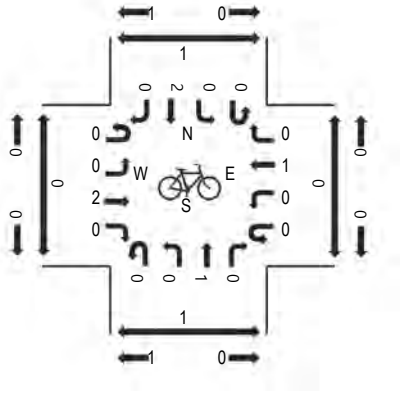


	HV%	PHF
EB	0.0%	0.74
WB	0.0%	0.82
NB	0.0%	0.87
SB	0.0%	0.93
All	0.0%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				FORBES AVE Eastbound				SAN TOMAS EXPY Southbound				FORBES AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	1	80	3	0	4	4	2	0	2	244	3	0	0	0	3	346	3,995
4:05 PM	0	1	71	6	0	2	6	11	0	2	133	7	0	4	3	2	248	4,060
4:10 PM	1	0	120	5	0	5	6	4	0	2	225	5	0	0	2	0	375	4,113
4:15 PM	0	3	91	4	0	5	3	7	0	8	187	8	0	2	0	4	322	4,181
4:20 PM	1	0	93	4	0	10	4	2	0	2	184	4	0	5	2	0	311	4,189
4:25 PM	0	1	100	2	0	4	2	3	0	2	227	7	0	2	1	6	357	4,291
4:30 PM	0	2	90	4	0	10	7	5	0	4	154	5	0	2	5	4	292	4,312
4:35 PM	0	0	110	5	0	3	2	5	0	1	251	9	0	0	2	3	391	4,359
4:40 PM	1	3	72	3	0	10	2	3	0	1	177	6	0	6	3	2	289	4,328
4:45 PM	0	1	110	10	0	11	0	3	0	3	230	11	0	2	2	1	384	4,376
4:50 PM	0	3	112	2	0	4	3	5	0	6	186	8	0	1	2	3	335	4,435
4:55 PM	0	3	84	2	0	5	4	4	0	4	223	6	0	2	4	4	345	4,439
5:00 PM	1	1	111	3	0	5	5	4	0	3	260	9	0	4	2	3	411	4,484
5:05 PM	1	2	72	4	0	7	6	13	1	2	173	10	0	3	3	4	301	
5:10 PM	0	1	120	9	0	6	2	7	0	3	276	12	0	4	3	0	443	
5:15 PM	0	1	89	2	0	10	6	7	0	5	195	7	0	1	5	2	330	
5:20 PM	0	4	105	4	0	5	4	3	0	1	257	14	0	4	8	4	413	
5:25 PM	0	5	102	3	0	2	1	1	0	2	241	7	0	5	5	4	378	
5:30 PM	0	1	98	6	0	6	4	1	0	3	206	3	0	1	6	4	339	
5:35 PM	0	2	90	3	0	4	1	9	0	3	226	10	0	5	3	4	360	
5:40 PM	0	4	95	3	0	8	5	0	0	6	194	10	0	5	5	2	337	
5:45 PM	0	2	132	10	0	5	3	5	0	2	258	16	0	3	1	6	443	
5:50 PM	0	7	100	1	0	5	5	7	0	5	190	5	0	3	7	4	339	
5:55 PM	2	7	114	6	0	4	2	2	1	2	232	6	0	3	5	4	390	
Count Total	7	55	2,361	104	0	140	87	113	2	74	5,129	188	0	67	79	73	8,479	
Peak Hour	4	37	1,228	54	0	67	44	59	2	37	2,708	109	0	41	53	41	4,484	

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

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

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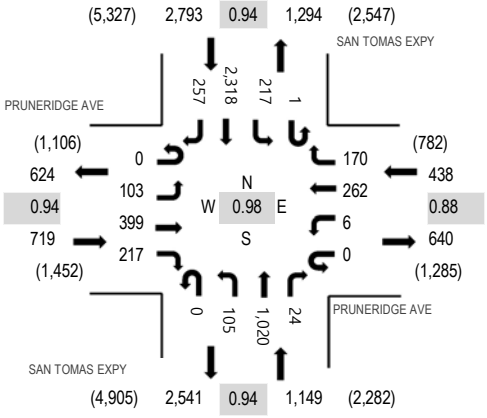
Location: 2 SAN TOMAS EXPY & PRUNERIDGE AVE PM
Date: Tuesday, August 27, 2024
Peak Hour: 04:50 PM - 05:50 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

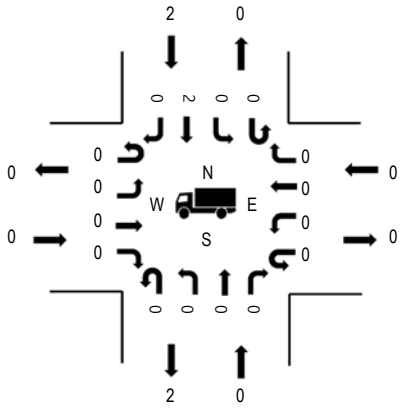
Peak Hour

Motorized Vehicles



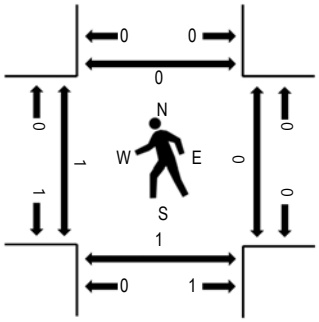
Note: Total study counts contained in parentheses.

Heavy Vehicles

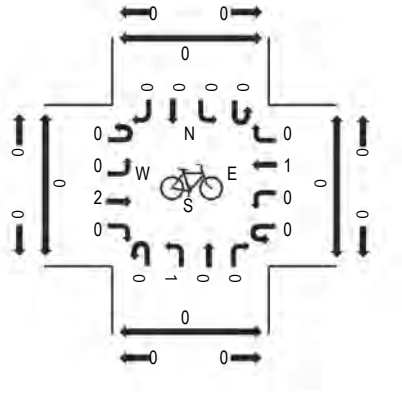


	HV%	PHF
EB	0.0%	0.94
WB	0.0%	0.88
NB	0.0%	0.94
SB	0.1%	0.94
All	0.0%	0.98

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				PRUNERIDGE AVE Eastbound				SAN TOMAS EXPY Southbound				PRUNERIDGE AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	11	84	3	0	5	28	17	1	16	218	11	0	0	5	7	406	4,767
4:05 PM	0	11	50	3	0	15	37	25	0	27	140	4	0	0	23	14	349	4,802
4:10 PM	0	4	90	6	0	11	29	20	0	20	191	18	0	0	15	15	419	4,853
4:15 PM	0	15	88	1	0	4	38	22	0	7	168	7	0	0	19	12	381	4,876
4:20 PM	0	9	77	1	0	6	39	13	1	15	179	9	0	1	22	10	382	4,922
4:25 PM	0	9	97	1	0	4	29	18	0	17	191	19	0	2	16	11	414	4,968
4:30 PM	0	6	67	1	0	12	32	30	0	26	126	16	0	1	19	10	346	5,004
4:35 PM	0	5	100	2	0	9	22	27	0	15	217	14	0	1	11	9	432	5,070
4:40 PM	0	13	85	1	0	8	36	21	0	21	162	17	0	0	27	9	400	5,045
4:45 PM	0	3	79	2	0	13	37	14	0	17	187	26	0	1	11	8	398	5,055
4:50 PM	0	15	85	4	0	6	31	22	0	11	166	12	0	0	31	20	403	5,099
4:55 PM	0	6	77	4	0	9	43	23	0	30	190	17	0	0	30	8	437	5,097
5:00 PM	0	14	96	4	0	7	16	21	0	11	231	18	0	0	6	17	441	5,076
5:05 PM	0	10	68	1	0	10	46	21	0	25	164	19	0	0	28	8	400	
5:10 PM	0	4	95	4	0	6	20	15	0	24	221	23	0	1	14	15	442	
5:15 PM	0	13	83	1	0	11	38	22	1	19	181	21	0	1	21	15	427	
5:20 PM	0	5	77	2	0	16	31	10	0	16	219	24	0	0	19	9	428	
5:25 PM	0	12	87	1	0	7	37	13	0	16	201	23	0	0	33	20	450	
5:30 PM	0	6	74	0	0	13	54	21	0	17	159	24	0	3	27	14	412	
5:35 PM	0	5	96	0	0	1	20	22	0	19	203	18	0	0	13	10	407	
5:40 PM	0	10	85	2	0	7	45	18	0	16	150	35	0	1	28	13	410	
5:45 PM	0	5	97	1	0	10	18	9	0	13	233	23	0	0	12	21	442	
5:50 PM	0	9	88	4	0	9	38	19	1	21	162	15	0	0	18	17	401	
5:55 PM	0	8	100	0	0	15	27	4	0	26	185	21	0	2	16	12	416	
Count Total	0	208	2,025	49	0	214	791	447	4	445	4,444	434	0	14	464	304	9,843	
Peak Hour	0	105	1,020	24	0	103	399	217	1	217	2,318	257	0	6	262	170	5,099	

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

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

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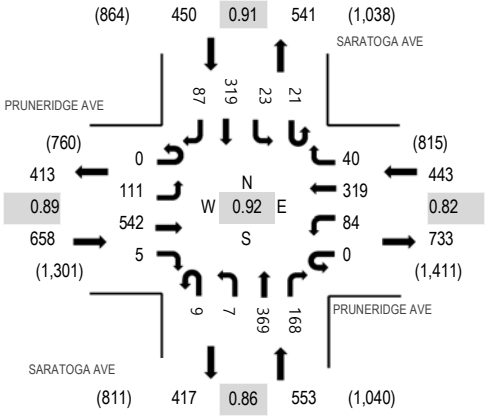
Location: 3 SARATOGA AVE & PRUNERIDGE AVE PM
Date: Tuesday, August 27, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

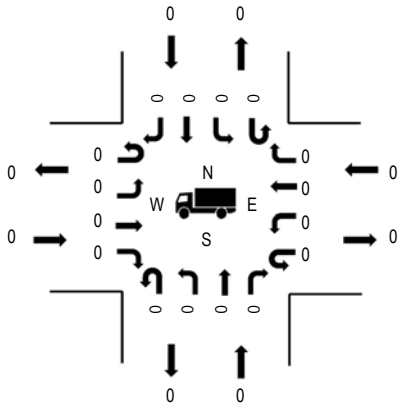
Peak Hour

Motorized Vehicles



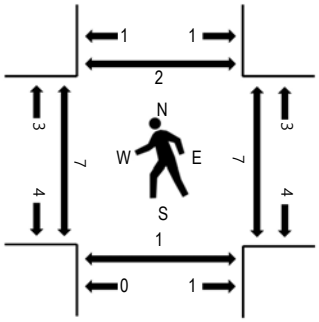
Note: Total study counts contained in parentheses.

Heavy Vehicles

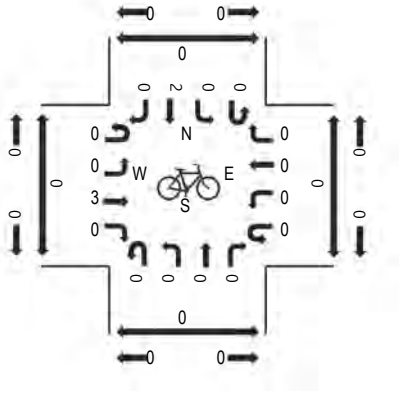


	HV%	PHF
EB	0.0%	0.89
WB	0.0%	0.82
NB	0.0%	0.86
SB	0.0%	0.91
All	0.0%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				PRUNERIDGE AVE Eastbound				SARATOGA AVE Southbound				PRUNERIDGE AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	1	19	8	0	14	42	0	2	1	25	10	0	11	10	3	146	1,964
4:05 PM	0	0	22	19	0	8	47	3	1	6	21	9	0	8	23	4	171	1,962
4:10 PM	0	0	19	13	0	20	34	1	0	4	31	6	0	11	17	5	161	1,976
4:15 PM	1	2	35	14	0	5	51	2	1	1	32	10	0	11	20	5	190	1,993
4:20 PM	0	1	26	8	0	8	31	0	1	4	29	5	0	7	13	2	135	1,990
4:25 PM	0	1	37	12	0	9	57	2	2	3	26	5	0	4	30	3	191	2,043
4:30 PM	2	0	31	11	0	16	18	0	1	2	10	7	0	8	14	1	121	2,049
4:35 PM	2	2	21	13	0	7	60	1	2	2	30	6	0	4	20	1	171	2,084
4:40 PM	0	2	32	10	0	12	39	0	1	1	22	9	0	5	18	0	151	2,093
4:45 PM	0	0	30	17	0	6	43	1	2	2	24	9	0	7	29	3	173	2,104
4:50 PM	2	0	37	20	0	9	52	0	2	1	24	8	0	8	27	3	193	2,084
4:55 PM	0	0	23	12	0	8	53	0	0	5	22	5	0	6	22	5	161	2,066
5:00 PM	1	0	29	5	0	6	40	1	0	4	21	12	0	6	15	4	144	2,056
5:05 PM	0	0	22	12	0	5	56	1	4	0	33	7	0	8	34	3	185	
5:10 PM	1	0	48	14	0	17	33	0	0	0	28	8	0	6	19	4	178	
5:15 PM	2	1	22	16	0	4	58	0	4	1	33	6	0	4	31	5	187	
5:20 PM	2	2	38	15	0	12	25	0	0	0	32	11	0	11	37	3	188	
5:25 PM	0	0	36	11	0	10	56	0	3	1	30	5	0	7	32	6	197	
5:30 PM	1	2	24	14	0	8	33	0	1	1	30	6	0	10	24	2	156	
5:35 PM	0	1	33	12	0	10	68	2	2	6	18	6	0	1	20	1	180	
5:40 PM	0	1	27	20	0	16	25	0	3	2	24	4	0	10	29	1	162	
5:45 PM	1	2	23	10	0	6	41	1	0	7	15	7	0	7	27	6	153	
5:50 PM	1	0	31	13	0	17	45	1	2	0	20	5	0	9	28	3	175	
5:55 PM	2	4	25	11	0	5	39	1	0	1	21	8	0	6	25	3	151	
Count Total	18	22	690	310	0	238	1,046	17	34	55	601	174	0	175	564	76	4,020	
Peak Hour	9	7	369	168	0	111	542	5	21	23	319	87	0	84	319	40	2,104	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1	4:15 PM	0	0	1	1	2
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	1	1	4:25 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	1	0	0	1	4:35 PM	1	2	0	0	3
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	1	1
4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	1	1	1	1	4
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	1	1	3
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	1	0	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1	5:15 PM	0	4	0	0	4
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	2	2
5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	1	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	1	2	5:55 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	1	5	3	2	11	Count Total	2	9	6	8	25
Peak Hour	0	0	0	0	0	Peak Hour	0	3	2	0	5	Peak Hour	1	7	2	7	17

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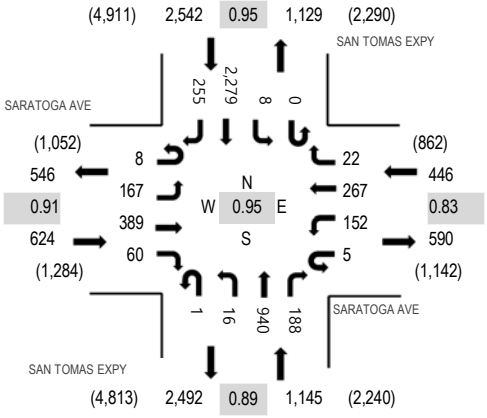
Location: 4 SAN TOMAS EXPY & SARATOGA AVE PM
Date: Tuesday, August 27, 2024
Peak Hour: 04:35 PM - 05:35 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

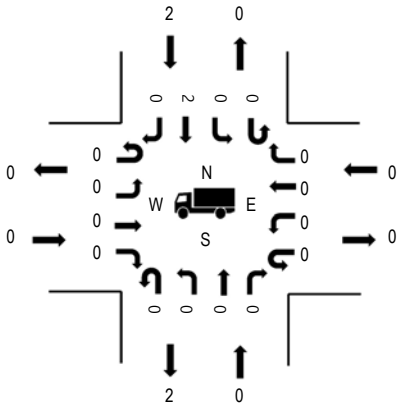
Peak Hour

Motorized Vehicles



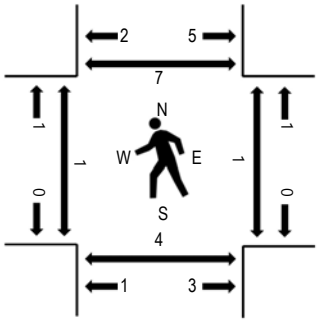
Note: Total study counts contained in parentheses.

Heavy Vehicles

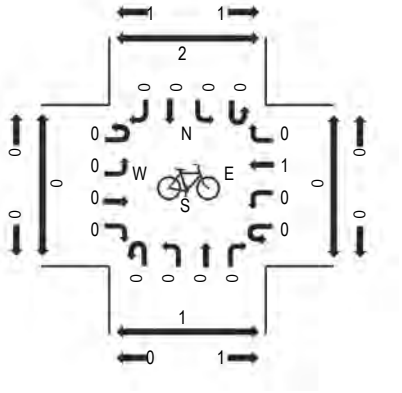


	HV%	PHF
EB	0.0%	0.91
WB	0.0%	0.83
NB	0.0%	0.89
SB	0.1%	0.95
All	0.0%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				SARATOGA AVE Eastbound				SAN TOMAS EXPY Southbound				SARATOGA AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	3	75	11	1	16	22	2	0	3	221	25	0	10	13	0	402	4,561
4:05 PM	1	3	39	9	0	18	34	7	0	1	140	20	0	15	24	1	312	4,575
4:10 PM	0	3	107	14	0	9	17	4	0	2	199	20	0	14	17	4	410	4,629
4:15 PM	0	3	57	9	1	27	47	4	0	1	156	12	2	26	27	0	372	4,676
4:20 PM	0	0	88	19	0	14	40	5	0	0	187	25	0	7	30	1	416	4,656
4:25 PM	0	1	86	16	3	15	22	0	0	2	184	24	1	12	21	0	387	4,687
4:30 PM	0	1	56	5	0	23	37	7	0	0	143	10	0	6	28	1	317	4,706
4:35 PM	0	4	90	18	1	15	21	6	0	2	223	24	0	8	15	2	429	4,757
4:40 PM	0	1	61	9	2	27	33	6	0	0	143	17	1	12	31	3	346	4,723
4:45 PM	1	1	106	22	0	12	29	4	0	1	199	23	1	3	17	0	419	4,731
4:50 PM	0	2	57	11	1	14	42	1	0	0	172	12	1	13	24	2	352	4,715
4:55 PM	0	0	80	16	1	12	40	1	0	0	195	24	0	8	20	2	399	4,726
5:00 PM	0	1	96	17	0	13	7	4	0	0	222	26	0	14	13	3	416	4,736
5:05 PM	0	3	57	7	0	19	44	5	0	0	160	24	0	19	26	2	366	
5:10 PM	0	1	116	28	1	7	27	10	0	0	216	22	1	11	16	1	457	
5:15 PM	0	2	52	11	0	12	46	6	0	2	159	19	0	15	25	3	352	
5:20 PM	0	1	87	18	1	3	37	8	0	1	221	24	0	12	33	1	447	
5:25 PM	0	0	68	18	0	25	27	4	0	2	204	21	0	12	22	3	406	
5:30 PM	0	0	70	13	1	8	36	5	0	0	165	19	1	25	25	0	368	
5:35 PM	0	0	94	14	0	20	27	6	0	0	192	20	0	10	11	1	395	
5:40 PM	0	1	62	10	1	22	44	1	0	1	163	8	0	14	27	0	354	
5:45 PM	0	2	100	10	0	13	24	2	0	2	210	27	0	3	9	1	403	
5:50 PM	0	0	72	9	4	20	36	4	0	2	159	15	0	17	22	3	363	
5:55 PM	0	0	98	17	0	17	41	3	0	1	177	17	0	10	27	1	409	
Count Total	2	33	1,874	331	18	381	780	105	0	23	4,410	478	8	296	523	35	9,297	
Peak Hour	1	16	940	188	8	167	389	60	0	8	2,279	255	5	152	267	22	4,757	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	1	4	4	0	9
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	1	2
4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	1	0	2	0	3
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	1	1	0	2
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	1	0	1	1	3
4:55 PM	0	0	2	0	2	4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	2	0	1	0	3
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	3	0	3
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	1	1	5:20 PM	1	0	1	0	2
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1	5:35 PM	2	0	0	0	2
5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	1	0	1	2	4
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	1	1	5:50 PM	1	0	0	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1
Count Total	0	0	2	0	2	Count Total	2	0	0	3	5	Count Total	13	5	17	4	39
Peak Hour	0	0	2	0	2	Peak Hour	0	0	0	1	1	Peak Hour	5	1	9	1	16

ALL TRAFFIC DATA SERVICES
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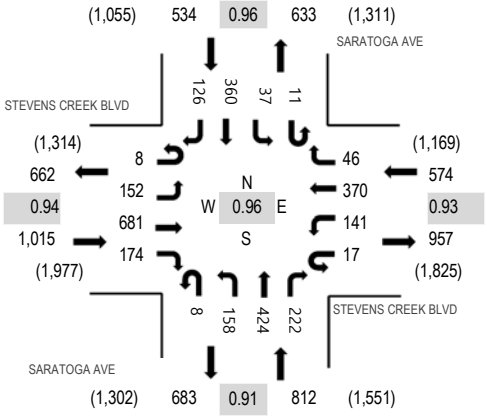
Location: 5 SARATOGA AVE & STEVENS CREEK BLVD PM
Date: Tuesday, August 27, 2024
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:35 PM - 05:50 PM

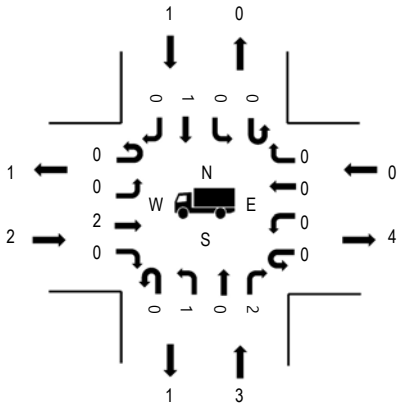
Peak Hour

Motorized Vehicles



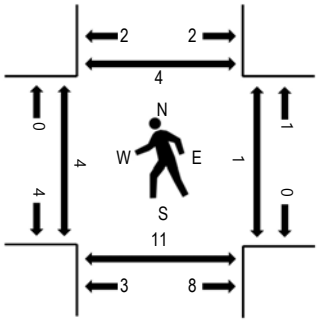
Note: Total study counts contained in parentheses.

Heavy Vehicles

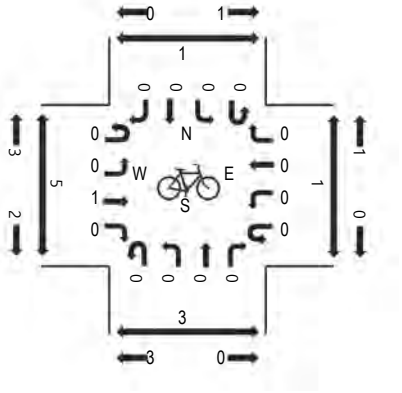


	HV%	PHF
EB	0.2%	0.94
WB	0.0%	0.93
NB	0.4%	0.91
SB	0.2%	0.96
All	0.2%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				STEVENS CREEK BLVD Eastbound				SARATOGA AVE Southbound				STEVENS CREEK BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	1	7	43	12	0	4	33	8	2	2	36	14	0	10	23	4	199	2,838
4:05 PM	0	6	23	17	1	12	61	16	0	3	30	6	5	13	31	8	232	2,869
4:10 PM	0	17	39	16	0	21	59	11	4	9	25	11	2	9	41	5	269	2,912
4:15 PM	2	6	54	15	0	13	45	15	0	4	27	12	2	3	24	5	227	2,886
4:20 PM	0	7	25	18	1	11	55	9	2	1	14	11	4	15	38	8	219	2,881
4:25 PM	0	9	24	20	2	24	74	19	2	1	37	14	0	7	41	7	281	2,921
4:30 PM	0	16	43	11	0	14	45	11	1	3	33	11	2	11	21	5	227	2,879
4:35 PM	0	14	25	10	0	10	39	18	1	2	28	4	1	10	38	9	209	2,873
4:40 PM	0	19	32	12	0	22	73	10	1	1	26	17	2	7	20	5	247	2,916
4:45 PM	0	19	47	14	1	18	46	12	1	2	31	10	3	15	34	6	259	2,922
4:50 PM	0	11	27	23	0	15	52	13	0	3	22	12	2	8	25	6	219	2,925
4:55 PM	2	13	24	24	1	13	79	10	0	1	18	10	2	15	35	3	250	2,935
5:00 PM	0	18	25	19	2	8	58	21	1	4	25	9	1	8	29	2	230	2,914
5:05 PM	0	12	46	15	1	12	65	12	0	0	53	14	2	13	28	2	275	
5:10 PM	1	15	33	15	0	7	65	14	0	6	22	9	2	18	33	3	243	
5:15 PM	0	11	23	18	1	17	61	19	0	4	26	6	2	10	20	4	222	
5:20 PM	0	17	40	24	0	7	36	18	2	2	42	8	0	14	42	7	259	
5:25 PM	1	15	24	14	0	12	50	20	0	4	36	9	2	11	37	4	239	
5:30 PM	1	10	32	17	1	17	73	3	2	3	20	11	0	8	20	3	221	
5:35 PM	0	15	58	17	1	15	38	12	1	2	40	12	3	9	25	4	252	
5:40 PM	1	10	42	20	1	11	55	14	0	4	29	11	2	15	32	6	253	
5:45 PM	1	6	30	20	0	22	62	20	2	4	26	11	1	12	40	5	262	
5:50 PM	1	16	47	19	0	11	39	11	3	3	23	16	0	8	29	3	229	
5:55 PM	0	10	27	18	0	16	38	15	2	6	25	12	2	17	36	5	229	
Count Total	11	299	833	408	13	332	1,301	331	27	74	694	260	42	266	742	119	5,752	
Peak Hour	8	158	424	222	8	152	681	174	11	37	360	126	17	141	370	46	2,935	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	2	2
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	1	1	4:05 PM	1	1	0	0	2
4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1	4:10 PM	2	0	1	1	4
4:15 PM	0	1	0	0	1	4:15 PM	0	2	0	0	2	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1
4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	1	1	0	1	3
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	12	4	0	0	16
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	1	1
4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	2	0	0	2	4
4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	2	1	3	0	6
5:00 PM	1	0	1	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	2	1	0	0	3
5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1	5:10 PM	1	2	0	0	3
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	2	1	0	0	3
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	1	0	0	2	5:30 PM	0	0	0	0	0	5:30 PM	1	1	1	0	3
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	2	0	1	1	4
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	3	1	0	0	4
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	1	2
5:55 PM	0	0	0	0	0	5:55 PM	2	0	0	0	2	5:55 PM	0	3	0	0	3
Count Total	4	4	1	0	9	Count Total	4	3	0	1	8	Count Total	32	19	6	9	66
Peak Hour	3	2	1	0	6	Peak Hour	0	1	0	0	1	Peak Hour	14	9	5	2	30

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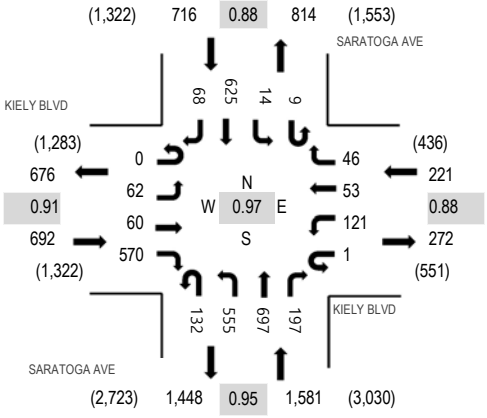
Location: 6 SARATOGA AVE & KIELY BLVD PM
Date: Tuesday, August 27, 2024
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

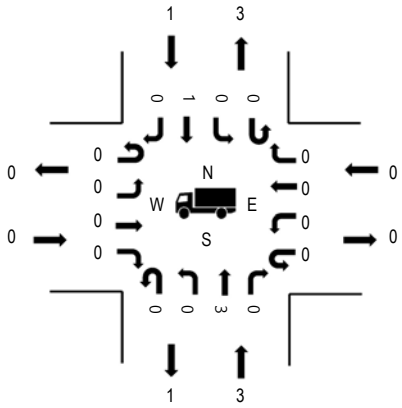
Peak Hour

Motorized Vehicles



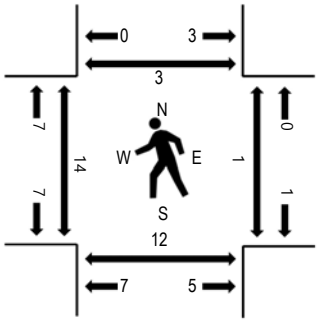
Note: Total study counts contained in parentheses.

Heavy Vehicles

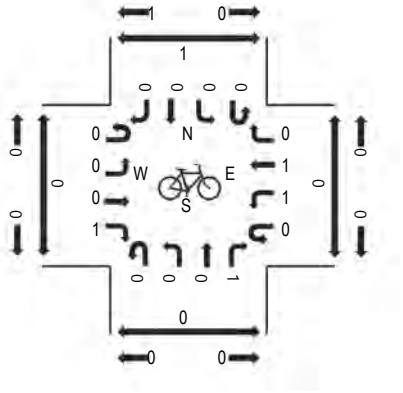


	HV%	PHF
EB	0.0%	0.91
WB	0.0%	0.88
NB	0.2%	0.95
SB	0.1%	0.88
All	0.1%	0.97

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				KIELY BLVD Eastbound				SARATOGA AVE Southbound				KIELY BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	15	47	41	17	0	4	4	49	0	1	36	4	0	11	5	4	238	2,918
4:05 PM	10	31	45	14	0	4	1	47	1	3	55	5	0	13	4	2	235	2,930
4:10 PM	4	41	63	25	0	7	5	49	0	1	49	7	0	5	4	3	263	2,988
4:15 PM	7	47	57	20	0	7	7	46	1	1	39	5	0	11	3	3	254	2,997
4:20 PM	6	54	53	11	0	5	2	37	0	1	39	4	0	6	1	5	224	3,005
4:25 PM	5	46	43	18	0	6	4	37	2	1	51	5	0	6	3	4	231	3,061
4:30 PM	8	31	53	12	0	6	4	36	0	0	41	7	0	11	5	3	217	3,096
4:35 PM	5	20	46	14	0	6	6	45	1	1	56	4	0	20	3	3	230	3,159
4:40 PM	5	41	50	20	0	2	9	49	1	0	46	6	0	11	2	5	247	3,194
4:45 PM	11	56	70	22	0	4	2	40	0	1	45	2	0	15	3	4	275	3,193
4:50 PM	9	49	55	19	0	6	3	43	2	3	22	4	0	11	5	3	234	3,200
4:55 PM	14	32	60	19	0	6	5	42	2	2	50	9	0	15	6	8	270	3,210
5:00 PM	6	41	50	17	0	5	8	47	0	2	46	9	0	12	6	1	250	3,192
5:05 PM	13	51	63	16	0	2	3	61	0	0	62	3	0	9	2	8	293	
5:10 PM	10	47	52	17	0	5	5	43	2	0	73	7	0	6	2	3	272	
5:15 PM	8	43	59	15	0	4	6	48	3	1	48	3	0	15	5	4	262	
5:20 PM	12	54	56	19	0	3	8	44	0	0	58	4	0	15	4	3	280	
5:25 PM	15	58	56	10	0	5	3	43	0	2	49	7	0	10	5	3	266	
5:30 PM	8	58	58	16	0	11	8	53	1	1	48	4	1	6	5	2	280	
5:35 PM	11	48	49	18	0	8	3	52	0	1	49	7	0	6	6	7	265	
5:40 PM	14	38	57	16	0	7	2	46	0	0	45	5	0	9	4	3	246	
5:45 PM	16	35	67	20	0	2	7	46	0	4	62	9	0	9	5	0	282	
5:50 PM	5	50	70	14	0	4	2	45	1	1	35	1	0	9	3	4	244	
5:55 PM	13	45	53	22	0	3	3	42	1	2	45	5	0	13	3	2	252	
Count Total	230	1,063	1,326	411	0	122	110	1,090	18	29	1,149	126	1	254	94	87	6,110	
Peak Hour	132	555	697	197	0	62	60	570	9	14	625	68	1	121	53	46	3,210	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	1	0	0	0	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	1	1	2	0	4
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	2	0	0	2
4:25 PM	0	0	1	0	1	4:25 PM	0	0	1	0	1	4:25 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	0	1	4:40 PM	4	1	0	1	6
4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	1	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1
4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	0	1	4:55 PM	2	3	0	0	5
5:00 PM	1	0	1	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	3	4	0	0	7
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	1	0	2	1	4
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	2	1	0	0	3
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	1	2	0	0	3
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	2	2	5:35 PM	1	0	1	0	2
5:40 PM	0	0	0	0	0	5:40 PM	0	1	0	0	1	5:40 PM	1	2	0	0	3
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	1	1	1	0	3
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	1	0	0	1
Count Total	4	1	2	0	7	Count Total	2	1	1	2	6	Count Total	19	21	7	3	50
Peak Hour	3	0	1	0	4	Peak Hour	1	1	0	2	4	Peak Hour	12	14	4	1	31

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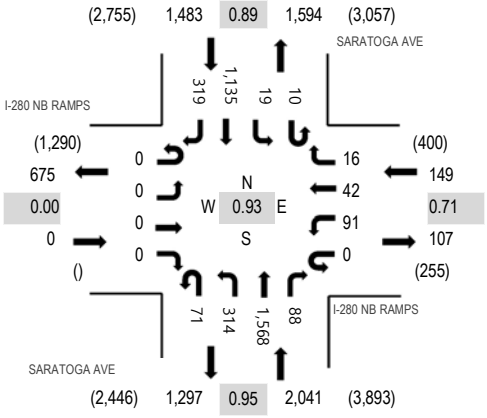
Location: 7 SARATOGA AVE & I-280 NB RAMPS PM
Date: Tuesday, August 27, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

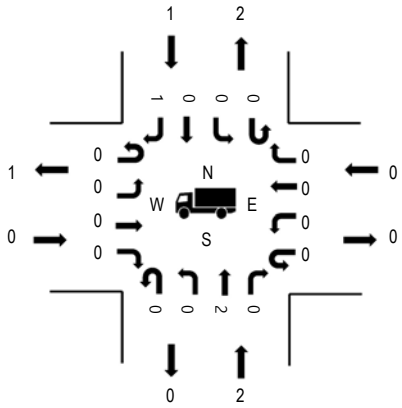
Peak Hour

Motorized Vehicles



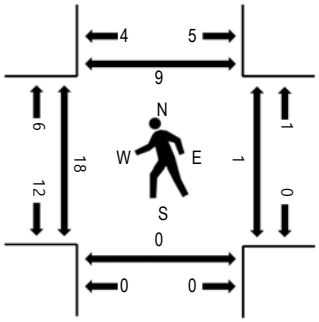
Note: Total study counts contained in parentheses.

Heavy Vehicles

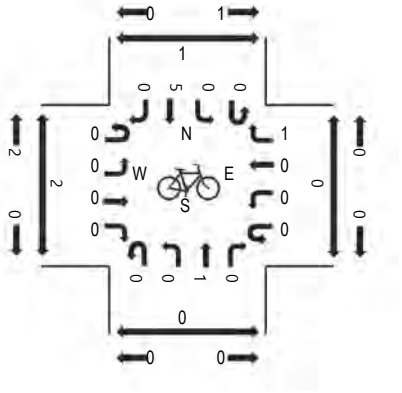


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.71
NB	0.1%	0.95
SB	0.1%	0.89
All	0.1%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				I-280 NB RAMPS Eastbound				SARATOGA AVE Southbound				I-280 NB RAMPS Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	25	112	16	0	0	0	0	3	5	70	22	0	19	9	4	285	3,375
4:05 PM	0	31	96	11	0	0	0	0	1	2	91	31	0	20	9	3	295	3,382
4:10 PM	0	24	137	10	0	0	0	0	0	3	82	18	0	17	6	1	298	3,383
4:15 PM	1	31	130	18	0	0	0	0	2	3	88	20	0	15	8	2	318	3,419
4:20 PM	0	24	114	9	0	0	0	0	0	3	70	12	0	12	8	3	255	3,444
4:25 PM	1	21	117	8	0	0	0	0	1	3	80	21	0	13	8	1	274	3,500
4:30 PM	3	26	101	11	0	0	0	0	0	3	86	18	0	8	5	1	262	3,522
4:35 PM	1	18	105	3	0	0	0	0	0	2	97	15	0	9	5	2	257	3,547
4:40 PM	1	22	115	6	0	0	0	0	0	2	81	20	0	13	6	3	269	3,588
4:45 PM	0	27	154	4	0	0	0	0	2	2	93	27	0	4	1	5	319	3,631
4:50 PM	1	32	122	8	0	0	0	0	0	4	65	11	0	7	1	1	252	3,637
4:55 PM	2	26	118	10	0	0	0	0	2	2	88	21	0	11	6	5	291	3,666
5:00 PM	2	25	125	9	0	0	0	0	1	3	84	27	0	10	4	2	292	3,673
5:05 PM	4	23	126	7	0	0	0	0	1	0	97	22	0	8	7	1	296	
5:10 PM	2	36	135	10	0	0	0	0	0	1	94	39	0	11	4	2	334	
5:15 PM	4	31	128	7	0	0	0	0	1	0	124	31	0	10	5	2	343	
5:20 PM	7	23	137	7	0	0	0	0	0	1	97	28	0	9	2	0	311	
5:25 PM	7	27	132	9	0	0	0	0	2	2	83	22	0	8	2	2	296	
5:30 PM	8	31	123	4	0	0	0	0	0	3	81	25	0	6	4	2	287	
5:35 PM	2	10	121	10	0	0	0	0	1	1	105	34	0	9	4	1	298	
5:40 PM	12	47	139	5	0	0	0	0	1	0	75	20	0	5	6	2	312	
5:45 PM	10	23	131	4	0	0	0	0	3	0	119	26	0	7	2	0	325	
5:50 PM	8	13	139	7	0	0	0	0	0	4	82	24	0	4	0	0	281	
5:55 PM	5	25	132	9	0	0	0	0	0	4	94	21	0	4	2	2	298	
Count Total	81	621	2,989	202	0	0	0	0	21	53	2,126	555	0	239	114	47	7,048	
Peak Hour	71	314	1,568	88	0	0	0	0	10	19	1,135	319	0	91	42	16	3,673	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	1	2	0	3
4:05 PM	0	0	0	0	0	4:05 PM	1	0	1	0	2	4:05 PM	0	1	4	0	5
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	4	5	0	9
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1
4:25 PM	0	0	1	0	1	4:25 PM	0	0	1	0	1	4:25 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	2	0	2	4:30 PM	0	2	1	0	3
4:35 PM	0	0	0	1	1	4:35 PM	0	0	0	0	0	4:35 PM	0	1	1	0	2
4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	0	1	4:40 PM	0	0	2	0	2
4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	2	0	0	2
4:50 PM	0	0	0	0	0	4:50 PM	1	0	1	0	2	4:50 PM	0	1	0	0	1
4:55 PM	1	0	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	0	1
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	3	2	0	5
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	2	1	0	3
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	3	0	0	3
5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	0	1	5:20 PM	0	1	0	0	1
5:25 PM	1	0	0	0	1	5:25 PM	0	0	1	0	1	5:25 PM	0	2	2	0	4
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	2	1	0	3
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	2	2	0	4
5:40 PM	0	0	0	0	0	5:40 PM	0	0	2	0	2	5:40 PM	0	1	1	0	2
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	0	1
5:50 PM	0	0	0	0	0	5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	1	1	2	5:55 PM	0	2	1	1	4
Count Total	4	0	3	1	8	Count Total	4	0	10	1	15	Count Total	0	36	25	1	62
Peak Hour	2	0	1	0	3	Peak Hour	1	0	5	1	7	Peak Hour	0	20	10	1	31

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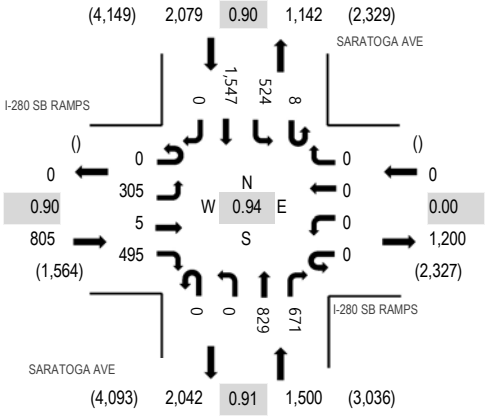
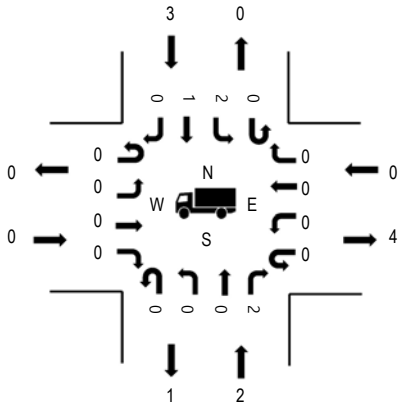
Location: 8 SARATOGA AVE & I-280 SB RAMPS PM
Date: Tuesday, August 27, 2024
Peak Hour: 04:10 PM - 05:10 PM
Peak 15-Minutes: 04:10 PM - 04:25 PM

Peak Hour

Motorized Vehicles



Heavy Vehicles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Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				I-280 SB RAMPS Eastbound				SARATOGA AVE Southbound				I-280 SB RAMPS Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	88	53	0	19	0	35	0	36	138	0	0	0	0	0	369	4,377
4:05 PM	0	0	62	43	0	13	0	32	0	37	127	0	0	0	0	0	314	4,362
4:10 PM	0	0	91	67	0	37	0	39	0	55	138	0	0	0	0	0	427	4,384
4:15 PM	0	0	74	39	0	29	0	43	0	46	137	0	0	0	0	0	368	4,348
4:20 PM	0	0	68	65	0	25	0	41	0	40	135	0	0	0	0	0	374	4,346
4:25 PM	0	0	69	73	0	17	1	32	0	29	129	0	0	0	0	0	350	4,316
4:30 PM	0	0	58	54	0	27	3	46	1	49	132	0	0	0	0	0	370	4,338
4:35 PM	0	0	53	52	0	31	0	57	1	36	81	0	0	0	0	0	311	4,313
4:40 PM	0	0	76	65	0	24	1	35	1	42	146	0	0	0	0	0	390	4,336
4:45 PM	0	0	83	54	0	17	0	35	0	36	144	0	0	0	0	0	369	4,322
4:50 PM	0	0	58	54	0	21	0	30	3	50	157	0	0	0	0	0	373	4,316
4:55 PM	0	0	66	53	0	32	0	50	0	45	116	0	0	0	0	0	362	4,357
5:00 PM	0	0	70	49	0	26	0	45	0	39	125	0	0	0	0	0	354	4,372
5:05 PM	0	0	63	46	0	19	0	42	2	57	107	0	0	0	0	0	336	
5:10 PM	0	0	85	70	0	24	2	39	0	45	126	0	0	0	0	0	391	
5:15 PM	0	0	90	72	0	27	0	33	0	46	98	0	0	0	0	0	366	
5:20 PM	0	0	67	38	0	25	1	27	1	46	139	0	0	0	0	0	344	
5:25 PM	0	0	72	46	0	26	2	39	1	34	152	0	0	0	0	0	372	
5:30 PM	0	0	68	51	0	27	3	42	0	32	122	0	0	0	0	0	345	
5:35 PM	0	0	63	48	0	37	2	43	0	34	107	0	0	0	0	0	334	
5:40 PM	0	0	81	48	0	23	2	45	0	41	136	0	0	0	0	0	376	
5:45 PM	0	0	72	55	0	22	0	31	0	43	140	0	0	0	0	0	363	
5:50 PM	0	0	83	72	0	20	1	48	1	37	152	0	0	0	0	0	414	
5:55 PM	0	0	64	45	0	26	0	43	0	42	157	0	0	0	0	0	377	
Count Total	0	0	1,724	1,312	0	594	18	952	11	997	3,141	0	0	0	0	0	8,749	
Peak Hour	0	0	829	671	0	305	5	495	8	524	1,547	0	0	0	0	0	4,384	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	2	0	0	2
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	1	0	1	4:10 PM	0	2	0	0	2
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	3	0	0	3
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1
4:25 PM	0	0	1	0	1	4:25 PM	0	0	1	0	1	4:25 PM	0	1	0	0	1
4:30 PM	0	0	1	0	1	4:30 PM	0	0	1	0	1	4:30 PM	0	2	0	0	2
4:35 PM	1	0	0	0	1	4:35 PM	0	0	1	0	1	4:35 PM	0	1	0	0	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	3	0	0	3
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	3	0	0	3
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	3	0	0	3
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	3	0	0	3
5:20 PM	0	0	0	0	0	5:20 PM	0	0	2	0	2	5:20 PM	0	2	0	0	2
5:25 PM	1	1	0	0	2	5:25 PM	0	0	1	0	1	5:25 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	3	0	0	3
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	1	0	0	1
5:40 PM	1	0	0	0	1	5:40 PM	0	0	2	0	2	5:40 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	3	0	0	3
5:50 PM	0	0	0	0	0	5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	1	0	0	1
Count Total	5	1	5	0	11	Count Total	1	0	9	0	10	Count Total	0	36	0	0	36
Peak Hour	2	0	3	0	5	Peak Hour	0	0	4	0	4	Peak Hour	0	19	0	0	19

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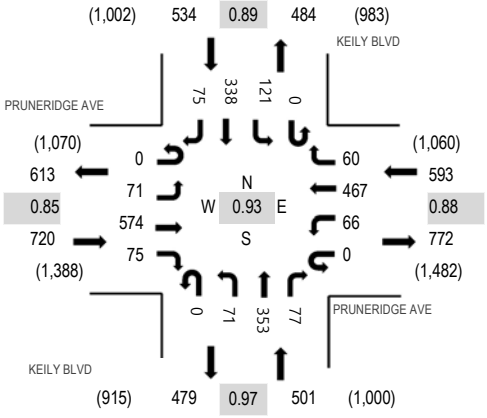
Location: 9 KEILY BLVD & PRUNERIDGE AVE PM
Date: Tuesday, August 27, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:20 PM - 05:35 PM

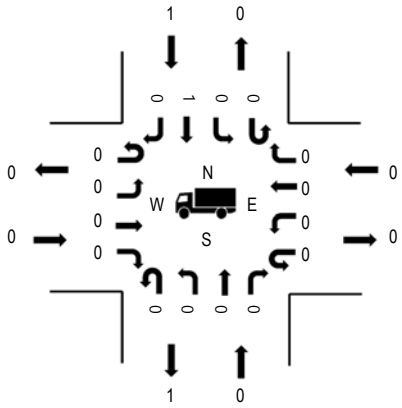
Peak Hour

Motorized Vehicles



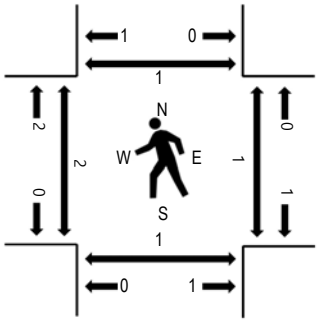
Note: Total study counts contained in parentheses.

Heavy Vehicles

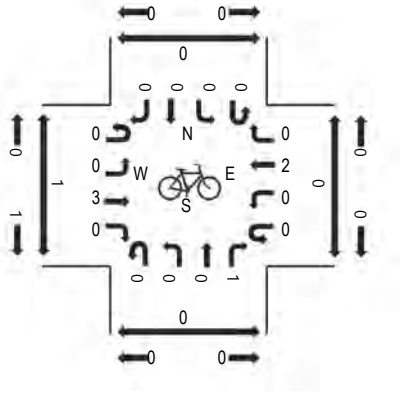


	HV%	PHF
EB	0.0%	0.85
WB	0.0%	0.88
NB	0.0%	0.97
SB	0.2%	0.89
All	0.0%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	KEILY BLVD Northbound				PRUNERIDGE AVE Eastbound				KEILY BLVD Southbound				PRUNERIDGE AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	3	16	4	0	2	60	6	0	7	24	5	0	0	37	5	169	2,102
4:05 PM	0	3	30	4	0	4	51	8	0	6	16	6	0	2	22	8	160	2,129
4:10 PM	0	3	30	10	0	5	41	3	0	14	27	2	0	4	25	4	168	2,163
4:15 PM	0	3	23	5	0	4	51	8	0	14	22	3	0	3	29	8	173	2,200
4:20 PM	0	5	43	1	0	5	45	5	0	7	26	7	0	2	21	5	172	2,203
4:25 PM	0	4	43	5	0	5	42	6	0	5	21	3	0	6	36	2	178	2,251
4:30 PM	0	6	27	3	0	4	69	6	0	7	25	3	0	7	24	2	183	2,276
4:35 PM	0	4	34	11	0	8	49	6	0	3	21	7	0	1	27	5	176	2,304
4:40 PM	0	3	42	6	0	3	19	10	0	9	41	6	0	5	19	5	168	2,315
4:45 PM	0	4	25	7	0	6	40	7	0	4	34	6	0	9	40	8	190	2,342
4:50 PM	0	3	29	5	0	2	52	2	0	6	28	7	0	7	36	10	187	2,330
4:55 PM	0	3	41	11	0	5	25	4	0	12	30	4	0	4	38	1	178	2,318
5:00 PM	0	6	29	8	0	4	50	9	0	7	21	10	0	5	38	9	196	2,348
5:05 PM	0	4	31	6	0	7	39	6	0	16	32	10	0	4	34	5	194	
5:10 PM	0	5	41	8	0	5	47	5	0	14	25	2	0	5	40	8	205	
5:15 PM	0	1	31	5	0	5	42	1	0	14	36	3	0	7	29	2	176	
5:20 PM	0	7	17	4	0	6	73	9	0	11	26	5	0	7	51	4	220	
5:25 PM	0	4	35	5	0	6	43	6	0	14	30	4	0	9	39	8	203	
5:30 PM	0	10	27	11	0	7	53	8	0	9	23	7	0	3	51	2	211	
5:35 PM	0	6	35	7	0	7	47	3	0	2	28	7	0	6	35	4	187	
5:40 PM	0	5	22	11	0	4	44	8	0	12	26	6	0	7	45	5	195	
5:45 PM	0	6	24	5	0	7	38	6	0	10	30	6	0	5	37	4	178	
5:50 PM	0	8	34	3	0	7	41	5	0	7	20	6	0	5	33	6	175	
5:55 PM	0	9	27	4	0	6	57	9	0	5	41	9	0	3	35	3	208	
Count Total	0	115	736	149	0	124	1,118	146	0	215	653	134	0	116	821	123	4,450	
Peak Hour	0	71	353	77	0	71	574	75	0	121	338	75	0	66	467	60	2,348	

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

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

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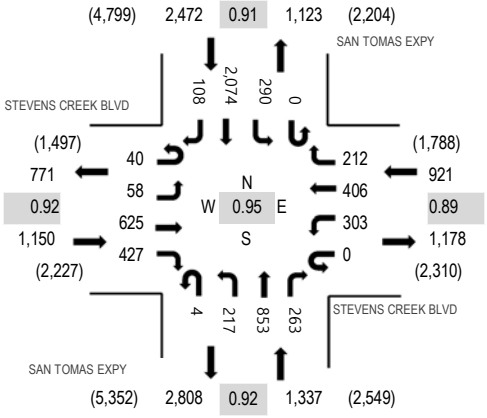
Location: 10 SAN TOMAS EXPY & STEVENS CREEK BLVD PM
Date: Tuesday, August 27, 2024
Peak Hour: 04:50 PM - 05:50 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

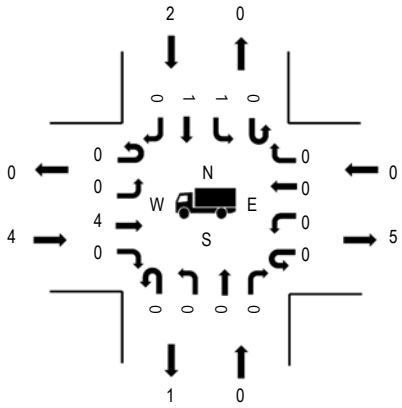
Peak Hour

Motorized Vehicles



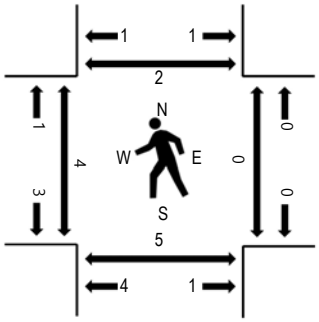
Note: Total study counts contained in parentheses.

Heavy Vehicles

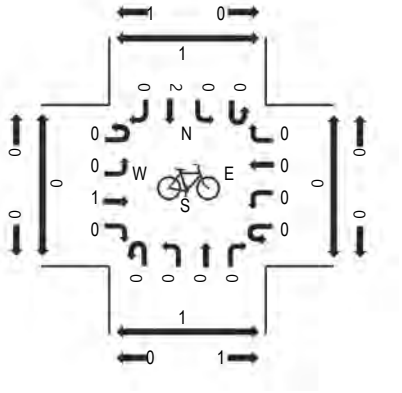


	HV%	PHF
EB	0.3%	0.92
WB	0.0%	0.89
NB	0.0%	0.92
SB	0.1%	0.91
All	0.1%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				STEVENS CREEK BLVD Eastbound				SAN TOMAS EXPY Southbound				STEVENS CREEK BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	16	52	16	0	4	51	38	0	13	189	7	0	12	28	21	447	5,495
4:05 PM	0	7	34	26	3	2	69	26	0	31	138	18	0	19	39	20	432	5,573
4:10 PM	1	20	90	18	2	7	32	32	2	22	171	13	0	11	21	15	457	5,662
4:15 PM	0	15	69	23	3	4	77	34	0	16	122	8	0	21	44	17	453	5,704
4:20 PM	0	12	75	24	6	5	35	37	0	31	201	10	0	18	28	6	488	5,761
4:25 PM	0	24	86	22	3	5	77	25	0	17	142	8	0	16	48	17	490	5,776
4:30 PM	0	3	37	14	2	10	58	26	0	24	147	5	0	35	46	15	422	5,781
4:35 PM	1	17	84	12	1	2	34	34	0	13	190	7	0	15	28	20	458	5,822
4:40 PM	0	15	50	27	0	3	62	20	0	28	152	8	0	25	44	20	454	5,872
4:45 PM	0	12	99	12	2	2	39	41	0	25	178	9	0	12	14	17	462	5,869
4:50 PM	0	28	76	21	5	5	73	32	0	11	126	6	0	28	39	14	464	5,880
4:55 PM	0	13	57	20	3	6	30	38	0	35	199	12	0	27	16	12	468	5,877
5:00 PM	2	17	81	24	4	4	80	37	0	15	169	8	0	22	38	24	525	5,868
5:05 PM	0	11	60	30	4	3	56	31	0	27	190	10	0	30	48	21	521	
5:10 PM	1	22	99	21	0	5	50	42	0	13	177	6	0	17	21	25	499	
5:15 PM	0	19	62	25	4	7	72	30	0	35	141	8	0	35	55	17	510	
5:20 PM	0	14	70	21	2	6	30	28	0	37	225	15	0	16	29	10	503	
5:25 PM	1	21	82	18	6	7	59	39	0	22	147	7	0	23	47	16	495	
5:30 PM	0	9	47	29	5	4	24	40	0	28	195	10	0	38	19	15	463	
5:35 PM	0	26	90	20	3	3	63	34	0	11	182	8	0	19	38	11	508	
5:40 PM	0	12	42	21	2	5	64	42	0	24	139	8	0	29	36	27	451	
5:45 PM	0	25	87	13	2	3	24	34	0	32	184	10	0	19	20	20	473	
5:50 PM	1	17	64	20	6	10	52	32	0	26	127	3	0	31	48	24	461	
5:55 PM	0	11	69	17	5	1	29	29	0	40	177	9	0	18	31	23	459	
Count Total	7	386	1,662	494	73	113	1,240	801	2	576	4,008	213	0	536	825	427	11,363	
Peak Hour	4	217	853	263	40	58	625	427	0	290	2,074	108	0	303	406	212	5,880	

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

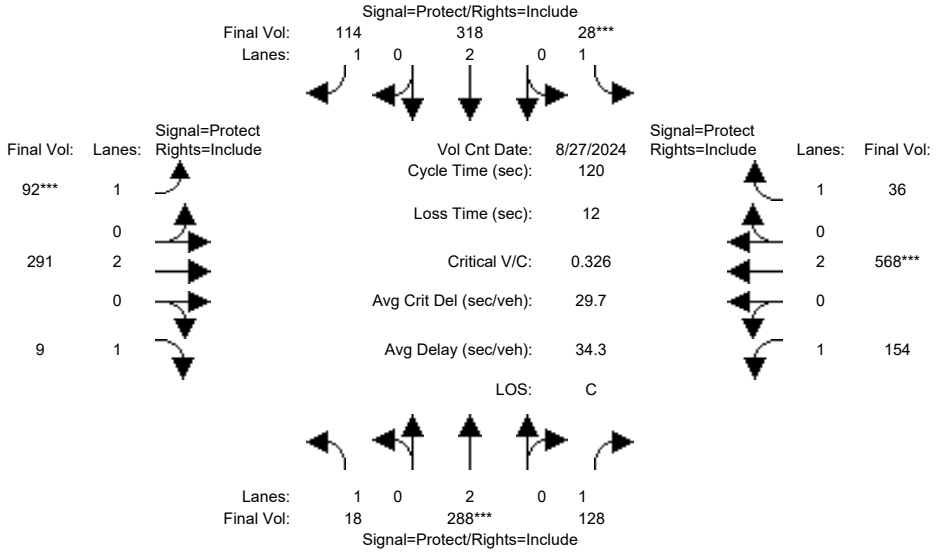
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	0	1	4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	2	1	0	0	3
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	1	1	0	2	4:15 PM	0	0	2	0	2
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1	4:25 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	1	0	0	0	1
4:35 PM	0	0	0	0	0	4:35 PM	0	1	0	0	1	4:35 PM	1	1	1	0	3
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	3	0	0	0	3
4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1	4:45 PM	0	2	2	0	4
4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	0	1
4:55 PM	0	0	2	0	2	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	1	0	2
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	2	0	0	0	2
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	1	1	0	0	2
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0
5:30 PM	0	2	0	0	2	5:30 PM	0	0	1	0	1	5:30 PM	0	1	0	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1	5:35 PM	2	0	0	0	2
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	2	0	2
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	1	1	5:50 PM	0	1	0	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	1	0	1	5:55 PM	0	0	0	0	0
Count Total	0	7	2	0	9	Count Total	0	4	6	1	11	Count Total	14	9	8	0	31
Peak Hour	0	4	2	0	6	Peak Hour	0	1	2	0	3	Peak Hour	6	4	3	0	13

Appendix C
Level of Service Calculations

400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module: >> Count Date: 27 Aug 2024 << 8:00-9:00 AM												
Base Vol:	18	288	128	28	318	114	92	291	9	154	568	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:	18	288	128	28	318	114	92	291	9	154	568	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:	18	288	128	28	318	114	92	291	9	154	568	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:	18	288	128	28	318	114	92	291	9	154	568	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	288	128	28	318	114	92	291	9	154	568	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	288	128	28	318	114	92	291	9	154	568	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.07	0.02	0.08	0.07	0.05	0.08	0.01	0.09	0.15	0.02
Crit Moves:		****		****			****				****	
Green Time:	14.2	27.6	27.6	7.0	20.4	20.4	19.1	31.9	31.9	41.6	54.3	54.3
Volume/Cap:	0.09	0.33	0.32	0.27	0.49	0.38	0.33	0.29	0.02	0.25	0.33	0.05
Delay/Veh:	47.3	38.8	38.9	55.5	45.7	45.1	45.5	35.2	32.6	28.3	21.2	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	38.8	38.9	55.5	45.7	45.1	45.5	35.2	32.6	28.3	21.2	18.4
LOS by Move:	D	D	D	E	D	D	D	D	C	C	C	B
HCM2kAvgQ:	1	4	4	1	6	4	3	4	0	4	7	1

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

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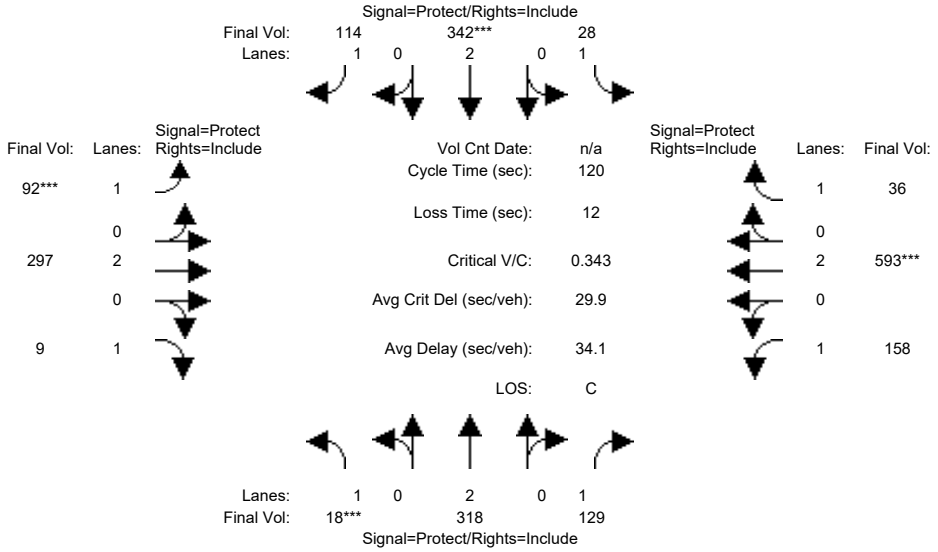
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	18	318	129	28	342	114	92	297	9	158	593	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:	18	318	129	28	342	114	92	297	9	158	593	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:	18	318	129	28	342	114	92	297	9	158	593	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:	18	318	129	28	342	114	92	297	9	158	593	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	318	129	28	342	114	92	297	9	158	593	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	318	129	28	342	114	92	297	9	158	593	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.07	0.02	0.09	0.07	0.05	0.08	0.01	0.09	0.16	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	22.1	22.1	15.4	30.4	30.4	17.8	31.0	31.0	39.6	52.8	52.8
Volume/Cap:	0.18	0.46	0.40	0.12	0.35	0.26	0.35	0.30	0.02	0.27	0.35	0.05
Delay/Veh:	54.6	44.1	44.0	46.6	37.0	36.1	46.8	36.0	33.2	29.9	22.4	19.2
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:	54.6	44.1	44.0	46.6	37.0	36.1	46.8	36.0	33.2	29.9	22.4	19.2
LOS by Move:	D	D	D	D	D	D	D	D	C	C	C	B
HCM2kAvgQ:	1	5	4	1	5	4	3	4	0	5	7	1

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

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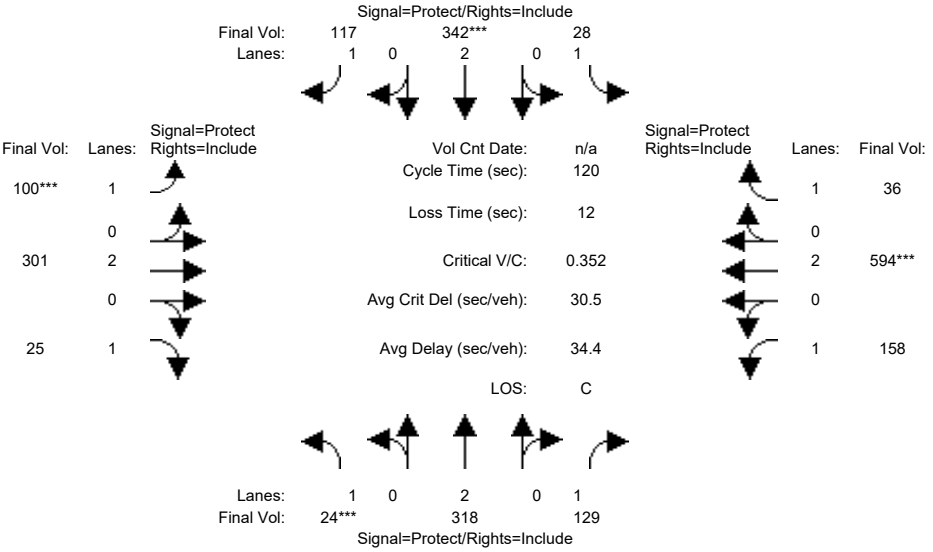
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	18	318	129	28	342	114	92	297	9	158	593	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:	18	318	129	28	342	114	92	297	9	158	593	36
Added Vol:	6	0	0	0	0	3	8	4	16	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	318	129	28	342	117	100	301	25	158	594	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:	24	318	129	28	342	117	100	301	25	158	594	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	318	129	28	342	117	100	301	25	158	594	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	318	129	28	342	117	100	301	25	158	594	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.07	0.02	0.09	0.07	0.06	0.08	0.01	0.09	0.16	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	21.8	21.8	15.2	30.0	30.0	19.0	31.4	31.4	39.6	52.0	52.0
Volume/Cap:	0.24	0.46	0.41	0.13	0.36	0.27	0.36	0.30	0.05	0.27	0.36	0.05
Delay/Veh:	55.1	44.4	44.2	46.8	37.4	36.5	45.9	35.7	33.2	29.8	23.0	19.7
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:	55.1	44.4	44.2	46.8	37.4	36.5	45.9	35.7	33.2	29.8	23.0	19.7
LOS by Move:	E	D	D	D	D	D	D	D	C	C	C	B
HCM2kAvgQ:	1	5	4	1	5	4	3	4	1	5	7	1

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

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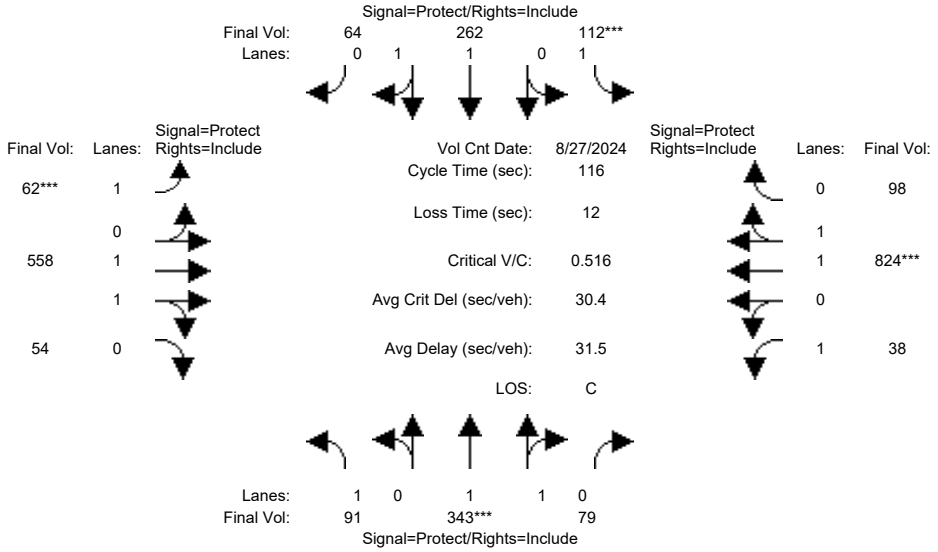
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module: >> Count Date: 27 Aug 2024 << 8:00-9:00 AM												
Base Vol:	84	316	73	103	241	59	57	513	50	35	758	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	316	73	103	241	59	57	513	50	35	758	90
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:	84	316	73	103	241	59	57	513	50	35	758	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	91	343	79	112	262	64	62	558	54	38	824	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	343	79	112	262	64	62	558	54	38	824	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	91	343	79	112	262	64	62	558	54	38	824	98
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	1.61	0.39	1.00	1.60	0.40	1.00	1.82	0.18	1.00	1.78	0.22
Final Sat.:	1750	3005	694	1750	2972	728	1750	3371	329	1750	3307	393
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.09	0.09	0.04	0.17	0.17	0.02	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	17.2	25.1	25.1	14.1	22.0	22.0	10.0	45.7	45.7	19.1	54.8	54.8
Volume/Cap:	0.35	0.53	0.53	0.53	0.46	0.46	0.41	0.42	0.42	0.13	0.53	0.53
Delay/Veh:	45.2	40.8	40.8	50.3	42.3	42.3	52.0	25.7	25.7	41.6	21.8	21.8
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:	45.2	40.8	40.8	50.3	42.3	42.3	52.0	25.7	25.7	41.6	21.8	21.8
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	3	7	7	5	6	6	3	8	8	1	11	11

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

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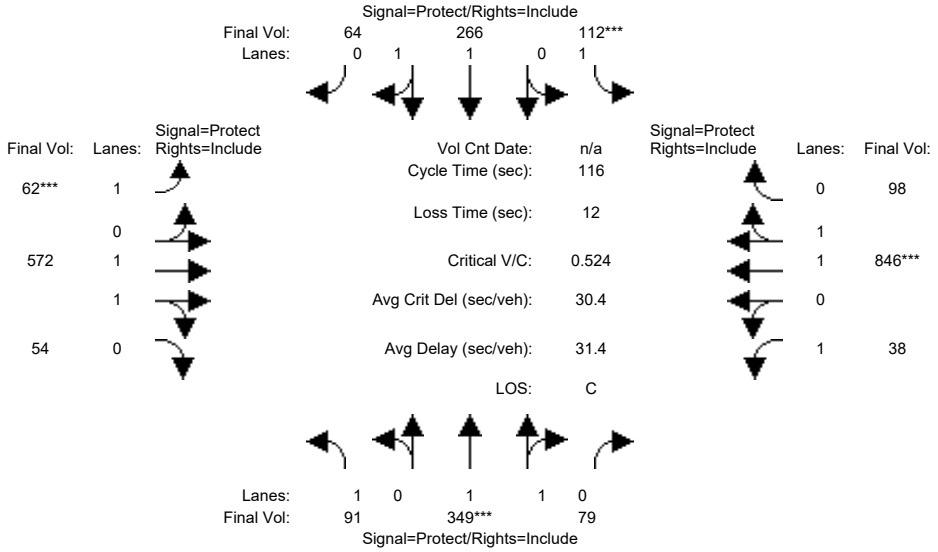
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	84	321	73	103	245	59	57	526	50	35	778	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	321	73	103	245	59	57	526	50	35	778	90
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:	84	321	73	103	245	59	57	526	50	35	778	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	91	349	79	112	266	64	62	572	54	38	846	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	349	79	112	266	64	62	572	54	38	846	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	91	349	79	112	266	64	62	572	54	38	846	98
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	1.62	0.38	1.00	1.60	0.40	1.00	1.82	0.18	1.00	1.79	0.21
Final Sat.:	1750	3014	685	1750	2981	718	1750	3379	321	1750	3316	384
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.06	0.09	0.09	0.04	0.17	0.17	0.02	0.26	0.26
Crit Moves:		****			****			****			****	
Green Time:	16.9	25.0	25.0	13.8	21.9	21.9	10.0	46.3	46.3	18.9	55.1	55.1
Volume/Cap:	0.36	0.54	0.54	0.54	0.47	0.47	0.41	0.42	0.42	0.13	0.54	0.54
Delay/Veh:	45.5	41.1	41.1	50.8	42.4	42.4	52.0	25.4	25.4	41.8	21.8	21.8
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:	45.5	41.1	41.1	50.8	42.4	42.4	52.0	25.4	25.4	41.8	21.8	21.8
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	3	7	7	5	6	6	3	8	8	1	12	12

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

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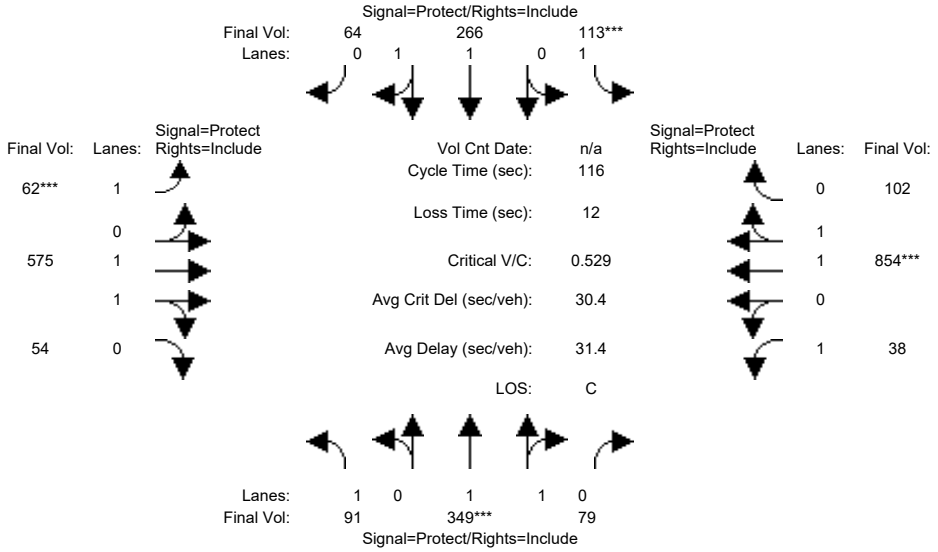
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	84	321	73	103	245	59	57	526	50	35	778	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	321	73	103	245	59	57	526	50	35	778	90
Added Vol:	0	0	0	1	0	0	0	3	0	0	8	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	321	73	104	245	59	57	529	50	35	786	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	91	349	79	113	266	64	62	575	54	38	854	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	349	79	113	266	64	62	575	54	38	854	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	91	349	79	113	266	64	62	575	54	38	854	102
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	1.62	0.38	1.00	1.60	0.40	1.00	1.82	0.18	1.00	1.78	0.22
Final Sat.:	1750	3014	685	1750	2981	718	1750	3380	319	1750	3304	395
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.06	0.09	0.09	0.04	0.17	0.17	0.02	0.26	0.26
Crit Moves:		****			****			****			****	
Green Time:	16.8	24.8	24.8	13.8	21.8	21.8	10.0	46.5	46.5	18.9	55.4	55.4
Volume/Cap:	0.36	0.54	0.54	0.54	0.48	0.48	0.41	0.42	0.42	0.13	0.54	0.54
Delay/Veh:	45.6	41.3	41.3	51.0	42.5	42.5	52.0	25.3	25.3	41.8	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	41.3	41.3	51.0	42.5	42.5	52.0	25.3	25.3	41.8	21.7	21.7
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	3	7	7	5	6	6	3	8	8	1	12	12

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

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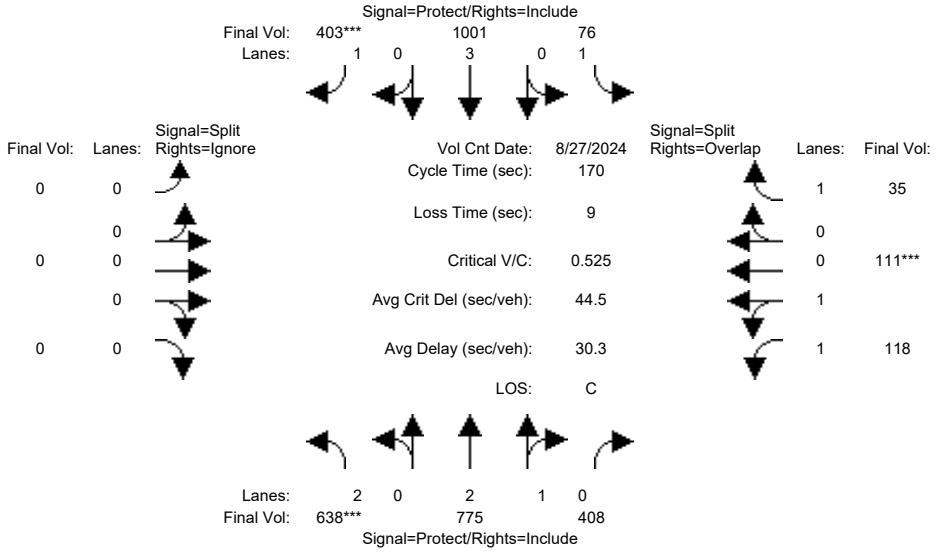
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Aug 2024 << 7:30-8:30 AM												
Base Vol:	638	775	408	76	1001	403	0	0	0	118	111	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:	638	775	408	76	1001	403	0	0	0	118	111	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:	638	775	408	76	1001	403	0	0	0	118	111	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	638	775	408	76	1001	403	0	0	0	118	111	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	775	408	76	1001	403	0	0	0	118	111	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	638	775	408	76	1001	403	0	0	0	118	111	35
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	0.92	1.00	0.92	0.92	0.95	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	0.00	0.00	0.00	1.04	0.96	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	0	0	0	1829	1720	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.23	0.04	0.18	0.23	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****					****					****	
Green Time:	65.6	118	118.1	22.0	74.5	74.5	0.0	0.0	0.0	20.9	20.9	42.9
Volume/Cap:	0.53	0.29	0.34	0.34	0.40	0.53	0.00	0.00	0.00	0.53	0.53	0.08
Delay/Veh:	40.7	10.0	10.4	68.2	32.6	35.5	0.0	0.0	0.0	71.1	71.1	48.6
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:	40.7	10.0	10.4	68.2	32.6	35.5	0.0	0.0	0.0	71.1	71.1	48.6
LOS by Move:	D	A	B	E	C	D	A	A	A	E	E	D
HCM2kAvgQ:	15	7	9	4	11	16	0	0	0	6	6	1

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

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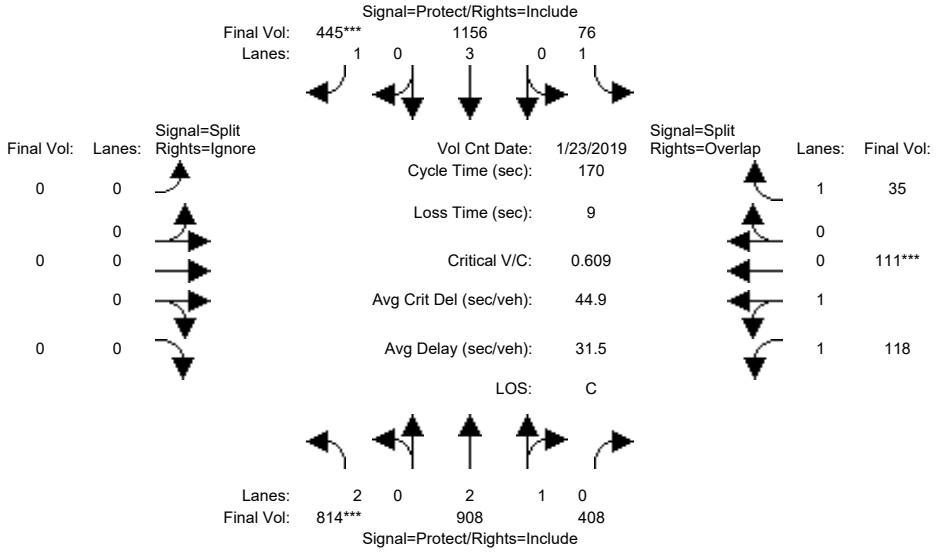
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30 AM												
Base Vol:	814	908	408	76	1156	445	0	0	0	118	111	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:	814	908	408	76	1156	445	0	0	0	118	111	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:	814	908	408	76	1156	445	0	0	0	118	111	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	814	908	408	76	1156	445	0	0	0	118	111	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	814	908	408	76	1156	445	0	0	0	118	111	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	814	908	408	76	1156	445	0	0	0	118	111	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92
Lanes:	2.00	2.04	0.96	1.00	3.00	1.00	0.00	0.00	0.00	1.04	0.96	1.00
Final Sat.:	3150	3862	1735	1750	5700	1750	0	0	0	1829	1720	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.24	0.04	0.20	0.25	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****					****					****	
Green Time:	72.1	121	120.7	22.3	70.9	70.9	0.0	0.0	0.0	18.0	18.0	40.3
Volume/Cap:	0.61	0.33	0.33	0.33	0.49	0.61	0.00	0.00	0.00	0.61	0.61	0.08
Delay/Veh:	38.9	9.4	9.4	67.9	36.4	40.2	0.0	0.0	0.0	75.6	75.6	50.6
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:	38.9	9.4	9.4	67.9	36.4	40.2	0.0	0.0	0.0	75.6	75.6	50.6
LOS by Move:	D	A	A	E	D	D	A	A	A	E	E	D
HCM2kAvgQ:	19	8	8	4	14	19	0	0	0	7	7	1

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

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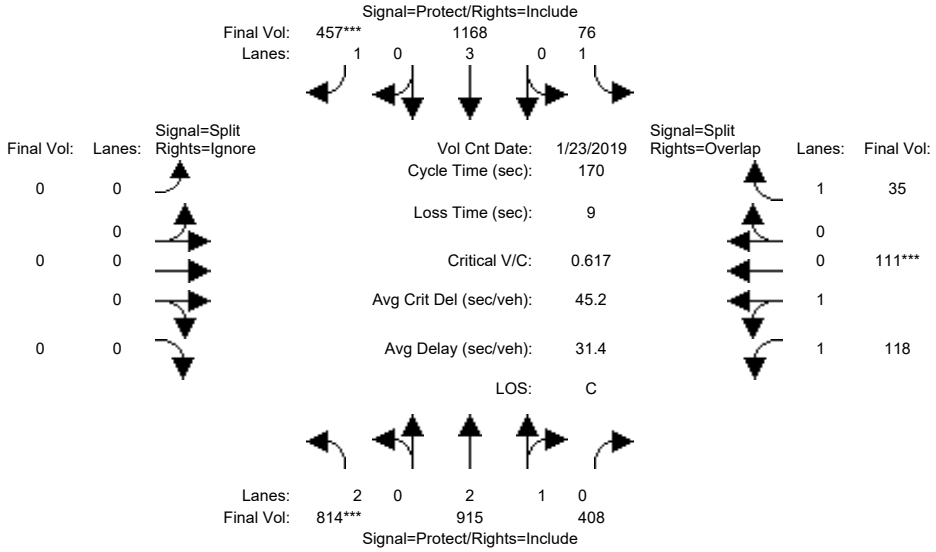
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30 AM												
Base Vol:	814	908	408	76	1156	445	0	0	0	118	111	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:	814	908	408	76	1156	445	0	0	0	118	111	35
Added Vol:	0	7	0	0	12	12	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	814	915	408	76	1168	457	0	0	0	118	111	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	814	915	408	76	1168	457	0	0	0	118	111	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	814	915	408	76	1168	457	0	0	0	118	111	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	814	915	408	76	1168	457	0	0	0	118	111	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92
Lanes:	2.00	2.04	0.96	1.00	3.00	1.00	0.00	0.00	0.00	1.04	0.96	1.00
Final Sat.:	3150	3871	1726	1750	5700	1750	0	0	0	1829	1720	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.24	0.04	0.20	0.26	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****					****					****	
Green Time:	71.2	121	121.0	22.2	72.0	72.0	0.0	0.0	0.0	17.8	17.8	40.0
Volume/Cap:	0.62	0.33	0.33	0.33	0.48	0.62	0.00	0.00	0.00	0.62	0.62	0.08
Delay/Veh:	39.6	9.3	9.3	68.0	35.7	39.8	0.0	0.0	0.0	76.0	76.0	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:	39.6	9.3	9.3	68.0	35.7	39.8	0.0	0.0	0.0	76.0	76.0	50.8
LOS by Move:	D	A	A	E	D	D	A	A	A	E	E	D
HCM2kAvgQ:	19	8	8	4	14	19	0	0	0	7	7	1

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

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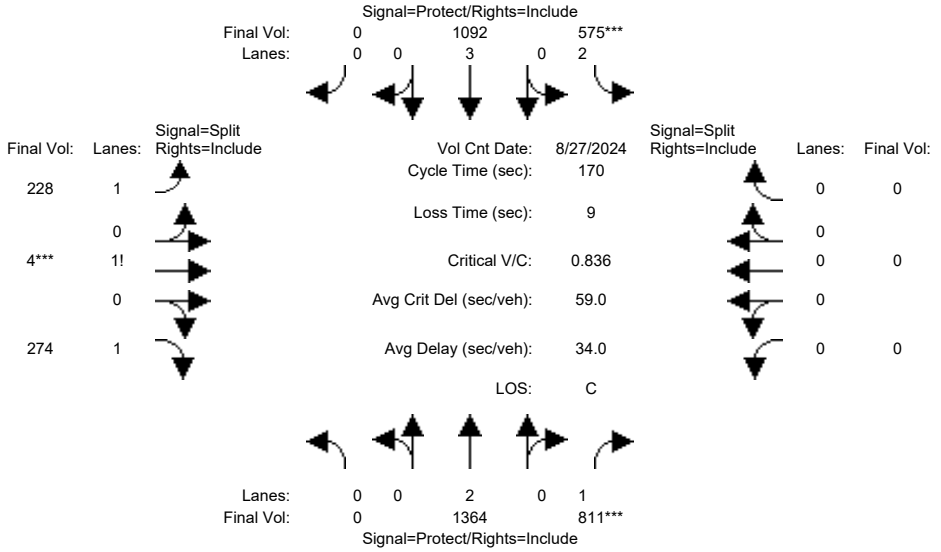
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Aug 2024 << 7:45-8:45 AM												
Base Vol:	0	1364	811	575	1092	0	228	4	274	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	1364	811	575	1092	0	228	4	274	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	1364	811	575	1092	0	228	4	274	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1364	811	575	1092	0	228	4	274	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1364	811	575	1092	0	228	4	274	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1364	811	575	1092	0	228	4	274	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.45	0.01	1.54	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2532	27	2690	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.46	0.18	0.19	0.00	0.09	0.15	0.10	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	94.2	94.2	37.1	131	0.0	29.6	29.6	29.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.84	0.84	0.25	0.00	0.52	0.84	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	27.0	37.9	72.3	5.5	0.0	64.2	77.7	65.6	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	27.0	37.9	72.3	5.5	0.0	64.2	77.7	65.6	0.0	0.0	0.0
LOS by Move:	A	C	D	E	A	A	E	E	E	A	A	A
HCM2kAvgQ:	0	24	39	18	5	0	8	16	10	0	0	0

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

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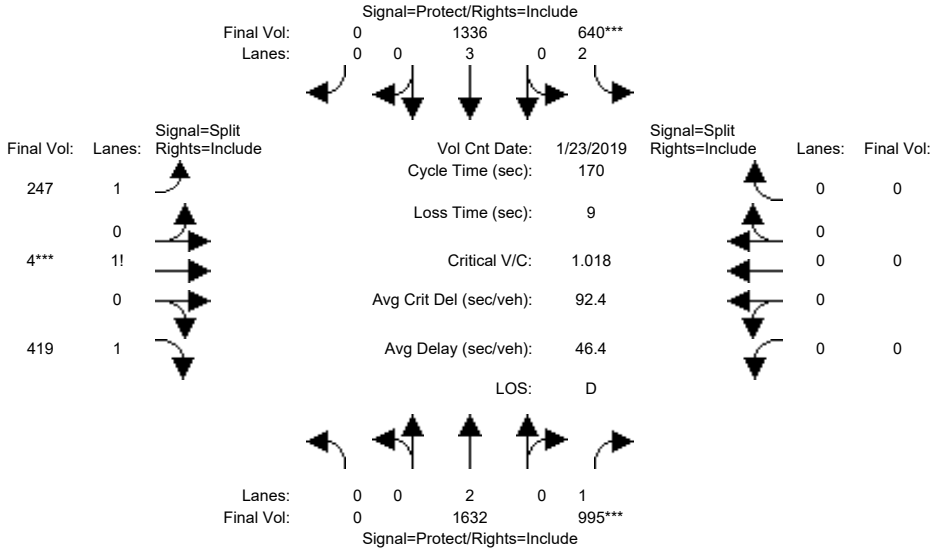
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30 AM												
Base Vol:	0	1632	995	640	1336	0	247	4	419	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	1632	995	640	1336	0	247	4	419	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	1632	995	640	1336	0	247	4	419	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1632	995	640	1336	0	247	4	419	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1632	995	640	1336	0	247	4	419	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1632	995	640	1336	0	247	4	419	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.37	0.01	1.62	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2391	21	2838	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.57	0.20	0.23	0.00	0.10	0.19	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	94.9	94.9	33.9	129	0.0	32.2	32.2	32.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	1.02	1.02	0.31	0.00	0.55	1.02	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	30.8	71.0	108.6	6.5	0.0	62.8	109	70.2	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	30.8	71.0	108.6	6.5	0.0	62.8	109	70.2	0.0	0.0	0.0
LOS by Move:	A	C	E	F	A	A	E	F	E	A	A	A
HCM2kAvgQ:	0	33	64	24	7	0	10	24	15	0	0	0

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

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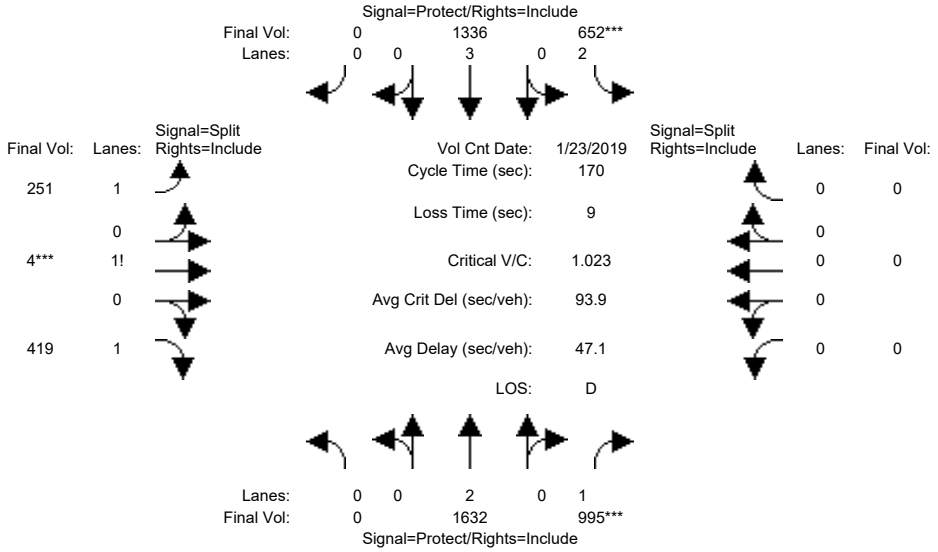
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30 AM												
Base Vol:	0	1632	995	640	1336	0	247	4	419	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	1632	995	640	1336	0	247	4	419	0	0	0
Added Vol:	0	0	0	12	0	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1632	995	652	1336	0	251	4	419	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1632	995	652	1336	0	251	4	419	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1632	995	652	1336	0	251	4	419	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1632	995	652	1336	0	251	4	419	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.37	0.01	1.62	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2398	21	2831	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.57	0.21	0.23	0.00	0.10	0.19	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	94.4	94.4	34.4	129	0.0	32.2	32.2	32.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	1.02	1.02	0.31	0.00	0.55	1.02	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	31.3	72.7	109.5	6.6	0.0	63.0	110	70.2	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	31.3	72.7	109.5	6.6	0.0	63.0	110	70.2	0.0	0.0	0.0
LOS by Move:	A	C	E	F	A	A	E	F	E	A	A	A
HCM2kAvgQ:	0	33	64	24	7	0	10	25	15	0	0	0

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

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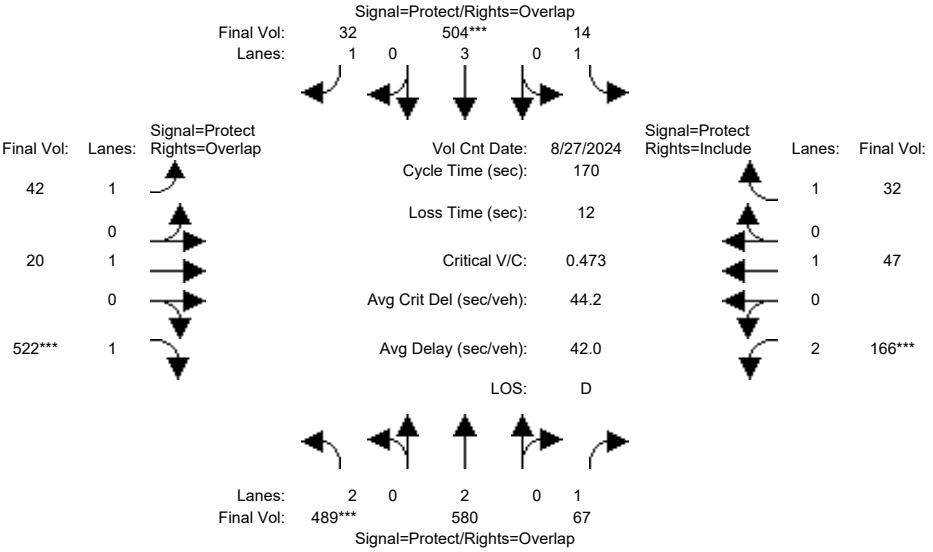
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Aug 2024 << 8:00-9:00 AM												
Base Vol:	489	580	67	14	504	32	42	20	522	166	47	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	580	67	14	504	32	42	20	522	166	47	32
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:	489	580	67	14	504	32	42	20	522	166	47	32
User Adj:	1.00	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:	489	580	67	14	504	32	42	20	522	166	47	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	580	67	14	504	32	42	20	522	166	47	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	489	580	67	14	504	32	42	20	522	166	47	32
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.04	0.01	0.09	0.02	0.02	0.01	0.30	0.05	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	55.8	69.0	87.9	18.6	31.8	60.8	29.0	51.4	107.3	18.9	41.4	41.4
Volume/Cap:	0.47	0.38	0.07	0.07	0.47	0.05	0.14	0.03	0.47	0.47	0.10	0.08
Delay/Veh:	45.7	35.6	20.6	68.1	62.0	35.8	60.1	41.8	16.8	71.8	50.0	49.6
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:	45.7	35.6	20.6	68.1	62.0	35.8	60.1	41.8	16.8	71.8	50.0	49.6
LOS by Move:	D	D	C	E	E	D	E	D	B	E	D	D
HCM2kAvgQ:	12	10	2	1	8	1	2	1	15	5	2	1

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

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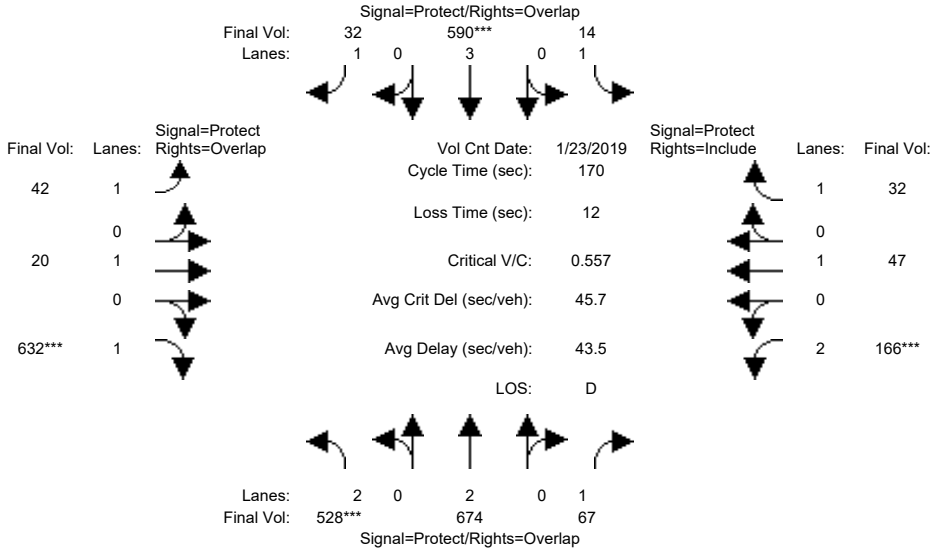
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 8:00-9:00 AM												
Base Vol:	528	674	67	14	590	32	42	20	632	166	47	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	674	67	14	590	32	42	20	632	166	47	32
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:	528	674	67	14	590	32	42	20	632	166	47	32
User Adj:	1.00	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:	528	674	67	14	590	32	42	20	632	166	47	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	674	67	14	590	32	42	20	632	166	47	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	528	674	67	14	590	32	42	20	632	166	47	32
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.04	0.01	0.10	0.02	0.02	0.01	0.36	0.05	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	51.2	67.2	83.3	15.6	31.6	62.6	31.0	59.1	110.3	16.1	44.2	44.2
Volume/Cap:	0.56	0.45	0.08	0.09	0.56	0.05	0.13	0.03	0.56	0.56	0.10	0.07
Delay/Veh:	50.6	38.0	23.0	70.9	63.5	34.6	58.4	36.6	17.0	75.9	47.8	47.5
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:	50.6	38.0	23.0	70.9	63.5	34.6	58.4	36.6	17.0	75.9	47.8	47.5
LOS by Move:	D	D	C	E	E	C	E	D	B	E	D	D
HCM2kAvgQ:	13	12	2	1	9	1	2	1	19	6	2	1

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

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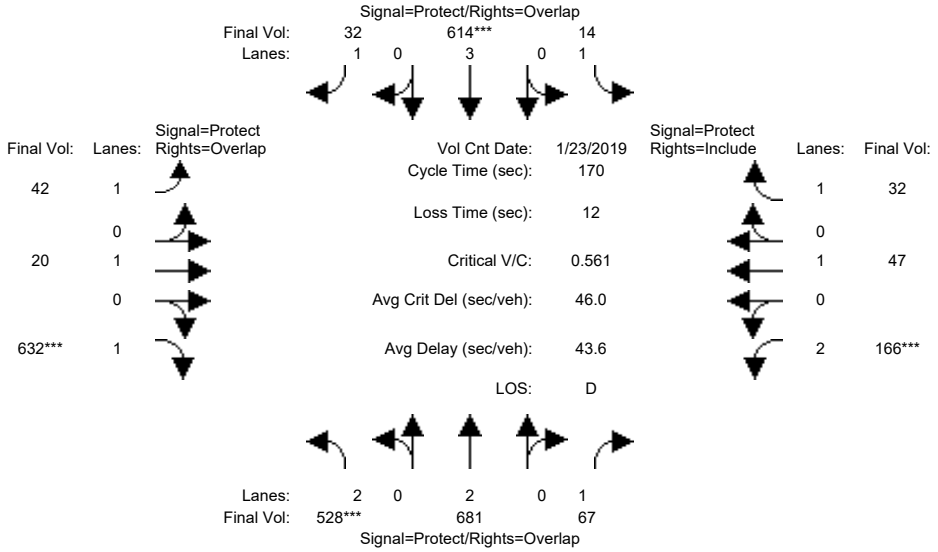
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 8:00-9:00 AM												
Base Vol:	528	674	67	14	590	32	42	20	632	166	47	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	674	67	14	590	32	42	20	632	166	47	32
Added Vol:	0	7	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	681	67	14	614	32	42	20	632	166	47	32
User Adj:	1.00	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:	528	681	67	14	614	32	42	20	632	166	47	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	681	67	14	614	32	42	20	632	166	47	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	528	681	67	14	614	32	42	20	632	166	47	32
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.04	0.01	0.11	0.02	0.02	0.01	0.36	0.05	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	50.8	67.8	83.8	15.6	32.6	63.3	30.7	58.6	109.4	16.0	43.9	43.9
Volume/Cap:	0.56	0.45	0.08	0.09	0.56	0.05	0.13	0.03	0.56	0.56	0.10	0.07
Delay/Veh:	51.0	37.6	22.8	70.9	62.9	34.1	58.7	36.9	17.6	76.1	48.1	47.7
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:	51.0	37.6	22.8	70.9	62.9	34.1	58.7	36.9	17.6	76.1	48.1	47.7
LOS by Move:	D	D	C	E	E	C	E	D	B	E	D	D
HCM2kAvgQ:	14	12	2	1	9	1	2	1	19	6	2	1

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

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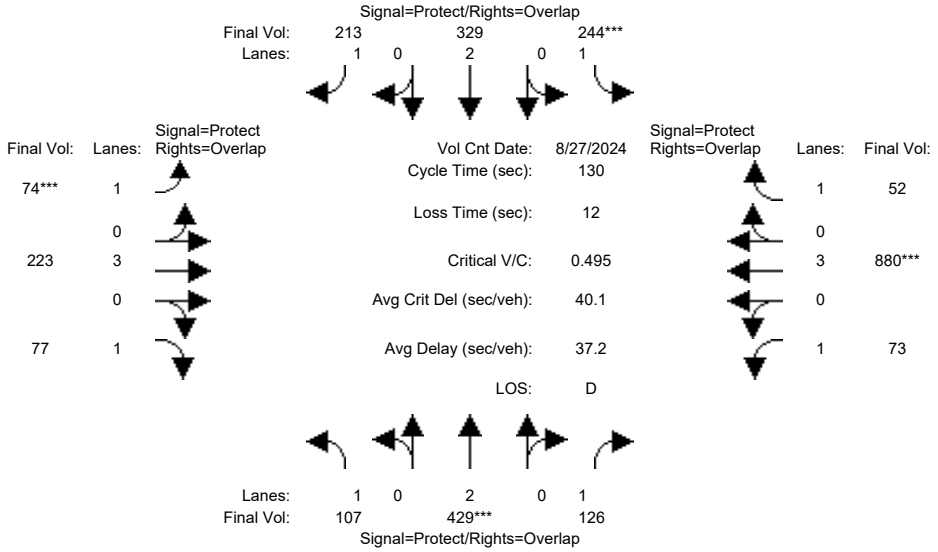
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Aug 2024 << 8:00-9:00 AM												
Base Vol:	107	429	126	244	329	213	74	223	77	73	880	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:	107	429	126	244	329	213	74	223	77	73	880	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:	107	429	126	244	329	213	74	223	77	73	880	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	429	126	244	329	213	74	223	77	73	880	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	429	126	244	329	213	74	223	77	73	880	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:	107	429	126	244	329	213	74	223	77	73	880	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.07	0.14	0.09	0.12	0.04	0.04	0.04	0.04	0.15	0.03
Crit Moves:		****		****			****				****	
Green Time:	27.4	29.7	51.0	36.6	38.9	50.0	11.1	30.4	57.9	21.3	40.6	77.2
Volume/Cap:	0.29	0.49	0.18	0.49	0.29	0.32	0.49	0.17	0.10	0.25	0.49	0.05
Delay/Veh:	43.5	44.1	26.0	39.7	35.1	28.3	59.3	39.8	21.0	47.9	36.6	11.1
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:	43.5	44.1	26.0	39.7	35.1	28.3	59.3	39.8	21.0	47.9	36.6	11.1
LOS by Move:	D	D	C	D	D	C	E	D	C	D	D	B
HCM2kAvgQ:	4	7	3	9	5	6	4	2	2	3	9	1

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

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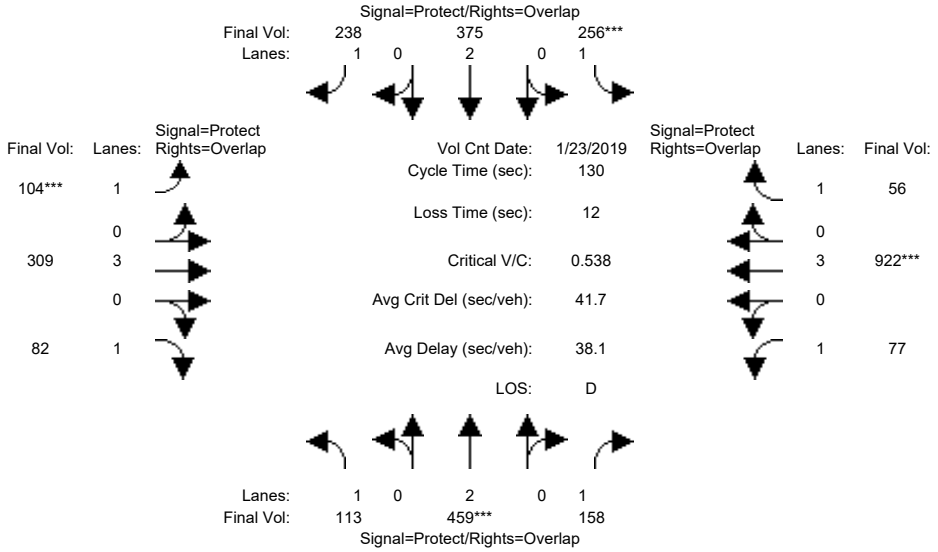
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 8:00-9:00 AM												
Base Vol:	113	459	158	256	375	238	104	309	82	77	922	56
Growth Adj:	1.00	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	459	158	256	375	238	104	309	82	77	922	56
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	459	158	256	375	238	104	309	82	77	922	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	459	158	256	375	238	104	309	82	77	922	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	459	158	256	375	238	104	309	82	77	922	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	459	158	256	375	238	104	309	82	77	922	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.09	0.15	0.10	0.14	0.06	0.05	0.05	0.04	0.16	0.03
Crit Moves:		****		****			****				****	
Green Time:	25.5	29.2	51.2	35.4	39.0	53.4	14.4	31.4	57.0	22.0	39.1	74.4
Volume/Cap:	0.33	0.54	0.23	0.54	0.33	0.33	0.54	0.22	0.11	0.26	0.54	0.06
Delay/Veh:	45.4	45.1	26.4	41.6	35.5	26.4	57.7	39.6	21.6	47.4	38.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	45.1	26.4	41.6	35.5	26.4	57.7	39.6	21.6	47.4	38.3	12.3
LOS by Move:	D	D	C	D	D	C	E	D	C	D	D	B
HCM2kAvgQ:	4	8	4	9	6	7	5	3	2	3	10	1

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

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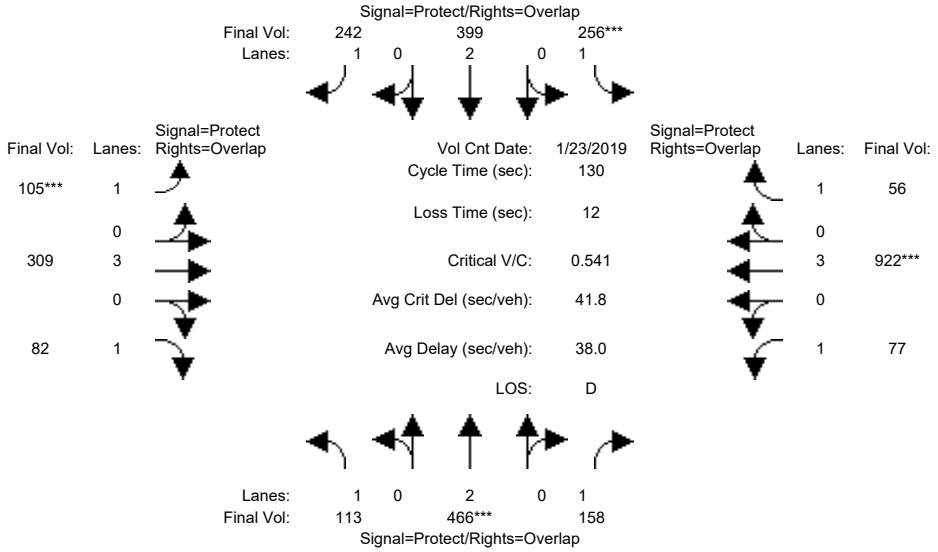
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 8:00-9:00 AM												
Base Vol:	113	459	158	256	375	238	104	309	82	77	922	56
Growth Adj:	1.00	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	459	158	256	375	238	104	309	82	77	922	56
Added Vol:	0	7	0	0	24	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	466	158	256	399	242	105	309	82	77	922	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	466	158	256	399	242	105	309	82	77	922	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	466	158	256	399	242	105	309	82	77	922	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	466	158	256	399	242	105	309	82	77	922	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.09	0.15	0.11	0.14	0.06	0.05	0.05	0.04	0.16	0.03
Crit Moves:		****		****			****				****	
Green Time:	24.6	29.5	51.5	35.2	40.0	54.5	14.4	31.4	56.0	22.0	38.9	74.1
Volume/Cap:	0.34	0.54	0.23	0.54	0.34	0.33	0.54	0.22	0.11	0.26	0.54	0.06
Delay/Veh:	46.3	45.0	26.3	41.8	34.9	25.7	57.7	39.6	22.2	47.4	38.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	45.0	26.3	41.8	34.9	25.7	57.7	39.6	22.2	47.4	38.4	12.4
LOS by Move:	D	D	C	D	C	C	E	D	C	D	D	B
HCM2kAvgQ:	4	8	4	9	6	7	5	3	2	3	10	1

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

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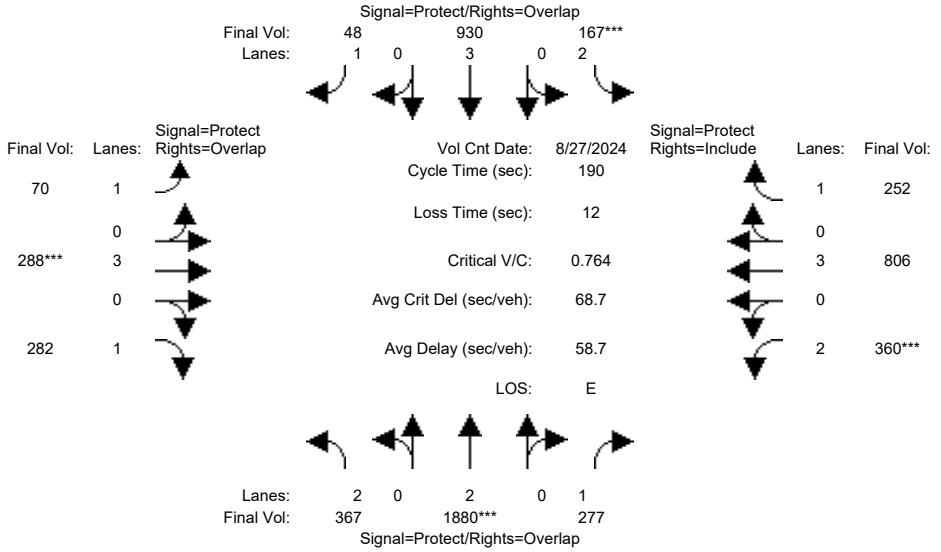
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	12	85	85	14	41	41	15	42	42
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module: >> Count Date: 27 Aug 2024 << 7:45-8:45 AM												
Base Vol:	367	2212	277	167	930	48	70	288	282	360	806	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	2212	277	167	930	48	70	288	282	360	806	252
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:	367	2212	277	167	930	48	70	288	282	360	806	252
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:	367	1880	277	167	930	48	70	288	282	360	806	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	1880	277	167	930	48	70	288	282	360	806	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:	367	1880	277	167	930	48	70	288	282	360	806	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	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.49	0.16	0.05	0.16	0.03	0.04	0.05	0.16	0.11	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	28.5	106	121.4	12.7	89.7	104.5	14.8	43.3	71.8	15.8	44.3	44.3
Volume/Cap:	0.78	0.89	0.25	0.80	0.35	0.05	0.51	0.22	0.43	1.37	0.61	0.62
Delay/Veh:	81.6	28.8	6.7	101.4	36.2	24.5	83.1	56.6	42.0	272.0	62.4	64.6
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:	81.6	28.8	6.7	101.4	36.2	24.5	83.1	56.6	42.0	272.0	62.4	64.6
LOS by Move:	F	C	A	F	D	C	F	E	D	F	E	E
HCM2kAvgQ:	13	42	3	6	12	2	4	4	12	21	13	14

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

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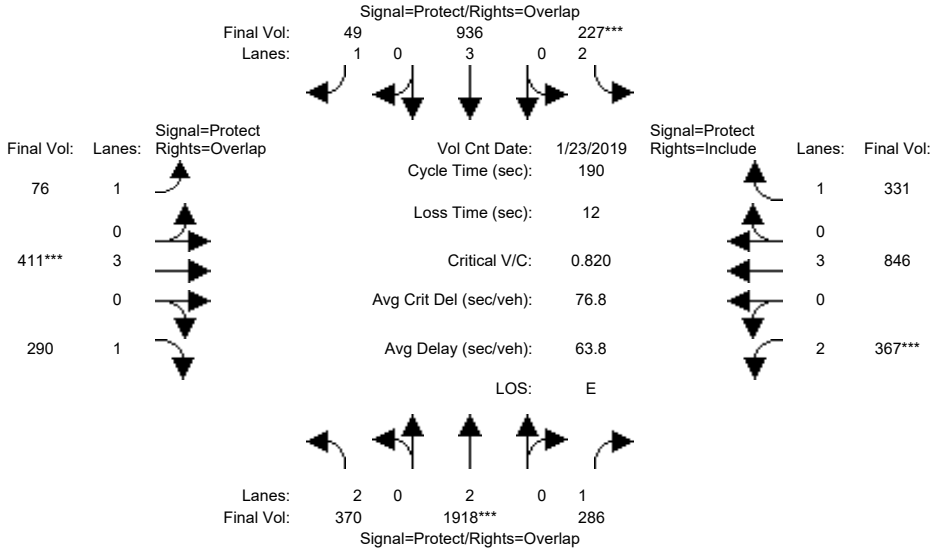
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	12	85	85	14	41	41	15	42	42
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module: >> Count Date: 23 Jan 2019 << 7:45-8:45 AM												
Base Vol:	370	2257	286	227	936	49	76	411	290	367	846	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	2257	286	227	936	49	76	411	290	367	846	331
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:	370	2257	286	227	936	49	76	411	290	367	846	331
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:	370	1918	286	227	936	49	76	411	290	367	846	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1918	286	227	936	49	76	411	290	367	846	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	370	1918	286	227	936	49	76	411	290	367	846	331
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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.16	0.07	0.16	0.03	0.04	0.07	0.17	0.12	0.15	0.19
Crit Moves:		****		****				****		****		
Green Time:	28.5	106	121.4	12.7	89.7	104.5	14.8	43.3	71.8	15.8	44.3	44.3
Volume/Cap:	0.78	0.91	0.26	1.08	0.35	0.05	0.56	0.32	0.44	1.40	0.64	0.81
Delay/Veh:	82.0	30.4	6.7	169.3	36.3	24.6	85.1	58.0	42.2	283.1	63.1	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:	82.0	30.4	6.7	169.3	36.3	24.6	85.1	58.0	42.2	283.1	63.1	76.8
LOS by Move:	F	C	A	F	D	C	F	E	D	F	E	E
HCM2kAvgQ:	13	45	3	10	12	2	4	6	12	22	14	20

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

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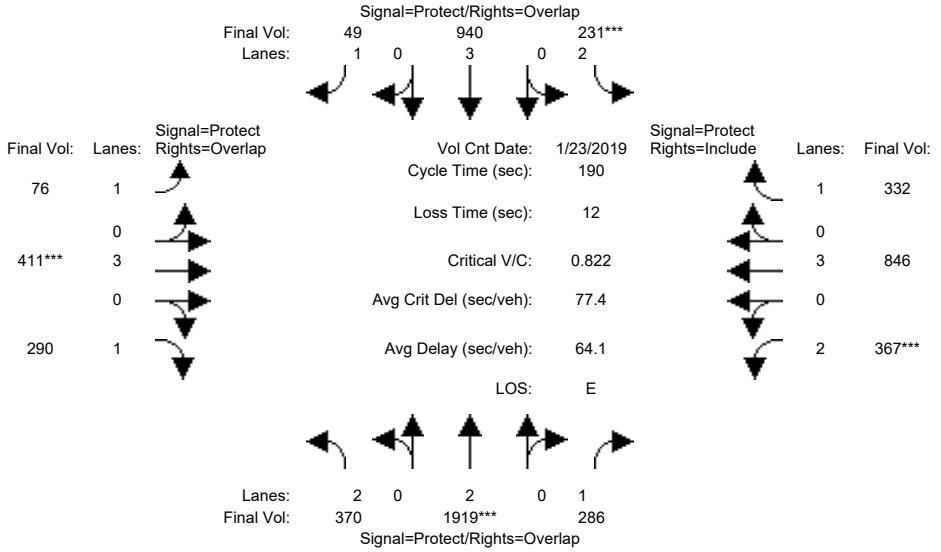
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	12	85	85	14	41	41	15	42	42
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module: >> Count Date: 23 Jan 2019 << 7:45-8:45 AM												
Base Vol:	370	2257	286	227	936	49	76	411	290	367	846	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	2257	286	227	936	49	76	411	290	367	846	331
Added Vol:	0	1	0	4	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	2258	286	231	940	49	76	411	290	367	846	332
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:	370	1919	286	231	940	49	76	411	290	367	846	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1919	286	231	940	49	76	411	290	367	846	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	370	1919	286	231	940	49	76	411	290	367	846	332
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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.51	0.16	0.07	0.16	0.03	0.04	0.07	0.17	0.12	0.15	0.19
Crit Moves:		****		****				****		****		
Green Time:	28.5	106	121.4	12.7	89.7	104.5	14.8	43.3	71.8	15.8	44.3	44.3
Volume/Cap:	0.78	0.91	0.26	1.10	0.35	0.05	0.56	0.32	0.44	1.40	0.64	0.81
Delay/Veh:	82.0	30.4	6.7	175.4	36.3	24.6	85.1	58.0	42.2	283.1	63.1	77.1
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:	82.0	30.4	6.7	175.4	36.3	24.6	85.1	58.0	42.2	283.1	63.1	77.1
LOS by Move:	F	C	A	F	D	C	F	E	D	F	E	E
HCM2kAvgQ:	13	45	3	10	13	2	4	6	12	22	14	20

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

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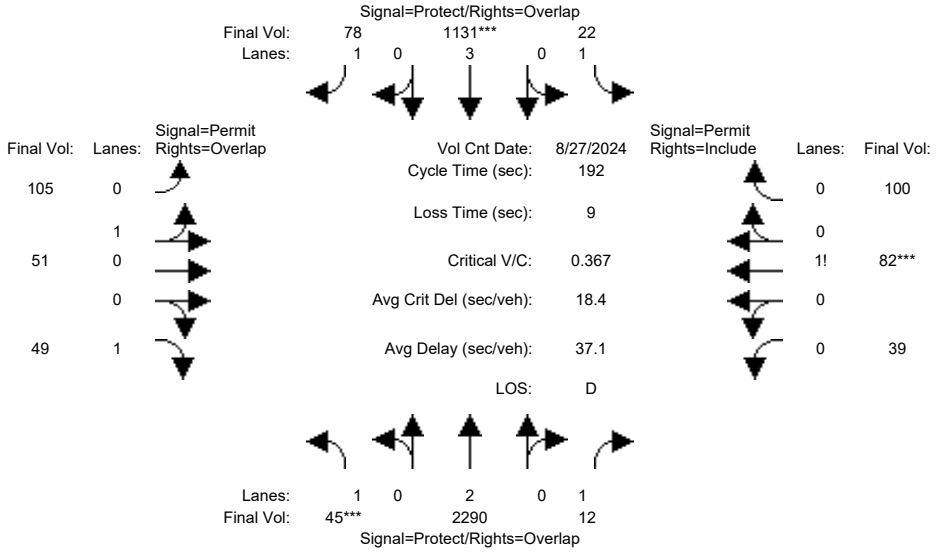
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	145	154	5	148	148	33	33	33	33	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: >> Count Date: 27 Aug 2024 << 8:00-9:00 AM												
Base Vol:	45	2694	12	22	1131	78	105	51	49	39	82	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:	45	2694	12	22	1131	78	105	51	49	39	82	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:	45	2694	12	22	1131	78	105	51	49	39	82	100
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:	45	2290	12	22	1131	78	105	51	49	39	82	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2290	12	22	1131	78	105	51	49	39	82	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:	45	2290	12	22	1131	78	105	51	49	39	82	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.67	0.33	1.00	0.18	0.37	0.45
Final Sat.:	1750	3800	1750	1750	5700	1750	1212	588	1750	309	649	792
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.01	0.01	0.20	0.04	0.09	0.09	0.03	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	10.5	147	146.8	5.1	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.47	0.79	0.01	0.48	0.27	0.06	0.53	0.53	0.13	0.77	0.77	0.77
Delay/Veh:	99.3	45.8	17.7	104.1	0.7	0.6	78.7	78.7	63.2	92.3	92.3	92.3
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:	99.3	45.8	17.7	104.1	0.7	0.6	78.7	78.7	63.2	92.3	92.3	92.3
LOS by Move:	F	D	B	F	A	A	E	E	E	F	F	F
HCM2kAvgQ:	3	61	1	1	1	0	9	9	3	15	15	15

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

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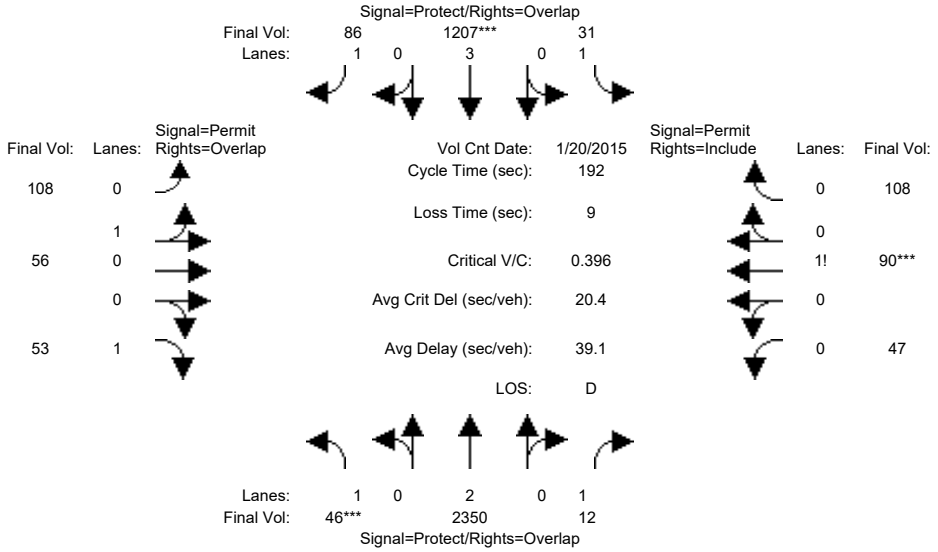
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	145	154	5	148	148	33	33	33	33	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: >> Count Date: 20 Jan 2015 << 8-9 AM												
Base Vol:	46	2765	12	31	1207	86	108	56	53	47	90	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	2765	12	31	1207	86	108	56	53	47	90	108
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:	46	2765	12	31	1207	86	108	56	53	47	90	108
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:	46	2350	12	31	1207	86	108	56	53	47	90	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2350	12	31	1207	86	108	56	53	47	90	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	46	2350	12	31	1207	86	108	56	53	47	90	108
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	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.66	0.34	1.00	0.19	0.37	0.44
Final Sat.:	1750	3800	1750	1750	5700	1750	1185	615	1750	336	643	771
Capacity Analysis Module:												
Vol/Sat:	0.03	0.62	0.01	0.02	0.21	0.05	0.09	0.09	0.03	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	10.5	147	146.8	5.1	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.48	0.81	0.01	0.67	0.29	0.07	0.55	0.55	0.14	0.85	0.85	0.85
Delay/Veh:	99.5	48.0	17.7	129.4	0.7	0.6	79.6	79.6	63.4	102.7	103	102.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.5	48.0	17.7	129.4	0.7	0.6	79.6	79.6	63.4	102.7	103	102.7
LOS by Move:	F	D	B	F	A	A	E	E	E	F	F	F
HCM2kAvgQ:	3	63	1	2	1	0	10	10	3	18	18	18

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

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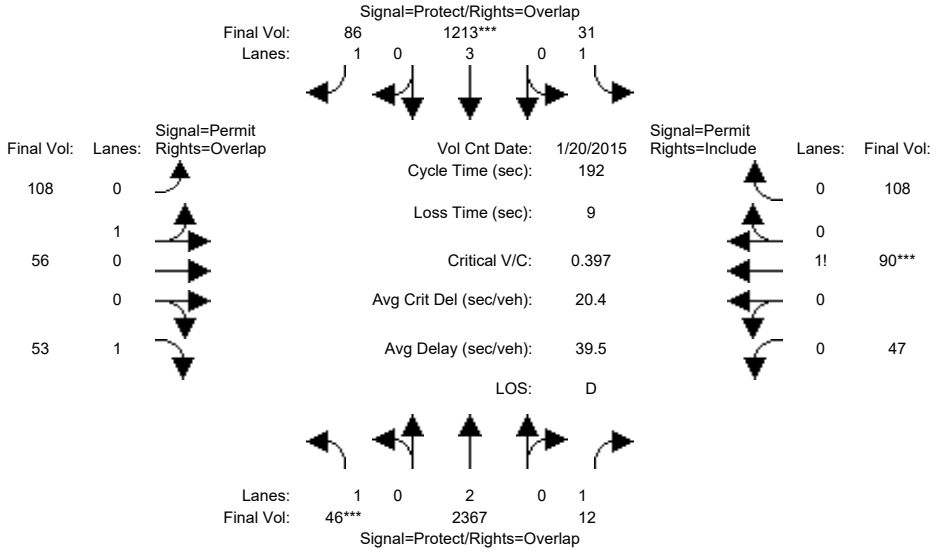
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	145	154	5	148	148	33	33	33	33	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: >> Count Date: 20 Jan 2015 << 8-9 AM												
Base Vol:	46	2765	12	31	1207	86	108	56	53	47	90	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	2765	12	31	1207	86	108	56	53	47	90	108
Added Vol:	0	20	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2785	12	31	1213	86	108	56	53	47	90	108
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:	46	2367	12	31	1213	86	108	56	53	47	90	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2367	12	31	1213	86	108	56	53	47	90	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	46	2367	12	31	1213	86	108	56	53	47	90	108
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	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.66	0.34	1.00	0.19	0.37	0.44
Final Sat.:	1750	3800	1750	1750	5700	1750	1185	615	1750	336	643	771
Capacity Analysis Module:												
Vol/Sat:	0.03	0.62	0.01	0.02	0.21	0.05	0.09	0.09	0.03	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	10.5	147	146.8	5.1	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.48	0.81	0.01	0.67	0.29	0.07	0.55	0.55	0.14	0.85	0.85	0.85
Delay/Veh:	99.5	48.6	17.7	129.4	0.7	0.6	79.6	79.6	63.4	102.7	103	102.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.5	48.6	17.7	129.4	0.7	0.6	79.6	79.6	63.4	102.7	103	102.7
LOS by Move:	F	D	B	F	A	A	E	E	E	F	F	F
HCM2kAvgQ:	3	63	1	2	1	0	10	10	3	18	18	18

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

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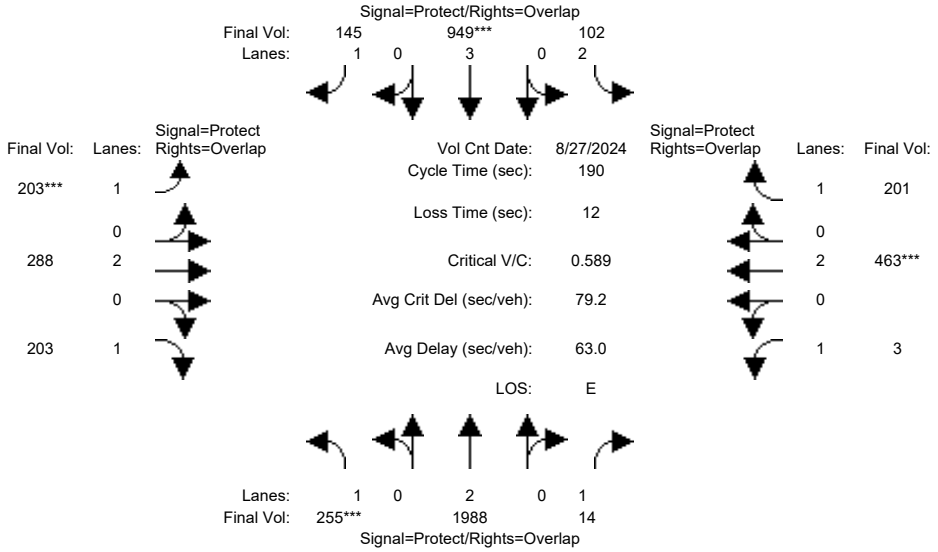
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	102	102	11	74	74	14	46	46	9	42	42
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: 27 Aug 2024 << 8:00 - 9:00 AM												
Base Vol:	255	2339	14	102	949	145	203	288	203	3	463	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	2339	14	102	949	145	203	288	203	3	463	201
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:	255	2339	14	102	949	145	203	288	203	3	463	201
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:	255	1988	14	102	949	145	203	288	203	3	463	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	1988	14	102	949	145	203	288	203	3	463	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	255	1988	14	102	949	145	203	288	203	3	463	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.52	0.01	0.03	0.17	0.08	0.12	0.08	0.12	0.00	0.12	0.11
Crit Moves:	****				****		****				****	
Green Time:	40.9	107	116.7	11.5	77.7	92.4	14.7	49.2	90.1	9.6	44.1	55.6
Volume/Cap:	0.68	0.93	0.01	0.53	0.41	0.17	1.50	0.29	0.24	0.03	0.53	0.39
Delay/Veh:	71.0	55.9	19.3	85.4	33.7	20.6	343.0	54.0	28.5	81.9	61.4	51.6
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:	71.0	55.9	19.3	85.4	33.7	20.6	343.0	54.0	28.5	81.9	61.4	51.6
LOS by Move:	E	E	B	F	C	C	F	D	C	F	E	D
HCM2kAvgQ:	14	52	0	3	10	3	21	6	7	0	11	9

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

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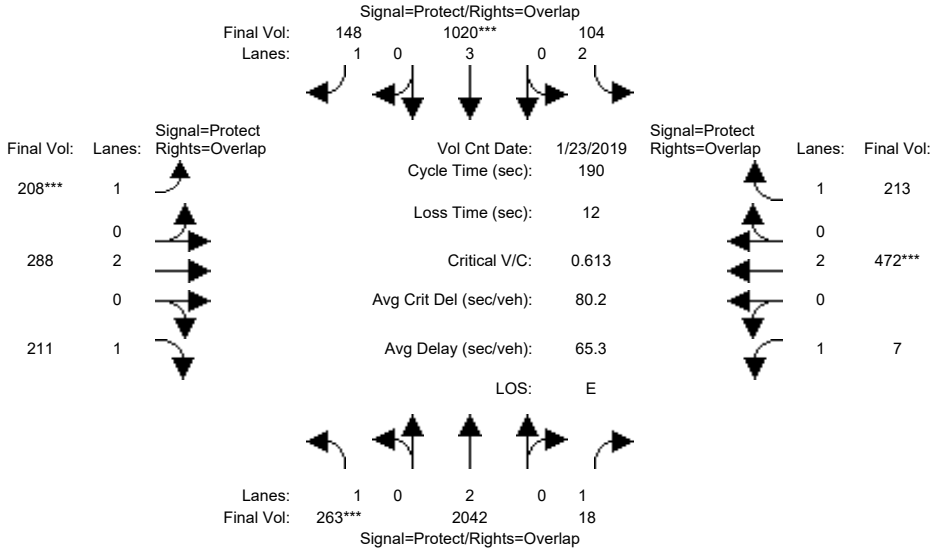
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	102	102	11	74	74	14	46	46	9	42	42
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: 23 Jan 2019 << 8:00-9:00 am												
Base Vol:	263	2402	18	104	1020	148	208	288	211	7	472	213
Growth Adj:	1.00	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	2402	18	104	1020	148	208	288	211	7	472	213
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	2402	18	104	1020	148	208	288	211	7	472	213
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:	263	2042	18	104	1020	148	208	288	211	7	472	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	2042	18	104	1020	148	208	288	211	7	472	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:	263	2042	18	104	1020	148	208	288	211	7	472	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.54	0.01	0.03	0.18	0.08	0.12	0.08	0.12	0.00	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	40.9	107	116.7	11.5	77.7	92.4	14.7	49.2	90.1	9.6	44.1	55.6
Volume/Cap:	0.70	0.95	0.02	0.54	0.44	0.17	1.54	0.29	0.25	0.08	0.54	0.42
Delay/Veh:	72.2	60.1	19.4	85.7	34.2	20.6	358.4	54.0	28.6	82.3	61.6	52.1
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:	72.2	60.1	19.4	85.7	34.2	20.6	358.4	54.0	28.6	82.3	61.6	52.1
LOS by Move:	E	E	B	F	C	C	F	D	C	F	E	D
HCM2kAvgQ:	14	54	1	3	11	3	22	6	7	0	11	10

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

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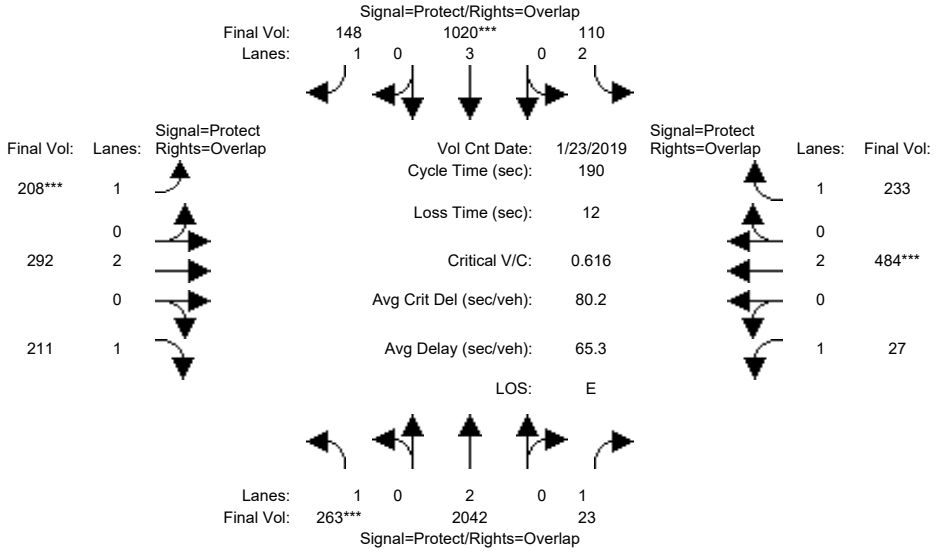
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	102	102	11	74	74	14	46	46	9	42	42
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: 23 Jan 2019 << 8:00-9:00 am												
Base Vol:	263	2402	18	104	1020	148	208	288	211	7	472	213
Growth Adj:	1.00	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	2402	18	104	1020	148	208	288	211	7	472	213
Added Vol:	0	0	5	6	0	0	0	4	0	20	12	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	2402	23	110	1020	148	208	292	211	27	484	233
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:	263	2042	23	110	1020	148	208	292	211	27	484	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	2042	23	110	1020	148	208	292	211	27	484	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2042	23	110	1020	148	208	292	211	27	484	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.54	0.01	0.03	0.18	0.08	0.12	0.08	0.12	0.02	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	40.9	107	116.7	11.5	77.7	92.4	14.7	49.2	90.1	9.6	44.1	55.6
Volume/Cap:	0.70	0.95	0.02	0.57	0.44	0.17	1.54	0.30	0.25	0.30	0.55	0.45
Delay/Veh:	72.2	60.1	19.4	86.9	34.2	20.6	358.4	54.0	28.6	84.8	61.9	52.9
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:	72.2	60.1	19.4	86.9	34.2	20.6	358.4	54.0	28.6	84.8	61.9	52.9
LOS by Move:	E	E	B	F	C	C	F	D	C	F	E	D
HCM2kAvgQ:	14	54	1	4	11	3	22	6	7	2	11	11

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

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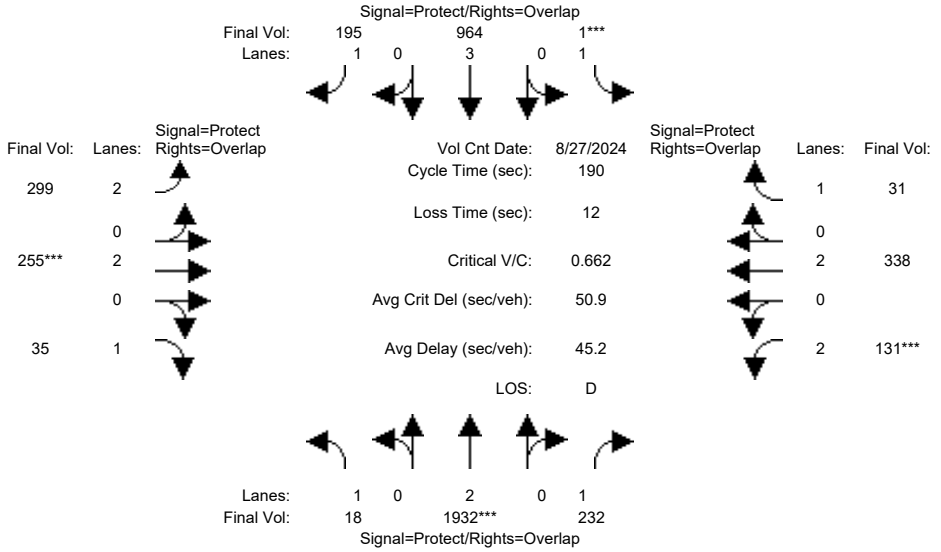
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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	104	104	1	101	101	31	50	50	13	32	32
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module: >> Count Date: 27 Aug 2024 << 8:00-9:00 AM												
Base Vol:	18	2273	232	1	964	195	299	255	35	131	338	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	2273	232	1	964	195	299	255	35	131	338	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	2273	232	1	964	195	299	255	35	131	338	31
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:	18	1932	232	1	964	195	299	255	35	131	338	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1932	232	1	964	195	299	255	35	131	338	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	18	1932	232	1	964	195	299	255	35	131	338	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.51	0.13	0.00	0.17	0.11	0.09	0.07	0.02	0.04	0.09	0.02
Crit Moves:		****		****				****		****		
Green Time:	4.2	110	123.5	1.1	107	139.3	32.7	52.8	57.0	13.7	33.8	34.8
Volume/Cap:	0.46	0.88	0.20	0.10	0.30	0.15	0.55	0.24	0.07	0.58	0.50	0.10
Delay/Veh:	95.4	48.7	19.2	93.7	27.7	12.9	69.4	50.4	45.1	84.4	67.4	61.2
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:	95.4	48.7	19.2	93.7	27.7	12.9	69.4	50.4	45.1	84.4	67.4	61.2
LOS by Move:	F	D	B	F	C	B	E	D	D	F	E	E
HCM2kAvgQ:	1	47	8	0	12	6	9	5	1	4	8	1

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

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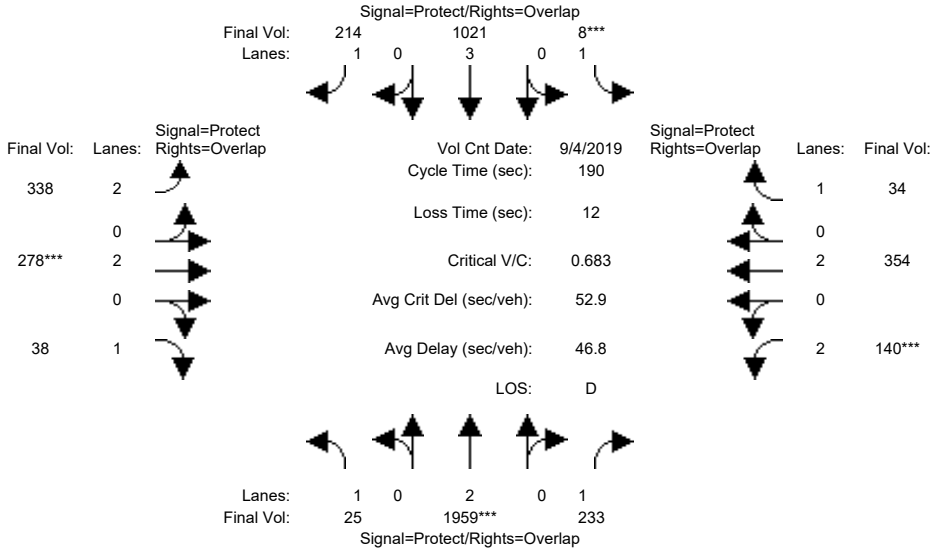
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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	104	104	1	101	101	31	50	50	13	32	32
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module: >> Count Date: 4 Sep 2019 << 8:00-9:00 AM												
Base Vol:	25	2305	233	8	1021	214	338	278	38	140	354	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2305	233	8	1021	214	338	278	38	140	354	34
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:	25	2305	233	8	1021	214	338	278	38	140	354	34
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:	25	1959	233	8	1021	214	338	278	38	140	354	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1959	233	8	1021	214	338	278	38	140	354	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	25	1959	233	8	1021	214	338	278	38	140	354	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.13	0.00	0.18	0.12	0.11	0.07	0.02	0.04	0.09	0.02
Crit Moves:		****		****				****		****		
Green Time:	4.2	110	123.5	1.1	107	139.3	32.7	52.8	57.0	13.7	33.8	34.8
Volume/Cap:	0.64	0.89	0.20	0.82	0.32	0.17	0.62	0.26	0.07	0.62	0.52	0.11
Delay/Veh:	118.6	49.9	19.2	274.8	28.1	13.1	71.3	50.8	45.1	86.1	67.9	61.4
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:	118.6	49.9	19.2	274.8	28.1	13.1	71.3	50.8	45.1	86.1	67.9	61.4
LOS by Move:	F	D	B	F	C	B	E	D	D	F	E	E
HCM2kAvgQ:	1	48	8	1	13	7	10	6	2	5	9	2

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

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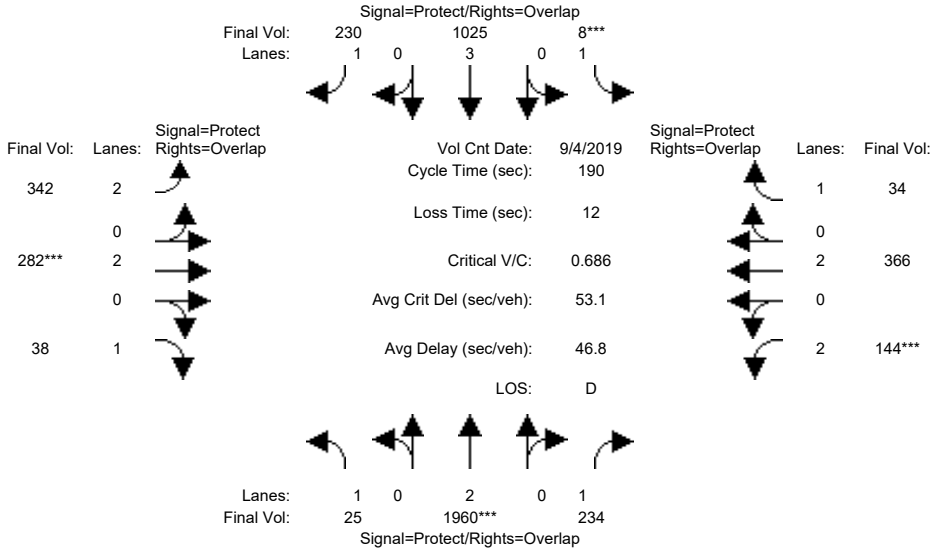
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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	104	104	1	101	101	31	50	50	13	32	32
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module: >> Count Date: 4 Sep 2019 << 8:00-9:00 AM												
Base Vol:	25	2305	233	8	1021	214	338	278	38	140	354	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2305	233	8	1021	214	338	278	38	140	354	34
Added Vol:	0	1	1	0	4	16	4	4	0	4	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	2306	234	8	1025	230	342	282	38	144	366	34
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:	25	1960	234	8	1025	230	342	282	38	144	366	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1960	234	8	1025	230	342	282	38	144	366	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	25	1960	234	8	1025	230	342	282	38	144	366	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.13	0.00	0.18	0.13	0.11	0.07	0.02	0.05	0.10	0.02
Crit Moves:		****		****				****		****		
Green Time:	4.2	110	123.5	1.1	107	139.3	32.7	52.8	57.0	13.7	33.8	34.8
Volume/Cap:	0.64	0.89	0.21	0.82	0.32	0.18	0.63	0.27	0.07	0.63	0.54	0.11
Delay/Veh:	118.6	50.0	19.3	274.8	28.1	13.2	71.6	50.8	45.1	86.9	68.2	61.4
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:	118.6	50.0	19.3	274.8	28.1	13.2	71.6	50.8	45.1	86.9	68.2	61.4
LOS by Move:	F	D	B	F	C	B	E	D	D	F	E	E
HCM2kAvgQ:	1	48	8	1	13	7	10	6	2	5	9	2

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

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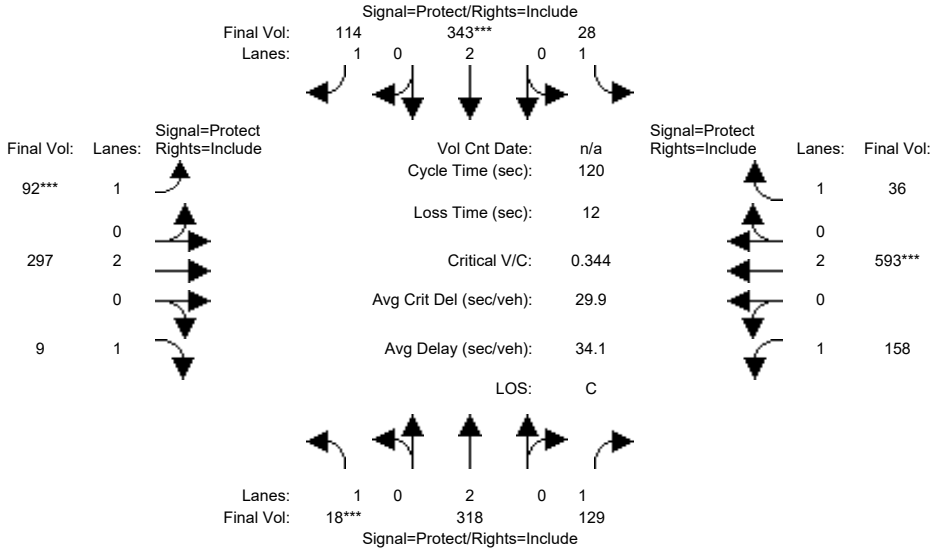
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	18	318	129	28	343	114	92	297	9	158	593	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:	18	318	129	28	343	114	92	297	9	158	593	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:	18	318	129	28	343	114	92	297	9	158	593	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:	18	318	129	28	343	114	92	297	9	158	593	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	318	129	28	343	114	92	297	9	158	593	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	318	129	28	343	114	92	297	9	158	593	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.07	0.02	0.09	0.07	0.05	0.08	0.01	0.09	0.16	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	22.1	22.1	15.4	30.5	30.5	17.8	30.9	30.9	39.6	52.7	52.7
Volume/Cap:	0.18	0.45	0.40	0.12	0.36	0.26	0.36	0.30	0.02	0.27	0.36	0.05
Delay/Veh:	54.6	44.1	43.9	46.6	36.9	36.0	46.8	36.0	33.2	29.9	22.5	19.3
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:	54.6	44.1	43.9	46.6	36.9	36.0	46.8	36.0	33.2	29.9	22.5	19.3
LOS by Move:	D	D	D	D	D	D	D	D	C	C	C	B
HCM2kAvgQ:	1	5	4	1	5	4	3	4	0	5	7	1

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

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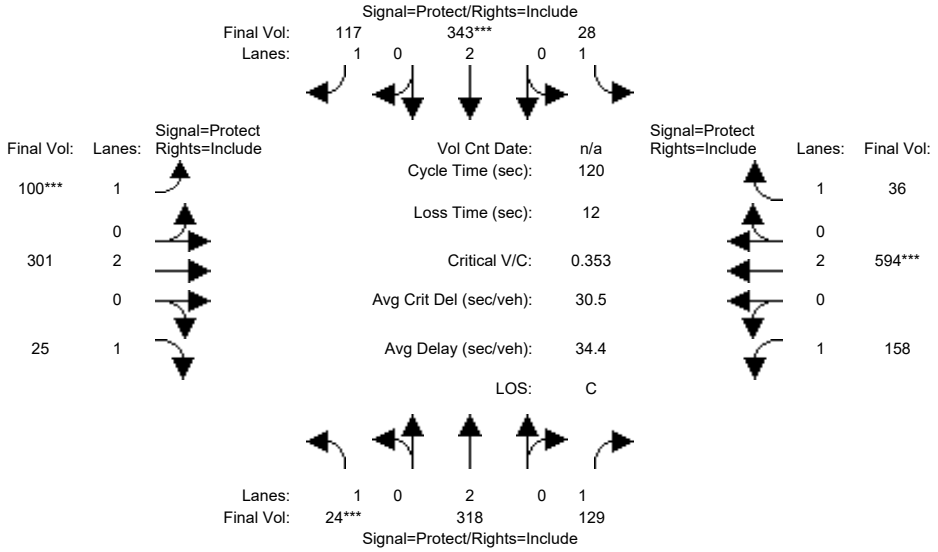
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	18	318	129	28	343	114	92	297	9	158	593	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:	18	318	129	28	343	114	92	297	9	158	593	36
Added Vol:	6	0	0	0	0	3	8	4	16	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	318	129	28	343	117	100	301	25	158	594	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:	24	318	129	28	343	117	100	301	25	158	594	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	318	129	28	343	117	100	301	25	158	594	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	318	129	28	343	117	100	301	25	158	594	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.07	0.02	0.09	0.07	0.06	0.08	0.01	0.09	0.16	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	21.8	21.8	15.2	30.0	30.0	19.0	31.4	31.4	39.6	52.0	52.0
Volume/Cap:	0.24	0.46	0.41	0.13	0.36	0.27	0.36	0.30	0.05	0.27	0.36	0.05
Delay/Veh:	55.1	44.3	44.2	46.8	37.3	36.5	45.9	35.7	33.3	29.9	23.0	19.7
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:	55.1	44.3	44.2	46.8	37.3	36.5	45.9	35.7	33.3	29.9	23.0	19.7
LOS by Move:	E	D	D	D	D	D	D	D	C	C	C	B
HCM2kAvgQ:	1	5	4	1	5	4	3	4	1	5	7	1

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

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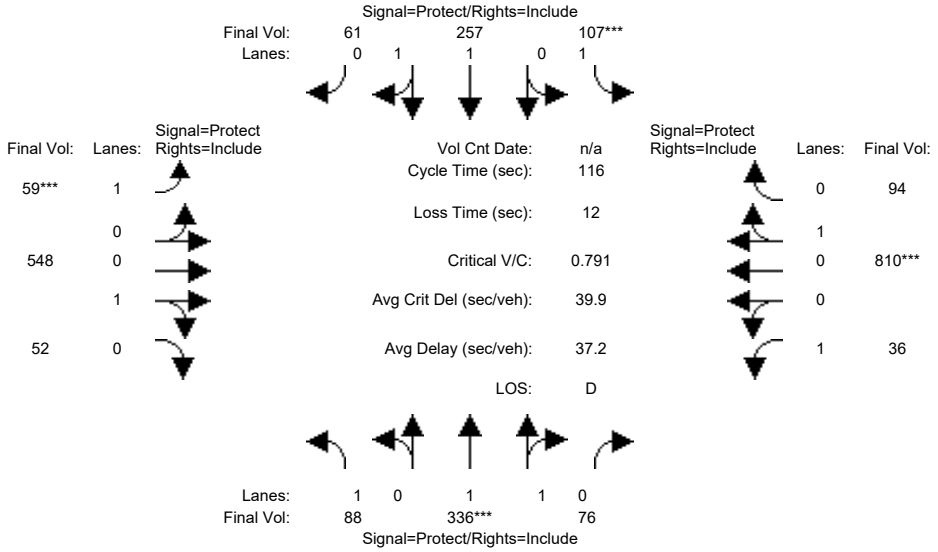
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	5.0	6.4	6.4	5.0	6.4	6.4	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	84	323	73	103	247	59	57	526	50	35	778	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	323	73	103	247	59	57	526	50	35	778	90
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:	84	323	73	103	247	59	57	526	50	35	778	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	88	336	76	107	257	61	59	548	52	36	810	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	336	76	107	257	61	59	548	52	36	810	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	336	76	107	257	61	59	548	52	36	810	94
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.62	0.38	1.00	1.60	0.40	1.00	0.91	0.09	1.00	0.90	0.10
Final Sat.:	1750	3017	682	1750	2986	713	1750	1644	156	1750	1613	187
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.09	0.09	0.03	0.33	0.33	0.02	0.50	0.50
Crit Moves:		****		****			****				****	
Green Time:	10.7	15.5	15.5	8.5	13.4	13.4	10.0	66.2	66.2	13.7	69.9	69.9
Volume/Cap:	0.54	0.83	0.83	0.83	0.75	0.75	0.39	0.58	0.58	0.18	0.83	0.83
Delay/Veh:	54.0	60.5	60.5	87.9	56.8	56.8	51.8	16.9	16.9	46.5	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	60.5	60.5	87.9	56.8	56.8	51.8	16.9	16.9	46.5	24.0	24.0
LOS by Move:	D	E	E	F	E	E	D	B	B	D	C	C
HCM2kAvgQ:	4	10	10	6	7	7	3	15	15	1	26	26

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

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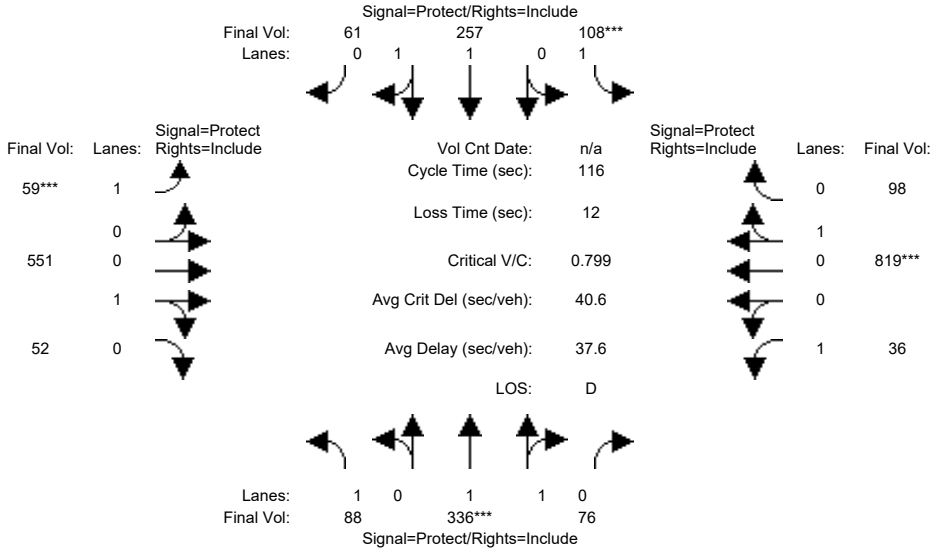
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	5.0	6.4	6.4	5.0	6.4	6.4	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	84	323	73	103	247	59	57	526	50	35	778	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	323	73	103	247	59	57	526	50	35	778	90
Added Vol:	0	0	0	1	0	0	0	3	0	0	8	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	323	73	104	247	59	57	529	50	35	786	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	88	336	76	108	257	61	59	551	52	36	819	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	336	76	108	257	61	59	551	52	36	819	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	336	76	108	257	61	59	551	52	36	819	98
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.62	0.38	1.00	1.60	0.40	1.00	0.91	0.09	1.00	0.89	0.11
Final Sat.:	1750	3017	682	1750	2986	713	1750	1645	155	1750	1608	192
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.09	0.09	0.03	0.34	0.34	0.02	0.51	0.51
Crit Moves:		****		****			****				****	
Green Time:	10.6	15.4	15.4	8.5	13.3	13.3	10.0	66.4	66.4	13.7	70.1	70.1
Volume/Cap:	0.55	0.84	0.84	0.84	0.75	0.75	0.39	0.58	0.58	0.18	0.84	0.84
Delay/Veh:	54.3	61.6	61.6	89.9	57.3	57.3	51.8	16.8	16.8	46.5	24.6	24.6
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:	54.3	61.6	61.6	89.9	57.3	57.3	51.8	16.8	16.8	46.5	24.6	24.6
LOS by Move:	D	E	E	F	E	E	D	B	B	D	C	C
HCM2kAvgQ:	4	10	10	6	7	7	3	15	15	1	26	26

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

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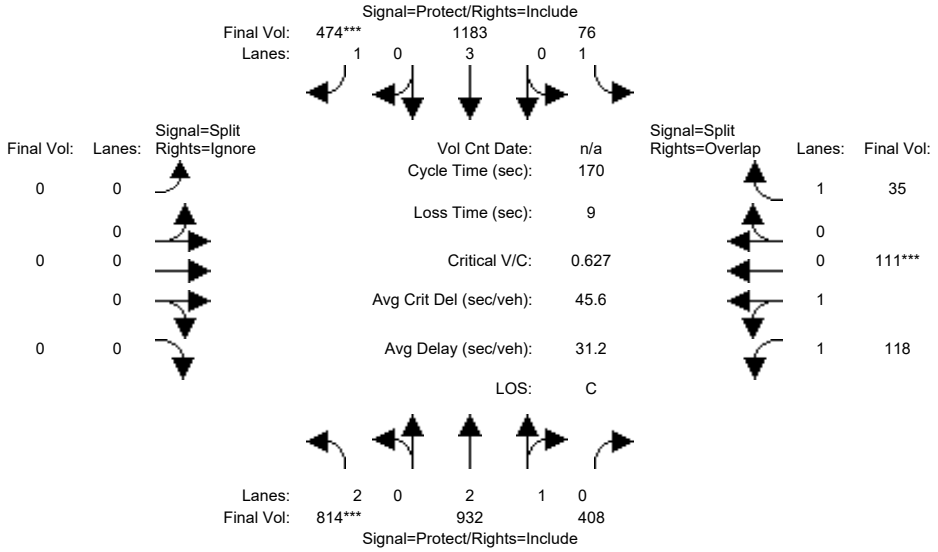
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	814	932	408	76	1183	474	0	0	0	118	111	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:	814	932	408	76	1183	474	0	0	0	118	111	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:	814	932	408	76	1183	474	0	0	0	118	111	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	814	932	408	76	1183	474	0	0	0	118	111	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	814	932	408	76	1183	474	0	0	0	118	111	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	814	932	408	76	1183	474	0	0	0	118	111	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92
Lanes:	2.00	2.05	0.95	1.00	3.00	1.00	0.00	0.00	0.00	1.04	0.96	1.00
Final Sat.:	3150	3893	1704	1750	5700	1750	0	0	0	1829	1720	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.24	0.04	0.21	0.27	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****					****					****	
Green Time:	70.1	121	121.5	22.0	73.4	73.4	0.0	0.0	0.0	17.5	17.5	39.5
Volume/Cap:	0.63	0.34	0.34	0.34	0.48	0.63	0.00	0.00	0.00	0.63	0.63	0.09
Delay/Veh:	40.6	9.2	9.2	68.2	34.8	39.3	0.0	0.0	0.0	76.6	76.6	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	9.2	9.2	68.2	34.8	39.3	0.0	0.0	0.0	76.6	76.6	51.2
LOS by Move:	D	A	A	E	C	D	A	A	A	E	E	D
HCM2kAvgQ:	19	8	8	4	14	20	0	0	0	7	7	1

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

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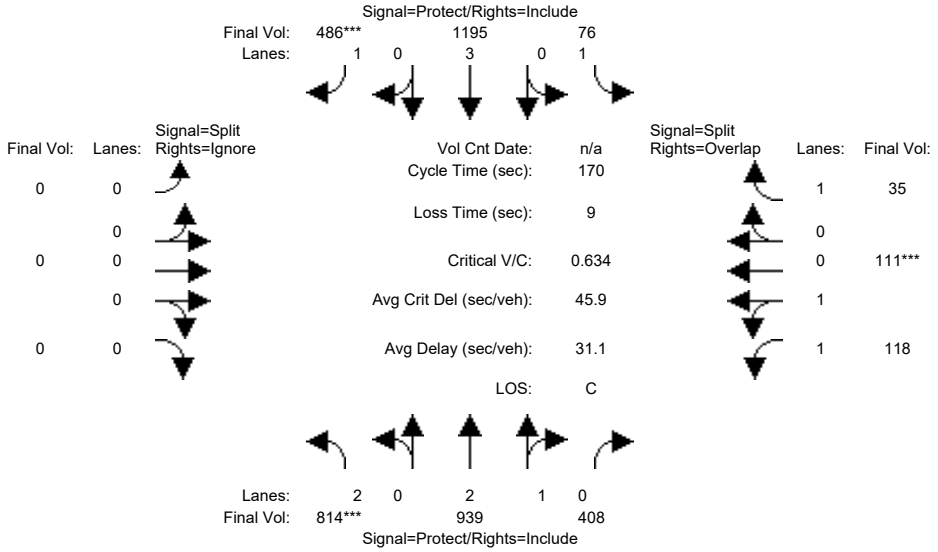
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	814	932	408	76	1183	474	0	0	0	118	111	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:	814	932	408	76	1183	474	0	0	0	118	111	35
Added Vol:	0	7	0	0	12	12	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	814	939	408	76	1195	486	0	0	0	118	111	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	814	939	408	76	1195	486	0	0	0	118	111	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	814	939	408	76	1195	486	0	0	0	118	111	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	814	939	408	76	1195	486	0	0	0	118	111	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92
Lanes:	2.00	2.06	0.94	1.00	3.00	1.00	0.00	0.00	0.00	1.04	0.96	1.00
Final Sat.:	3150	3902	1695	1750	5700	1750	0	0	0	1829	1720	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.24	0.04	0.21	0.28	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****					****					****	
Green Time:	69.3	122	121.7	22.0	74.4	74.4	0.0	0.0	0.0	17.3	17.3	39.3
Volume/Cap:	0.63	0.34	0.34	0.34	0.48	0.63	0.00	0.00	0.00	0.63	0.63	0.09
Delay/Veh:	41.3	9.1	9.1	68.3	34.1	38.9	0.0	0.0	0.0	77.0	77.0	51.4
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:	41.3	9.1	9.1	68.3	34.1	38.9	0.0	0.0	0.0	77.0	77.0	51.4
LOS by Move:	D	A	A	E	C	D	A	A	A	E	E	D
HCM2kAvgQ:	19	8	8	4	14	21	0	0	0	7	7	2

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

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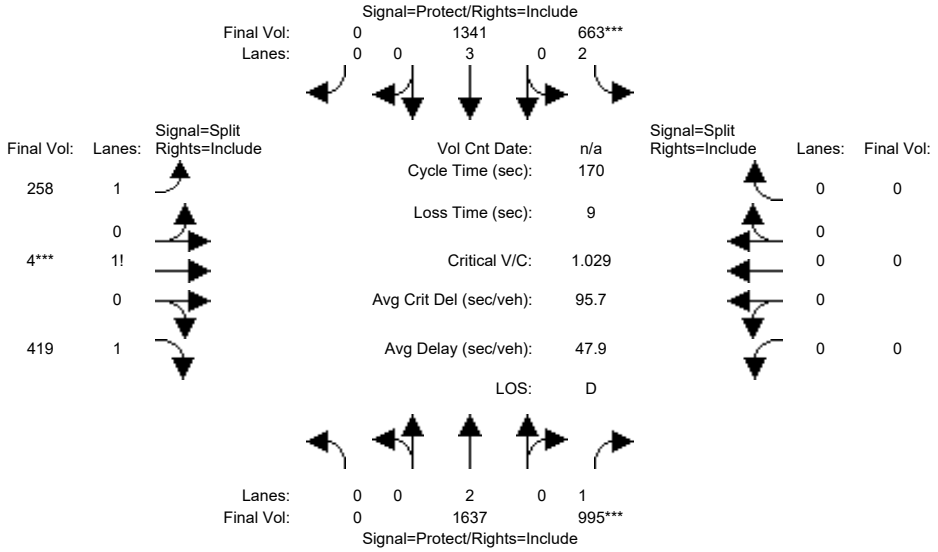
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:40-8:40AM												
Base Vol:	0	1637	995	663	1341	0	258	4	419	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	1637	995	663	1341	0	258	4	419	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	1637	995	663	1341	0	258	4	419	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1637	995	663	1341	0	258	4	419	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1637	995	663	1341	0	258	4	419	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1637	995	663	1341	0	258	4	419	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.38	0.01	1.61	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2409	20	2820	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.57	0.21	0.24	0.00	0.11	0.20	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	93.9	93.9	34.8	129	0.0	32.3	32.3	32.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.78	1.03	1.03	0.31	0.00	0.56	1.03	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	31.9	74.7	110.8	6.6	0.0	63.0	112	70.1	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	31.9	74.7	110.8	6.6	0.0	63.0	112	70.1	0.0	0.0	0.0
LOS by Move:	A	C	E	F	A	A	E	F	E	A	A	A
HCM2kAvgQ:	0	34	65	25	7	0	10	25	15	0	0	0

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

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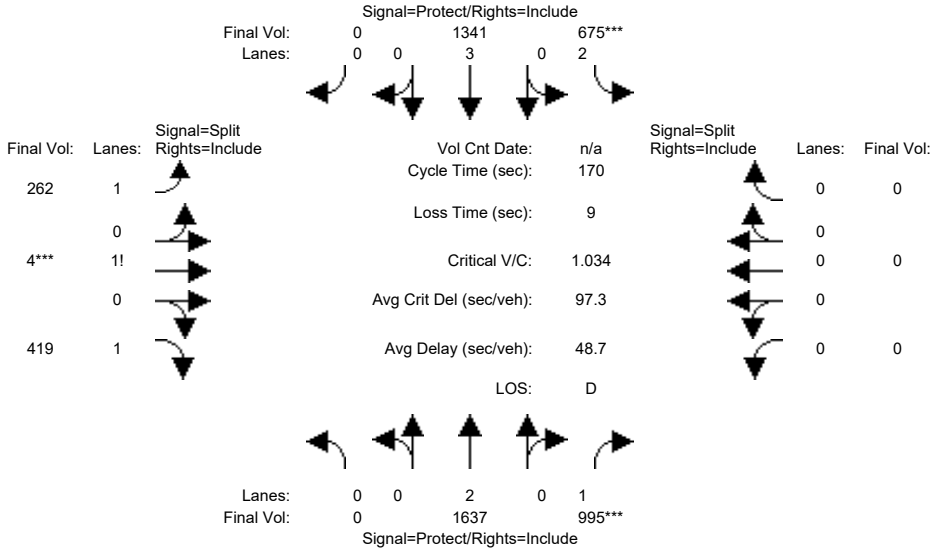
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:40-8:40AM												
Base Vol:	0	1637	995	663	1341	0	258	4	419	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	1637	995	663	1341	0	258	4	419	0	0	0
Added Vol:	0	0	0	12	0	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1637	995	675	1341	0	262	4	419	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1637	995	675	1341	0	262	4	419	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1637	995	675	1341	0	262	4	419	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1637	995	675	1341	0	262	4	419	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.38	0.01	1.61	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2415	20	2814	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.57	0.21	0.24	0.00	0.11	0.20	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	93.4	93.4	35.2	129	0.0	32.4	32.4	32.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.78	1.03	1.03	0.31	0.00	0.57	1.03	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	32.3	76.6	111.8	6.6	0.0	63.2	113	70.1	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	32.3	76.6	111.8	6.6	0.0	63.2	113	70.1	0.0	0.0	0.0
LOS by Move:	A	C	E	F	A	A	E	F	E	A	A	A
HCM2kAvgQ:	0	34	65	25	7	0	10	25	16	0	0	0

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

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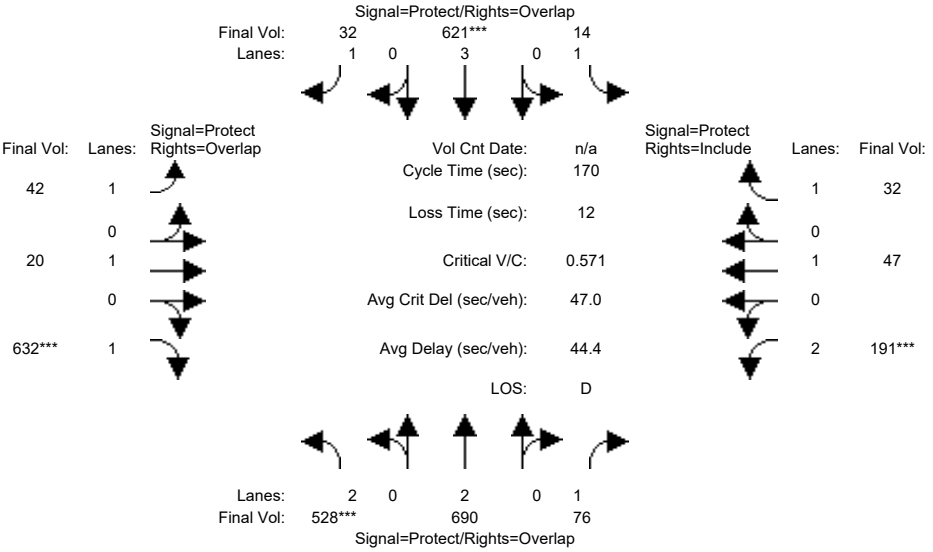
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	528	690	76	14	621	32	42	20	632	191	47	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	690	76	14	621	32	42	20	632	191	47	32
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:	528	690	76	14	621	32	42	20	632	191	47	32
User Adj:	1.00	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:	528	690	76	14	621	32	42	20	632	191	47	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	690	76	14	621	32	42	20	632	191	47	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	528	690	76	14	621	32	42	20	632	191	47	32
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.04	0.01	0.11	0.02	0.02	0.01	0.36	0.06	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	49.9	67.1	85.2	15.2	32.4	63.6	31.2	57.6	107.5	18.1	44.5	44.5
Volume/Cap:	0.57	0.46	0.09	0.09	0.57	0.05	0.13	0.03	0.57	0.57	0.09	0.07
Delay/Veh:	51.8	38.3	22.2	71.3	63.2	34.0	58.3	37.6	18.7	74.7	47.6	47.2
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:	51.8	38.3	22.2	71.3	63.2	34.0	58.3	37.6	18.7	74.7	47.6	47.2
LOS by Move:	D	D	C	E	E	C	E	D	B	E	D	D
HCM2kAvgQ:	14	13	2	1	10	1	2	1	20	6	2	1

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

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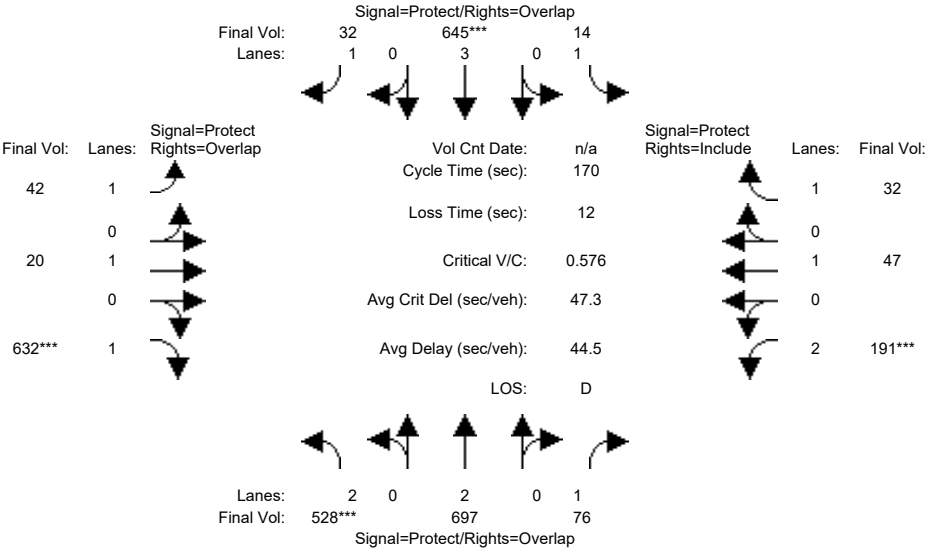
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	528	690	76	14	621	32	42	20	632	191	47	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	690	76	14	621	32	42	20	632	191	47	32
Added Vol:	0	7	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	697	76	14	645	32	42	20	632	191	47	32
User Adj:	1.00	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:	528	697	76	14	645	32	42	20	632	191	47	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	697	76	14	645	32	42	20	632	191	47	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	528	697	76	14	645	32	42	20	632	191	47	32
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.04	0.01	0.11	0.02	0.02	0.01	0.36	0.06	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	49.5	67.7	85.6	15.2	33.4	64.3	30.9	57.2	106.7	17.9	44.2	44.2
Volume/Cap:	0.58	0.46	0.09	0.09	0.58	0.05	0.13	0.03	0.58	0.58	0.10	0.07
Delay/Veh:	52.2	37.9	21.9	71.3	62.6	33.5	58.5	37.9	19.2	74.9	47.8	47.5
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:	52.2	37.9	21.9	71.3	62.6	33.5	58.5	37.9	19.2	74.9	47.8	47.5
LOS by Move:	D	D	C	E	E	C	E	D	B	E	D	D
HCM2kAvgQ:	14	13	2	1	10	1	2	1	20	6	2	1

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

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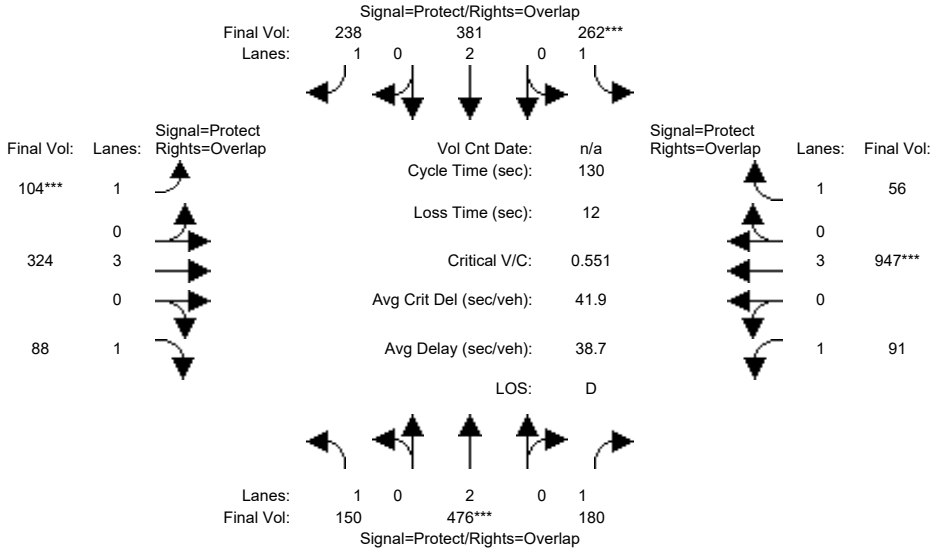
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:55-8:55AM												
Base Vol:	150	476	180	262	381	238	104	324	88	91	947	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	476	180	262	381	238	104	324	88	91	947	56
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:	150	476	180	262	381	238	104	324	88	91	947	56
User Adj:	1.00	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:	150	476	180	262	381	238	104	324	88	91	947	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	476	180	262	381	238	104	324	88	91	947	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	150	476	180	262	381	238	104	324	88	91	947	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.10	0.15	0.10	0.14	0.06	0.06	0.05	0.05	0.17	0.03
Crit Moves:		****		****			****				****	
Green Time:	29.9	29.5	51.4	35.3	34.9	49.0	14.0	31.3	61.2	21.9	39.2	74.5
Volume/Cap:	0.37	0.55	0.26	0.55	0.37	0.36	0.55	0.24	0.11	0.31	0.55	0.06
Delay/Veh:	42.8	45.2	26.7	42.0	38.9	29.6	58.5	39.8	19.3	48.0	38.4	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	45.2	26.7	42.0	38.9	29.6	58.5	39.8	19.3	48.0	38.4	12.3
LOS by Move:	D	D	C	D	D	C	E	D	B	D	D	B
HCM2kAvgQ:	5	8	5	9	6	7	5	3	2	3	10	1

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

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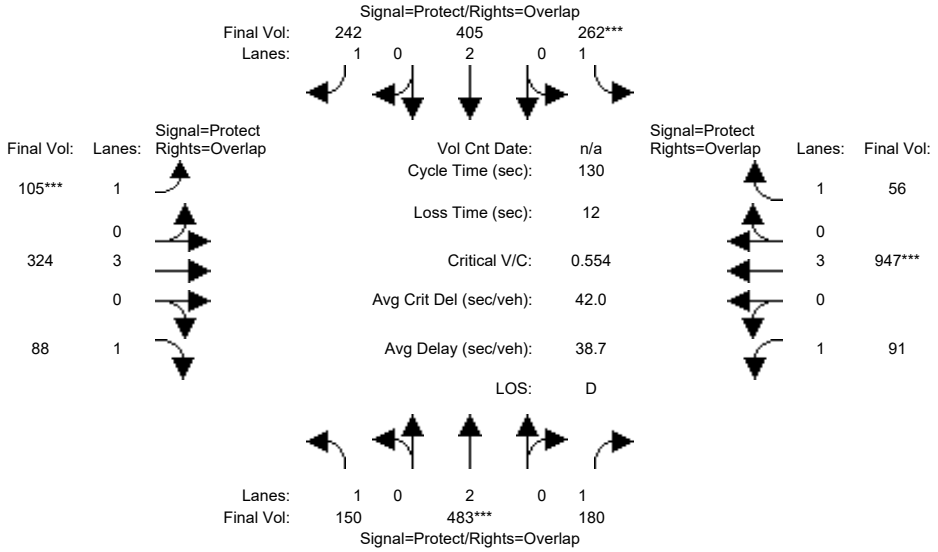
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:55-8:55AM												
Base Vol:	150	476	180	262	381	238	104	324	88	91	947	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	476	180	262	381	238	104	324	88	91	947	56
Added Vol:	0	7	0	0	24	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	483	180	262	405	242	105	324	88	91	947	56
User Adj:	1.00	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:	150	483	180	262	405	242	105	324	88	91	947	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	483	180	262	405	242	105	324	88	91	947	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	150	483	180	262	405	242	105	324	88	91	947	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.10	0.15	0.11	0.14	0.06	0.06	0.05	0.05	0.17	0.03
Crit Moves:		****		****			****				****	
Green Time:	28.9	29.8	51.7	35.1	36.0	50.1	14.1	31.2	60.2	21.8	39.0	74.1
Volume/Cap:	0.38	0.55	0.26	0.55	0.38	0.36	0.55	0.24	0.11	0.31	0.55	0.06
Delay/Veh:	43.6	45.0	26.5	42.2	38.3	28.8	58.5	39.9	19.8	48.1	38.6	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	45.0	26.5	42.2	38.3	28.8	58.5	39.9	19.8	48.1	38.6	12.4
LOS by Move:	D	D	C	D	D	C	E	D	B	D	D	B
HCM2kAvgQ:	5	8	5	9	6	7	5	3	2	3	10	1

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

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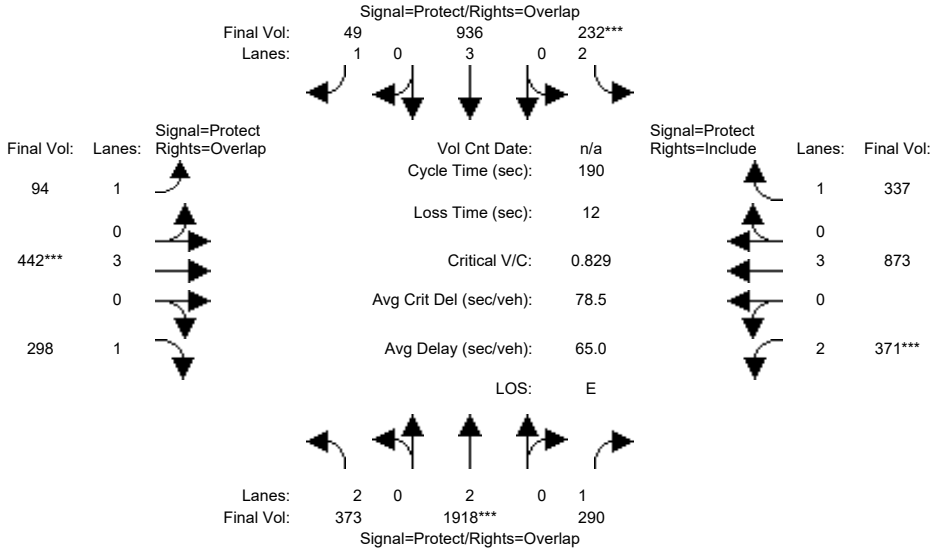
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	12	85	85	14	41	41	15	42	42
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module:7:30 - 8:30 AM												
Base Vol:	373	2257	290	232	936	49	94	442	298	371	873	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	2257	290	232	936	49	94	442	298	371	873	337
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:	373	2257	290	232	936	49	94	442	298	371	873	337
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:	373	1918	290	232	936	49	94	442	298	371	873	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1918	290	232	936	49	94	442	298	371	873	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	373	1918	290	232	936	49	94	442	298	371	873	337
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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.17	0.07	0.16	0.03	0.05	0.08	0.17	0.12	0.15	0.19
Crit Moves:		****		****				****		****		
Green Time:	28.5	106	121.4	12.7	89.7	104.5	14.8	43.3	71.8	15.8	44.3	44.3
Volume/Cap:	0.79	0.91	0.26	1.10	0.35	0.05	0.69	0.34	0.45	1.41	0.66	0.83
Delay/Veh:	82.5	30.4	6.8	177.0	36.3	24.6	95.0	58.3	42.5	289.6	63.7	78.4
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:	82.5	30.4	6.8	177.0	36.3	24.6	95.0	58.3	42.5	289.6	63.7	78.4
LOS by Move:	F	C	A	F	D	C	F	E	D	F	E	E
HCM2kAvgQ:	13	45	3	10	12	2	6	6	13	22	15	21

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

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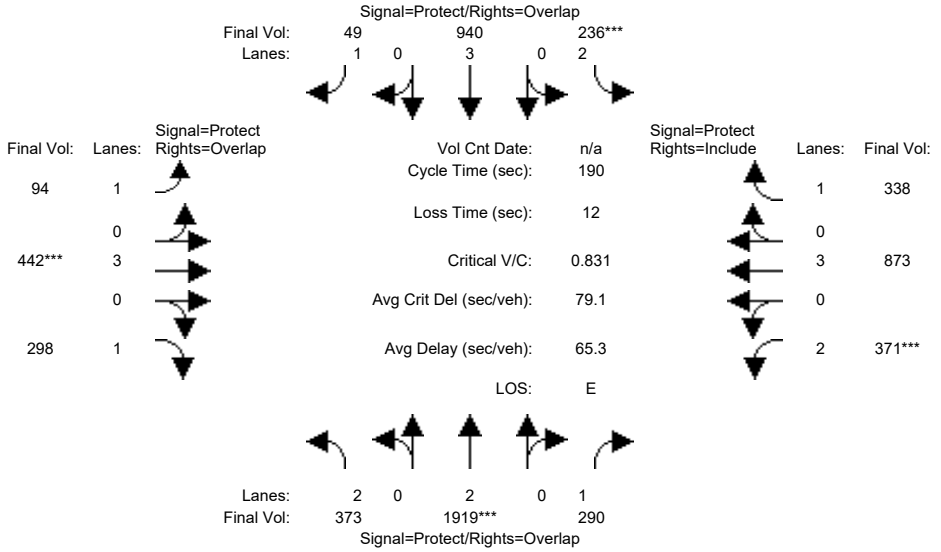
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	12	85	85	14	41	41	15	42	42
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module:7:30 - 8:30 AM												
Base Vol:	373	2257	290	232	936	49	94	442	298	371	873	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	2257	290	232	936	49	94	442	298	371	873	337
Added Vol:	0	1	0	4	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	2258	290	236	940	49	94	442	298	371	873	338
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:	373	1919	290	236	940	49	94	442	298	371	873	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1919	290	236	940	49	94	442	298	371	873	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	373	1919	290	236	940	49	94	442	298	371	873	338
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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.51	0.17	0.07	0.16	0.03	0.05	0.08	0.17	0.12	0.15	0.19
Crit Moves:		****		****				****		****		
Green Time:	28.5	106	121.4	12.7	89.7	104.5	14.8	43.3	71.8	15.8	44.3	44.3
Volume/Cap:	0.79	0.91	0.26	1.12	0.35	0.05	0.69	0.34	0.45	1.41	0.66	0.83
Delay/Veh:	82.5	30.4	6.8	183.3	36.3	24.6	95.0	58.3	42.5	289.6	63.7	78.7
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:	82.5	30.4	6.8	183.3	36.3	24.6	95.0	58.3	42.5	289.6	63.7	78.7
LOS by Move:	F	C	A	F	D	C	F	E	D	F	E	E
HCM2kAvgQ:	13	45	3	11	13	2	6	6	13	22	15	21

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

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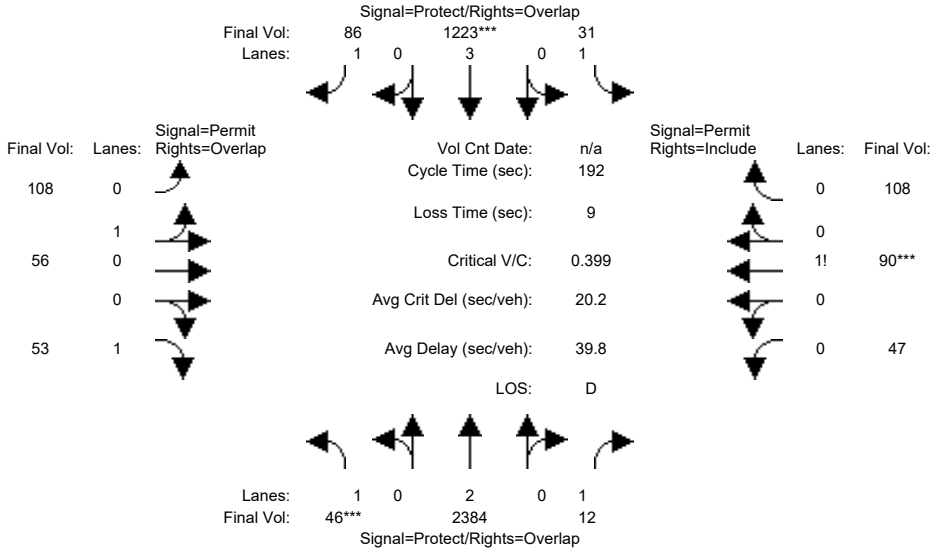
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	145	154	5	148	148	33	33	33	33	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:8-9 AM												
Base Vol:	46	2805	12	31	1223	86	108	56	53	47	90	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	2805	12	31	1223	86	108	56	53	47	90	108
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:	46	2805	12	31	1223	86	108	56	53	47	90	108
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:	46	2384	12	31	1223	86	108	56	53	47	90	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2384	12	31	1223	86	108	56	53	47	90	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	46	2384	12	31	1223	86	108	56	53	47	90	108
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	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.66	0.34	1.00	0.19	0.37	0.44
Final Sat.:	1750	3800	1750	1750	5700	1750	1185	615	1750	336	643	771
Capacity Analysis Module:												
Vol/Sat:	0.03	0.63	0.01	0.02	0.21	0.05	0.09	0.09	0.03	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	10.5	147	146.8	5.1	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.48	0.82	0.01	0.67	0.29	0.07	0.55	0.55	0.14	0.85	0.85	0.85
Delay/Veh:	99.5	49.3	17.7	129.4	0.7	0.6	79.6	79.6	63.4	102.7	103	102.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.5	49.3	17.7	129.4	0.7	0.6	79.6	79.6	63.4	102.7	103	102.7
LOS by Move:	F	D	B	F	A	A	E	E	E	F	F	F
HCM2kAvgQ:	3	64	1	2	1	0	10	10	3	18	18	18

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

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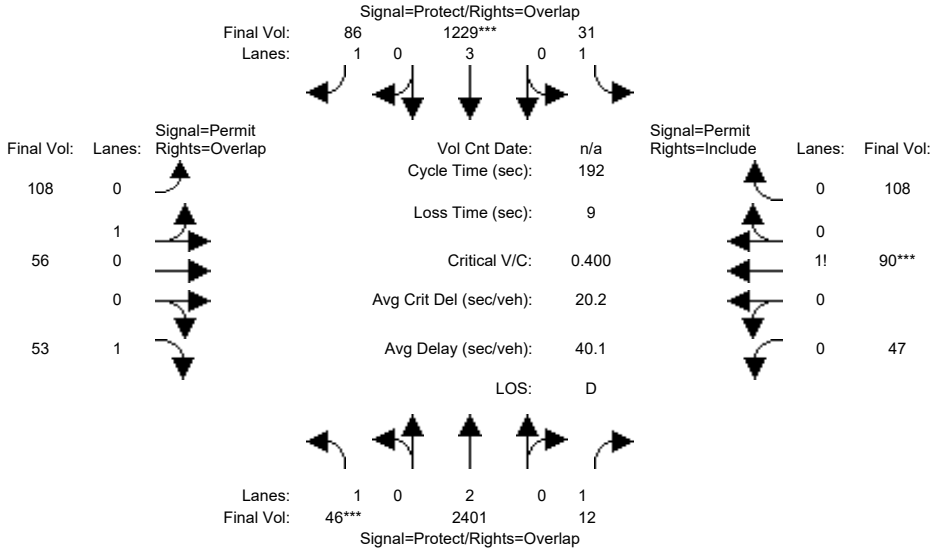
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	145	154	5	148	148	33	33	33	33	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:8-9 AM												
Base Vol:	46	2805	12	31	1223	86	108	56	53	47	90	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	2805	12	31	1223	86	108	56	53	47	90	108
Added Vol:	0	20	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2825	12	31	1229	86	108	56	53	47	90	108
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:	46	2401	12	31	1229	86	108	56	53	47	90	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2401	12	31	1229	86	108	56	53	47	90	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	46	2401	12	31	1229	86	108	56	53	47	90	108
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	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.66	0.34	1.00	0.19	0.37	0.44
Final Sat.:	1750	3800	1750	1750	5700	1750	1185	615	1750	336	643	771
Capacity Analysis Module:												
Vol/Sat:	0.03	0.63	0.01	0.02	0.22	0.05	0.09	0.09	0.03	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	10.5	147	146.8	5.1	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.48	0.83	0.01	0.67	0.29	0.07	0.55	0.55	0.14	0.85	0.85	0.85
Delay/Veh:	99.5	49.9	17.7	129.4	0.7	0.6	79.6	79.6	63.4	102.7	103	102.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.5	49.9	17.7	129.4	0.7	0.6	79.6	79.6	63.4	102.7	103	102.7
LOS by Move:	F	D	B	F	A	A	E	E	E	F	F	F
HCM2kAvgQ:	3	64	1	2	1	0	10	10	3	18	18	18

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

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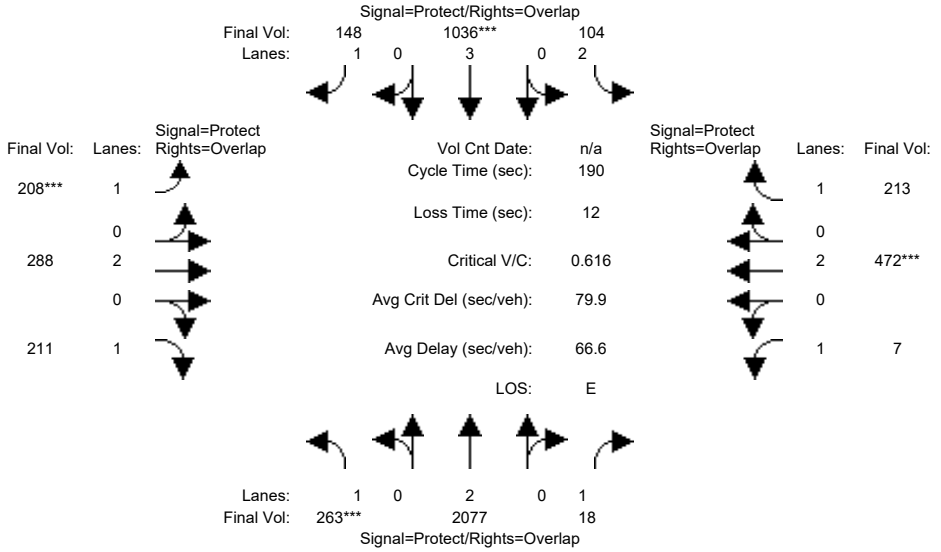
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	102	102	11	74	74	14	46	46	9	42	42
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:7:30-8:30 AM												
Base Vol:	263	2443	18	104	1036	148	208	288	211	7	472	213
Growth Adj:	1.00	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	2443	18	104	1036	148	208	288	211	7	472	213
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	2443	18	104	1036	148	208	288	211	7	472	213
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:	263	2077	18	104	1036	148	208	288	211	7	472	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	2077	18	104	1036	148	208	288	211	7	472	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:	263	2077	18	104	1036	148	208	288	211	7	472	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.55	0.01	0.03	0.18	0.08	0.12	0.08	0.12	0.00	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	40.9	107	116.7	11.5	77.7	92.4	14.7	49.2	90.1	9.6	44.1	55.6
Volume/Cap:	0.70	0.97	0.02	0.54	0.44	0.17	1.54	0.29	0.25	0.08	0.54	0.42
Delay/Veh:	72.2	63.6	19.4	85.7	34.3	20.6	358.4	54.0	28.6	82.3	61.6	52.1
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:	72.2	63.6	19.4	85.7	34.3	20.6	358.4	54.0	28.6	82.3	61.6	52.1
LOS by Move:	E	E	B	F	C	C	F	D	C	F	E	D
HCM2kAvgQ:	14	56	1	3	11	3	22	6	7	0	11	10

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

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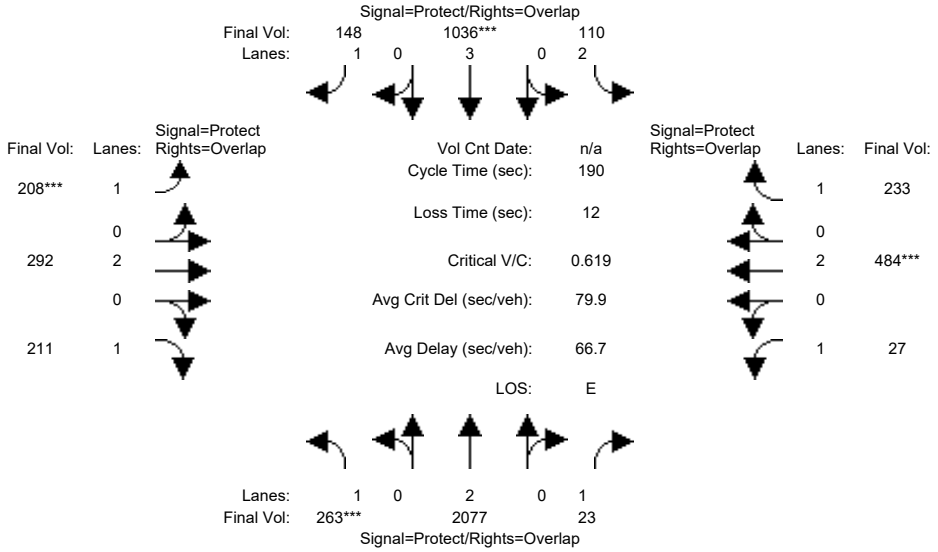
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	102	102	11	74	74	14	46	46	9	42	42
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:7:30-8:30 AM												
Base Vol:	263	2443	18	104	1036	148	208	288	211	7	472	213
Growth Adj:	1.00	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	2443	18	104	1036	148	208	288	211	7	472	213
Added Vol:	0	0	5	6	0	0	0	4	0	20	12	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	2443	23	110	1036	148	208	292	211	27	484	233
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:	263	2077	23	110	1036	148	208	292	211	27	484	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	2077	23	110	1036	148	208	292	211	27	484	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2077	23	110	1036	148	208	292	211	27	484	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.55	0.01	0.03	0.18	0.08	0.12	0.08	0.12	0.02	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	40.9	107	116.7	11.5	77.7	92.4	14.7	49.2	90.1	9.6	44.1	55.6
Volume/Cap:	0.70	0.97	0.02	0.57	0.44	0.17	1.54	0.30	0.25	0.30	0.55	0.45
Delay/Veh:	72.2	63.6	19.4	86.9	34.3	20.6	358.4	54.0	28.6	84.8	61.9	52.9
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:	72.2	63.6	19.4	86.9	34.3	20.6	358.4	54.0	28.6	84.8	61.9	52.9
LOS by Move:	E	E	B	F	C	C	F	D	C	F	E	D
HCM2kAvgQ:	14	56	1	4	11	3	22	6	7	2	11	11

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

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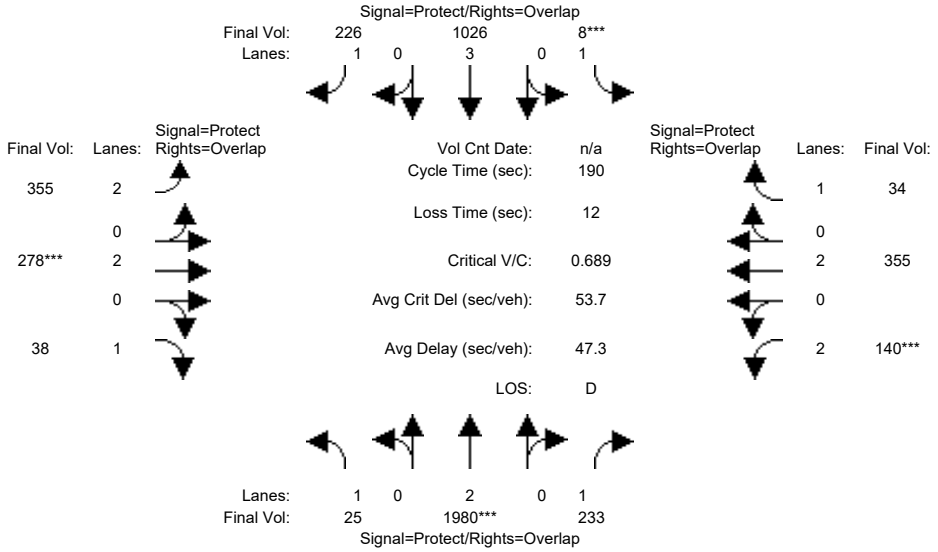
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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	104	104	1	101	101	31	50	50	13	32	32
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module:7:45-8:45 AM												
Base Vol:	25	2329	233	8	1026	226	355	278	38	140	355	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2329	233	8	1026	226	355	278	38	140	355	34
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:	25	2329	233	8	1026	226	355	278	38	140	355	34
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:	25	1980	233	8	1026	226	355	278	38	140	355	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1980	233	8	1026	226	355	278	38	140	355	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	25	1980	233	8	1026	226	355	278	38	140	355	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.13	0.00	0.18	0.13	0.11	0.07	0.02	0.04	0.09	0.02
Crit Moves:		****		****				****		****		
Green Time:	4.2	110	123.5	1.1	107	139.3	32.7	52.8	57.0	13.7	33.8	34.8
Volume/Cap:	0.64	0.90	0.20	0.82	0.32	0.18	0.65	0.26	0.07	0.62	0.53	0.11
Delay/Veh:	118.6	51.0	19.2	274.8	28.1	13.2	72.4	50.8	45.1	86.1	67.9	61.4
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:	118.6	51.0	19.2	274.8	28.1	13.2	72.4	50.8	45.1	86.1	67.9	61.4
LOS by Move:	F	D	B	F	C	B	E	D	D	F	E	E
HCM2kAvgQ:	1	49	8	1	13	7	11	6	2	5	9	2

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

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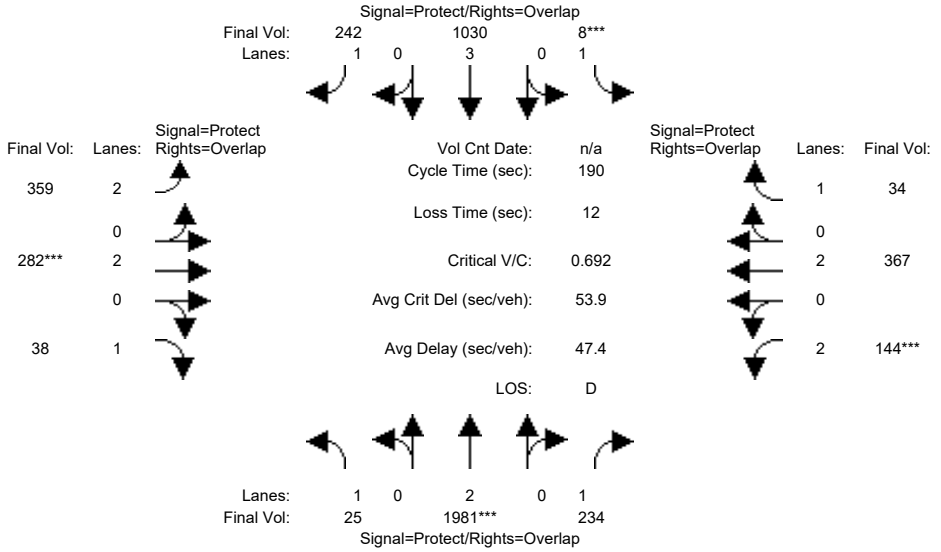
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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	104	104	1	101	101	31	50	50	13	32	32
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module:7:45-8:45 AM												
Base Vol:	25	2329	233	8	1026	226	355	278	38	140	355	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2329	233	8	1026	226	355	278	38	140	355	34
Added Vol:	0	1	1	0	4	16	4	4	0	4	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	2330	234	8	1030	242	359	282	38	144	367	34
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:	25	1981	234	8	1030	242	359	282	38	144	367	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1981	234	8	1030	242	359	282	38	144	367	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	25	1981	234	8	1030	242	359	282	38	144	367	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.13	0.00	0.18	0.14	0.11	0.07	0.02	0.05	0.10	0.02
Crit Moves:		****		****				****		****		
Green Time:	4.2	110	123.5	1.1	107	139.3	32.7	52.8	57.0	13.7	33.8	34.8
Volume/Cap:	0.64	0.90	0.21	0.82	0.32	0.19	0.66	0.27	0.07	0.63	0.54	0.11
Delay/Veh:	118.6	51.0	19.3	274.8	28.1	13.3	72.6	50.8	45.1	86.9	68.3	61.4
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:	118.6	51.0	19.3	274.8	28.1	13.3	72.6	50.8	45.1	86.9	68.3	61.4
LOS by Move:	F	D	B	F	C	B	E	D	D	F	E	E
HCM2kAvgQ:	1	49	8	1	13	8	11	6	2	5	9	2

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

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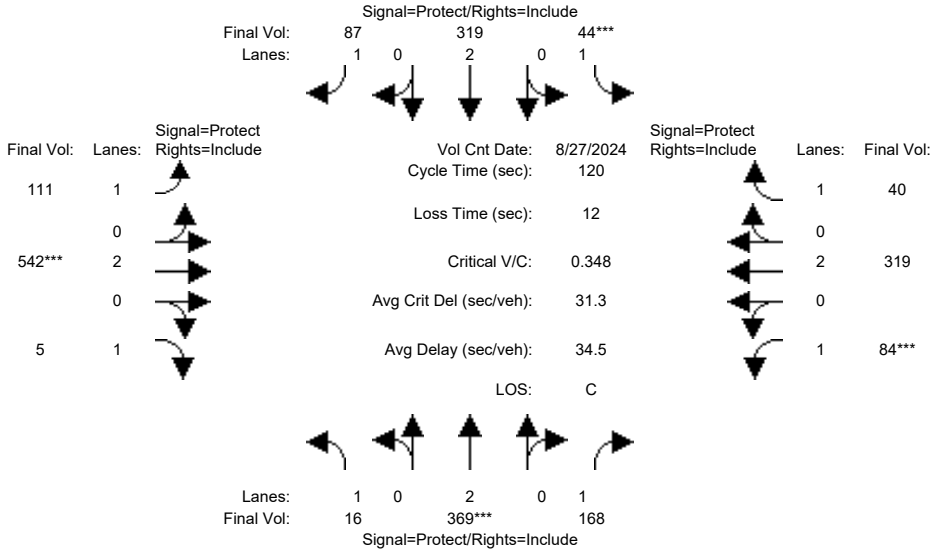
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module: >> Count Date: 27 Aug 2024 << 4:45-5:45 PM												
Base Vol:	16	369	168	44	319	87	111	542	5	84	319	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	369	168	44	319	87	111	542	5	84	319	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	369	168	44	319	87	111	542	5	84	319	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	369	168	44	319	87	111	542	5	84	319	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	369	168	44	319	87	111	542	5	84	319	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	16	369	168	44	319	87	111	542	5	84	319	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.03	0.08	0.05	0.06	0.14	0.00	0.05	0.08	0.02
Crit Moves:		****		****				****		****		
Green Time:	17.3	33.5	33.5	8.7	24.9	24.9	35.8	49.2	49.2	16.6	30.0	30.0
Volume/Cap:	0.06	0.35	0.34	0.35	0.40	0.24	0.21	0.35	0.01	0.35	0.34	0.09
Delay/Veh:	44.5	34.7	34.9	54.6	41.5	40.0	31.8	24.5	20.9	47.7	37.0	34.6
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:	44.5	34.7	34.9	54.6	41.5	40.0	31.8	24.5	20.9	47.7	37.0	34.6
LOS by Move:	D	C	C	D	D	D	C	C	C	D	D	C
HCM2kAvgQ:	1	5	5	2	5	3	3	6	0	3	5	1

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

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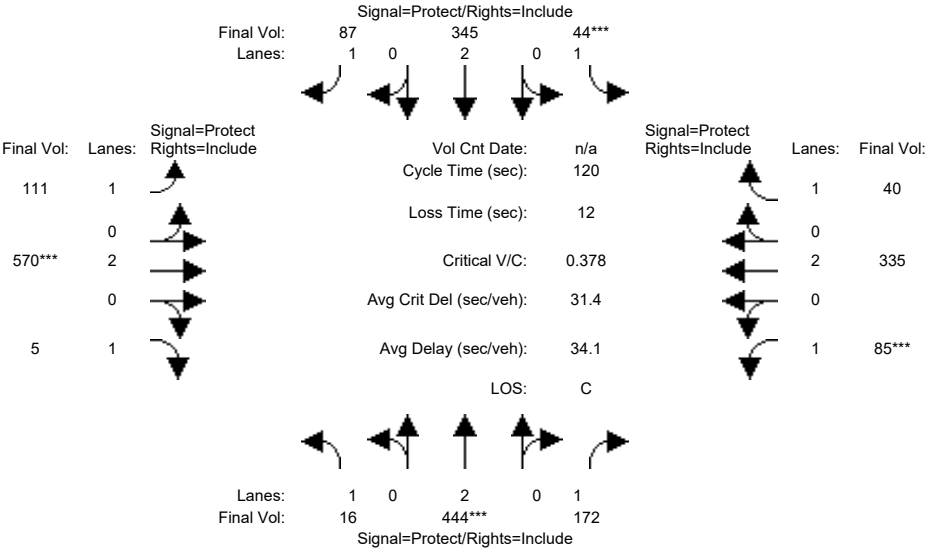
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	16	444	172	44	345	87	111	570	5	85	335	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	444	172	44	345	87	111	570	5	85	335	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	444	172	44	345	87	111	570	5	85	335	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	444	172	44	345	87	111	570	5	85	335	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	444	172	44	345	87	111	570	5	85	335	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	16	444	172	44	345	87	111	570	5	85	335	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.10	0.03	0.09	0.05	0.06	0.15	0.00	0.05	0.09	0.02
Crit Moves:		****		****				****		****		
Green Time:	17.6	37.1	37.1	8.0	27.4	27.4	33.5	47.6	47.6	15.4	29.5	29.5
Volume/Cap:	0.06	0.38	0.32	0.38	0.40	0.22	0.23	0.38	0.01	0.38	0.36	0.09
Delay/Veh:	44.2	32.7	32.1	55.7	39.6	37.9	33.6	25.9	21.9	49.0	37.7	35.0
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:	44.2	32.7	32.1	55.7	39.6	37.9	33.6	25.9	21.9	49.0	37.7	35.0
LOS by Move:	D	C	C	E	D	D	C	C	C	D	D	D
HCM2kAvgQ:	1	6	5	2	6	3	3	7	0	3	5	1

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

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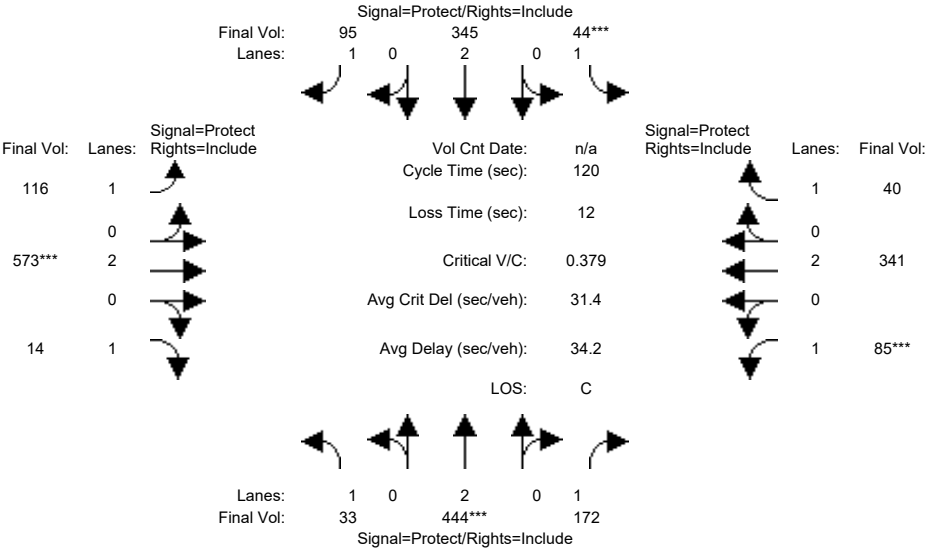
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	16	444	172	44	345	87	111	570	5	85	335	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	444	172	44	345	87	111	570	5	85	335	40
Added Vol:	17	0	0	0	0	8	5	3	9	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	444	172	44	345	95	116	573	14	85	341	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	444	172	44	345	95	116	573	14	85	341	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	444	172	44	345	95	116	573	14	85	341	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	33	444	172	44	345	95	116	573	14	85	341	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.10	0.03	0.09	0.05	0.07	0.15	0.01	0.05	0.09	0.02
Crit Moves:		****		****				****		****		
Green Time:	17.6	37.0	37.0	8.0	27.4	27.4	33.2	47.7	47.7	15.4	29.8	29.8
Volume/Cap:	0.13	0.38	0.32	0.38	0.40	0.24	0.24	0.38	0.02	0.38	0.36	0.09
Delay/Veh:	44.8	32.7	32.2	55.7	39.6	38.1	33.8	25.8	22.0	49.0	37.5	34.8
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:	44.8	32.7	32.2	55.7	39.6	38.1	33.8	25.8	22.0	49.0	37.5	34.8
LOS by Move:	D	C	C	E	D	D	C	C	C	D	D	C
HCM2kAvgQ:	1	6	5	2	6	3	3	7	0	3	5	1

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

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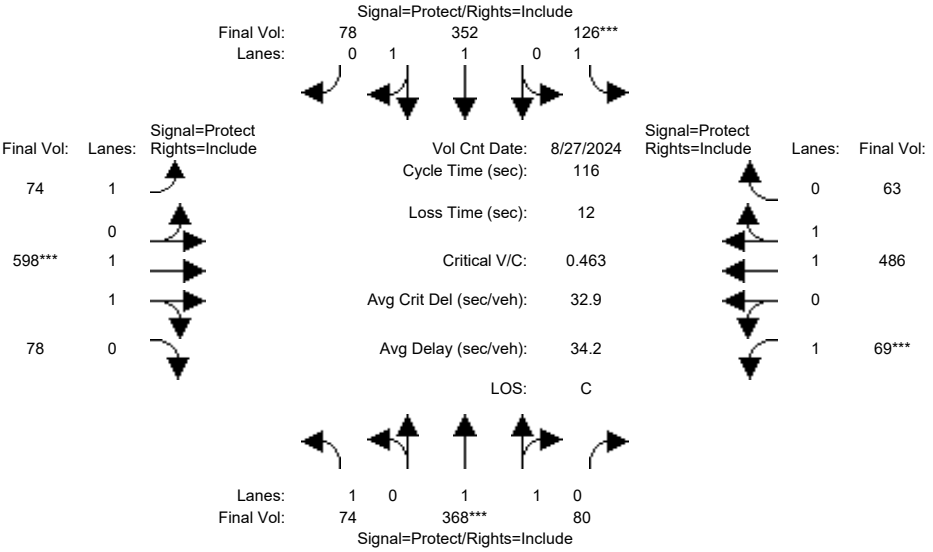
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module: >> Count Date: 27 Aug 2024 << 5:00-6:00 PM												
Base Vol:	71	353	77	121	338	75	71	574	75	66	467	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	353	77	121	338	75	71	574	75	66	467	60
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:	71	353	77	121	338	75	71	574	75	66	467	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	74	368	80	126	352	78	74	598	78	69	486	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	368	80	126	352	78	74	598	78	69	486	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	368	80	126	352	78	74	598	78	69	486	63
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	1.63	0.37	1.00	1.76	0.24	1.00	1.77	0.23
Final Sat.:	1750	3037	662	1750	3028	672	1750	3272	428	1750	3278	421
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.07	0.12	0.12	0.04	0.18	0.18	0.04	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	18.0	30.3	30.3	18.0	30.4	30.4	20.4	45.8	45.8	9.8	35.2	35.2
Volume/Cap:	0.27	0.46	0.46	0.46	0.44	0.44	0.24	0.46	0.46	0.46	0.49	0.49
Delay/Veh:	43.8	36.3	36.3	45.8	36.1	36.1	41.5	26.2	26.2	52.8	33.4	33.4
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:	43.8	36.3	36.3	45.8	36.1	36.1	41.5	26.2	26.2	52.8	33.4	33.4
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	3	7	7	5	7	7	3	9	9	2	8	8

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

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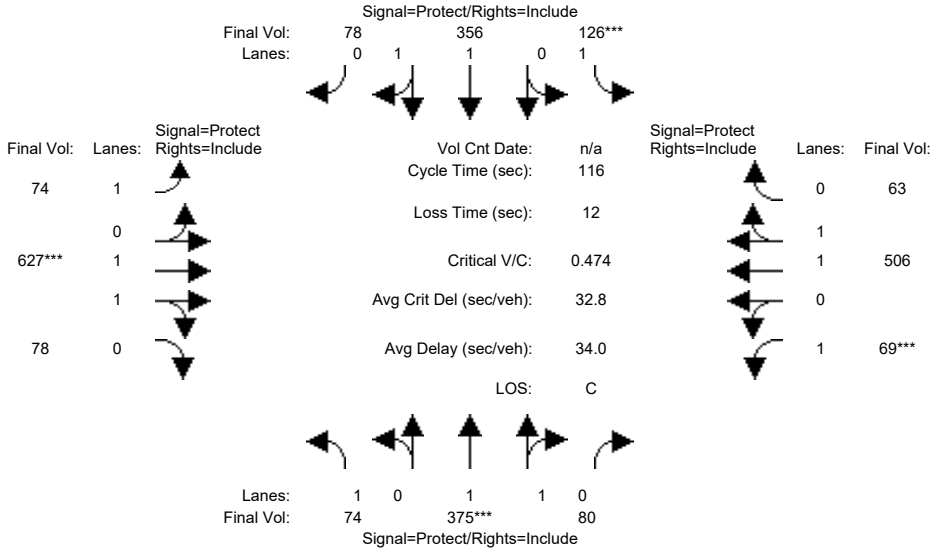
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	71	360	77	121	342	75	71	602	75	66	486	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	360	77	121	342	75	71	602	75	66	486	60
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:	71	360	77	121	342	75	71	602	75	66	486	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	74	375	80	126	356	78	74	627	78	69	506	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	375	80	126	356	78	74	627	78	69	506	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	375	80	126	356	78	74	627	78	69	506	63
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	1.63	0.37	1.00	1.77	0.23	1.00	1.77	0.23
Final Sat.:	1750	3048	652	1750	3034	665	1750	3290	410	1750	3293	407
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.07	0.12	0.12	0.04	0.19	0.19	0.04	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	17.7	30.1	30.1	17.6	30.1	30.1	20.2	46.6	46.6	9.6	36.0	36.0
Volume/Cap:	0.28	0.47	0.47	0.47	0.45	0.45	0.24	0.47	0.47	0.47	0.49	0.49
Delay/Veh:	44.1	36.6	36.6	46.3	36.4	36.4	41.7	25.9	25.9	53.2	32.9	32.9
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:	44.1	36.6	36.6	46.3	36.4	36.4	41.7	25.9	25.9	53.2	32.9	32.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	3	7	7	5	7	7	3	10	10	3	8	8

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

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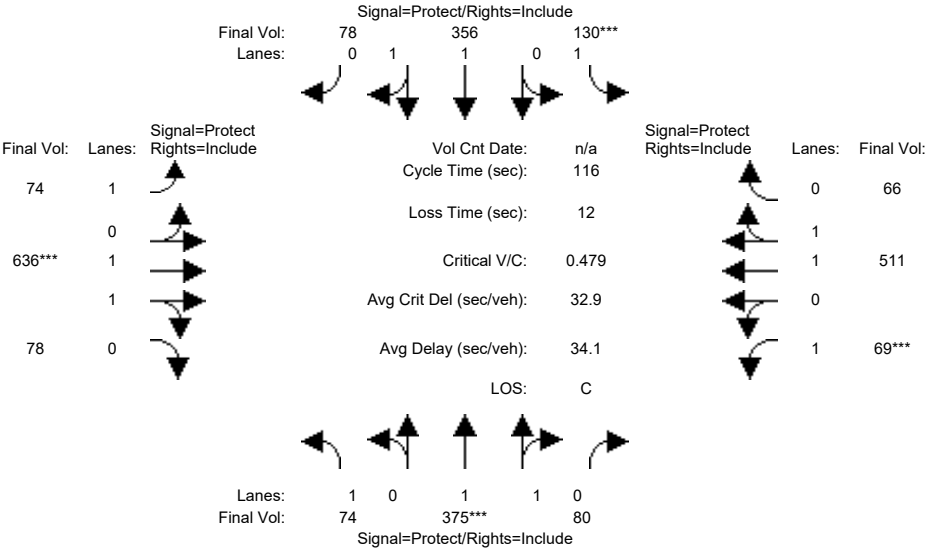
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	71	360	77	121	342	75	71	602	75	66	486	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	360	77	121	342	75	71	602	75	66	486	60
Added Vol:	0	0	0	4	0	0	0	9	0	0	5	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	360	77	125	342	75	71	611	75	66	491	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	74	375	80	130	356	78	74	636	78	69	511	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	375	80	130	356	78	74	636	78	69	511	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	375	80	130	356	78	74	636	78	69	511	66
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	1.63	0.37	1.00	1.78	0.22	1.00	1.77	0.23
Final Sat.:	1750	3048	652	1750	3034	665	1750	3295	404	1750	3279	421
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.07	0.12	0.12	0.04	0.19	0.19	0.04	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	17.7	29.8	29.8	18.0	30.1	30.1	20.0	46.7	46.7	9.5	36.2	36.2
Volume/Cap:	0.28	0.48	0.48	0.48	0.45	0.45	0.24	0.48	0.48	0.48	0.50	0.50
Delay/Veh:	44.1	36.9	36.9	46.1	36.4	36.4	41.9	25.9	25.9	53.4	32.9	32.9
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:	44.1	36.9	36.9	46.1	36.4	36.4	41.9	25.9	25.9	53.4	32.9	32.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	3	7	7	5	7	7	3	10	10	3	8	8

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

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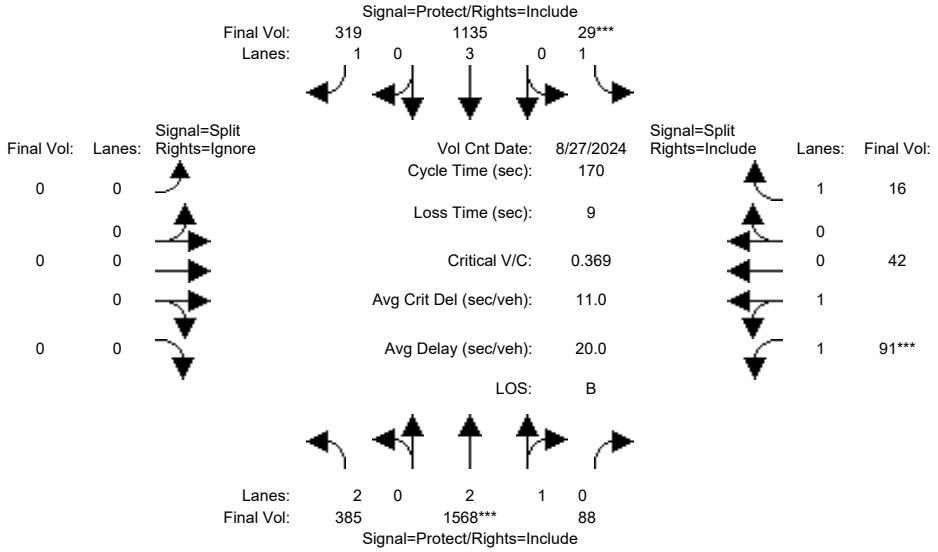
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Aug 2024 << 5:00-6:00 PM												
Base Vol:	385	1568	88	29	1135	319	0	0	0	91	42	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	1568	88	29	1135	319	0	0	0	91	42	16
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:	385	1568	88	29	1135	319	0	0	0	91	42	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	385	1568	88	29	1135	319	0	0	0	91	42	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	1568	88	29	1135	319	0	0	0	91	42	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	385	1568	88	29	1135	319	0	0	0	91	42	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.83	0.17	1.00	3.00	1.00	0.00	0.00	0.00	1.38	0.62	1.00
Final Sat.:	3150	5302	298	1750	5700	1750	0	0	0	2429	1121	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.02	0.20	0.18	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:		****		****						****		
Green Time:	54.7	136	136.1	7.6	89.1	89.1	0.0	0.0	0.0	17.2	17.2	17.2
Volume/Cap:	0.38	0.37	0.37	0.37	0.38	0.35	0.00	0.00	0.00	0.37	0.37	0.09
Delay/Veh:	44.8	4.8	4.8	81.8	24.1	23.8	0.0	0.0	0.0	71.9	71.9	69.5
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:	44.8	4.8	4.8	81.8	24.1	23.8	0.0	0.0	0.0	71.9	71.9	69.5
LOS by Move:	D	A	A	F	C	C	A	A	A	E	E	E
HCM2kAvgQ:	9	8	8	2	11	10	0	0	0	4	4	1

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

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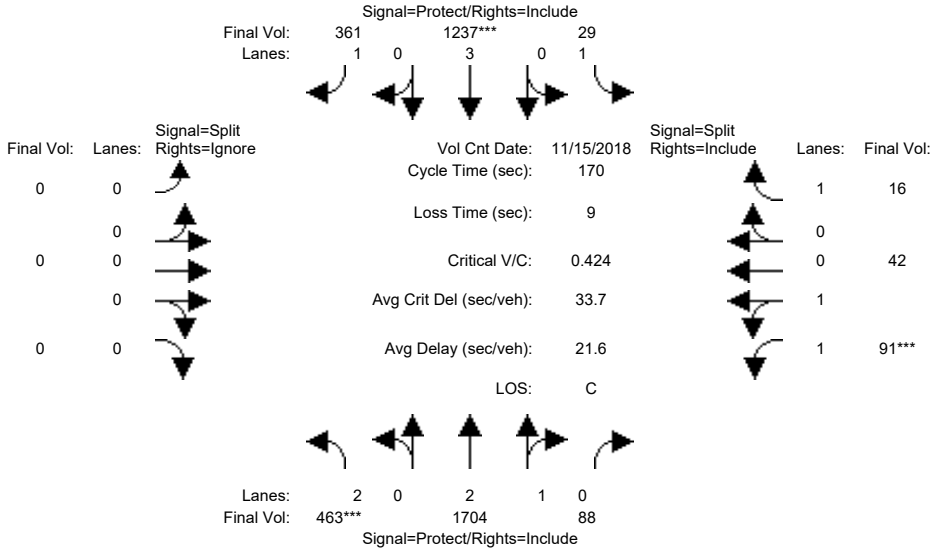
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	463	1704	88	29	1237	361	0	0	0	91	42	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	1704	88	29	1237	361	0	0	0	91	42	16
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:	463	1704	88	29	1237	361	0	0	0	91	42	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	463	1704	88	29	1237	361	0	0	0	91	42	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	1704	88	29	1237	361	0	0	0	91	42	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	463	1704	88	29	1237	361	0	0	0	91	42	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.85	0.15	1.00	3.00	1.00	0.00	0.00	0.00	1.38	0.62	1.00
Final Sat.:	3150	5325	275	1750	5700	1750	0	0	0	2429	1121	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.32	0.02	0.22	0.21	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	****				****					****		
Green Time:	58.9	129	129.3	16.6	87.0	87.0	0.0	0.0	0.0	15.0	15.0	15.0
Volume/Cap:	0.42	0.42	0.42	0.17	0.42	0.40	0.00	0.00	0.00	0.42	0.42	0.10
Delay/Veh:	42.8	7.2	7.2	70.8	26.0	25.8	0.0	0.0	0.0	74.3	74.3	71.6
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:	42.8	7.2	7.2	70.8	26.0	25.8	0.0	0.0	0.0	74.3	74.3	71.6
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	11	11	11	1	13	12	0	0	0	4	4	1

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

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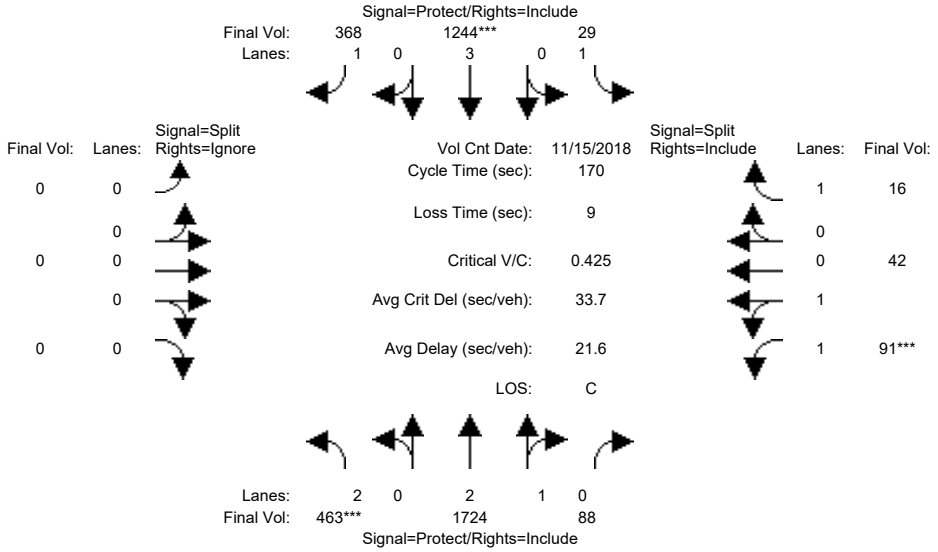
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	463	1704	88	29	1237	361	0	0	0	91	42	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	1704	88	29	1237	361	0	0	0	91	42	16
Added Vol:	0	20	0	0	7	7	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	463	1724	88	29	1244	368	0	0	0	91	42	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	463	1724	88	29	1244	368	0	0	0	91	42	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	1724	88	29	1244	368	0	0	0	91	42	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	463	1724	88	29	1244	368	0	0	0	91	42	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.85	0.15	1.00	3.00	1.00	0.00	0.00	0.00	1.38	0.62	1.00
Final Sat.:	3150	5328	272	1750	5700	1750	0	0	0	2429	1121	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.32	0.02	0.22	0.21	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	****				****					****		
Green Time:	58.8	130	129.5	16.5	87.3	87.3	0.0	0.0	0.0	15.0	15.0	15.0
Volume/Cap:	0.43	0.42	0.42	0.17	0.43	0.41	0.00	0.00	0.00	0.43	0.43	0.10
Delay/Veh:	42.9	7.2	7.2	71.0	25.9	25.8	0.0	0.0	0.0	74.4	74.4	71.6
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:	42.9	7.2	7.2	71.0	25.9	25.8	0.0	0.0	0.0	74.4	74.4	71.6
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	11	11	11	1	13	12	0	0	0	4	4	1

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

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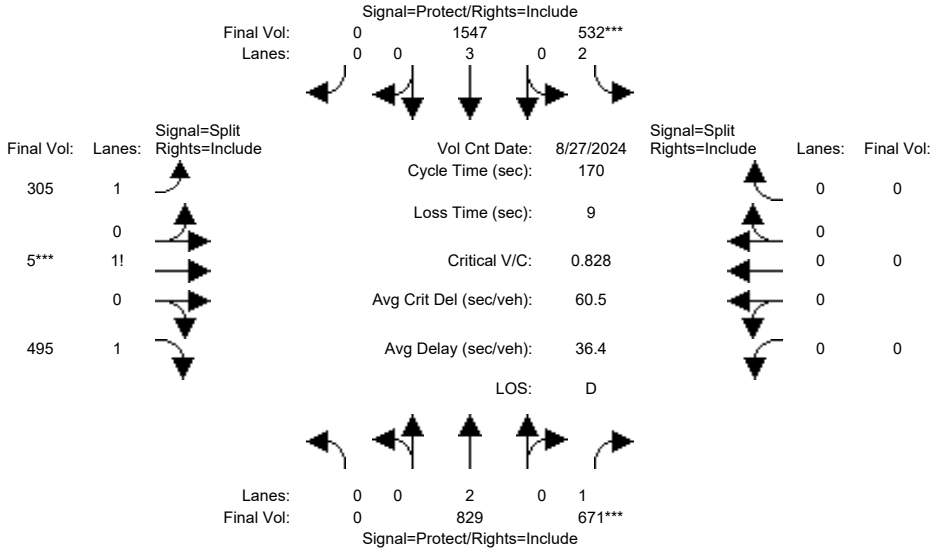
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Aug 2024 << 5:00-6:00 PM												
Base Vol:	0	829	671	532	1547	0	305	5	495	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	829	671	532	1547	0	305	5	495	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	829	671	532	1547	0	305	5	495	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	829	671	532	1547	0	305	5	495	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	829	671	532	1547	0	305	5	495	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	829	671	532	1547	0	305	5	495	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.38	0.01	1.61	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2409	22	2819	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.38	0.17	0.27	0.00	0.13	0.23	0.18	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	78.8	78.8	34.7	113	0.0	47.5	47.5	47.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.83	0.83	0.41	0.00	0.45	0.83	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	31.5	46.8	73.5	13.0	0.0	50.7	63.4	54.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.5	46.8	73.5	13.0	0.0	50.7	63.4	54.5	0.0	0.0	0.0
LOS by Move:	A	C	D	E	B	A	D	E	D	A	A	A
HCM2kAvgQ:	0	14	34	17	12	0	10	23	15	0	0	0

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

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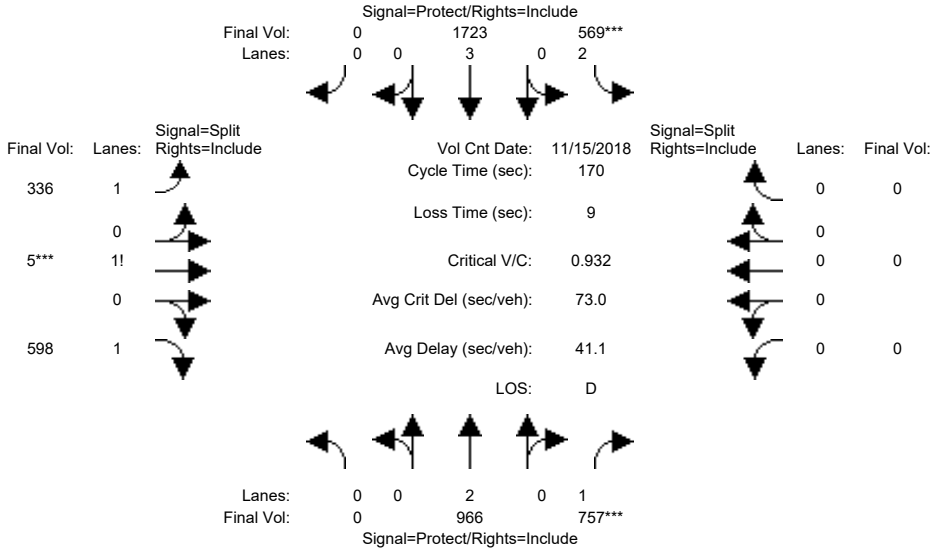
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	0	966	757	569	1723	0	336	5	598	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	966	757	569	1723	0	336	5	598	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	966	757	569	1723	0	336	5	598	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	966	757	569	1723	0	336	5	598	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	966	757	569	1723	0	336	5	598	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	966	757	569	1723	0	336	5	598	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.36	0.01	1.63	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2373	19	2859	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.43	0.18	0.30	0.00	0.14	0.27	0.21	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	78.9	78.9	32.9	112	0.0	49.2	49.2	49.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.93	0.93	0.46	0.00	0.49	0.93	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	33.1	60.4	88.7	14.4	0.0	50.2	73.6	56.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.1	60.4	88.7	14.4	0.0	50.2	73.6	56.3	0.0	0.0	0.0
LOS by Move:	A	C	E	F	B	A	D	E	E	A	A	A
HCM2kAvgQ:	0	18	44	19	14	0	11	30	19	0	0	0

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

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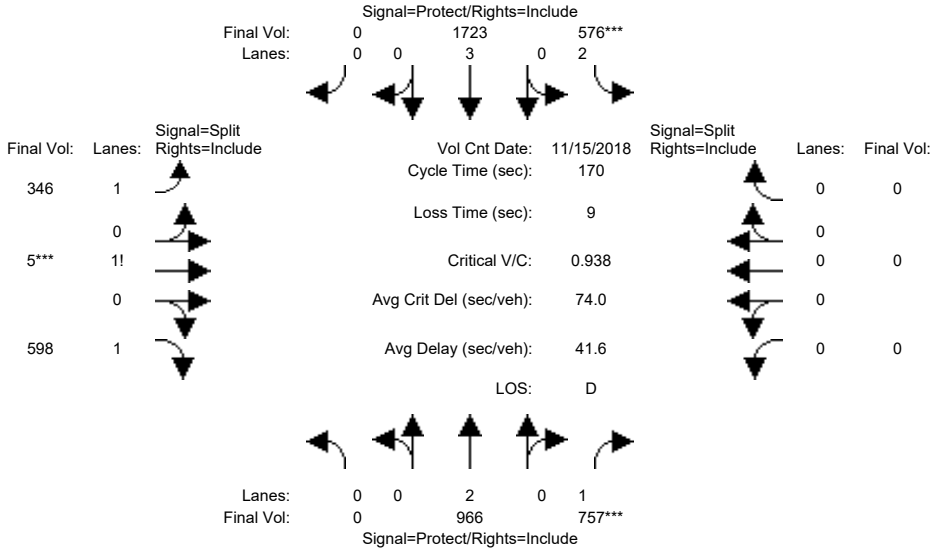
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	0	966	757	569	1723	0	336	5	598	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	966	757	569	1723	0	336	5	598	0	0	0
Added Vol:	0	0	0	7	0	0	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	966	757	576	1723	0	346	5	598	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	966	757	576	1723	0	346	5	598	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	966	757	576	1723	0	346	5	598	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	966	757	576	1723	0	346	5	598	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.36	0.01	1.63	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2385	18	2847	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.43	0.18	0.30	0.00	0.15	0.27	0.21	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	78.4	78.4	33.2	112	0.0	49.4	49.4	49.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.94	0.94	0.46	0.00	0.50	0.94	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	33.4	61.7	89.6	14.5	0.0	50.2	74.3	56.1	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	33.4	61.7	89.6	14.5	0.0	50.2	74.3	56.1	0.0	0.0	0.0
LOS by Move:	A	C	E	F	B	A	D	E	E	A	A	A
HCM2kAvgQ:	0	18	44	20	14	0	12	30	19	0	0	0

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

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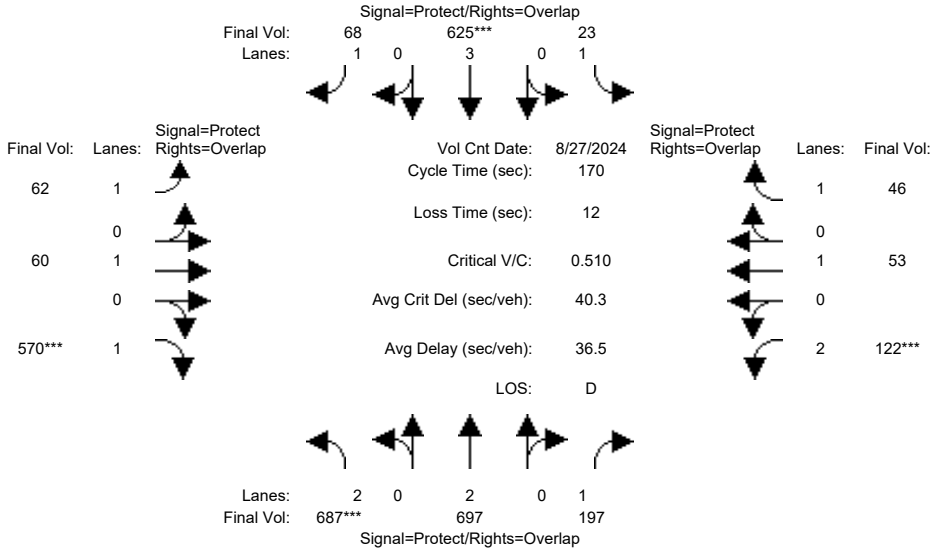
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Aug 2024 << 5:00-6:00 PM												
Base Vol:	687	697	197	23	625	68	62	60	570	122	53	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	687	697	197	23	625	68	62	60	570	122	53	46
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:	687	697	197	23	625	68	62	60	570	122	53	46
User Adj:	1.00	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:	687	697	197	23	625	68	62	60	570	122	53	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	697	197	23	625	68	62	60	570	122	53	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	687	697	197	23	625	68	62	60	570	122	53	46
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.11	0.01	0.11	0.04	0.04	0.03	0.33	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	72.7	89.2	102.1	20.0	36.5	56.6	20.1	35.9	108.5	12.9	28.7	48.7
Volume/Cap:	0.51	0.35	0.19	0.11	0.51	0.12	0.30	0.15	0.51	0.51	0.17	0.09
Delay/Veh:	36.0	23.6	15.4	67.3	59.2	39.4	69.3	54.8	16.9	77.3	60.7	44.5
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:	36.0	23.6	15.4	67.3	59.2	39.4	69.3	54.8	16.9	77.3	60.7	44.5
LOS by Move:	D	C	B	E	E	D	E	D	B	E	E	D
HCM2kAvgQ:	15	10	5	1	9	3	3	2	17	4	2	2

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

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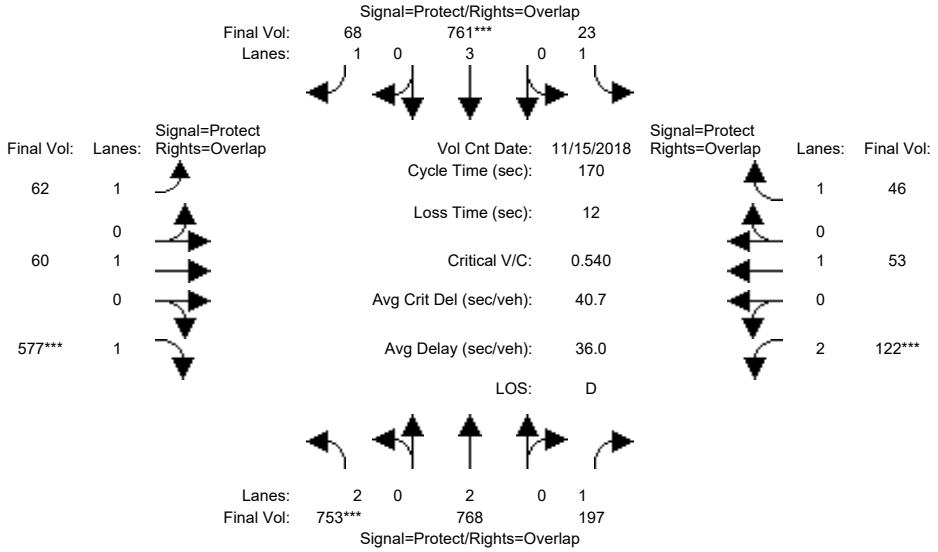
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	753	768	197	23	761	68	62	60	577	122	53	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	753	768	197	23	761	68	62	60	577	122	53	46
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:	753	768	197	23	761	68	62	60	577	122	53	46
User Adj:	1.00	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:	753	768	197	23	761	68	62	60	577	122	53	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	753	768	197	23	761	68	62	60	577	122	53	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	753	768	197	23	761	68	62	60	577	122	53	46
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.20	0.11	0.01	0.13	0.04	0.04	0.03	0.33	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	75.2	97.4	109.6	19.8	42.0	58.8	16.8	28.5	103.8	12.2	24.0	43.8
Volume/Cap:	0.54	0.35	0.17	0.11	0.54	0.11	0.36	0.19	0.54	0.54	0.20	0.10
Delay/Veh:	35.1	19.5	12.2	67.4	56.0	37.9	72.9	61.1	19.8	78.8	64.9	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:	35.1	19.5	12.2	67.4	56.0	37.9	72.9	61.1	19.8	78.8	64.9	48.2
LOS by Move:	D	B	B	E	E	D	E	E	B	E	E	D
HCM2kAvgQ:	17	10	4	1	11	2	4	3	18	4	2	2

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

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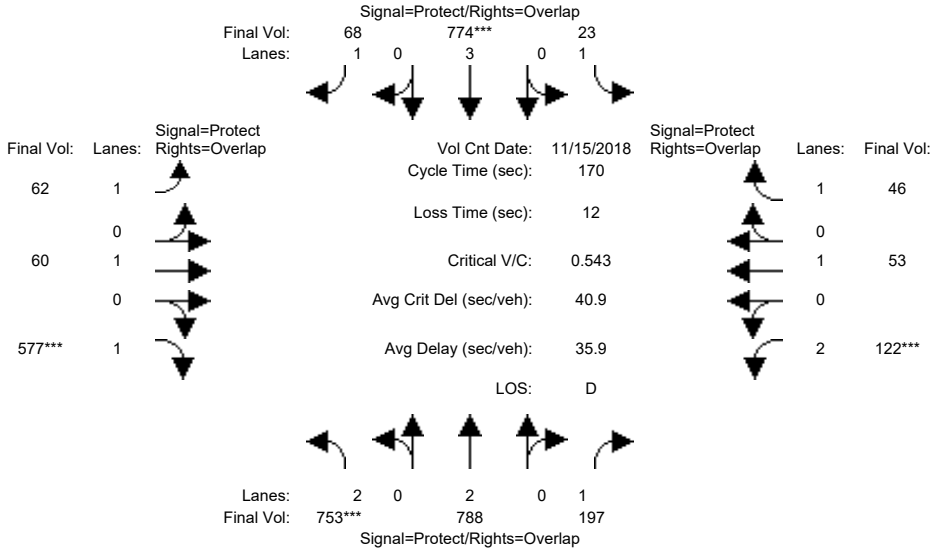
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	753	768	197	23	761	68	62	60	577	122	53	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	753	768	197	23	761	68	62	60	577	122	53	46
Added Vol:	0	20	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	753	788	197	23	774	68	62	60	577	122	53	46
User Adj:	1.00	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:	753	788	197	23	774	68	62	60	577	122	53	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	753	788	197	23	774	68	62	60	577	122	53	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	753	788	197	23	774	68	62	60	577	122	53	46
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.11	0.01	0.14	0.04	0.04	0.03	0.33	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	74.9	98.0	110.1	19.5	42.5	59.2	16.7	28.4	103.3	12.1	23.9	43.3
Volume/Cap:	0.54	0.36	0.17	0.11	0.54	0.11	0.36	0.19	0.54	0.54	0.20	0.10
Delay/Veh:	35.4	19.3	12.0	67.8	55.7	37.6	73.0	61.2	20.1	78.9	65.0	48.6
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:	35.4	19.3	12.0	67.8	55.7	37.6	73.0	61.2	20.1	78.9	65.0	48.6
LOS by Move:	D	B	B	E	E	D	E	E	C	E	E	D
HCM2kAvgQ:	17	10	4	1	11	2	4	3	18	4	2	2

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

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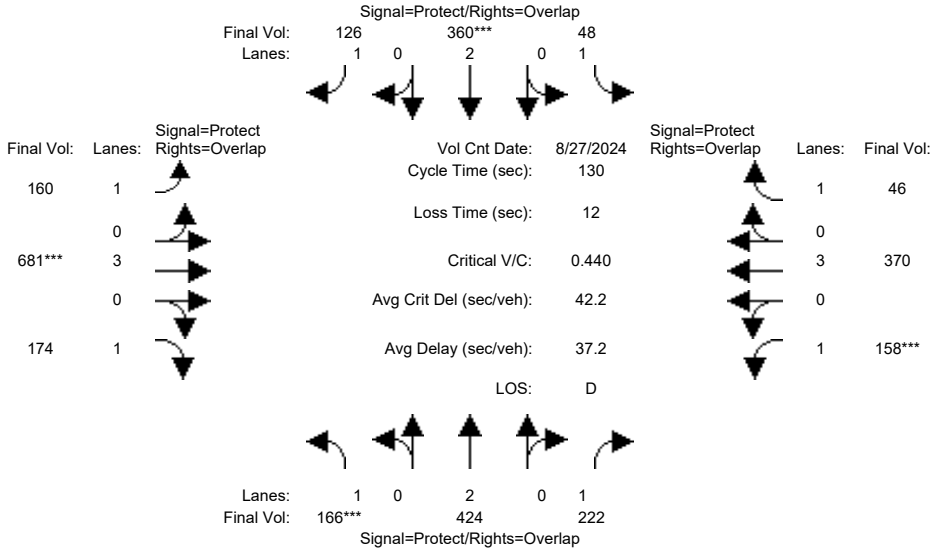
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Aug 2024 << 5:00-6:00 PM												
Base Vol:	166	424	222	48	360	126	160	681	174	158	370	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	424	222	48	360	126	160	681	174	158	370	46
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:	166	424	222	48	360	126	160	681	174	158	370	46
User Adj:	1.00	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:	166	424	222	48	360	126	160	681	174	158	370	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	424	222	48	360	126	160	681	174	158	370	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	166	424	222	48	360	126	160	681	174	158	370	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.13	0.03	0.09	0.07	0.09	0.12	0.10	0.09	0.06	0.03
Crit Moves:	****				****			****		****		
Green Time:	28.0	37.8	64.5	18.2	28.0	61.7	33.7	35.3	63.3	26.7	28.3	46.6
Volume/Cap:	0.44	0.38	0.26	0.20	0.44	0.15	0.35	0.44	0.20	0.44	0.30	0.07
Delay/Veh:	45.0	37.0	19.1	49.8	44.6	19.4	39.8	39.4	19.1	46.0	42.7	27.6
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:	45.0	37.0	19.1	49.8	44.6	19.4	39.8	39.4	19.1	46.0	42.7	27.6
LOS by Move:	D	D	B	D	D	B	D	D	B	D	D	C
HCM2kAvgQ:	6	6	5	2	6	3	6	8	4	6	4	1

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

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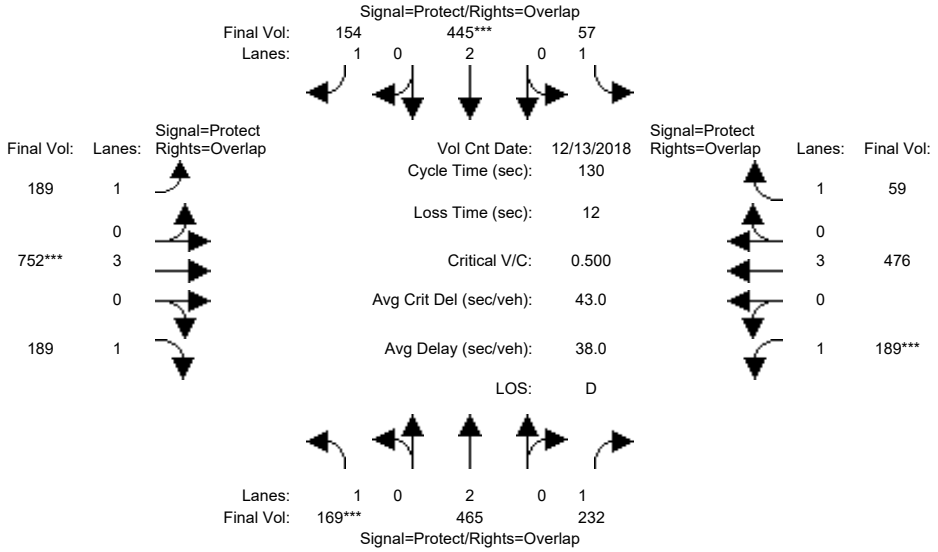
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 5:15 - 6:15 PM												
Base Vol:	169	465	232	57	445	154	189	752	189	189	476	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	465	232	57	445	154	189	752	189	189	476	59
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	465	232	57	445	154	189	752	189	189	476	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	465	232	57	445	154	189	752	189	189	476	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	465	232	57	445	154	189	752	189	189	476	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	465	232	57	445	154	189	752	189	189	476	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.13	0.03	0.12	0.09	0.11	0.13	0.11	0.11	0.08	0.03
Crit Moves:	****				****			****		****		
Green Time:	25.1	38.6	66.7	17.0	30.5	65.7	35.2	34.3	59.4	28.1	27.2	44.2
Volume/Cap:	0.50	0.41	0.26	0.25	0.50	0.17	0.40	0.50	0.24	0.50	0.40	0.10
Delay/Veh:	48.0	36.9	17.9	51.4	43.6	17.6	39.3	40.8	21.6	45.8	44.6	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	36.9	17.9	51.4	43.6	17.6	39.3	40.8	21.6	45.8	44.6	29.4
LOS by Move:	D	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	6	7	5	2	7	3	7	9	5	7	5	2

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

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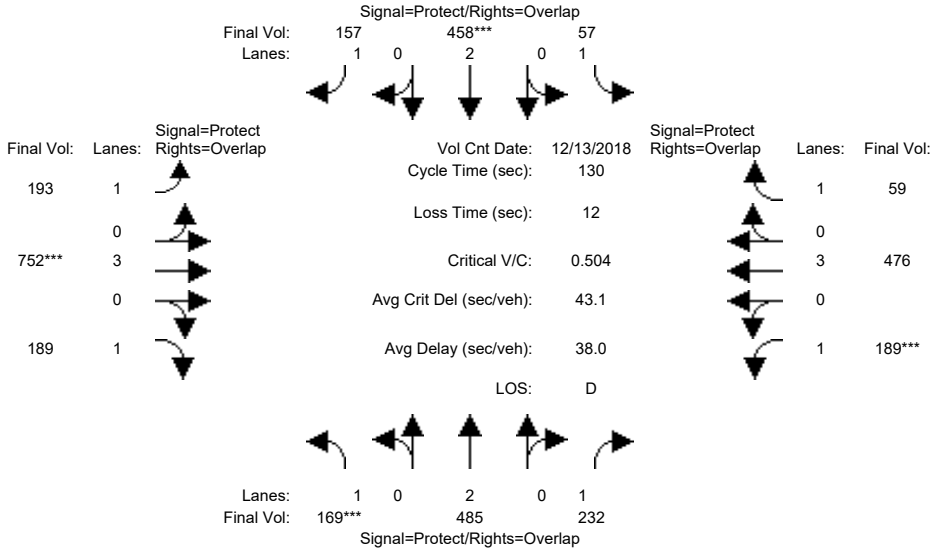
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 5:15 - 6:15 PM												
Base Vol:	169	465	232	57	445	154	189	752	189	189	476	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	465	232	57	445	154	189	752	189	189	476	59
Added Vol:	0	20	0	0	13	3	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	485	232	57	458	157	193	752	189	189	476	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	485	232	57	458	157	193	752	189	189	476	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	485	232	57	458	157	193	752	189	189	476	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	485	232	57	458	157	193	752	189	189	476	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.03	0.12	0.09	0.11	0.13	0.11	0.11	0.08	0.03
Crit Moves:	****				****			****		****		
Green Time:	24.9	39.4	67.3	16.6	31.1	66.4	35.3	34.1	59.0	27.9	26.7	43.3
Volume/Cap:	0.50	0.42	0.26	0.25	0.50	0.18	0.41	0.50	0.24	0.50	0.41	0.10
Delay/Veh:	48.2	36.4	17.6	51.7	43.2	17.2	39.4	41.1	21.9	46.1	45.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	36.4	17.6	51.7	43.2	17.2	39.4	41.1	21.9	46.1	45.0	30.0
LOS by Move:	D	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	6	7	5	2	7	3	7	9	5	7	5	2

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

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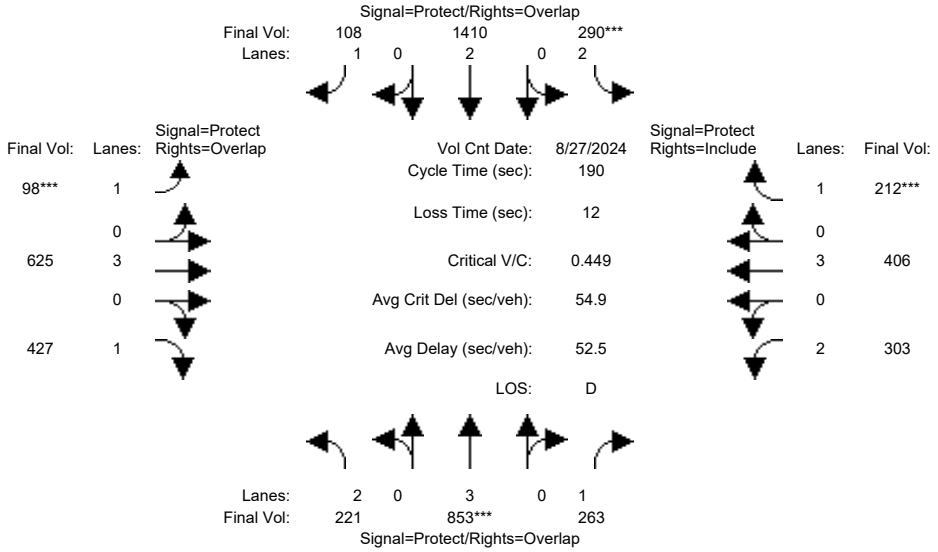
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



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	73	73	35	93	93	12	43	43	18	49	49
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module: >> Count Date: 27 Aug 2024 << 5:00-6:00 PM												
Base Vol:	221	853	263	290	2074	108	98	625	427	303	406	212
Growth Adj:	1.00	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	853	263	290	2074	108	98	625	427	303	406	212
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	853	263	290	2074	108	98	625	427	303	406	212
User Adj:	1.00	1.00	1.00	1.00	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	853	263	290	1410	108	98	625	427	303	406	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	853	263	290	1410	108	98	625	427	303	406	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	853	263	290	1410	108	98	625	427	303	406	212
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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.09	0.37	0.06	0.06	0.11	0.24	0.10	0.07	0.12
Crit Moves:		****		****			****					****
Green Time:	14.8	76.6	95.5	36.7	98.5	111.1	12.6	45.1	60.0	18.9	51.4	51.4
Volume/Cap:	0.90	0.37	0.30	0.48	0.72	0.11	0.84	0.46	0.77	0.97	0.26	0.45
Delay/Veh:	114.7	43.3	32.9	65.4	25.9	10.2	123.8	59.3	62.8	123.1	51.9	55.4
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:	114.7	43.3	32.9	65.4	25.9	10.2	123.8	59.3	62.8	123.1	51.9	55.4
LOS by Move:	F	D	C	E	C	B	F	E	E	F	D	E
HCM2kAvgQ:	10	12	11	8	23	2	6	9	23	14	6	10

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

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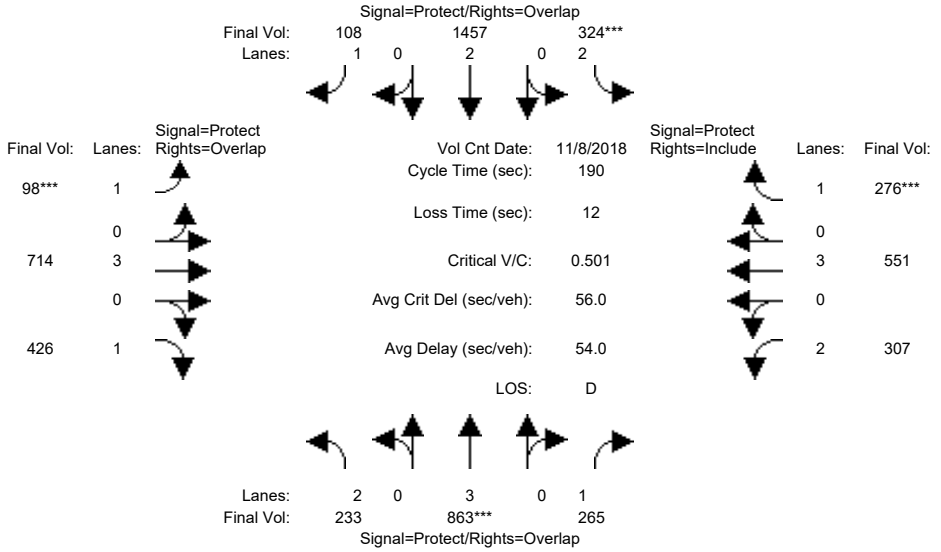
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



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	73	73	35	93	93	12	43	43	18	49	49
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module: >> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	233	863	265	324	2142	108	98	714	426	307	551	276
Growth Adj:	1.00	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	863	265	324	2142	108	98	714	426	307	551	276
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	863	265	324	2142	108	98	714	426	307	551	276
User Adj:	1.00	1.00	1.00	1.00	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	863	265	324	1457	108	98	714	426	307	551	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	863	265	324	1457	108	98	714	426	307	551	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	863	265	324	1457	108	98	714	426	307	551	276
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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.10	0.38	0.06	0.06	0.13	0.24	0.10	0.10	0.16
Crit Moves:		****		****			****					****
Green Time:	14.8	76.6	95.5	36.7	98.5	111.1	12.6	45.1	60.0	18.9	51.4	51.4
Volume/Cap:	0.95	0.38	0.30	0.53	0.74	0.11	0.84	0.53	0.77	0.98	0.36	0.58
Delay/Veh:	126.0	43.4	33.0	66.5	26.6	10.2	123.8	60.5	62.6	126.6	53.4	59.0
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:	126.0	43.4	33.0	66.5	26.6	10.2	123.8	60.5	62.6	126.6	53.4	59.0
LOS by Move:	F	D	C	E	C	B	F	E	E	F	D	E
HCM2kAvgQ:	11	12	11	9	25	1	6	11	23	14	8	14

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

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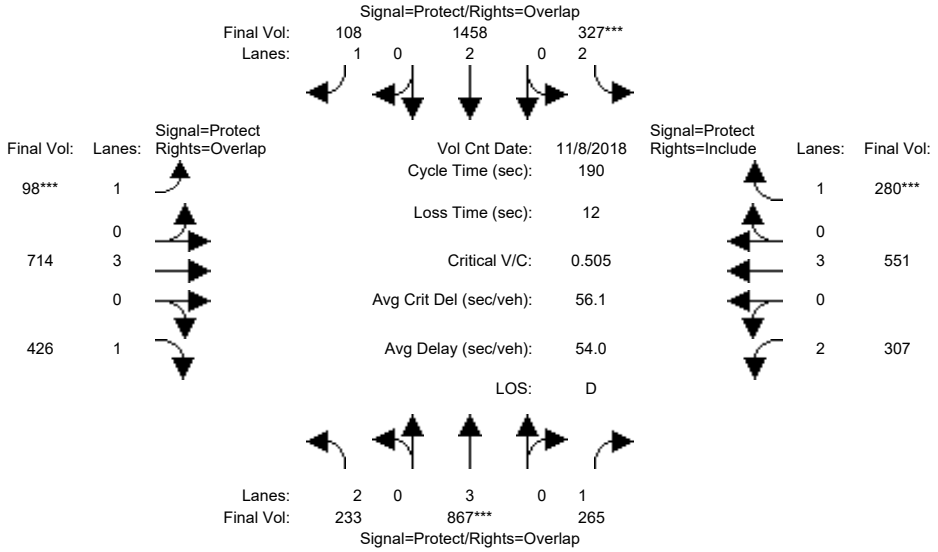
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



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	73	73	35	93	93	12	43	43	18	49	49
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module: >> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	233	863	265	324	2142	108	98	714	426	307	551	276
Growth Adj:	1.00	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	863	265	324	2142	108	98	714	426	307	551	276
Added Vol:	0	4	0	3	2	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	867	265	327	2144	108	98	714	426	307	551	280
User Adj:	1.00	1.00	1.00	1.00	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	867	265	327	1458	108	98	714	426	307	551	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	867	265	327	1458	108	98	714	426	307	551	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	867	265	327	1458	108	98	714	426	307	551	280
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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.10	0.38	0.06	0.06	0.13	0.24	0.10	0.10	0.16
Crit Moves:		****		****			****					****
Green Time:	14.8	76.6	95.5	36.7	98.5	111.1	12.6	45.1	60.0	18.9	51.4	51.4
Volume/Cap:	0.95	0.38	0.30	0.54	0.74	0.11	0.84	0.53	0.77	0.98	0.36	0.59
Delay/Veh:	126.0	43.4	33.0	66.7	26.6	10.2	123.8	60.5	62.6	126.6	53.4	59.3
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:	126.0	43.4	33.0	66.7	26.6	10.2	123.8	60.5	62.6	126.6	53.4	59.3
LOS by Move:	F	D	C	E	C	B	F	E	E	F	D	E
HCM2kAvgQ:	11	12	11	9	25	1	6	11	23	14	8	15

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

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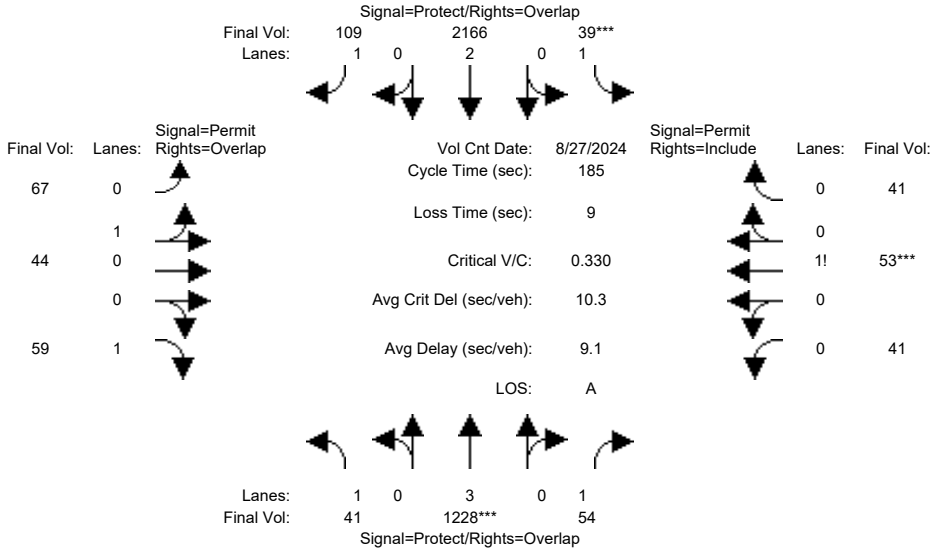
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
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	143	143	11	141	141	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Aug 2024 << 5:00-6:00 PM												
Base Vol:	41	1228	54	39	2708	109	67	44	59	41	53	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:	41	1228	54	39	2708	109	67	44	59	41	53	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:	41	1228	54	39	2708	109	67	44	59	41	53	41
User Adj:	1.00	1.00	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:	41	1228	54	39	2166	109	67	44	59	41	53	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1228	54	39	2166	109	67	44	59	41	53	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:	41	1228	54	39	2166	109	67	44	59	41	53	41
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	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.60	0.40	1.00	0.30	0.40	0.30
Final Sat.:	1750	5700	1750	1750	3800	1750	1086	714	1750	531	687	531
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.03	0.02	0.57	0.06	0.06	0.06	0.03	0.08	0.08	0.08
Crit Moves:		****		****							****	
Green Time:	11.6	137	137.1	10.5	136	136.0	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.37	0.29	0.04	0.39	0.78	0.08	0.40	0.40	0.15	0.50	0.50	0.50
Delay/Veh:	89.0	0.5	0.4	90.3	2.7	0.6	74.3	74.3	61.3	76.0	76.0	76.0
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:	89.0	0.5	0.4	90.3	2.7	0.6	74.3	74.3	61.3	76.0	76.0	76.0
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	2	1	0	2	9	0	6	6	3	8	8	8

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

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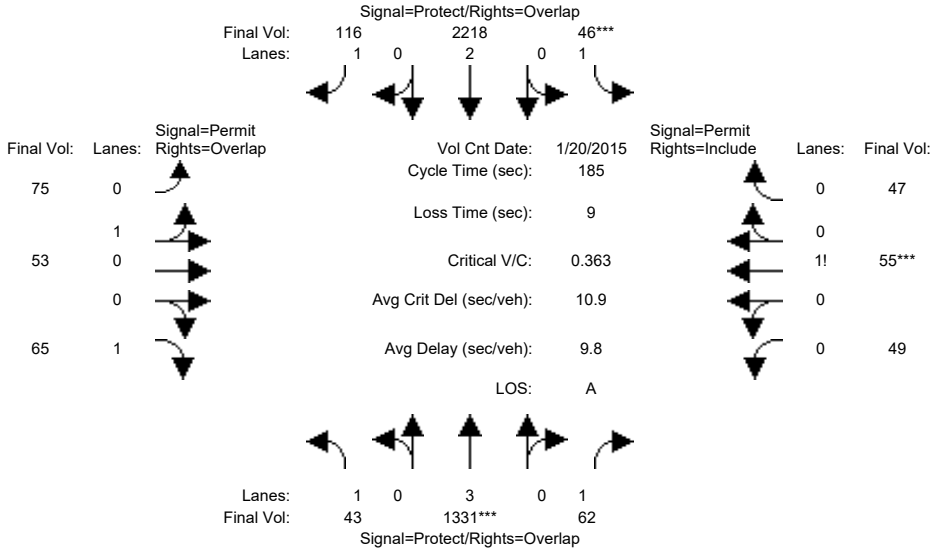
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
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	143	143	11	141	141	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Jan 2015 << 5-6 PM												
Base Vol:	43	1331	62	46	2772	116	75	53	65	49	55	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1331	62	46	2772	116	75	53	65	49	55	47
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:	43	1331	62	46	2772	116	75	53	65	49	55	47
User Adj:	1.00	1.00	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:	43	1331	62	46	2218	116	75	53	65	49	55	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1331	62	46	2218	116	75	53	65	49	55	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1331	62	46	2218	116	75	53	65	49	55	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	0.32	0.37	0.31
Final Sat.:	1750	5700	1750	1750	3800	1750	1055	745	1750	568	637	545
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.04	0.03	0.58	0.07	0.07	0.07	0.04	0.09	0.09	0.09
Crit Moves:		****		****							****	
Green Time:	11.6	137	137.1	10.5	136	136.0	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.39	0.32	0.05	0.46	0.79	0.09	0.46	0.46	0.17	0.56	0.56	0.56
Delay/Veh:	89.3	0.5	0.4	91.5	3.0	0.6	75.3	75.3	61.5	77.8	77.8	77.8
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:	89.3	0.5	0.4	91.5	3.0	0.6	75.3	75.3	61.5	77.8	77.8	77.8
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	3	1	0	3	10	0	7	7	3	9	9	9

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

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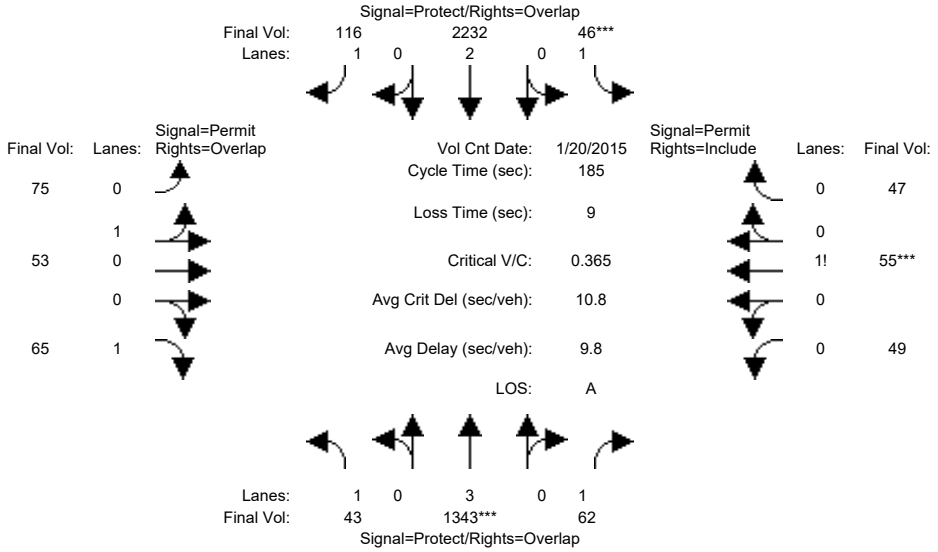
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
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	143	143	11	141	141	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Jan 2015 << 5-6 PM												
Base Vol:	43	1331	62	46	2772	116	75	53	65	49	55	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1331	62	46	2772	116	75	53	65	49	55	47
Added Vol:	0	12	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1343	62	46	2790	116	75	53	65	49	55	47
User Adj:	1.00	1.00	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:	43	1343	62	46	2232	116	75	53	65	49	55	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1343	62	46	2232	116	75	53	65	49	55	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1343	62	46	2232	116	75	53	65	49	55	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	0.32	0.37	0.31
Final Sat.:	1750	5700	1750	1750	3800	1750	1055	745	1750	568	637	545
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.04	0.03	0.59	0.07	0.07	0.07	0.04	0.09	0.09	0.09
Crit Moves:		****		****							****	
Green Time:	11.6	137	137.1	10.5	136	136.0	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.39	0.32	0.05	0.46	0.80	0.09	0.46	0.46	0.17	0.56	0.56	0.56
Delay/Veh:	89.3	0.5	0.4	91.5	3.1	0.6	75.3	75.3	61.5	77.8	77.8	77.8
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:	89.3	0.5	0.4	91.5	3.1	0.6	75.3	75.3	61.5	77.8	77.8	77.8
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	3	1	0	3	10	0	7	7	3	9	9	9

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

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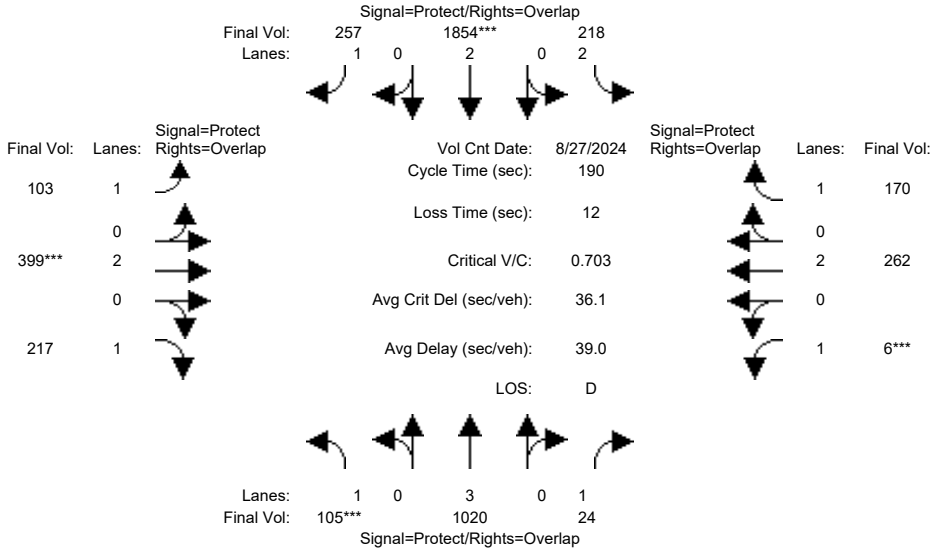
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
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	92	92	32	117	117	12	30	30	9	28	28
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: 27 Aug 2024 << 5:00-6:00 PM												
Base Vol:	105	1020	24	218	2318	257	103	399	217	6	262	170
Growth Adj:	1.00	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	1020	24	218	2318	257	103	399	217	6	262	170
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	1020	24	218	2318	257	103	399	217	6	262	170
User Adj:	1.00	1.00	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:	105	1020	24	218	1854	257	103	399	217	6	262	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1020	24	218	1854	257	103	399	217	6	262	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1020	24	218	1854	257	103	399	217	6	262	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.01	0.07	0.49	0.15	0.06	0.11	0.12	0.00	0.07	0.10
Crit Moves:	****				****			****			****	
Green Time:	13.6	101	110.7	35.2	123	135.1	12.3	31.5	45.1	9.4	28.7	63.9
Volume/Cap:	0.84	0.34	0.02	0.37	0.75	0.21	0.91	0.63	0.52	0.07	0.46	0.29
Delay/Veh:	119.0	24.1	16.0	64.9	23.5	8.9	141.4	72.5	61.3	82.3	70.7	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:	119.0	24.1	16.0	64.9	23.5	8.9	141.4	72.5	61.3	82.3	70.7	44.4
LOS by Move:	F	C	B	E	C	A	F	E	E	F	E	D
HCM2kAvgQ:	7	10	1	6	34	5	7	10	11	0	6	7

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

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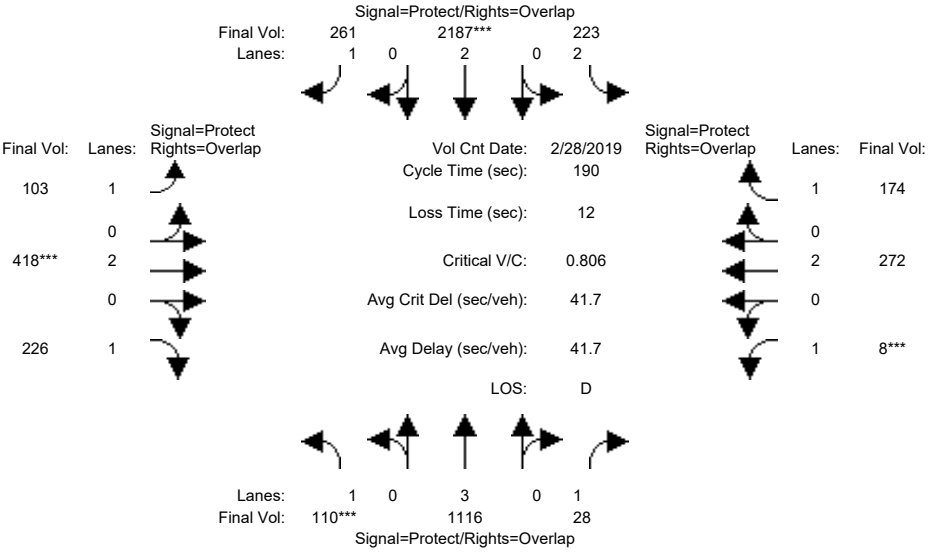
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
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	92	92	32	117	117	12	30	30	9	28	28
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: 28 Feb 2019 << 5:00-6:00 pm												
Base Vol:	110	1116	28	223	2734	261	103	418	226	8	272	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1116	28	223	2734	261	103	418	226	8	272	174
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:	110	1116	28	223	2734	261	103	418	226	8	272	174
User Adj:	1.00	1.00	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:	110	1116	28	223	2187	261	103	418	226	8	272	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1116	28	223	2187	261	103	418	226	8	272	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1116	28	223	2187	261	103	418	226	8	272	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.02	0.07	0.58	0.15	0.06	0.11	0.13	0.00	0.07	0.10
Crit Moves:	****				****			****			****	
Green Time:	13.4	101	110.7	35.2	123	135.3	12.3	31.5	44.9	9.4	28.7	63.9
Volume/Cap:	0.89	0.37	0.03	0.38	0.89	0.21	0.91	0.66	0.55	0.09	0.47	0.30
Delay/Veh:	131.9	24.6	16.0	65.1	30.9	8.9	141.4	73.4	62.1	82.6	70.9	44.6
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:	131.9	24.6	16.0	65.1	30.9	8.9	141.4	73.4	62.1	82.6	70.9	44.6
LOS by Move:	F	C	B	E	C	A	F	E	E	F	E	D
HCM2kAvgQ:	7	11	1	6	50	5	7	11	11	0	7	7

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

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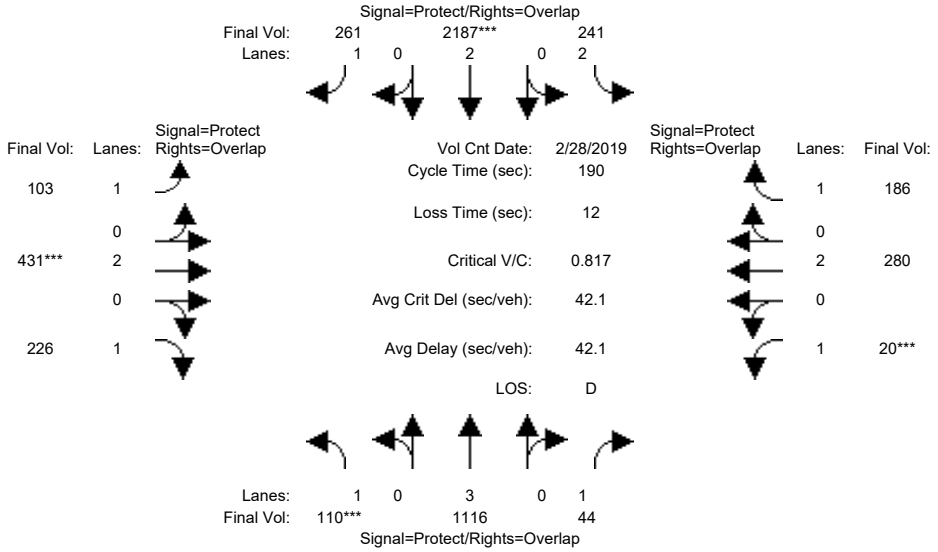
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
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	92	92	32	117	117	12	30	30	9	28	28
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: 28 Feb 2019 << 5:00-6:00 pm												
Base Vol:	110	1116	28	223	2734	261	103	418	226	8	272	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1116	28	223	2734	261	103	418	226	8	272	174
Added Vol:	0	0	16	18	0	0	0	13	0	12	8	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1116	44	241	2734	261	103	431	226	20	280	186
User Adj:	1.00	1.00	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:	110	1116	44	241	2187	261	103	431	226	20	280	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1116	44	241	2187	261	103	431	226	20	280	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1116	44	241	2187	261	103	431	226	20	280	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.03	0.08	0.58	0.15	0.06	0.11	0.13	0.01	0.07	0.11
Crit Moves:	****				****			****			****	
Green Time:	13.4	101	110.7	35.2	123	135.3	12.3	31.5	44.9	9.4	28.7	63.9
Volume/Cap:	0.89	0.37	0.04	0.41	0.89	0.21	0.91	0.68	0.55	0.23	0.49	0.32
Delay/Veh:	131.9	24.6	16.2	65.5	30.9	8.9	141.4	74.2	62.1	84.0	71.1	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.9	24.6	16.2	65.5	30.9	8.9	141.4	74.2	62.1	84.0	71.1	44.9
LOS by Move:	F	C	B	E	C	A	F	E	E	F	E	D
HCM2kAvgQ:	7	11	1	7	50	5	7	11	11	1	7	8

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

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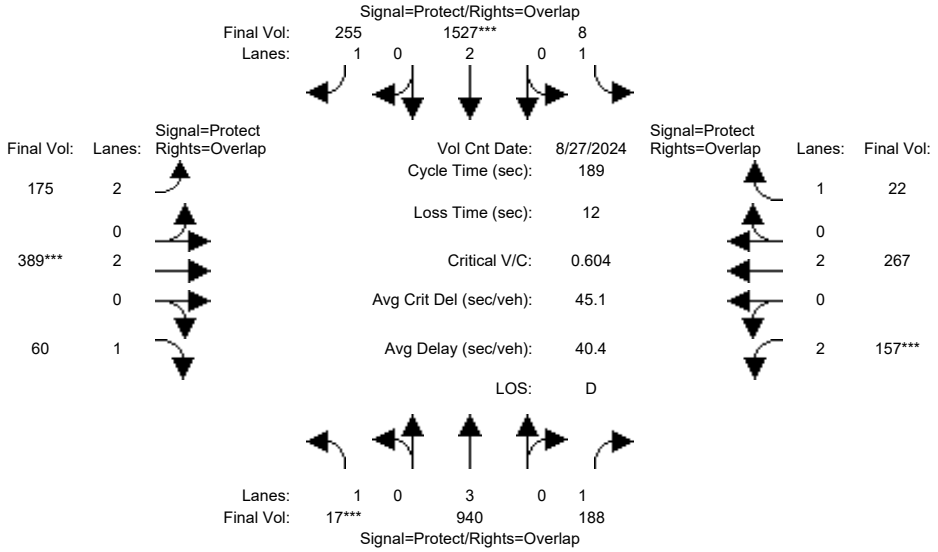
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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:	8	104	104	8	104	104	15	41	41	14	41	41
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module: >> Count Date: 27 Aug 2024 << 4:30-5:30 PM												
Base Vol:	17	940	188	8	2279	255	175	389	60	157	267	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:	17	940	188	8	2279	255	175	389	60	157	267	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:	17	940	188	8	2279	255	175	389	60	157	267	22
User Adj:	1.00	1.00	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:	17	940	188	8	1527	255	175	389	60	157	267	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	940	188	8	1527	255	175	389	60	157	267	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	17	940	188	8	1527	255	175	389	60	157	267	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.11	0.00	0.40	0.15	0.06	0.10	0.03	0.05	0.07	0.01
Crit Moves:	****				****			****			****	
Green Time:	8.4	110	124.9	8.5	110	125.7	15.5	43.1	51.4	14.7	42.3	50.8
Volume/Cap:	0.22	0.28	0.16	0.10	0.69	0.22	0.68	0.45	0.13	0.64	0.31	0.05
Delay/Veh:	84.4	25.6	17.9	83.1	36.6	18.4	87.4	60.2	49.5	86.2	58.5	48.8
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:	84.4	25.6	17.9	83.1	36.6	18.4	87.4	60.2	49.5	86.2	58.5	48.8
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	D
HCM2kAvgQ:	1	11	6	0	33	9	6	9	3	5	6	1

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

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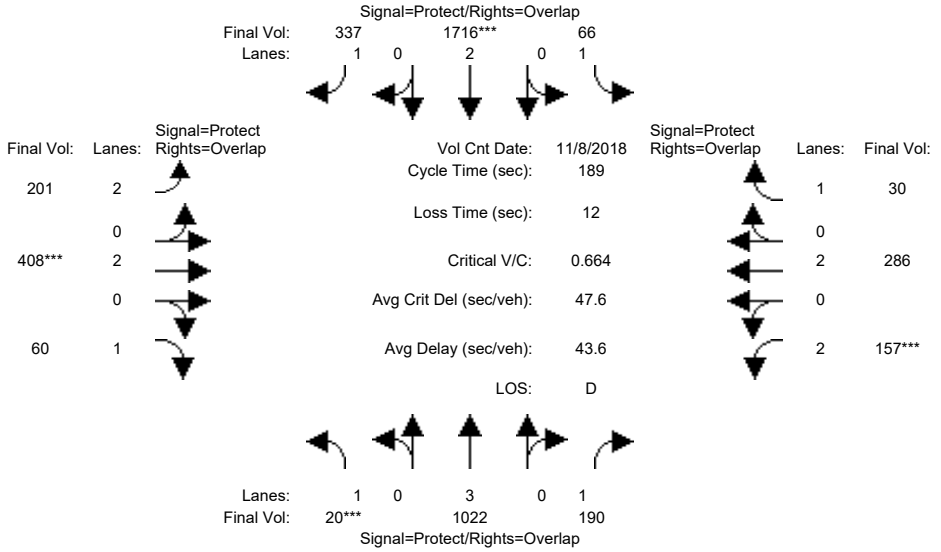
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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:	8	104	104	8	104	104	15	41	41	14	41	41
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module: >> Count Date: 8 Nov 2018 << 5:30 - 6:30 PM												
Base Vol:	20	1022	190	66	2561	337	201	408	60	157	286	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1022	190	66	2561	337	201	408	60	157	286	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1022	190	66	2561	337	201	408	60	157	286	30
User Adj:	1.00	1.00	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:	20	1022	190	66	1716	337	201	408	60	157	286	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1022	190	66	1716	337	201	408	60	157	286	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	20	1022	190	66	1716	337	201	408	60	157	286	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.11	0.04	0.45	0.19	0.06	0.11	0.03	0.05	0.08	0.02
Crit Moves:	****				****			****			****	
Green Time:	8.4	110	124.9	8.5	110	125.7	15.5	43.1	51.4	14.7	42.3	50.8
Volume/Cap:	0.26	0.31	0.16	0.84	0.77	0.29	0.78	0.47	0.13	0.64	0.34	0.06
Delay/Veh:	84.9	26.1	17.9	137.6	40.6	19.5	95.1	60.5	49.5	86.2	58.9	49.0
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:	84.9	26.1	17.9	137.6	40.6	19.5	95.1	60.5	49.5	86.2	58.9	49.0
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	D
HCM2kAvgQ:	1	12	6	4	39	12	7	9	3	5	6	1

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

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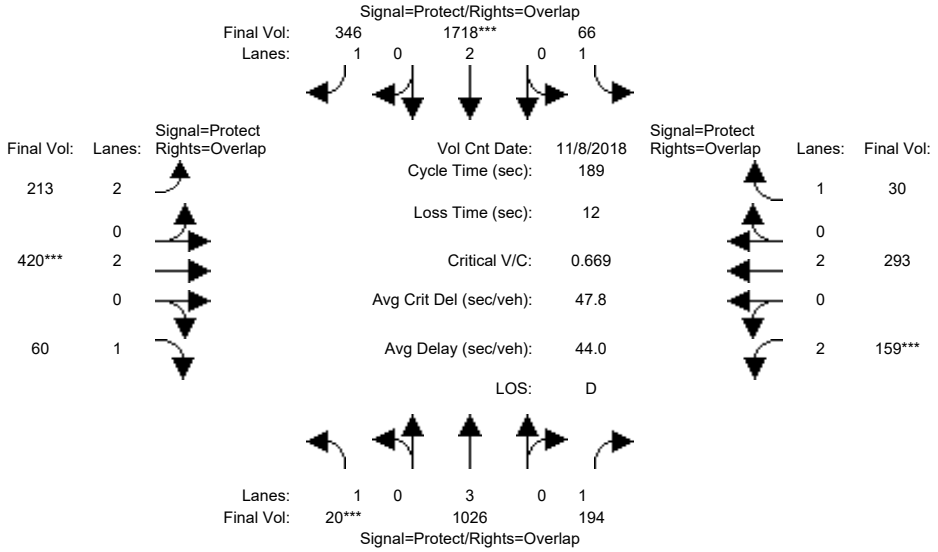
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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:	8	104	104	8	104	104	15	41	41	14	41	41
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module: >> Count Date: 8 Nov 2018 << 5:30 - 6:30 PM												
Base Vol:	20	1022	190	66	2561	337	201	408	60	157	286	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1022	190	66	2561	337	201	408	60	157	286	30
Added Vol:	0	4	4	0	3	9	12	12	0	2	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1026	194	66	2564	346	213	420	60	159	293	30
User Adj:	1.00	1.00	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:	20	1026	194	66	1718	346	213	420	60	159	293	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1026	194	66	1718	346	213	420	60	159	293	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	20	1026	194	66	1718	346	213	420	60	159	293	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.11	0.04	0.45	0.20	0.07	0.11	0.03	0.05	0.08	0.02
Crit Moves:	****				****			****			****	
Green Time:	8.4	110	124.9	8.5	110	125.7	15.5	43.1	51.4	14.7	42.3	50.8
Volume/Cap:	0.26	0.31	0.17	0.84	0.77	0.30	0.83	0.49	0.13	0.65	0.34	0.06
Delay/Veh:	84.9	26.1	17.9	137.6	40.7	19.6	100.6	60.8	49.5	86.6	59.0	49.0
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:	84.9	26.1	17.9	137.6	40.7	19.6	100.6	60.8	49.5	86.6	59.0	49.0
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	D
HCM2kAvgQ:	1	12	7	4	39	12	7	10	3	5	6	1

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

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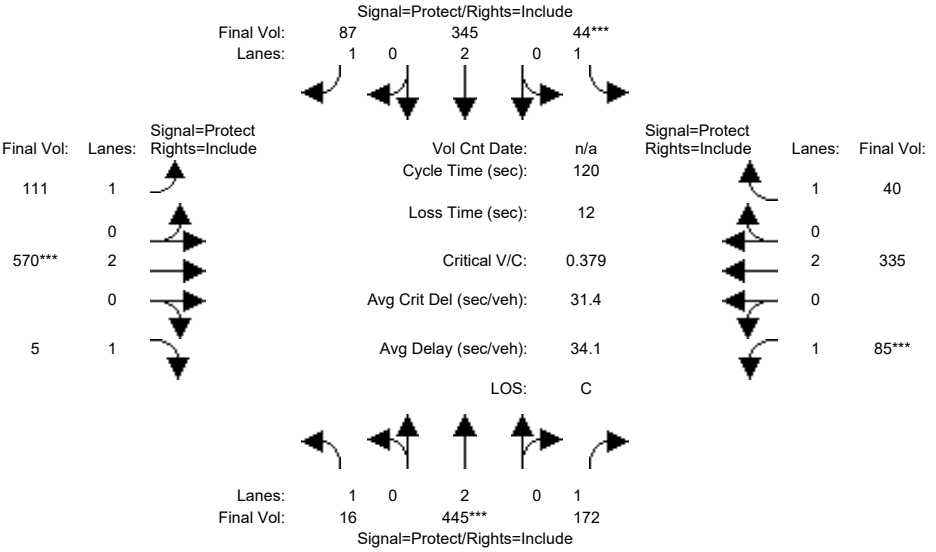
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	16	445	172	44	345	87	111	570	5	85	335	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	445	172	44	345	87	111	570	5	85	335	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	445	172	44	345	87	111	570	5	85	335	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	445	172	44	345	87	111	570	5	85	335	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	445	172	44	345	87	111	570	5	85	335	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	16	445	172	44	345	87	111	570	5	85	335	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.10	0.03	0.09	0.05	0.06	0.15	0.00	0.05	0.09	0.02
Crit Moves:		****		****				****		****		
Green Time:	17.6	37.1	37.1	8.0	27.4	27.4	33.4	47.5	47.5	15.4	29.5	29.5
Volume/Cap:	0.06	0.38	0.32	0.38	0.40	0.22	0.23	0.38	0.01	0.38	0.36	0.09
Delay/Veh:	44.2	32.6	32.1	55.7	39.6	37.8	33.6	25.9	21.9	49.0	37.7	35.0
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:	44.2	32.6	32.1	55.7	39.6	37.8	33.6	25.9	21.9	49.0	37.7	35.0
LOS by Move:	D	C	C	E	D	D	C	C	C	D	D	D
HCM2kAvgQ:	1	6	5	2	6	3	3	7	0	3	5	1

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

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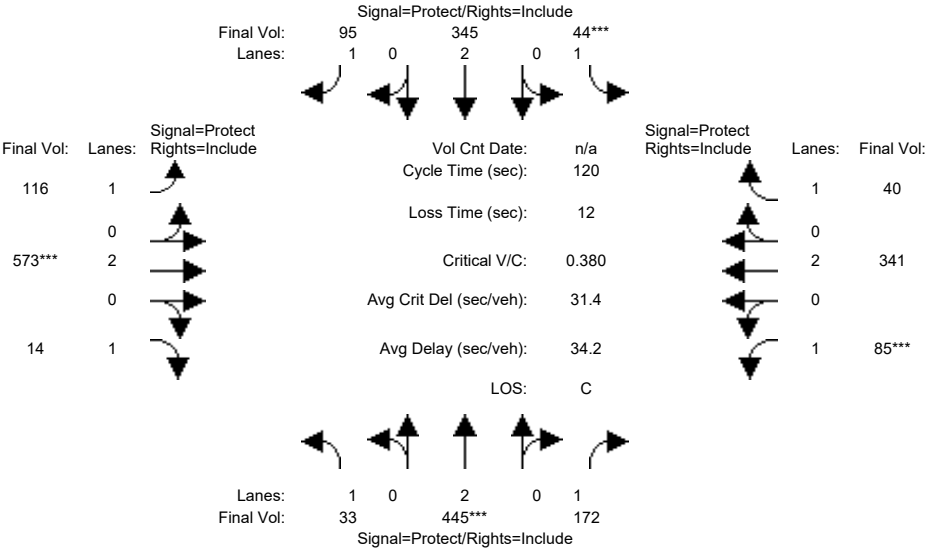
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #3: Saratoga Ave/ Pruneridge Ave



Street Name:	Saratoga Ave						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:	7	7	7	7	7	7	12	9	9	12	9	9
Y+R:	4.0	4.1	4.1	4.4	4.4	4.4	4.0	4.4	4.4	4.0	4.4	4.4
Volume Module:												
Base Vol:	16	445	172	44	345	87	111	570	5	85	335	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	445	172	44	345	87	111	570	5	85	335	40
Added Vol:	17	0	0	0	0	8	5	3	9	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	445	172	44	345	95	116	573	14	85	341	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	445	172	44	345	95	116	573	14	85	341	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	445	172	44	345	95	116	573	14	85	341	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	33	445	172	44	345	95	116	573	14	85	341	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.10	0.03	0.09	0.05	0.07	0.15	0.01	0.05	0.09	0.02
Crit Moves:		****		****				****		****		
Green Time:	17.6	37.0	37.0	7.9	27.4	27.4	33.2	47.7	47.7	15.4	29.8	29.8
Volume/Cap:	0.13	0.38	0.32	0.38	0.40	0.24	0.24	0.38	0.02	0.38	0.36	0.09
Delay/Veh:	44.8	32.7	32.2	55.7	39.6	38.1	33.9	25.8	22.0	49.0	37.5	34.8
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:	44.8	32.7	32.2	55.7	39.6	38.1	33.9	25.8	22.0	49.0	37.5	34.8
LOS by Move:	D	C	C	E	D	D	C	C	C	D	D	C
HCM2kAvgQ:	1	6	5	2	6	3	3	7	0	3	5	1

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

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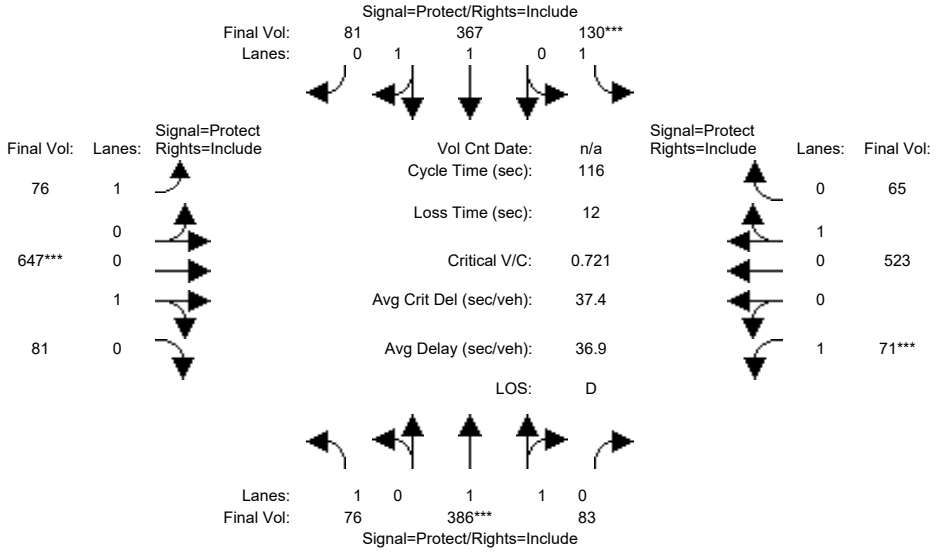
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	5.0	6.4	6.4	5.0	6.4	6.4	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	71	359	77	121	341	75	71	602	75	66	486	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	359	77	121	341	75	71	602	75	66	486	60
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:	71	359	77	121	341	75	71	602	75	66	486	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	76	386	83	130	367	81	76	647	81	71	523	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	386	83	130	367	81	76	647	81	71	523	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:	76	386	83	130	367	81	76	647	81	71	523	65
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.64	0.36	1.00	1.63	0.37	1.00	0.89	0.11	1.00	0.89	0.11
Final Sat.:	1750	3046	653	1750	3032	667	1750	1601	199	1750	1602	198
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.07	0.12	0.12	0.04	0.40	0.40	0.04	0.33	0.33
Crit Moves:		****		****				****		****		
Green Time:	11.6	20.1	20.1	11.8	20.3	20.3	15.1	64.1	64.1	8.0	57.0	57.0
Volume/Cap:	0.44	0.73	0.73	0.73	0.69	0.69	0.34	0.73	0.73	0.59	0.66	0.66
Delay/Veh:	50.9	49.7	49.7	65.0	48.1	48.1	46.8	22.3	22.3	59.8	24.1	24.1
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:	50.9	49.7	49.7	65.0	48.1	48.1	46.8	22.3	22.3	59.8	24.1	24.1
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	3	10	10	6	9	9	3	21	21	3	16	16

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

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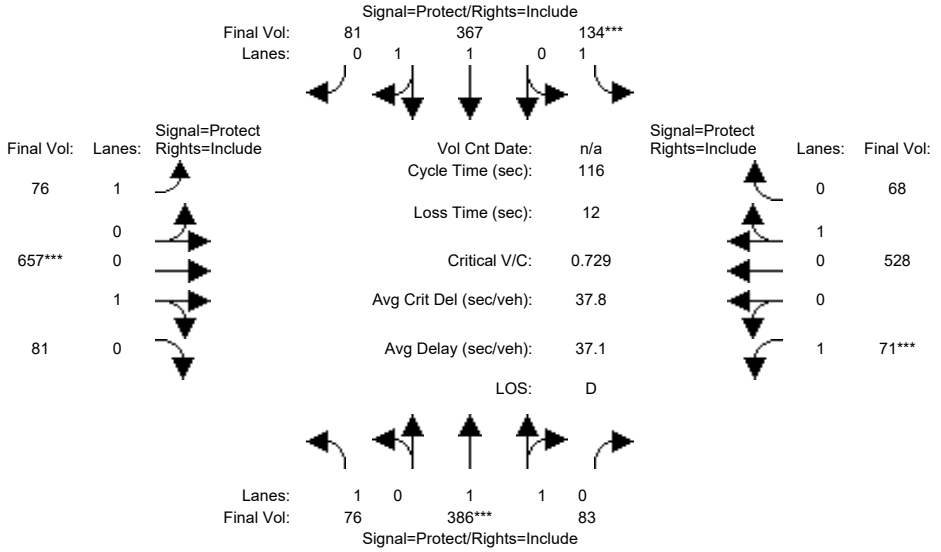
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #67: Kiely Blvd & Pruneridge Ave



Street Name:	Kiely Blvd						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:	8	7	7	8	7	7	10	7	7	8	7	7
Y+R:	5.0	6.4	6.4	5.0	6.4	6.4	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	71	359	77	121	341	75	71	602	75	66	486	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	359	77	121	341	75	71	602	75	66	486	60
Added Vol:	0	0	0	4	0	0	0	9	0	0	5	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	359	77	125	341	75	71	611	75	66	491	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	76	386	83	134	367	81	76	657	81	71	528	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	386	83	134	367	81	76	657	81	71	528	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:	76	386	83	134	367	81	76	657	81	71	528	68
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.64	0.36	1.00	1.63	0.37	1.00	0.89	0.11	1.00	0.89	0.11
Final Sat.:	1750	3046	653	1750	3032	667	1750	1603	197	1750	1595	205
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.08	0.12	0.12	0.04	0.41	0.41	0.04	0.33	0.33
Crit Moves:		****		****				****		****		
Green Time:	11.6	19.8	19.8	12.0	20.3	20.3	14.9	64.1	64.1	8.0	57.2	57.2
Volume/Cap:	0.44	0.74	0.74	0.74	0.69	0.69	0.34	0.74	0.74	0.59	0.67	0.67
Delay/Veh:	50.9	50.3	50.3	65.5	48.1	48.1	47.0	22.7	22.7	59.8	24.3	24.3
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:	50.9	50.3	50.3	65.5	48.1	48.1	47.0	22.7	22.7	59.8	24.3	24.3
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	3	10	10	7	9	9	3	22	22	3	16	16

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

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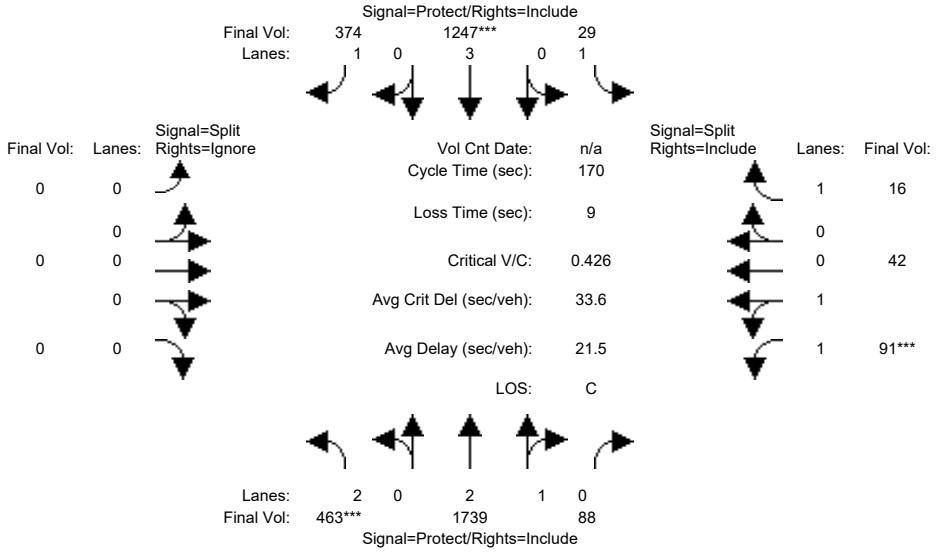
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	463	1739	88	29	1247	374	0	0	0	91	42	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	1739	88	29	1247	374	0	0	0	91	42	16
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:	463	1739	88	29	1247	374	0	0	0	91	42	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	463	1739	88	29	1247	374	0	0	0	91	42	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	1739	88	29	1247	374	0	0	0	91	42	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	463	1739	88	29	1247	374	0	0	0	91	42	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.85	0.15	1.00	3.00	1.00	0.00	0.00	0.00	1.38	0.62	1.00
Final Sat.:	3150	5330	270	1750	5700	1750	0	0	0	2429	1121	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.33	0.02	0.22	0.21	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	****				****					****		
Green Time:	58.7	130	129.7	16.4	87.4	87.4	0.0	0.0	0.0	15.0	15.0	15.0
Volume/Cap:	0.43	0.43	0.43	0.17	0.43	0.42	0.00	0.00	0.00	0.43	0.43	0.10
Delay/Veh:	43.0	7.2	7.2	71.1	25.8	25.9	0.0	0.0	0.0	74.4	74.4	71.6
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:	43.0	7.2	7.2	71.1	25.8	25.9	0.0	0.0	0.0	74.4	74.4	71.6
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	11	11	11	1	13	12	0	0	0	4	4	1

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

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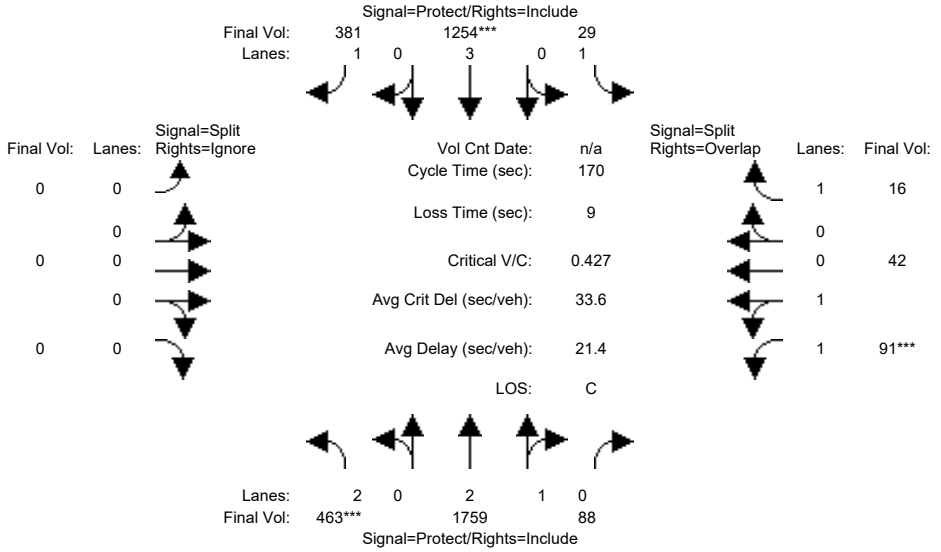
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	463	1739	88	29	1247	374	0	0	0	91	42	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	1739	88	29	1247	374	0	0	0	91	42	16
Added Vol:	0	20	0	0	7	7	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	463	1759	88	29	1254	381	0	0	0	91	42	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	463	1759	88	29	1254	381	0	0	0	91	42	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	1759	88	29	1254	381	0	0	0	91	42	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	463	1759	88	29	1254	381	0	0	0	91	42	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.85	0.15	1.00	3.00	1.00	0.00	0.00	0.00	1.38	0.62	1.00
Final Sat.:	3150	5333	267	1750	5700	1750	0	0	0	2429	1121	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.33	0.02	0.22	0.22	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	****				****					****		
Green Time:	58.5	130	129.9	16.2	87.6	87.6	0.0	0.0	0.0	14.9	14.9	31.1
Volume/Cap:	0.43	0.43	0.43	0.17	0.43	0.42	0.00	0.00	0.00	0.43	0.43	0.05
Delay/Veh:	43.1	7.1	7.1	71.2	25.7	25.9	0.0	0.0	0.0	74.4	74.4	57.3
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:	43.1	7.1	7.1	71.2	25.7	25.9	0.0	0.0	0.0	74.4	74.4	57.3
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	11	11	11	1	13	13	0	0	0	4	4	1

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

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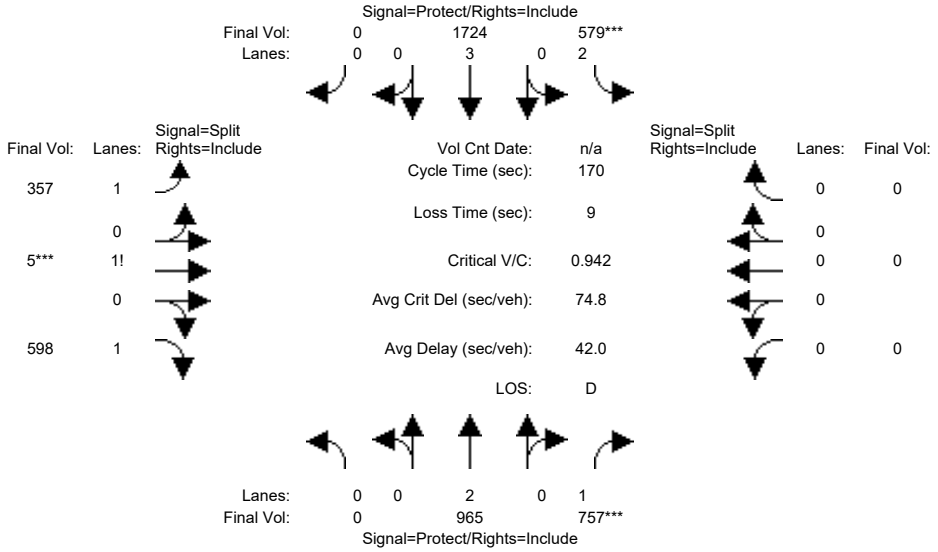
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	0	965	757	579	1724	0	357	5	598	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	965	757	579	1724	0	357	5	598	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	965	757	579	1724	0	357	5	598	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	965	757	579	1724	0	357	5	598	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	965	757	579	1724	0	357	5	598	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	965	757	579	1724	0	357	5	598	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.37	0.01	1.62	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2397	18	2834	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.43	0.18	0.30	0.00	0.15	0.28	0.21	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	78.1	78.1	33.2	111	0.0	49.8	49.8	49.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.94	0.94	0.46	0.00	0.51	0.94	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	33.7	62.9	90.4	14.6	0.0	50.2	74.8	55.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.7	62.9	90.4	14.6	0.0	50.2	74.8	55.8	0.0	0.0	0.0
LOS by Move:	A	C	E	F	B	A	D	E	E	A	A	A
HCM2kAvgQ:	0	18	44	20	14	0	12	30	19	0	0	0

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

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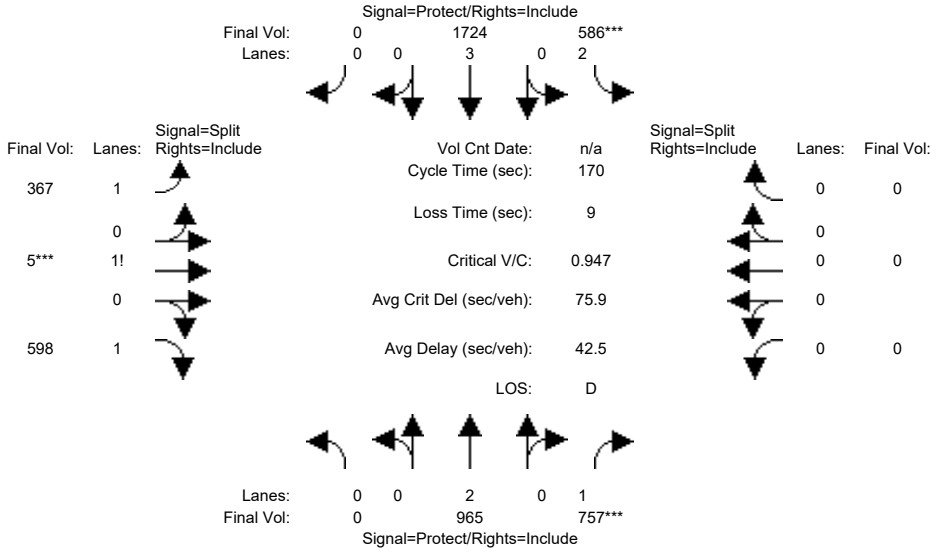
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #3039: 280/SARATOGA (S)



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	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	0	965	757	579	1724	0	357	5	598	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	965	757	579	1724	0	357	5	598	0	0	0
Added Vol:	0	0	0	7	0	0	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	965	757	586	1724	0	367	5	598	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	965	757	586	1724	0	367	5	598	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	965	757	586	1724	0	367	5	598	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	965	757	586	1724	0	367	5	598	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.38	0.01	1.61	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2409	18	2823	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.43	0.19	0.30	0.00	0.15	0.28	0.21	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	77.6	77.6	33.4	111	0.0	50.0	50.0	50.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.95	0.95	0.46	0.00	0.52	0.95	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	34.0	64.3	91.3	14.8	0.0	50.2	75.6	55.7	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	34.0	64.3	91.3	14.8	0.0	50.2	75.6	55.7	0.0	0.0	0.0
LOS by Move:	A	C	E	F	B	A	D	E	E	A	A	A
HCM2kAvgQ:	0	18	45	20	14	0	12	31	19	0	0	0

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

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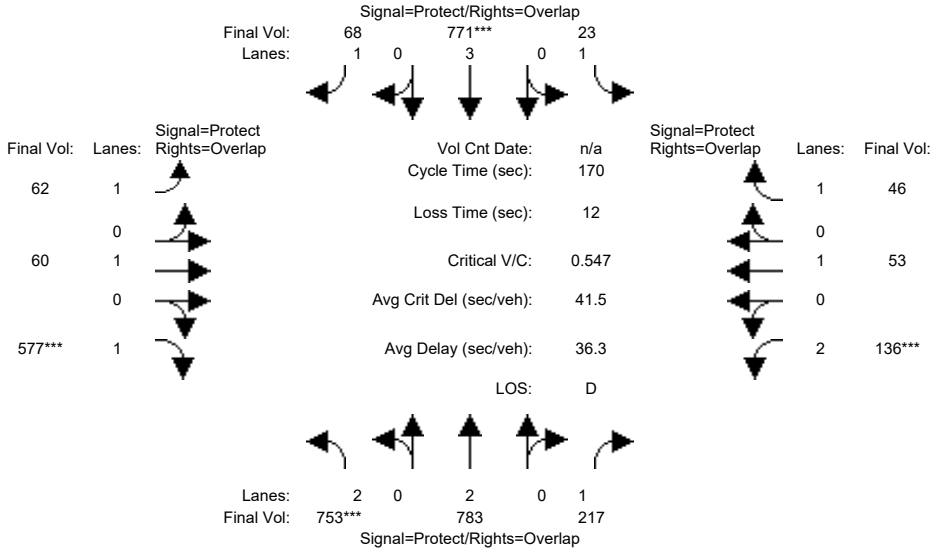
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:40-5:40PM												
Base Vol:	753	783	217	23	771	68	62	60	577	136	53	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	753	783	217	23	771	68	62	60	577	136	53	46
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:	753	783	217	23	771	68	62	60	577	136	53	46
User Adj:	1.00	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:	753	783	217	23	771	68	62	60	577	136	53	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	753	783	217	23	771	68	62	60	577	136	53	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	753	783	217	23	771	68	62	60	577	136	53	46
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.12	0.01	0.14	0.04	0.04	0.03	0.33	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	74.3	97.0	110.4	19.4	42.1	59.2	17.1	28.2	102.5	13.4	24.5	43.9
Volume/Cap:	0.55	0.36	0.19	0.12	0.55	0.11	0.35	0.19	0.55	0.55	0.19	0.10
Delay/Veh:	35.8	19.8	12.0	67.9	56.1	37.7	72.5	61.4	20.6	77.9	64.4	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:	35.8	19.8	12.0	67.9	56.1	37.7	72.5	61.4	20.6	77.9	64.4	48.2
LOS by Move:	D	B	B	E	E	D	E	E	C	E	E	D
HCM2kAvgQ:	17	11	5	1	11	2	3	3	19	5	2	2

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

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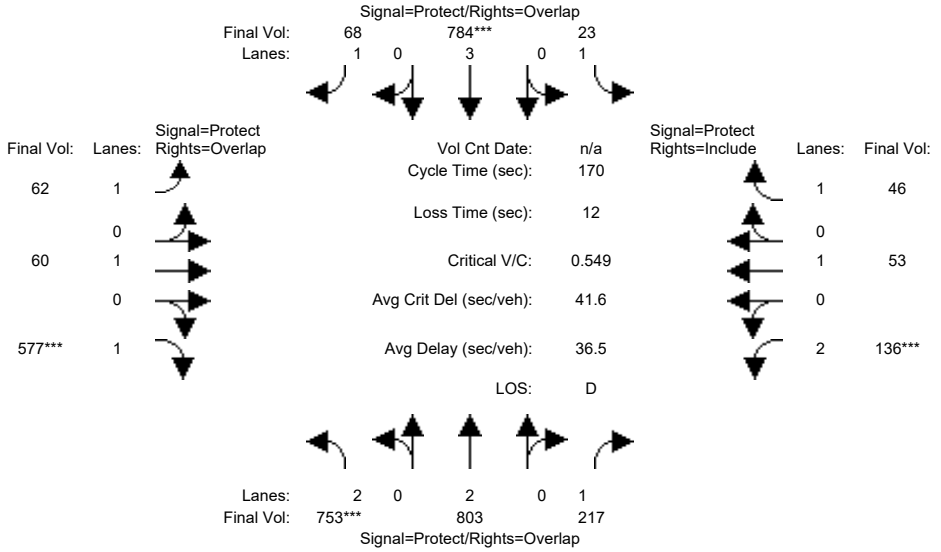
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:40-5:40PM												
Base Vol:	753	783	217	23	771	68	62	60	577	136	53	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	753	783	217	23	771	68	62	60	577	136	53	46
Added Vol:	0	20	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	753	803	217	23	784	68	62	60	577	136	53	46
User Adj:	1.00	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:	753	803	217	23	784	68	62	60	577	136	53	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	753	803	217	23	784	68	62	60	577	136	53	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	753	803	217	23	784	68	62	60	577	136	53	46
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.12	0.01	0.14	0.04	0.04	0.03	0.33	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	74.0	97.6	110.9	19.0	42.6	59.6	17.1	28.1	102.1	13.4	24.4	24.4
Volume/Cap:	0.55	0.37	0.19	0.12	0.55	0.11	0.35	0.19	0.55	0.55	0.19	0.18
Delay/Veh:	36.1	19.7	11.8	68.2	55.8	37.4	72.5	61.5	20.9	78.0	64.5	64.4
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:	36.1	19.7	11.8	68.2	55.8	37.4	72.5	61.5	20.9	78.0	64.5	64.4
LOS by Move:	D	B	B	E	E	D	E	E	C	E	E	E
HCM2kAvgQ:	17	11	5	1	11	2	3	3	19	5	2	2

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

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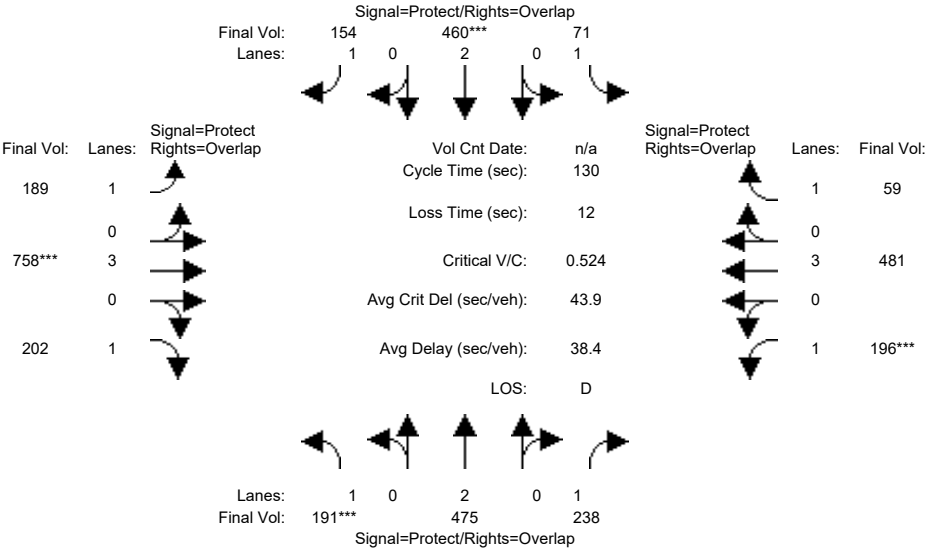
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:55-5:55PM												
Base Vol:	191	475	238	71	460	154	189	758	202	196	481	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	475	238	71	460	154	189	758	202	196	481	59
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:	191	475	238	71	460	154	189	758	202	196	481	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	475	238	71	460	154	189	758	202	196	481	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	475	238	71	460	154	189	758	202	196	481	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	475	238	71	460	154	189	758	202	196	481	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.14	0.04	0.12	0.09	0.11	0.13	0.12	0.11	0.08	0.03
Crit Moves:	****				****			****		****		
Green Time:	27.1	40.0	67.8	17.2	30.1	64.2	34.2	33.0	60.1	27.8	26.7	43.9
Volume/Cap:	0.52	0.41	0.26	0.31	0.52	0.18	0.41	0.52	0.25	0.52	0.41	0.10
Delay/Veh:	47.1	35.9	17.4	51.8	44.3	18.4	40.2	42.1	21.4	46.6	45.1	29.6
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:	47.1	35.9	17.4	51.8	44.3	18.4	40.2	42.1	21.4	46.6	45.1	29.6
LOS by Move:	D	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	7	7	5	3	7	3	7	9	5	7	5	2

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

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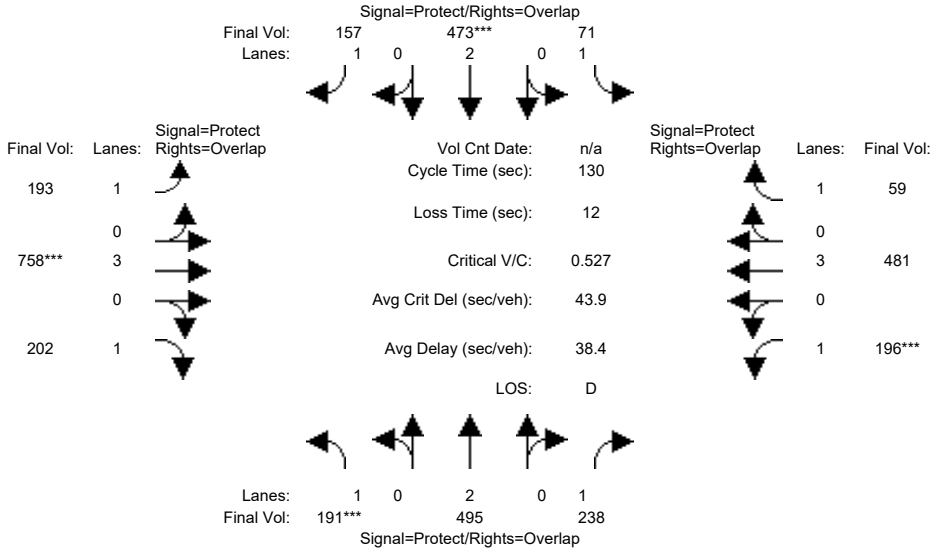
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:55-5:55PM												
Base Vol:	191	475	238	71	460	154	189	758	202	196	481	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	475	238	71	460	154	189	758	202	196	481	59
Added Vol:	0	20	0	0	13	3	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	495	238	71	473	157	193	758	202	196	481	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	495	238	71	473	157	193	758	202	196	481	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	495	238	71	473	157	193	758	202	196	481	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	495	238	71	473	157	193	758	202	196	481	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.14	0.04	0.12	0.09	0.11	0.13	0.12	0.11	0.08	0.03
Crit Moves:	****				****			****		****		
Green Time:	26.9	40.8	68.4	16.8	30.7	64.9	34.2	32.8	59.7	27.6	26.2	43.0
Volume/Cap:	0.53	0.42	0.26	0.31	0.53	0.18	0.42	0.53	0.25	0.53	0.42	0.10
Delay/Veh:	47.3	35.5	17.1	52.1	43.9	18.0	40.3	42.3	21.7	46.8	45.5	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:	47.3	35.5	17.1	52.1	43.9	18.0	40.3	42.3	21.7	46.8	45.5	30.2
LOS by Move:	D	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	7	7	5	3	8	4	7	9	5	7	5	2

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

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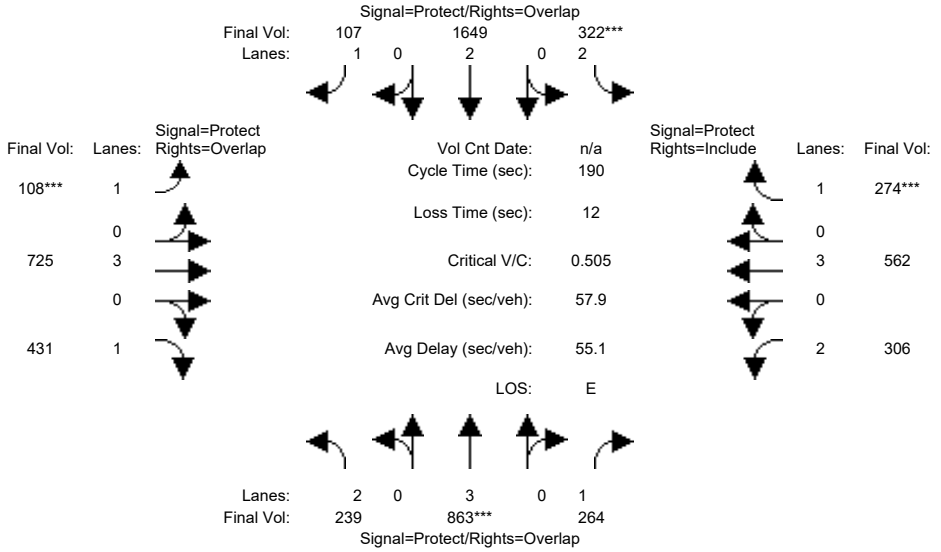
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



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	73	73	35	93	93	12	43	43	18	49	49
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module:5:00-6:00PM												
Base Vol:	239	863	264	322	2142	107	108	725	431	306	562	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:	239	863	264	322	2142	107	108	725	431	306	562	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:	239	863	264	322	2142	107	108	725	431	306	562	274
User Adj:	1.00	1.00	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:	239	863	264	322	1649	107	108	725	431	306	562	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	863	264	322	1649	107	108	725	431	306	562	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:	239	863	264	322	1649	107	108	725	431	306	562	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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.10	0.43	0.06	0.06	0.13	0.25	0.10	0.10	0.16
Crit Moves:		****		****			****					****
Green Time:	14.8	76.6	95.5	36.7	98.5	111.1	12.6	45.1	60.0	18.9	51.4	51.4
Volume/Cap:	0.97	0.38	0.30	0.53	0.84	0.10	0.93	0.54	0.78	0.98	0.36	0.58
Delay/Veh:	132.6	43.4	33.0	66.5	30.6	10.2	146.1	60.7	63.3	125.7	53.5	58.9
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:	132.6	43.4	33.0	66.5	30.6	10.2	146.1	60.7	63.3	125.7	53.5	58.9
LOS by Move:	F	D	C	E	C	B	F	E	E	F	D	E
HCM2kAvgQ:	11	12	11	9	32	1	7	11	23	14	8	14

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

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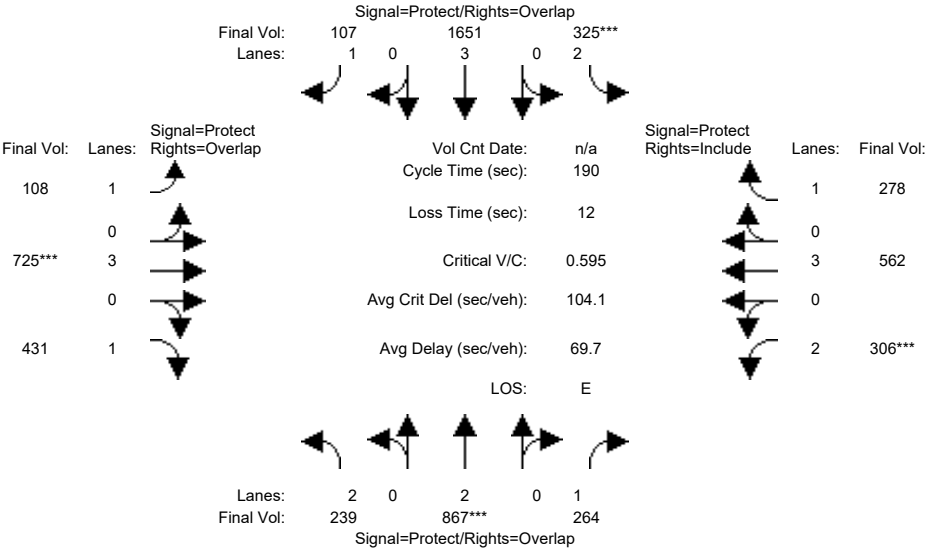
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	12	85	85	14	41	41	15	42	42
Y+R:	5.6	5.8	5.8	5.5	5.8	5.8	5.3	5.1	5.1	5.4	5.4	5.4
Volume Module:5:00-6:00PM												
Base Vol:	239	863	264	322	2142	107	108	725	431	306	562	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:	239	863	264	322	2142	107	108	725	431	306	562	274
Added Vol:	0	4	0	3	2	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	867	264	325	2144	107	108	725	431	306	562	278
User Adj:	1.00	1.00	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:	239	867	264	325	1651	107	108	725	431	306	562	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	867	264	325	1651	107	108	725	431	306	562	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	239	867	264	325	1651	107	108	725	431	306	562	278
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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.15	0.10	0.29	0.06	0.06	0.13	0.25	0.10	0.10	0.16
Crit Moves:		****		****				****		****		
Green Time:	28.5	106	121.4	12.7	89.7	104.5	14.8	43.3	71.8	15.8	44.3	44.3
Volume/Cap:	0.51	0.41	0.24	1.55	0.61	0.11	0.79	0.56	0.65	1.17	0.42	0.68
Delay/Veh:	71.3	15.6	6.6	352.6	43.0	25.5	108.1	62.0	48.6	190.4	58.9	67.5
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:	71.3	15.6	6.6	352.6	43.0	25.5	108.1	62.0	48.6	190.4	58.9	67.5
LOS by Move:	E	B	A	F	D	C	F	E	D	F	E	E
HCM2kAvgQ:	7	9	3	19	24	4	7	11	21	16	9	16

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

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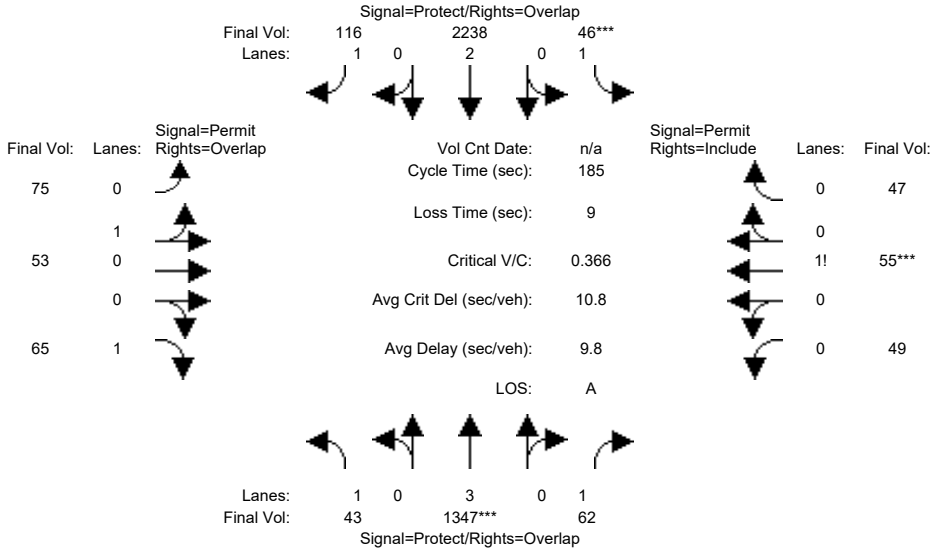
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
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	143	143	11	141	141	30	30	30	30	30	30
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:5-6 PM												
Base Vol:	43	1347	62	46	2797	116	75	53	65	49	55	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1347	62	46	2797	116	75	53	65	49	55	47
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:	43	1347	62	46	2797	116	75	53	65	49	55	47
User Adj:	1.00	1.00	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:	43	1347	62	46	2238	116	75	53	65	49	55	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1347	62	46	2238	116	75	53	65	49	55	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1347	62	46	2238	116	75	53	65	49	55	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	0.32	0.37	0.31
Final Sat.:	1750	5700	1750	1750	3800	1750	1055	745	1750	568	637	545
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.04	0.03	0.59	0.07	0.07	0.07	0.04	0.09	0.09	0.09
Crit Moves:		****		****							****	
Green Time:	11.6	137	137.1	10.5	136	136.0	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.39	0.32	0.05	0.46	0.80	0.09	0.46	0.46	0.17	0.56	0.56	0.56
Delay/Veh:	89.3	0.5	0.4	91.5	3.1	0.6	75.3	75.3	61.5	77.8	77.8	77.8
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:	89.3	0.5	0.4	91.5	3.1	0.6	75.3	75.3	61.5	77.8	77.8	77.8
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	3	1	0	3	10	0	7	7	3	9	9	9

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

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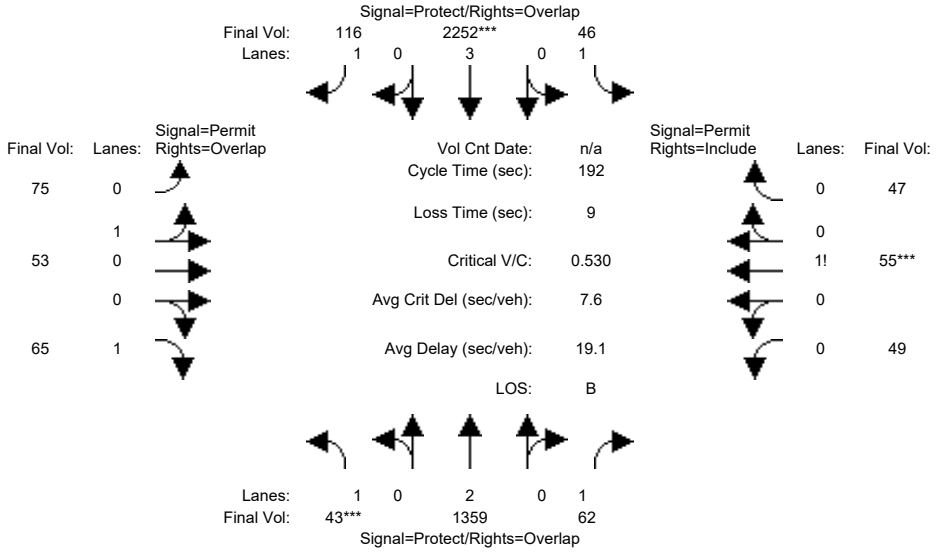
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5420: San Tomas Expwy/Forbes Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Forbes Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	145	154	5	148	148	33	33	33	33	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:5-6 PM												
Base Vol:	43	1347	62	46	2797	116	75	53	65	49	55	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1347	62	46	2797	116	75	53	65	49	55	47
Added Vol:	0	12	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1359	62	46	2815	116	75	53	65	49	55	47
User Adj:	1.00	1.00	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:	43	1359	62	46	2252	116	75	53	65	49	55	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1359	62	46	2252	116	75	53	65	49	55	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1359	62	46	2252	116	75	53	65	49	55	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.59	0.41	1.00	0.32	0.37	0.31
Final Sat.:	1750	3800	1750	1750	5700	1750	1055	745	1750	568	637	545
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.04	0.03	0.40	0.07	0.07	0.07	0.04	0.09	0.09	0.09
Crit Moves:	****				****						****	
Green Time:	10.5	147	146.5	5.3	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.45	0.47	0.05	0.95	0.54	0.09	0.43	0.43	0.17	0.53	0.53	0.53
Delay/Veh:	98.9	27.7	18.4	205.6	1.1	0.6	76.6	76.6	63.9	78.6	78.6	78.6
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:	98.9	27.7	18.4	205.6	1.1	0.6	76.6	76.6	63.9	78.6	78.6	78.6
LOS by Move:	F	C	B	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	3	33	3	4	3	0	8	8	3	9	9	9

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

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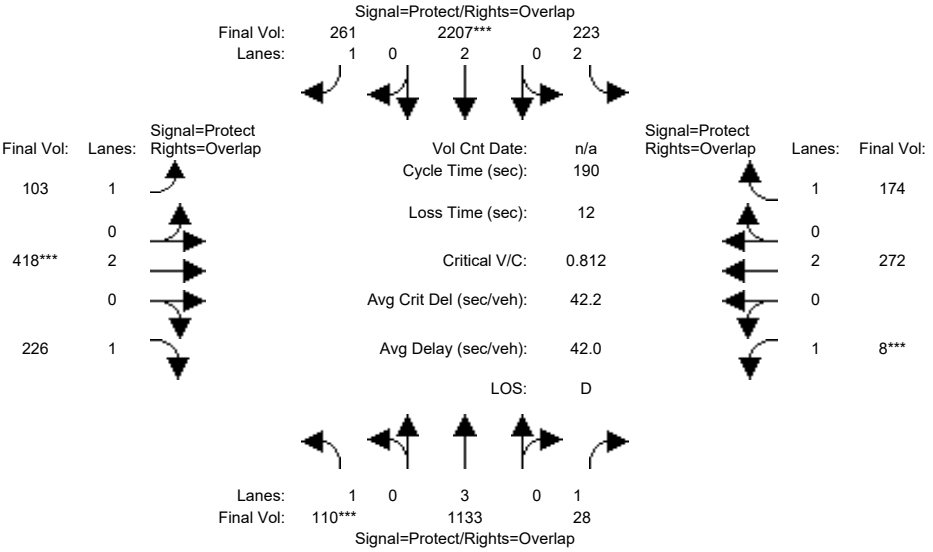
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
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	92	92	32	117	117	12	30	30	9	28	28
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:4:45 - 5:45 PM												
Base Vol:	110	1133	28	223	2759	261	103	418	226	8	272	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1133	28	223	2759	261	103	418	226	8	272	174
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:	110	1133	28	223	2759	261	103	418	226	8	272	174
User Adj:	1.00	1.00	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:	110	1133	28	223	2207	261	103	418	226	8	272	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1133	28	223	2207	261	103	418	226	8	272	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1133	28	223	2207	261	103	418	226	8	272	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.02	0.07	0.58	0.15	0.06	0.11	0.13	0.00	0.07	0.10
Crit Moves:	****				****			****			****	
Green Time:	13.3	101	110.7	35.2	123	135.4	12.3	31.5	44.8	9.4	28.7	63.9
Volume/Cap:	0.90	0.37	0.03	0.38	0.90	0.21	0.91	0.66	0.55	0.09	0.47	0.30
Delay/Veh:	134.2	24.7	16.0	65.1	31.5	8.9	141.4	73.4	62.2	82.6	70.9	44.6
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:	134.2	24.7	16.0	65.1	31.5	8.9	141.4	73.4	62.2	82.6	70.9	44.6
LOS by Move:	F	C	B	E	C	A	F	E	E	F	E	D
HCM2kAvgQ:	7	12	1	6	51	5	7	11	11	0	7	7

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

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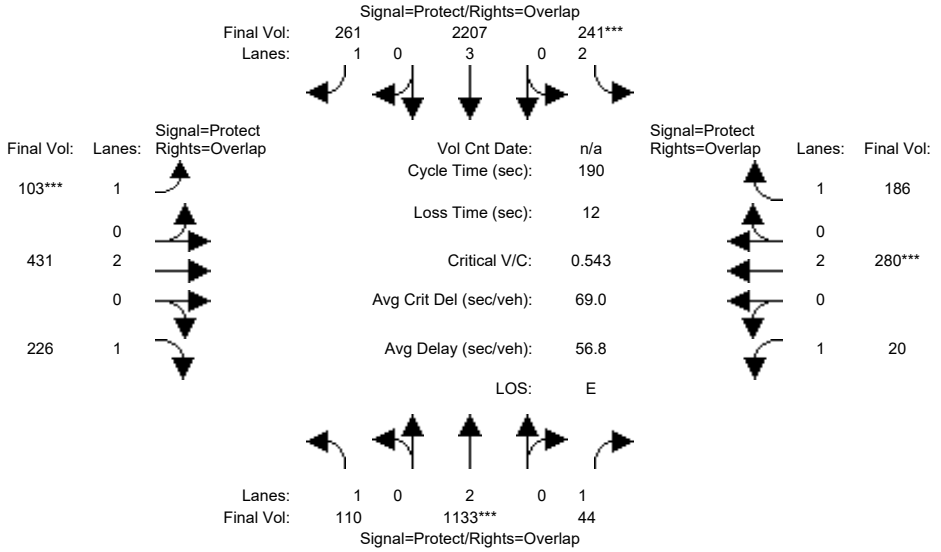
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	102	102	11	74	74	14	46	46	9	42	42
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: 4:45 - 5:45 PM												
Base Vol:	110	1133	28	223	2759	261	103	418	226	8	272	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1133	28	223	2759	261	103	418	226	8	272	174
Added Vol:	0	0	16	18	0	0	0	13	0	12	8	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1133	44	241	2759	261	103	431	226	20	280	186
User Adj:	1.00	1.00	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:	110	1133	44	241	2207	261	103	431	226	20	280	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1133	44	241	2207	261	103	431	226	20	280	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1133	44	241	2207	261	103	431	226	20	280	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.03	0.08	0.39	0.15	0.06	0.11	0.13	0.01	0.07	0.11
Crit Moves:		****		****			****				****	
Green Time:	40.9	107	116.7	11.5	77.7	92.4	14.7	49.2	90.1	9.6	44.1	55.6
Volume/Cap:	0.29	0.53	0.04	1.26	0.95	0.31	0.76	0.44	0.27	0.23	0.32	0.36
Delay/Veh:	60.8	32.9	19.7	236.6	54.8	22.3	103.8	56.4	28.9	83.8	57.8	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:	60.8	32.9	19.7	236.6	54.8	22.3	103.8	56.4	28.9	83.8	57.8	51.1
LOS by Move:	E	C	B	F	D	C	F	E	C	F	E	D
HCM2kAvgQ:	6	23	1	12	41	7	6	10	8	1	6	8

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

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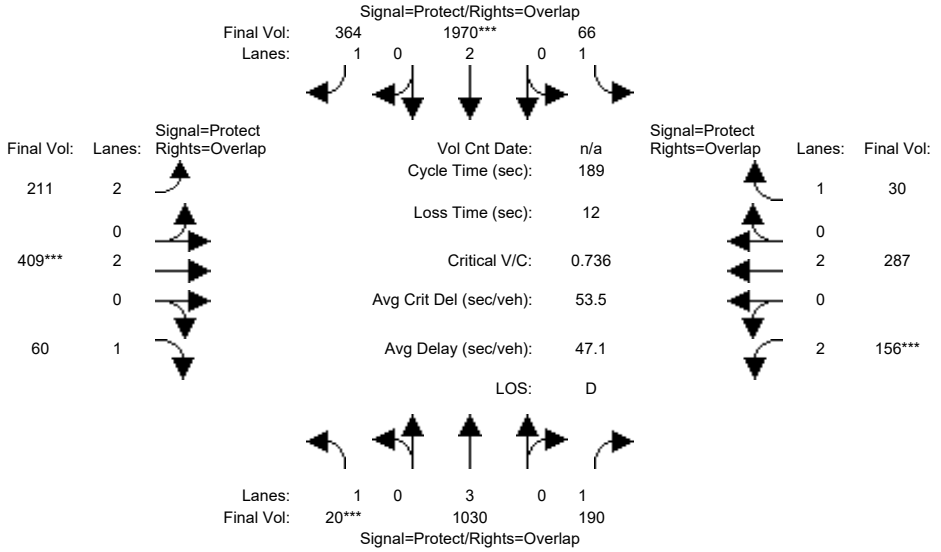
400 Saratoga Ave Residential Project
Santa Clara, CA

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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:	8	104	104	8	104	104	15	41	41	14	41	41
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module:5:15-6:15PM												
Base Vol:	20	1030	190	66	2559	364	211	409	60	156	287	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1030	190	66	2559	364	211	409	60	156	287	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1030	190	66	2559	364	211	409	60	156	287	30
User Adj:	1.00	1.00	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:	20	1030	190	66	1970	364	211	409	60	156	287	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1030	190	66	1970	364	211	409	60	156	287	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	20	1030	190	66	1970	364	211	409	60	156	287	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.11	0.04	0.52	0.21	0.07	0.11	0.03	0.05	0.08	0.02
Crit Moves:	****				****			****			****	
Green Time:	8.4	110	124.9	8.5	110	125.7	15.5	43.1	51.4	14.7	42.3	50.8
Volume/Cap:	0.26	0.31	0.16	0.84	0.89	0.31	0.82	0.47	0.13	0.64	0.34	0.06
Delay/Veh:	84.9	26.1	17.9	137.6	49.1	19.8	99.6	60.6	49.5	86.0	58.9	49.0
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:	84.9	26.1	17.9	137.6	49.1	19.8	99.6	60.6	49.5	86.0	58.9	49.0
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	D
HCM2kAvgQ:	1	12	6	4	48	13	7	9	3	5	6	1

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

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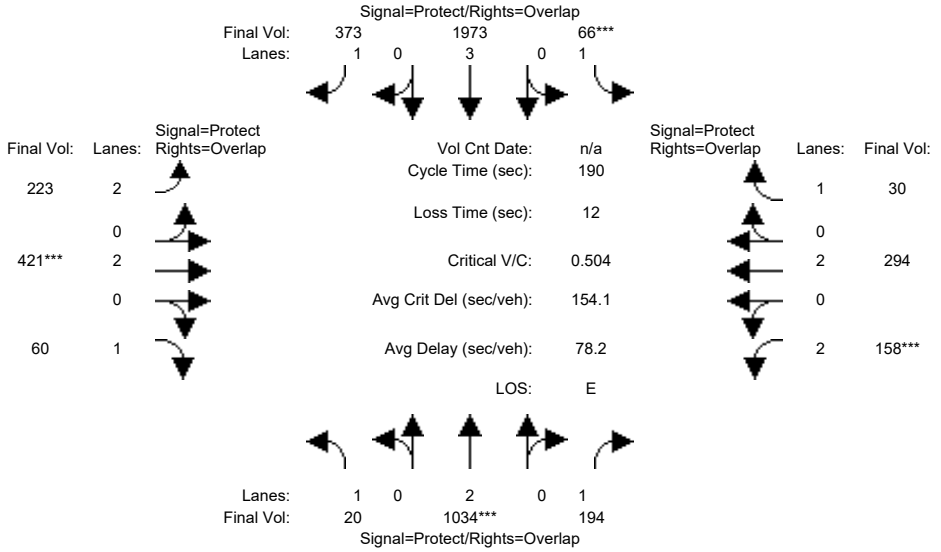
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA 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	104	104	1	101	101	31	50	50	13	32	32
Y+R:	5.1	5.8	5.8	5.3	5.8	5.8	5.5	5.6	5.6	5.5	5.5	5.5
Volume Module:5:15-6:15PM												
Base Vol:	20	1030	190	66	2559	364	211	409	60	156	287	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1030	190	66	2559	364	211	409	60	156	287	30
Added Vol:	0	4	4	0	3	9	12	12	0	2	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1034	194	66	2562	373	223	421	60	158	294	30
User Adj:	1.00	1.00	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:	20	1034	194	66	1973	373	223	421	60	158	294	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1034	194	66	1973	373	223	421	60	158	294	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	20	1034	194	66	1973	373	223	421	60	158	294	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.11	0.04	0.35	0.21	0.07	0.11	0.03	0.05	0.08	0.02
Crit Moves:		****		****				****		****		
Green Time:	4.2	110	123.5	1.1	107	139.3	32.7	52.8	57.0	13.7	33.8	34.8
Volume/Cap:	0.51	0.47	0.17	6.79	0.62	0.29	0.41	0.40	0.11	0.69	0.44	0.09
Delay/Veh:	98.4	30.0	18.7	2896	35.5	14.6	66.9	53.0	45.8	90.5	66.4	61.2
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:	98.4	30.0	18.7	2896	35.5	14.6	66.9	53.0	45.8	90.5	66.4	61.2
LOS by Move:	F	C	B	F	D	B	E	D	D	F	E	E
HCM2kAvgQ:	1	20	7	11	27	12	6	9	2	5	7	1

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

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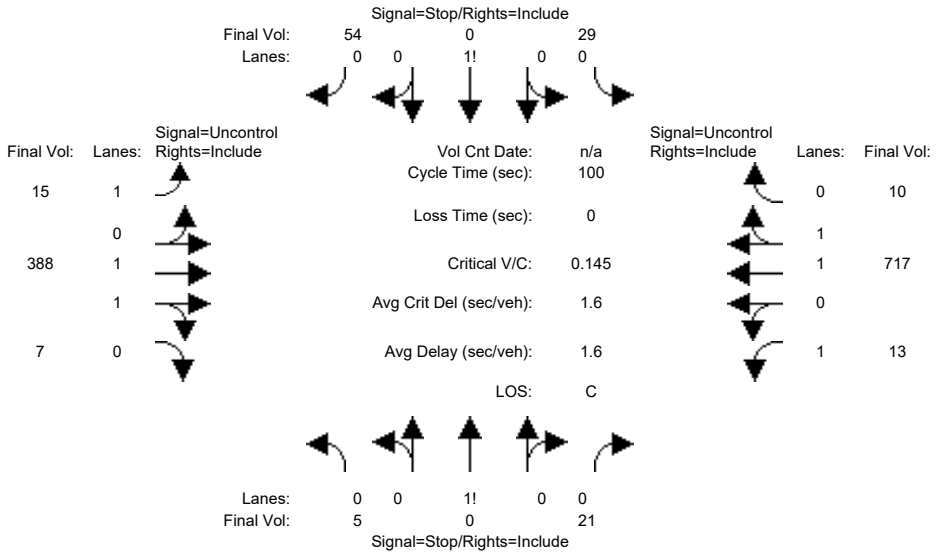
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+Proj AM

Intersection #100: Driveways//Pruneridge Avenue



Street Name:	Project Driveway & Plaza Driveway						Pruneridge Avenue					
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:	5	0	21	1	0	1	0	388	7	13	717	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:	5	0	21	1	0	1	0	388	7	13	717	0
Added Vol:	0	0	0	28	0	53	15	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	21	29	0	54	15	388	7	13	717	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	21	29	0	54	15	388	7	13	717	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	21	29	0	54	15	388	7	13	717	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	806	1175	198	972	1173	364	727	xxxx	xxxxx	395	xxxx	xxxxx
Potent Cap.:	277	193	817	210	194	639	886	xxxx	xxxxx	1175	xxxx	xxxxx
Move Cap.:	248	188	817	200	188	639	886	xxxx	xxxxx	1175	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.03	0.14	0.00	0.08	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	567	xxxxx	xxxx	362	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.7	xxxxx	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:		11.7			17.9		xxxxx			xxxxx		
ApproachLOS:		B			C		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #100 Driveways//Pruneridge Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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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 1! 0	0		1 0 1	1	0	1 0 1	1	0
Initial Vol:	5	0	21	29	0	54	15	388	7	13	717	10
ApproachDel:	11.7			17.9			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=26]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1259]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][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=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1259]
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 #100 Driveways//Pruneridge Avenue

****

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 1! 0	0		1 0 1	1	0	1 0 1	1	0
Initial Vol:	5	0	21	29	0	54	15	388	7	13	717	10

Major Street Volume: 1150
Minor Approach Volume: 83
Minor Approach Volume Threshold: 237

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).

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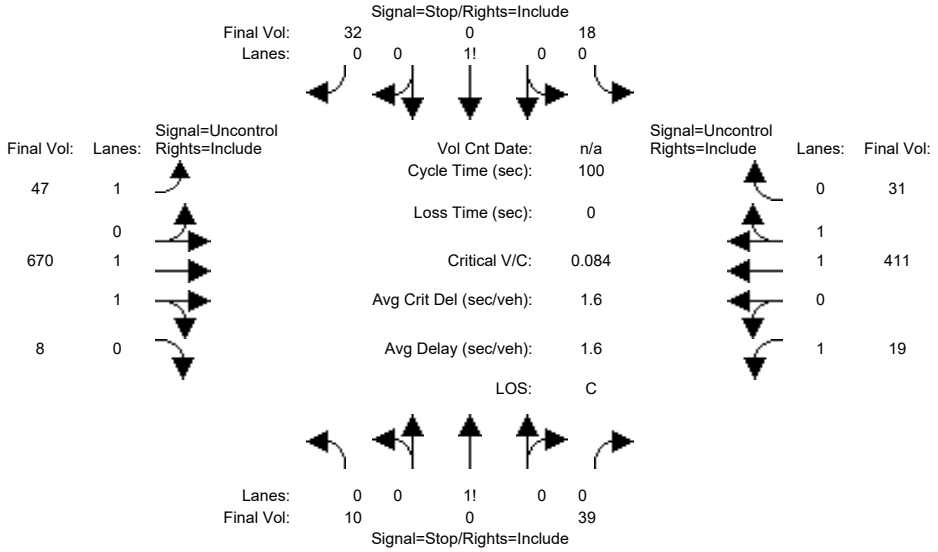
400 Saratoga Ave Residential Project
Santa Clara, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+Proj PM

Intersection #100: Driveways//Pruneridge Avenue




```
Street Name:Project Driveway & Plaza Driveway         Pruneridge Avenue
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:      10    0    39     1    0     0     0  670     8    19  411     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10    0    39     1    0     0     0  670     8    19  411     0
Added Vol:      0    0     0    17    0    32    47    0     0     0    0    31
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10    0    39    18    0    32    47  670     8    19  411    31
User Adj:    1.00 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:    10    0    39    18    0    32    47  670     8    19  411    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10    0    39    18    0    32    47  670     8    19  411    31
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1012 1248   339   894 1237   221   442 xxxx xxxxx   678 xxxx xxxxx
Potent Cap.:  196  175   663   239  178   789  1129 xxxx xxxxx   923 xxxx xxxxx
Move Cap.:    180  164   663   215  167   789  1129 xxxx xxxxx   923 xxxx xxxxx
Volume/Cap:  0.06 0.00  0.06  0.08 0.00  0.04  0.04 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx   9.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  428 xxxxx  xxxx  402 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx xxxxx  0.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 14.5 xxxxx xxxxx 15.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    C     *     *    *     *     *    *     *
ApproachDel:      14.5             15.2           xxxxxx           xxxxxx
ApproachLOS:         B                C              *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #100 Driveways//Pruneridge Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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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 1! 0	0		1 0	1 1	0	1 0	1 1	0
Initial Vol:	10	0	39	18	0	32	47	670	8	19	411	31
ApproachDel:	14.5			15.2			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1285]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1285]
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).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #100 Driveways//Pruneridge Avenue

****

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 1! 0	0		1 0	1 1	0	1 0	1 1	0
Initial Vol:	10	0	39	18	0	32	47	670	8	19	411	31

Major Street Volume: 1186
Minor Approach Volume: 50
Minor Approach Volume Threshold: 226

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.

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Appendix D
Approved and Pending Project List

Santa Clara Approved Projects for 400 Saratoga Avenue

Address/Project	Project Description
80 Saratoga Ave	A six-story, 209 unit affordable housing project with a podium level courtyard and a structured parking garage with about 90 parking stalls and 15 exterior parking stalls.
1957 Pruneridge Ave	Development of 22 detached single-family residences.
45 Cronin Dr	The project will be a licensed childcare center for children 2 to 5 years old. Two existing buildings (8,711 sf) will be combined into one connected building (11,252 sf).
City Place Phases 1-3	5.7msf office, 1.1msf retail, 1,360 mixed density residential units, 700 hotel rooms, 250 ksf restaurant uses, 190 ksf entertainment space.

Pending Projects for 400 Saratoga Avenue

Address/Project	Project Description
3575 Stevens Creek Blvd	A new Starbucks café with drive-thru. Project includes demolishing the existing building on the property.
3896 Stevens Creek Boulevard	Construction of two residential buildings with up to 550 residential units and 15,000 square feet of ground floor retail space. Project includes demolishing the existing commercial buildings and surface lot on the property.

AM PROJECT TRIPS

10/03/2024

Intersection of : NB 280 From Saratoga Rp & Saratoga Av

Traffix Node Number : 3038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	0	9	0	0	51	16	0	0	0	0	0	0
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	176	54	0	0	73	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	10	0	0	2	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	22	0	0	2	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**176**	**95**	**0**	**0**	**128**	**16**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	128	16
EAST	0	0	0
SOUTH	176	95	0
WEST	0	0	0

PM PROJECT TRIPS

10/03/2024

Intersection of : NB 280 From Saratoga Rp & Saratoga Av

Traffix Node Number : 3038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	0	39	0	0	-13	-2	0	0	0	0	0	0
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	78	39	0	0	35	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	5	0	0	9	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	3	0	0	20	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	2	0	0	0	0	0	0	0
TOTAL:	**78**	**88**	**0**	**0**	**53**	**(2)**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	53	(2)
EAST	0	0	0
SOUTH	78	88	0
WEST	0	0	0

AM PROJECT TRIPS

10/03/2024

Intersection of : SB 280 From Saratoga Rp & SB 280 To Saratoga Rp & Saratoga Av

Traffix Node Number : 3039

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	0	-2	0	45	6	0	3	0	0	0	0	0
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	0	230	184	0	227	0	0	0	145	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	10	0	0	2	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	22	0	0	2	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**260**	**184**	**45**	**237**	**0**	**3**	**0**	**145**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	45	237	0
EAST	0	0	0
SOUTH	0	260	184
WEST	3	0	145

PM PROJECT TRIPS

10/03/2024

Intersection of : SB 280 From Saratoga Rp & SB 280 To Saratoga Rp & Saratoga Av

Traffix Node Number : 3039

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	0	3	0	-4	-9	0	8	0	0	0	0	0
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	0	117	86	0	146	0	0	0	103	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	5	0	0	9	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	3	0	0	20	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	2	0	0	0	0	0	0	0
TOTAL:	**0**	**130**	**86**	**(4)**	**168**	**0**	**8**	**0**	**103**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	(4)	168	0
EAST	0	0	0
SOUTH	0	130	86
WEST	8	0	103

AM PROJECT TRIPS

10/03/2024

Intersection of : S Kiely Bl & Saratoga Av

Traffix Node Number : 3103

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	9	0	0	0	0	0	0	0	67	0	0	0
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	22	32	0	0	36	0	0	0	36	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	10	0	0	2	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	22	0	0	2	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**31**	**64**	**0**	**0**	**40**	**0**	**0**	**0**	**103**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	40	0
EAST	0	0	0
SOUTH	31	64	0
WEST	0	0	103

PM PROJECT TRIPS

10/03/2024

Intersection of : S Kiely Bl & Saratoga Av

Traffix Node Number : 3103

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	39	0	0	0	0	0	0	0	-16	0	0	0
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	20	20	0	0	20	0	0	0	15	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	5	0	0	9	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	3	0	0	20	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	2	0	0	0	0	0	0	0
TOTAL:	**59**	**30**	**0**	**0**	**51**	**0**	**0**	**0**	**(1)**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	51	0
EAST	0	0	0
SOUTH	59	30	0
WEST	0	0	(1)

AM PROJECT TRIPS

10/03/2024

Intersection of : Kiely Bl / S Kiely Bl & Stevens Creek Bl

Traffix Node Number : 3104

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-126481 TA (3-25000) Retail/Commercial STEVENS CREEK JAGUAR	0	0	6	4	0	0	0	8	0	0	4	2
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	0	0	0	0	0	-1	0	36	0	0	1	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	3	0	0	0	6	0	0	1	1
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	8	0	0	0	15	0	0	1	1
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**6**	**15**	**0**	**(1)**	**0**	**65**	**0**	**0**	**7**	**4**

	LEFT	THRU	RIGHT
NORTH	15	0	(1)
EAST	0	7	4
SOUTH	0	0	6
WEST	0	65	0

PM PROJECT TRIPS

10/03/2024

Intersection of : Kiely Bl / S Kiely Bl & Stevens Creek Bl

Traffix Node Number : 3104

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-126481 TA (3-25000) Retail/Commercial STEVENS CREEK JAGUAR	0	0	3	2	0	0	0	4	0	0	10	5
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	0	0	0	0	0	-1	-2	-10	0	0	22	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	2	0	0	0	4	0	0	6	3
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	1	0	0	0	2	0	0	14	6
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	1	0	0	0	1	0	0	1	1
TOTAL:	**0**	**0**	**3**	**6**	**0**	**(1)**	**(2)**	**1**	**0**	**0**	**53**	**15**

	LEFT	THRU	RIGHT
NORTH	6	0	(1)
EAST	0	53	15
SOUTH	0	0	3
WEST	(2)	1	0

AM PROJECT TRIPS

10/03/2024

Intersection of : Saratoga Av & Stevens Creek Bl

Traffix Node Number : 3116

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-126481 TA (3-25000) Retail/Commercial STEVENS CREEK JAGUAR	6	0	0	0	0	8	5	4	5	0	8	0
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	0	0	0	0	0	4	21	15	0	0	-3	0
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	0	0	0	0	0	0	0	10	0	0	16	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	10	0	0	0	0	10	0	2	2	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	22	0	0	0	0	22	0	2	2	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**6**	**0**	**32**	**0**	**0**	**12**	**26**	**61**	**5**	**4**	**25**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	12
EAST	4	25	0
SOUTH	6	0	32
WEST	26	61	5

PM PROJECT TRIPS

10/03/2024

Intersection of : Saratoga Av & Stevens Creek Bl

Traffix Node Number : 3116

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-126481 TA (3-25000) Retail/Commercial STEVENS CREEK JAGUAR	3	0	0	0	0	4	13	10	15	0	4	0
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	0	0	0	0	0	15	2	-12	0	0	7	0
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	0	0	0	0	0	0	0	45	0	0	42	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	5	0	0	0	0	5	0	9	9	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	3	0	0	0	0	3	0	20	20	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	2	0	0	0	0	2	0	2	2	0

TOTAL:	**3**	**0**	**10**	**0**	**0**	**19**	**15**	**53**	**15**	**31**	**84**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	19
EAST	31	84	0
SOUTH	3	0	10
WEST	15	53	15

AM PROJECT TRIPS

10/03/2024

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl

Traffix Node Number : 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
18-104868 TA (3-01422) Mixed Use 335 S. Winchester Blvd.	18	2	7	0	9	0	0	0	11	38	0	0
19-140270 TA (3-24301) Mixed Use Baywood Condo Mixed-Use	2	1	1	1	0	0	0	2	0	0	0	0
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	-1	0	0	0	0	-1	0	13	0	0	3	0
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	0	11	25	29	7	2	4	13	0	16	9	26
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	0	9	2	0	0	0	7	0	0	4	0
PD15-059 LEGACY	38	5	75	0	5	0	0	0	6	23	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	6	8	9	0	45	0	0	0	34	50	0	0

AM PROJECT TRIPS

10/03/2024

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl

Traffix Node Number : 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	4	13	29	0	107	0	0	0	40	242	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	1	0	0	2	0	0	0	2	0	0	0
TOTAL:	**68**	**41**	**155**	**32**	**175**	**1**	**4**	**35**	**93**	**369**	**16**	**26**

	LEFT	THRU	RIGHT
NORTH	32	175	1
EAST	369	16	26
SOUTH	68	41	155
WEST	4	35	93

PM PROJECT TRIPS

10/03/2024

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl

Traffix Node Number : 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
18-104868 TA (3-01422) Mixed Use 335 S. Winchester Blvd.	9	4	18	0	2	0	0	0	3	9	0	0
19-140270 TA (3-24301) Mixed Use Baywood Condo Mixed-Use	2	1	1	1	0	0	0	2	0	0	0	0
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	0	0	0	0	0	-1	-2	0	-2	0	10	0
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	0	38	86	120	41	14	13	46	0	93	50	122
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	0	8	0	0	0	0	5	0	0	4	-1
PD15-059 LEGACY	34	10	60	0	12	0	0	0	19	78	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	32	43	48	0	25	0	0	0	19	29	0	0

PM PROJECT TRIPS

10/03/2024

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl

Traffix Node Number : 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	35	95	215	0	17	0	0	0	6	40	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	6	8	1	0	8	0	0	0	6	1	0	0
TOTAL:	**118**	**199**	**437**	**121**	**105**	**13**	**11**	**53**	**51**	**250**	**64**	**121**

	LEFT	THRU	RIGHT
NORTH	121	105	13
EAST	250	64	121
SOUTH	118	199	437
WEST	11	53	51

AM PROJECT TRIPS

10/03/2024

Intersection of : S Cypress Av & Stevens Creek Bl

Traffix Node Number : 3442

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	0	0	81	0	0	9	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**81**	**0**	**0**	**9**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	9	0
SOUTH	0	0	0
WEST	0	81	0

PM PROJECT TRIPS

10/03/2024

Intersection of : S Cypress Av & Stevens Creek Bl

Traffix Node Number : 3442

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	0	0	14	0	0	72	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**72**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	72	0
SOUTH	0	0	0
WEST	0	14	0

AM PROJECT TRIPS

10/03/2024

Intersection of : San Tomas Ex & Stevens Creek Bl

Traffix Node Number : 5405

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	-4	0	0	0	0	0	0	13	2	0	1	0
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	1	0	0	0	0	0	0	16	0	1	10	0
PD15-059 LEGACY	0	0	0	3	0	0	0	3	0	0	6	7
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	15	0	0	0	19	0	0	3	2
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	34	0	0	0	46	0	0	5	3
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	1	0	0	0	1	0	0	1	0

TOTAL:	**(3)**	**0**	**0**	**53**	**0**	**0**	**0**	**98**	**2**	**1**	**26**	**12**

	LEFT	THRU	RIGHT
NORTH	53	0	0
EAST	1	26	12
SOUTH	(3)	0	0
WEST	0	98	2

PM PROJECT TRIPS

10/03/2024

Intersection of : San Tomas Ex & Stevens Creek Bl

Traffix Node Number : 5405

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-040082 TA (3-02236) Mixed Use Stevens Creek Promenade Residential and Hotel	-1	0	0	0	0	0	0	-4	-8	0	8	0
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	3	0	0	0	0	0	0	42	0	3	45	0
PD15-059 LEGACY	0	0	0	9	0	0	0	9	0	0	6	6
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	8	0	0	0	11	0	0	18	14
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	5	0	0	0	8	0	0	40	31
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	3	0	0	0	3	0	0	3	3

TOTAL:	**2**	**0**	**0**	**25**	**0**	**0**	**0**	**69**	**(8)**	**3**	**120**	**54**

	LEFT	**THRU**	**RIGHT**
NORTH	25	0	0
EAST	3	120	54
SOUTH	2	0	0
WEST	0	69	(8)

AM PROJECT TRIPS

10/03/2024

Intersection of : Moorpark Av & San Tomas Ex

Traffix Node Number : 5406

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	0	0	0	0	0	73	112	13	0	0	15	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	10	0	0	0	0	3	0	2	1	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	22	0	0	0	0	8	0	2	1	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**32**	**0**	**0**	**73**	**112**	**24**	**0**	**4**	**17**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	73
EAST	4	17	0
SOUTH	0	0	32
WEST	112	24	0

PM PROJECT TRIPS

10/03/2024

Intersection of : Moorpark Av & San Tomas Ex

Traffix Node Number : 5406

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	0	0	0	0	0	64	39	8	0	0	8	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	5	0	0	0	0	2	0	9	3	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	3	0	0	0	0	1	0	20	6	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	2	0	0	0	0	1	0	2	1	0
TOTAL:	**0**	**0**	**10**	**0**	**0**	**64**	**39**	**12**	**0**	**31**	**18**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	64
EAST	31	18	0
SOUTH	0	0	10
WEST	39	12	0

AM PROJECT TRIPS

10/03/2024

Intersection of : San Tomas Ex & Williams Rd

Traffix Node Number : 5427

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	100	0	0	0	0	0	0	8	40	0	25	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	19	0	0	2	0	1	0	0	0	0	1
TOTAL:	**100**	**19**	**0**	**0**	**2**	**0**	**1**	**8**	**40**	**0**	**25**	**1**

	LEFT	THRU	RIGHT
NORTH	0	2	0
EAST	0	25	1
SOUTH	100	19	0
WEST	1	8	40

PM PROJECT TRIPS

10/03/2024

Intersection of : San Tomas Ex & Williams Rd

Traffix Node Number : 5427

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
23-082627 TA (3-13864) Institutional 3800 Blackford Avenue (Stratford School)	28	0	0	0	0	0	0	15	51	0	8	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	3	0	1	17	1	0	0	0	0	0	0
TOTAL:	**28**	**3**	**0**	**1**	**17**	**1**	**0**	**15**	**51**	**0**	**8**	**0**

	LEFT	THRU	RIGHT
NORTH	1	17	1
EAST	0	8	0
SOUTH	28	3	0
WEST	0	15	51

Appendix E
Volume Sheets

400 Saratoga Ave
Santa Clara, CA

Intersection Number: 1
Traffix Node Number: 5420
Intersection Name: San Tomas Expressway and Forbes Avenue
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements: Southbound Approach RT	SB TH	SB LT	Westbound Approach RT	WB TH	WB LT	Northbound Approach RT	NB TH	NB LT	Eastbound Approach RT	EB TH	EB LT	Total
Existing Conditions	78	1131	22	100	82	39	12	2694	45	49	51	105	4408
Approved Project Trips													
CSJ ATI	0	59	0	0	0	0	0	25	0	0	0	0	84
80 Saratoga Ave (Santa Clara)	0	4	0	0	0	0	0	15	0	0	0	0	19
1957 Pruneridge Ave (Santa Clara)	0	1	0	0	0	0	0	3	0	0	0	0	4
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1-3 (Santa Clara)	8	12	9	8	8	8	0	28	1	4	5	3	94
Total Approved Trips	*8*	*76*	*9*	*8*	*8*	*8*	*0*	*71*	*1*	*4*	*5*	*3*	*201*
Background Conditions	86	1207	31	108	90	47	12	2765	46	53	56	108	4609
Proposed Project Trips	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*0*	*0*	*26*
Background + Project Conditions	86	1213	31	108	90	47	12	2785	46	53	56	108	4635
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	5	0	0	0	0	0	6	0	0	0	0	11
3896 Stevens Creek Boulevard	0	11	0	0	0	0	0	34	0	0	0	0	45
Total Pending Trips	*0*	*16*	*0*	*0*	*0*	*0*	*0*	*40*	*0*	*0*	*0*	*0*	*56*
Cumlative No Project Conditions	86	1223	31	108	90	47	12	2805	46	53	56	108	4665
Cumulative + Project Conditions	86	1229	31	108	90	47	12	2825	46	53	56	108	4691
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 2
Traffix Node Number: 5421
Intersection Name: San Tomas Expressway and Pruneridge Avenue
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements: Southbound Approach RT	SB TH	SB LT	Westbound Approach RT	WB TH	WB LT	Northbound Approach RT	NB TH	NB LT	Eastbound Approach RT	EB TH	EB LT	Total
Existing Conditions	145	949	102	201	463	3	14	2339	255	203	288	203	5165
Approved Project Trips													
CSJ ATI	0	59	0	0	0	0	0	25	0	0	0	0	84
80 Saratoga Ave (Santa Clara)	0	4	0	0	0	0	0	15	0	0	0	0	19
1957 Pruneridge Ave (Santa Clara)	0	0	1	3	1	0	0	0	0	0	0	0	5
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1-3 (Santa Clara)	3	8	1	9	8	4	4	23	8	8	0	5	81
Total Approved Trips	*3*	*71*	*2*	*12*	*9*	*4*	*4*	*63*	*8*	*8*	*0*	*5*	*189*
Background Conditions	148	1020	104	213	472	7	18	2402	263	211	288	208	5354
Proposed Project Trips	*0*	*0*	*6*	*20*	*12*	*20*	*5*	*0*	*0*	*0*	*4*	*0*	*67*
Background + Project Conditions	148	1020	110	233	484	27	23	2402	263	211	292	208	5421
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	5	0	0	0	0	0	6	0	0	0	0	11
3896 Stevens Creek Boulevard	0	11	0	0	0	0	0	35	0	0	0	0	46
Total Pending Trips	*0*	*16*	*0*	*0*	*0*	*0*	*0*	*41*	*0*	*0*	*0*	*0*	*57*
Cumlative No Project Conditions	148	1036	104	213	472	7	18	2443	263	211	288	208	5411
Cumulative + Project Conditions	148	1036	110	233	484	27	23	2443	263	211	292	208	5478
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Saratoga Avenue and Pruneridge Avenue
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions	114	318	28	36	568	154	128	288	18	9	291	92	*2044*
Approved Project Trips													
CSJ ATI	0	6	0	0	0	0	0	13	0	0	0	0	*19*
80 Saratoga Ave (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1957 Pruneridge Ave (Santa Clara)	0	0	0	0	4	4	1	0	0	0	1	0	*10*
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1-3 (Santa Clara)	0	18	0	0	21	0	0	17	0	0	5	0	*61*
Total Approved Trips	*0*	*24*	*0*	*0*	*25*	*4*	*1*	*30*	*0*	*0*	*6*	*0*	*90*
Background Conditions	114	342	28	36	593	158	129	318	18	9	297	92	*2134*
Proposed Project Trips	*3*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*6*	*16*	*4*	*8*	*38*
Background + Project Conditions	117	342	28	36	594	158	129	318	24	25	301	100	*2172*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3896 Stevens Creek Boulevard	0	1	0	0	0	0	0	0	0	0	0	0	*1*
Total Pending Trips	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
Cumlative No Project Conditions	114	343	28	36	593	158	129	318	18	9	297	92	*2135*
Cumulative + Project Conditions	117	343	28	36	594	158	129	318	24	25	301	100	*2173*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 4
Traffix Node Number: 5422
Intersection Name: San Tomas Expressway and Saratoga Avenue
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions	195	964	1	31	338	131	232	2273	18	35	255	299	*4772*
Approved Project Trips													
CSJ ATI	6	53	0	0	6	0	0	12	0	0	13	13	*103*
80 Saratoga Ave (Santa Clara)	4	0	0	0	0	0	0	0	0	0	0	15	*19*
1957 Pruneridge Ave (Santa Clara)	0	0	0	0	3	1	0	0	0	0	1	0	*5*
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1-3 (Santa Clara)	9	4	7	3	7	8	1	20	7	3	9	11	*89*
Total Approved Trips	*19*	*57*	*7*	*3*	*16*	*9*	*1*	*32*	*7*	*3*	*23*	*39*	*216*
Background Conditions	214	1021	8	34	354	140	233	2305	25	38	278	338	*4988*
Proposed Project Trips	*16*	*4*	*0*	*0*	*12*	*4*	*1*	*1*	*0*	*0*	*4*	*4*	*46*
Background + Project Conditions	230	1025	8	34	366	144	234	2306	25	38	282	342	*5034*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	5	0	0	0	0	0	6	0	0	0	0	*11*
3896 Stevens Creek Boulevard	12	0	0	0	1	0	0	18	0	0	0	17	*48*
Total Pending Trips	*12*	*5*	*0*	*0*	*1*	*0*	*0*	*24*	*0*	*0*	*0*	*17*	*59*
Cumlative No Project Conditions	226	1026	8	34	355	140	233	2329	25	38	278	355	*5047*
Cumulative + Project Conditions	242	1030	8	34	367	144	234	2330	25	38	282	359	*5093*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 5
Traffix Node Number: 3116
Intersection Name: Saratoga Avenue and Stevens Creek Boulevard
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions	213	329	44	52	880	73	126	429	107	77	223	74	2627
Approved Project Trips													
CSJ ATI	12	0	0	0	25	4	32	0	6	5	61	26	171
80 Saratoga Ave (Santa Clara)	12	21	12	4	0	0	0	6	0	0	0	4	59
1957 Pruneridge Ave (Santa Clara)	1	2	0	0	0	0	0	1	0	0	0	0	4
45 Cronin Dr (Santa Clara)	0	0	0	0	10	0	0	0	0	0	9	0	19
City Place Phases 1-3 (Santa Clara)	0	23	0	0	7	0	0	23	0	0	16	0	69
Total Approved Trips	*25*	*46*	*12*	*4*	*42*	*4*	*32*	*30*	*6*	*5*	*86*	*30*	*322*
Background Conditions	238	375	56	56	922	77	158	459	113	82	309	104	2949
Proposed Project Trips	*4*	*24*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*1*	*36*
Background + Project Conditions	242	399	56	56	922	77	158	466	113	82	309	105	2985
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	0	0	0	10	8	8	0	0	0	9	0	35
3896 Stevens Creek Boulevard	0	6	6	0	15	6	14	17	37	6	6	0	113
Total Pending Trips	*0*	*6*	*6*	*0*	*25*	*14*	*22*	*17*	*37*	*6*	*15*	*0*	*148*
Cumlative No Project Conditions	238	381	62	56	947	91	180	476	150	88	324	104	3097
Cumulative + Project Conditions	242	405	62	56	947	91	180	483	150	88	324	105	3133
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 6
Traffix Node Number: 3103
Intersection Name: Saratoga Avenue and Kiely Boulevard
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions	32	504	14	32	47	166	67	580	489	522	20	42	2515
Approved Project Trips													
CSJ ATI	0	40	0	0	0	0	0	64	31	103	0	0	238
80 Saratoga Ave (Santa Clara)	0	21	0	0	0	0	0	6	0	0	0	0	27
1957 Pruneridge Ave (Santa Clara)	0	2	0	0	0	0	0	1	0	0	0	0	3
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	8	7	0	0	15
City Place Phases 1-3 (Santa Clara)	0	23	0	0	0	0	0	23	0	0	0	0	46
Total Approved Trips	*0*	*86*	*0*	*0*	*0*	*0*	*0*	*94*	*39*	*110*	*0*	*0*	*329*
Background Conditions	32	590	14	32	47	166	67	674	528	632	20	42	2844
Proposed Project Trips	*0*	*24*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*31*
Background + Project Conditions	32	614	14	32	47	166	67	681	528	632	20	42	2875
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	8	0	0	0	0	0	8	0	0	0	0	16
3896 Stevens Creek Boulevard	0	23	0	0	0	25	9	8	0	0	0	0	65
Total Pending Trips	*0*	*31*	*0*	*0*	*0*	*25*	*9*	*16*	*0*	*0*	*0*	*0*	*81*
Cumlative No Project Conditions	32	621	14	32	47	191	76	690	528	632	20	42	2925
Cumulative + Project Conditions	32	645	14	32	47	191	76	697	528	632	20	42	2956
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 7
Traffix Node Number: 3038
Intersection Name: Saratoga Avenue and I-280 (N)
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions	403	1001	76	35	111	118	408	775	638	0	0	0	3565
Approved Project Trips													
CSJ ATI	16	128	0	0	0	0	0	95	176	0	0	0	415
80 Saratoga Ave (Santa Clara)	12	9	0	0	0	0	0	6	0	0	0	0	27
1957 Pruneridge Ave (Santa Clara)	2	0	0	0	0	0	0	1	0	0	0	0	3
45 Cronin Dr (Santa Clara)	0	7	0	0	0	0	0	8	0	0	0	0	15
City Place Phases 1-3 (Santa Clara)	12	11	0	0	0	0	0	23	0	0	0	0	46
Total Approved Trips	*42*	*155*	*0*	*0*	*0*	*0*	*0*	*133*	*176*	*0*	*0*	*0*	506
Background Conditions	445	1156	76	35	111	118	408	908	814	0	0	0	4071
Proposed Project Trips	*12*	*12*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	31
Background + Project Conditions	457	1168	76	35	111	118	408	915	814	0	0	0	4102
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	2	6	0	0	0	0	0	8	0	0	0	0	16
3896 Stevens Creek Boulevard	27	21	0	0	0	0	0	16	0	0	0	0	64
Total Pending Trips	*29*	*27*	*0*	*0*	*0*	*0*	*0*	*24*	*0*	*0*	*0*	*0*	80
Cumlative No Project Conditions	474	1183	76	35	111	118	408	932	814	0	0	0	4151
Cumulative + Project Conditions	486	1195	76	35	111	118	408	939	814	0	0	0	4182
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 8
Traffix Node Number: 3039
Intersection Name: Saratoga Avenue and I-280 (S)
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions	0	1092	575	0	0	0	811	1364	0	274	4	228	4348
Approved Project Trips													
CSJ ATI	0	237	45	0	0	0	184	260	0	145	0	3	874
80 Saratoga Ave (Santa Clara)	0	0	9	0	0	0	0	0	0	0	0	3	12
1957 Pruneridge Ave (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	1	1
45 Cronin Dr (Santa Clara)	0	7	0	0	0	0	0	8	0	0	0	0	15
City Place Phases 1-3 (Santa Clara)	0	0	11	0	0	0	0	0	0	0	0	12	23
Total Approved Trips	*0*	*244*	*65*	*0*	*0*	*0*	*184*	*268*	*0*	*145*	*0*	*19*	925
Background Conditions	0	1336	640	0	0	0	995	1632	0	419	4	247	5273
Proposed Project Trips	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	16
Background + Project Conditions	0	1336	652	0	0	0	995	1632	0	419	4	251	5289
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	4	2	0	0	0	0	4	0	0	0	2	12
3896 Stevens Creek Boulevard	0	1	21	0	0	0	0	1	0	0	0	9	32
Total Pending Trips	*0*	*5*	*23*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*11*	44
Cumlative No Project Conditions	0	1341	663	0	0	0	995	1637	0	419	4	258	5317
Cumulative + Project Conditions	0	1341	675	0	0	0	995	1637	0	419	4	262	5333
check	0	0	0	0	0	0	0	0	0	0	0	0	0

400 Saratoga Ave
Santa Clara, CA

Intersection Number: 9
Traffix Node Number: 67
Intersection Name: Kiely Boulevard and Pruneridge Avenue
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	59	241	103	90	758	35	73	316	84	50	513	57	*2379*
Approved Project Trips													
CSJ ATI	0	-1	0	0	0	0	0	0	0	0	0	0	*-1*
80 Saratoga Ave (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1957 Pruneridge Ave (Santa Clara)	0	0	0	0	1	0	0	0	0	0	0	0	*1*
45 Cronin Dr (Santa Clara)	0	5	0	0	0	0	0	5	0	0	0	0	*10*
City Place Phases 1-3 (Santa Clara)	0	0	0	0	19	0	0	0	0	0	13	0	*32*
Total Approved Trips	*0*	*4*	*0*	*0*	*20*	*0*	*0*	*5*	*0*	*0*	*13*	*0*	*42*
Background Conditions	59	245	103	90	778	35	73	321	84	50	526	57	*2421*
Proposed Project Trips	*0*	*0*	*1*	*4*	*8*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*16*
Background + Project Conditions	59	245	104	94	786	35	73	321	84	50	529	57	*2437*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	2	0	0	0	0	0	2	0	0	0	0	*4*
3896 Stevens Creek Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*4*
Cumlative No Project Conditions	59	247	103	90	778	35	73	323	84	50	526	57	*2425*
Cumulative + Project Conditions	59	247	104	94	786	35	73	323	84	50	529	57	*2441*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 10
Traffix Node Number: 5405
Intersection Name: San Tomas Expressway and Stevens Creek Boulevard
Peak Hour: AM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	48	930	167	252	806	360	277	2212	367	282	288	70	*6059*
Approved Project Trips													
CSJ ATI	0	0	53	12	26	1	0	0	-3	2	98	0	*189*
80 Saratoga Ave (Santa Clara)	0	0	0	0	3	0	0	0	1	3	9	0	*16*
1957 Pruneridge Ave (Santa Clara)	0	1	0	0	0	0	0	0	0	0	0	0	*1*
45 Cronin Dr (Santa Clara)	0	0	0	0	10	0	0	0	0	0	9	0	*19*
City Place Phases 1-3 (Santa Clara)	1	5	7	67	1	6	9	45	5	3	7	6	*162*
Total Approved Trips	*1*	*6*	*60*	*79*	*40*	*7*	*9*	*45*	*3*	*8*	*123*	*6*	*387*
Background Conditions	49	936	227	331	846	367	286	2257	370	290	411	76	*6446*
Proposed Project Trips	*0*	*4*	*4*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*10*
Background + Project Conditions	49	940	231	332	846	367	286	2258	370	290	411	76	*6456*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	0	5	6	18	4	4	0	0	0	9	0	*46*
3896 Stevens Creek Boulevard	0	0	0	0	9	0	0	0	3	8	22	18	*60*
Total Pending Trips	*0*	*0*	*5*	*6*	*27*	*4*	*4*	*0*	*3*	*8*	*31*	*18*	*106*
Cumlative No Project Conditions	49	936	232	337	873	371	290	2257	373	298	442	94	*6552*
Cumulative + Project Conditions	49	940	236	338	873	371	290	2258	373	298	442	94	*6562*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 1
Traffix Node Number: 5420
Intersection Name: San Tomas Expressway and Forbes Avenue
Peak Hour: PM
Date of Analysis: 03/20/25
Count Date: 08/27/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	109	2708	39	41	53	41	54	1228	41	59	44	67	*4484*
Approved Project Trips													
CSJ ATI	0	34	0	0	0	0	0	61	0	0	0	0	*95*
80 Saratoga Ave (Santa Clara)	0	16	0	0	0	0	0	11	0	0	0	0	*27*
1957 Pruneridge Ave (Santa Clara)	0	4	0	0	0	0	0	2	0	0	0	0	*6*
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1-3 (Santa Clara)	7	10	7	6	2	8	8	29	2	6	9	8	*102*
Total Approved Trips	*7*	*64*	*7*	*6*	*2*	*8*	*8*	*103*	*2*	*6*	*9*	*8*	*230*
Background Conditions	116	2772	46	47	55	49	62	1331	43	65	53	75	*4714*
Proposed Project Trips	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*30*
Background + Project Conditions	116	2790	46	47	55	49	62	1343	43	65	53	75	*4744*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	-2	0	0	0	0	0	-2	0	0	0	0	*-4*
3896 Stevens Creek Boulevard	0	27	0	0	0	0	0	18	0	0	0	0	*45*
Total Pending Trips	*0*	*25*	*0*	*0*	*0*	*0*	*0*	*16*	*0*	*0*	*0*	*0*	*41*
Cumlative No Project Conditions	116	2797	46	47	55	49	62	1347	43	65	53	75	*4755*
Cumulative + Project Conditions	116	2815	46	47	55	49	62	1359	43	65	53	75	*4785*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 2
Traffix Node Number: 5421
Intersection Name: San Tomas Expressway and Pruneridge Avenue
Peak Hour: PM
Date of Analysis: 03/20/25
Count Date: 08/27/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	257	2318	218	170	262	6	24	1020	105	217	399	103	*5099*
Approved Project Trips													
CSJ ATI	0	34	0	0	0	0	0	61	0	0	0	0	*95*
80 Saratoga Ave (Santa Clara)	0	16	0	0	0	0	0	11	0	0	0	0	*27*
1957 Pruneridge Ave (Santa Clara)	0	0	4	2	1	0	0	0	0	0	1	0	*8*
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1-3 (Santa Clara)	4	366	1	2	9	2	4	24	5	9	18	0	*444*
Total Approved Trips	*4*	*416*	*5*	*4*	*10*	*2*	*4*	*96*	*5*	*9*	*19*	*0*	*574*
Background Conditions	261	2734	223	174	272	8	28	1116	110	226	418	103	*5673*
Proposed Project Trips	*0*	*0*	*18*	*12*	*8*	*12*	*16*	*0*	*0*	*0*	*13*	*0*	*79*
Background + Project Conditions	261	2734	241	186	280	20	44	1116	110	226	431	103	*5752*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	-2	0	0	0	0	0	-2	0	0	0	0	*-4*
3896 Stevens Creek Boulevard	0	27	0	0	0	0	0	19	0	0	0	0	*46*
Total Pending Trips	*0*	*25*	*0*	*0*	*0*	*0*	*0*	*17*	*0*	*0*	*0*	*0*	*42*
Cumlative No Project Conditions	261	2759	223	174	272	8	28	1133	110	226	418	103	*5715*
Cumulative + Project Conditions	261	2759	241	186	280	20	44	1133	110	226	431	103	*5794*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Saratoga Avenue and Pruneridge Avenue
Peak Hour: PM
Date of Analysis: 03/20/25
Count Date: 08/27/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	87	319	44	40	319	84	168	369	16	5	542	111	*2104*
Approved Project Trips													
CSJ ATI	0	10	0	0	0	0	0	8	0	0	0	0	*18*
80 Saratoga Ave (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1957 Pruneridge Ave (Santa Clara)	0	0	0	0	3	1	4	0	0	0	5	0	*13*
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1-3 (Santa Clara)	0	16	0	0	13	0	0	67	0	0	23	0	*119*
Total Approved Trips	*0*	*26*	*0*	*0*	*16*	*1*	*4*	*75*	*0*	*0*	*28*	*0*	*150*
Background Conditions	87	345	44	40	335	85	172	444	16	5	570	111	*2254*
Proposed Project Trips	*8*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*17*	*9*	*3*	*5*	*48*
Background + Project Conditions	95	345	44	40	341	85	172	444	33	14	573	116	*2302*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3896 Stevens Creek Boulevard	0	0	0	0	0	0	0	1	0	0	0	0	*1*
Total Pending Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*
Cumlative No Project Conditions	87	345	44	40	335	85	172	445	16	5	570	111	*2255*
Cumulative + Project Conditions	95	345	44	40	341	85	172	445	33	14	573	116	*2303*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 4
Traffix Node Number: 5422
Intersection Name: San Tomas Expressway and Saratoga Avenue
Peak Hour: PM
Date of Analysis: 03/20/25
Count Date: 08/27/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	255	2279	8	22	267	157	188	940	17	60	389	175	*4757*
Approved Project Trips													
CSJ ATI	9	25	0	0	10	0	0	54	0	0	8	7	*113*
80 Saratoga Ave (Santa Clara)	16	0	0	0	0	0	0	0	0	0	0	11	*27*
1957 Pruneridge Ave (Santa Clara)	0	0	0	0	1	0	1	0	0	0	3	0	*5*
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1-3 (Santa Clara)	57	257	58	8	8	0	1	28	3	0	8	8	*436*
Total Approved Trips	*82*	*282*	*58*	*8*	*19*	*0*	*2*	*82*	*3*	*0*	*19*	*26*	*581*
Background Conditions	337	2561	66	30	286	157	190	1022	20	60	408	201	*5338*
Proposed Project Trips	*9*	*3*	*0*	*0*	*7*	*2*	*4*	*4*	*0*	*0*	*12*	*12*	*53*
Background + Project Conditions	346	2564	66	30	293	159	194	1026	20	0	420	213	*5331*
check	0	0	0	0	0	0	0	0	0	60	0	0	*60*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	-2	0	0	0	0	0	-2	0	0	0	0	*-4*
3896 Stevens Creek Boulevard	27	0	0	0	1	-1	0	10	0	0	1	10	*48*
Total Pending Trips	*27*	*-2*	*0*	*0*	*1*	*-1*	*0*	*8*	*0*	*0*	*1*	*10*	*44*
Cumlative No Project Conditions	364	2559	66	30	287	156	190	1030	20	60	409	211	*5382*
Cumulative + Project Conditions	373	2562	66	30	294	158	194	1034	20	60	421	223	*5435*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

400 Saratoga Ave
Santa Clara, CA

Intersection Number: 5
Traffix Node Number: 3116
Intersection Name: Saratoga Avenue and Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 03/20/25
Count Date: 08/27/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	126	360	48	46	370	158	222	424	166	174	681	160	*2935*
Approved Project Trips													
CSJ ATI	19	0	0	0	84	31	10	0	3	15	53	15	*230*
80 Saratoga Ave (Santa Clara)	9	16	9	13	0	0	0	23	0	0	0	13	*83*
1957 Pruneridge Ave (Santa Clara)	0	1	0	0	0	0	0	2	0	0	0	1	*4*
45 Cronin Dr (Santa Clara)	0	0	0	0	9	0	0	0	0	0	10	0	*19*
City Place Phases 1-3 (Santa Clara)	0	68	0	0	13	0	0	16	0	0	8	0	*105*
Total Approved Trips	*28*	*85*	*9*	*13*	*106*	*31*	*10*	*41*	*3*	*15*	*71*	*29*	*441*
Background Conditions	154	445	57	59	476	189	232	465	169	189	752	189	*3376*
Proposed Project Trips	*3*	*13*	*0*	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*0*	*4*	*40*
Background + Project Conditions	157	458	57	59	476	189	232	485	169	189	752	193	*3416*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	0	0	0	-3	-3	-3	0	0	0	-3	0	*-12*
3896 Stevens Creek Boulevard	0	15	14	0	8	10	9	10	22	13	9	0	*110*
Total Pending Trips	*0*	*15*	*14*	*0*	*5*	*7*	*6*	*10*	*22*	*13*	*6*	*0*	*98*
Cumlative No Project Conditions	154	460	71	59	481	196	238	475	191	202	758	189	*3474*
Cumulative + Project Conditions	157	473	71	59	481	196	238	495	191	202	758	193	*3514*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 6
Traffix Node Number: 3103
Intersection Name: Saratoga Avenue and Kiely Boulevard
Peak Hour: PM
Date of Analysis: 03/20/25
Count Date: 08/27/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	68	625	23	46	53	122	197	697	687	570	60	62	*3210*
Approved Project Trips													
CSJ ATI	0	51	0	0	0	0	0	30	59	-1	0	0	*139*
80 Saratoga Ave (Santa Clara)	0	16	0	0	0	0	0	23	0	0	0	0	*39*
1957 Pruneridge Ave (Santa Clara)	0	1	0	0	0	0	0	2	0	0	0	0	*3*
45 Cronin Dr (Santa Clara)	0	0	0	0	0	0	0	0	7	8	0	0	*15*
City Place Phases 1-3 (Santa Clara)	0	68	0	0	0	0	0	16	0	0	0	0	*84*
Total Approved Trips	*0*	*136*	*0*	*0*	*0*	*0*	*0*	*71*	*66*	*7*	*0*	*0*	*280*
Background Conditions	68	761	23	46	53	122	197	768	753	577	60	62	*3490*
Proposed Project Trips	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*0*	*0*	*33*
Background + Project Conditions	68	774	23	46	53	122	197	788	753	577	60	62	*3523*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	-3	0	0	0	0	0	-3	0	0	0	0	*-6*
3896 Stevens Creek Boulevard	0	13	0	0	0	14	20	18	0	0	0	0	*65*
Total Pending Trips	*0*	*10*	*0*	*0*	*0*	*14*	*20*	*15*	*0*	*0*	*0*	*0*	*59*
Cumlative No Project Conditions	68	771	23	46	53	136	217	783	753	577	60	62	*3549*
Cumulative + Project Conditions	68	784	23	46	53	136	217	803	753	577	60	62	*3582*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 7
Traffix Node Number: 3038
Intersection Name: Saratoga Avenue and I-280 (N)
Peak Hour: PM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	319	1135	29	16	42	91	88	1568	385	0	0	0	*3673*
Approved Project Trips													
CSJ ATI	-2	53	0	0	0	0	0	88	78	0	0	0	*217*
80 Saratoga Ave (Santa Clara)	9	7	0	0	0	0	0	23	0	0	0	0	*39*
1957 Pruneridge Ave (Santa Clara)	1	0	0	0	0	0	0	2	0	0	0	0	*3*
45 Cronin Dr (Santa Clara)	0	8	0	0	0	0	0	7	0	0	0	0	*15*
City Place Phases 1-3 (Santa Clara)	34	34	0	0	0	0	0	16	0	0	0	0	*84*
Total Approved Trips	*42*	*102*	*0*	*0*	*0*	*0*	*0*	*136*	*78*	*0*	*0*	*0*	*358*
Background Conditions	361	1237	29	16	42	91	88	1704	463	0	0	0	*4031*
Proposed Project Trips	*7*	*7*	*0*	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*0*	*0*	*34*
Background + Project Conditions	368	1244	29	16	42	91	88	1724	463	0	0	0	*4065*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	-1	-2	0	0	0	0	0	-3	0	0	0	0	*-6*
3896 Stevens Creek Boulevard	14	12	0	0	0	0	0	38	0	0	0	0	*64*
Total Pending Trips	*13*	*10*	*0*	*0*	*0*	*0*	*0*	*35*	*0*	*0*	*0*	*0*	*58*
Cumlative No Project Conditions	374	1247	29	16	42	91	88	1739	463	0	0	0	*4089*
Cumulative + Project Conditions	381	1254	29	16	42	91	88	1759	463	0	0	0	*4123*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 8
Traffix Node Number: 3039
Intersection Name: Saratoga Avenue and I-280 (S)
Peak Hour: PM
Count Date: 08/27/24
Date of Analysis: 03/20/25

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1547	532	0	0	0	671	829	0	495	5	305	*4384*
Approved Project Trips													
CSJ ATI	0	168	-4	0	0	0	86	130	0	103	0	8	*491*
80 Saratoga Ave (Santa Clara)	0	0	7	0	0	0	0	0	0	0	0	13	*20*
1957 Pruneridge Ave (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	2	*2*
45 Cronin Dr (Santa Clara)	0	8	0	0	0	0	0	7	0	0	0	0	*15*
City Place Phases 1-3 (Santa Clara)	0	0	34	0	0	0	0	0	0	0	0	8	*42*
Total Approved Trips	*0*	*176*	*37*	*0*	*0*	*0*	*86*	*137*	*0*	*103*	*0*	*31*	*570*
Background Conditions	0	1723	569	0	0	0	757	966	0	598	5	336	*4954*
Proposed Project Trips	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*10*	*17*
Background + Project Conditions	0	1723	576	0	0	0	757	966	0	598	5	346	*4971*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	-1	-1	0	0	0	0	-1	0	0	0	-1	*-4*
3896 Stevens Creek Boulevard	0	2	11	0	0	0	0	0	0	0	0	22	*35*
Total Pending Trips	*0*	*1*	*10*	*0*	*0*	*0*	*0*	*-1*	*0*	*0*	*0*	*21*	*31*
Cumlative No Project Conditions	0	1724	579	0	0	0	757	965	0	598	5	357	*4985*
Cumulative + Project Conditions	0	1724	586	0	0	0	757	965	0	598	5	367	*5002*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 9
Traffix Node Number: 67
Intersection Name: Kiely Boulevard and Pruneridge Avenue
Peak Hour: PM
Date of Analysis: 03/20/25
Count Date: 08/27/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	75	338	121	60	467	66	77	353	71	75	574	71	*2348*
Approved Project Trips													
CSJ ATI	0	-1	0	0	0	0	0	2	0	0	0	0	*1*
80 Saratoga Ave (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1957 Pruneridge Ave (Santa Clara)	0	0	0	0	1	0	0	0	0	0	1	0	*2*
45 Cronin Dr (Santa Clara)	0	5	0	0	0	0	0	5	0	0	0	0	*10*
City Place Phases 1-3 (Santa Clara)	0	0	0	0	18	0	0	0	0	0	27	0	*45*
Total Approved Trips	*0*	*4*	*0*	*0*	*19*	*0*	*0*	*7*	*0*	*0*	*28*	*0*	*58*
Background Conditions	75	342	121	60	486	66	77	360	71	75	602	71	*2406*
Proposed Project Trips	*0*	*0*	*4*	*3*	*5*	*0*	*0*	*0*	*0*	*0*	*9*	*0*	*21*
Background + Project Conditions	75	342	125	0 63	491	66	0 77	360	71	0 75	611	71	*2427*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	-1	0	0	0	0	0	-1	0	0	0	0	*-2*
3896 Stevens Creek Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*-1*	*0*	*0*	*0*	*0*	*0*	*-1*	*0*	*0*	*0*	*0*	*-2*
Cumlative No Project Conditions	75	341	121	60	486	66	77	359	71	75	602	71	*2404*
Cumulative + Project Conditions	75	341	125	63	491	66	77	359	71	75	611	71	*2425*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 10
Traffix Node Number: 5405
Intersection Name: San Tomas Expressway and Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 03/20/25
Count Date: 08/27/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	108	2074	290	212	406	303	263	853	221	427	625	98	*5880*
Approved Project Trips													
CSJ ATI	0	0	25	54	120	3	0	0	2	-8	69	0	*265*
80 Saratoga Ave (Santa Clara)	0	0	0	0	10	0	0	0	3	2	7	0	*22*
1957 Pruneridge Ave (Santa Clara)	0	0	0	0	0	0	0	1	0	0	0	0	*1*
45 Cronin Dr (Santa Clara)	0	0	0	0	9	0	0	0	0	0	10	0	*19*
City Place Phases 1-3 (Santa Clara)	0	68	9	10	6	1	2	9	7	5	3	0	*120*
Total Approved Trips	*0*	*68*	*34*	*64*	*145*	*4*	*2*	*10*	*12*	*-1*	*89*	*0*	*427*
Background Conditions	108	2142	324	276	551	307	265	863	233	426	714	98	*6307*
Proposed Project Trips	*0*	*2*	*3*	*4*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*13*
Background + Project Conditions	108	2144	327	280	551	307	265	867	233	426	714	98	*6320*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
3575 Stevens Creek Blvd (Santa Clara)	0	0	-2	-2	-6	-1	-1	0	0	0	-3	0	*-15*
3896 Stevens Creek Boulevard	-1	0	0	0	17	0	0	0	6	5	14	10	*51*
Total Pending Trips	*-1*	*0*	*-2*	*-2*	*11*	*-1*	*-1*	*0*	*6*	*5*	*11*	*10*	*36*
Cumlative No Project Conditions	107	2142	322	274	562	306	264	863	239	431	725	108	*6343*
Cumulative + Project Conditions	107	2144	325	278	562	306	264	867	239	431	725	108	*6356*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*