



## MEMORANDUM

Date: February 3, 2010

To: Michael Brilliot and Paul Ma, City of San José

From: Mike Wallace and Greg Ripa, Fehr & Peers

**Subject: *Envision San José 2040 General Plan Update –  
Scenarios Analysis Summary***

SJ08-1037

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This memorandum summarizes the technical approach used to develop the transportation performance indicators and the results of the evaluation of the six *Envision San José 2040 General Plan Study Scenarios* using the transportation performance indicators. This memorandum is intended to provide projections of future travel behavior and indicators to inform the Task Force discussion on and selection of a preferred land use scenario, which will form the basis of the *Envision San José 2040* draft General Plan document and Environmental Impact Report.

### KEY FINDINGS

The six *Envision San José 2040 General Plan Study Scenarios* were analyzed using the San José Travel Demand Forecasting (TDF) model. The key findings of this analysis are:

- When considering all trip purposes, the “drive alone” mode share for all trip purposes does not substantially decrease from the 2008 base year in any of the scenarios. However, drive alone mode share does substantially decrease in all scenarios for daily commute trips. Commute trip mode share for transit substantially increases compared to the base year. Scenario 4 (“J”) has the lowest auto mode share and the highest transit mode share for all time periods studied. Scenario 3 (“K”) has the highest auto mode share and the lowest transit mode share for the same periods.
- Future daily transit ridership is expected to increase nearly threefold compared to the 2008 base year. Transit ridership is higher in those scenarios that have higher job growth because jobs located within walking distance to transit typically generate more transit ridership than housing located within the same distance. Scenario 4 (“J”) has the highest projected number of transit boardings, while Scenario 3 (“K”) has the lowest number. This finding is consistent with the mode share findings cited above.
- Total vehicle miles traveled (VMT) increases from the base year to all future scenarios. Scenarios with high amounts of employment have the highest VMT because they have the most job growth, commute trips tend to be the longest trips made, and more workers would commute into the city from outside of the city. Scenario 4 (“J”) has the highest amount of VMT per service population (defined as the number of residents plus number of jobs in the City of San José) and the highest amount of citywide land use based VMT. Scenario 3 (“K”) has the lowest amount of VMT per service population and Scenario 1 (“C”) has the lowest amount of citywide land use based VMT.

- Scenarios that have the highest number of residents and jobs have the highest proportion of congested arterial and collector roadway segments (i.e., those operating with high volume-to-capacity (V/C) ratios of greater than 1.0). This is due to the amount of job and housing growth, long commute trips, and more workers commuting into the city from outside of the city. Scenario 1 (“C”) has the lowest proportion of congested segments during the peak period. Scenario H has the highest proportion of arterial segments operating with a V/C ratio of greater than 1.0 during the peak period, and Scenario 3 (“K”) as the highest proportion of collector segments operating at this level. During the Off-Peak period, minimal variation in uncongested segment operations occurs among scenarios.
- All of the land use scenarios are expected to result in LOS E or F daily operations on approximately 10 percent of the study roadway segments (versus 4 percent of existing study segments). Even with some variation in geographic distribution of future growth, all of the LOS E or F segments are nearly the same for all scenarios. While peak period congestion will increase in certain corridors, the overall City roadway system will continue to have available capacity on a daily basis. As noted above, existing and planned transit systems will absorb a portion of new travel demand from future residential and employment growth.
- The effects of other General Plan policies and programs including “Complete Streets” policies, Transportation Demand Management programs, an expanded bikeway and trail network, and enhanced pedestrian facilities are not explicitly quantified in this memorandum. These policies and programs would further beneficially impact and change the mode share, transit ridership, VMT, and roadway levels of service.

**TECHNICAL APPROACH**

The following sections summarize the technical approach used to calculate and summarize the performance indicators for each of the study scenarios.

**Land Use Allocation**

The Association of Bay Area Governments (ABAG) allocates future land use to each jurisdiction within the bay area in conjunction with its projections of future residents and employment. Future land use estimates within the City of San José were provided by City staff and integrated with regionally approved data from the ABAG projections. The control totals for the ABAG area remained constant for all scenarios by adjusting land use outside of Santa Clara County. In other words, if a scenario differed from the ABAG projections, the difference between the projections for San José and the individual scenario’s land use was distributed among the remainder of jurisdictions in the bay area region. For example, if a scenario included 2,000 fewer dwelling units than the ABAG projections, those 2,000 dwelling units would be added to other cities in the bay area such as Redwood City, Oakland, and Walnut Creek. For the purposes of this analysis, service population is defined as the number of residents plus the amount of employment (number of jobs) in the City of San José. **Table 1** shows the number of dwelling units, the number of residents, and the employment in the City of San José for each scenario.

TABLE 1 LAND USE SUMMARY							
	Amount of Land Use						
	2008 (Base Yr.)	SJGP 2020	Scen. 1 “C”	Scen. 2 “E”	Scen. 3 “K”	Scen. 4 “J”	Scen. H
Total Land Use							
<i>Dwelling Units</i>	309,350	391,460	398,000	445,000	468,320	398,000	445,000
<i>Employment</i>	369,450	625,000	716,000	730,000	708,980	895,500	801,000
Land Use Growth from 2008 Base Year							
<i>Dwelling Units</i>	-	82,110	88,650	135,650	158,970	88,650	135,650
<i>Employment</i>	-	255,550	346,550	360,550	339,530	526,050	431,550

Source: City of San José, 2009.

**City of San José Travel Demand Forecasting Model**

The San José TDF model was originally created using the Santa Clara County Congestion Management Program (CMP) regional TDF model maintained by the VTA as a base. The VTA model contains all cities and counties within the model’s extents roughly bounded by southern Monterey County, eastern San Joaquin County, northern Sonoma County, and the Pacific Ocean. The San José model is a windowed sub-area model of the VTA model – it maintains the general inputs (roadway network, land use, trip generation rates, etc.), structure and process as the VTA model, but with refinement within the City of San José. This allows regional travel patterns and behavior to be accounted for in the focused area of San José, which will become more important with the recent legislative requirements associated with greenhouse gas quantification and impacts. The City’s TDF model was calibrated and validated to average mid-week traffic conditions. The land use data, roadway network, and counts used in the base year validation reflect April and May 2008 conditions.

The City's TDF model was used to develop citywide daily vehicle trips (VT), vehicle hours traveled (VHT), vehicle miles traveled (VMT), and roadway segment forecasts. As mentioned previously, the San José TDF model has a 2008 base year and a 2035 future year that reflects 27 years of growth in the City of San José and the region. Future land use estimates within the City of San José were provided by City staff and integrated with regionally approved data from the ABAG projections used in the VTA TDF model. The 2035 roadway assumptions are also consistent with the VTA TDF model and the *Valley Transportation Plan 2035* (Valley Transportation Authority, January 2009).

### ***Vehicle Hours Traveled, Vehicle Trips, and Vehicle Miles Traveled***

Based on the state-of-the-practice technique for determining the VHT, VT, and VMT estimates from municipalities, the following assumptions were used to allocate land use based VMT to the City of San José:

- Internal-internal (II): All daily trips made entirely within the San José city limits.
- One-half of internal-external (IX): One-half of daily trips with an origin within San José city limits and destination outside of San José. This assumes that San José shares half the responsibility for trips traveling from other municipalities.
- One-half of external-internal (XI): One-half of daily trips with an origin outside of San José city limits and destination within San José. Similar to the IX trips, San José shares the responsibility of trips traveling to other municipalities.
- External-external (XX): Trips through the city are not included. This approach is consistent with the concept used for the IX and XI trips. Therefore, the XX VHT, VT, and VMT would be assigned to other municipalities such as Santa Clara, Morgan Hill, Campbell, and Milpitas.

However, city roadway VMT uses a different set of assumptions as the ones above. City roadway based VMT includes the total VMT projected to occur on roadways within a jurisdiction's boundaries (e.g. the San José city limit) due to land use within San José, as well as the surrounding cities and unincorporated areas within the VTA model area (roughly bounded by Monterey County, San Joaquin County, Sonoma County, and the Pacific Ocean).

These approaches quantify the City-related VHT, VT, and VMT so City staff and decision makers can develop policies to alter VT, VMT and green house gas (GHG) emissions.

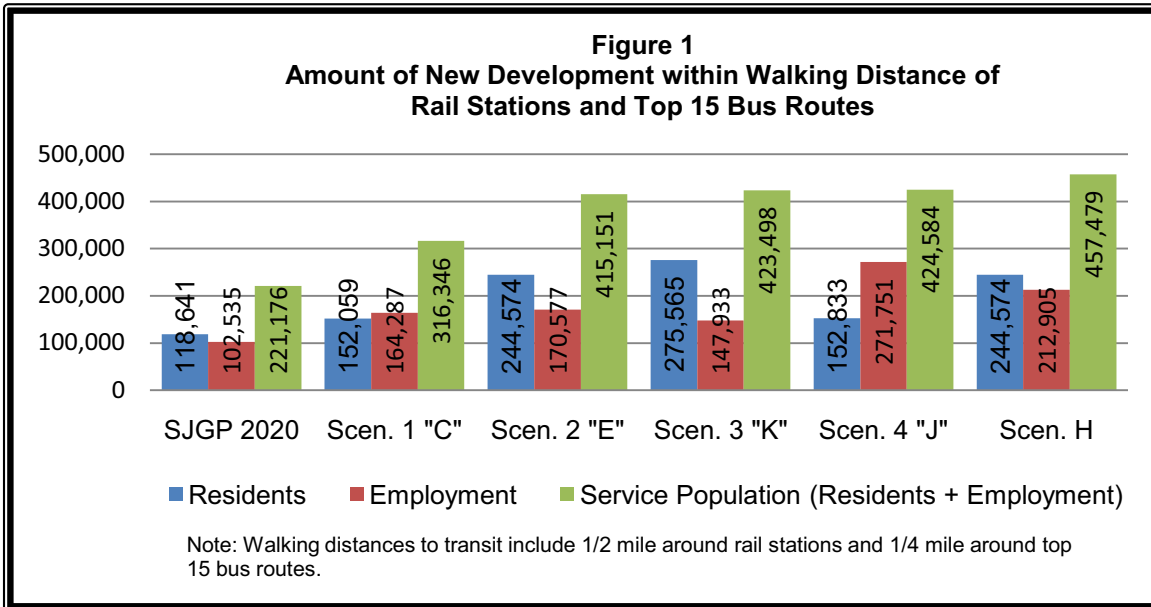
### ***Access to Transit***

Fehr & Peers staff used geographic information system (GIS) software to calculate the employment, number of residents, and school enrollment within an approximate ½-mile walking distance of rail stations and within a ¼-mile walking distance of the top 15 bus routes in the City of San José. These locations included:

- Caltrain stations (e.g., San José Diridon and Blossom Hill)
- Light rail stations (e.g., Santa Clara, Cottle, Fruitdale, and Tasman)
- Future BART stations (e.g., Alum Rock and Berryessa)
- Bus routes 22, 23, 25, 26, 55, 60, 64, 66, 68, 70, 71, 72, 73, 77, and 522

**Figure 1** shows the amount of new development within a ½-mile walking distance around each of the rail stations in San José and a ¼-mile walking distance around each of the top 15 bus routes. This corresponds to approximately 50 percent of new growth falling within walking distance to rail

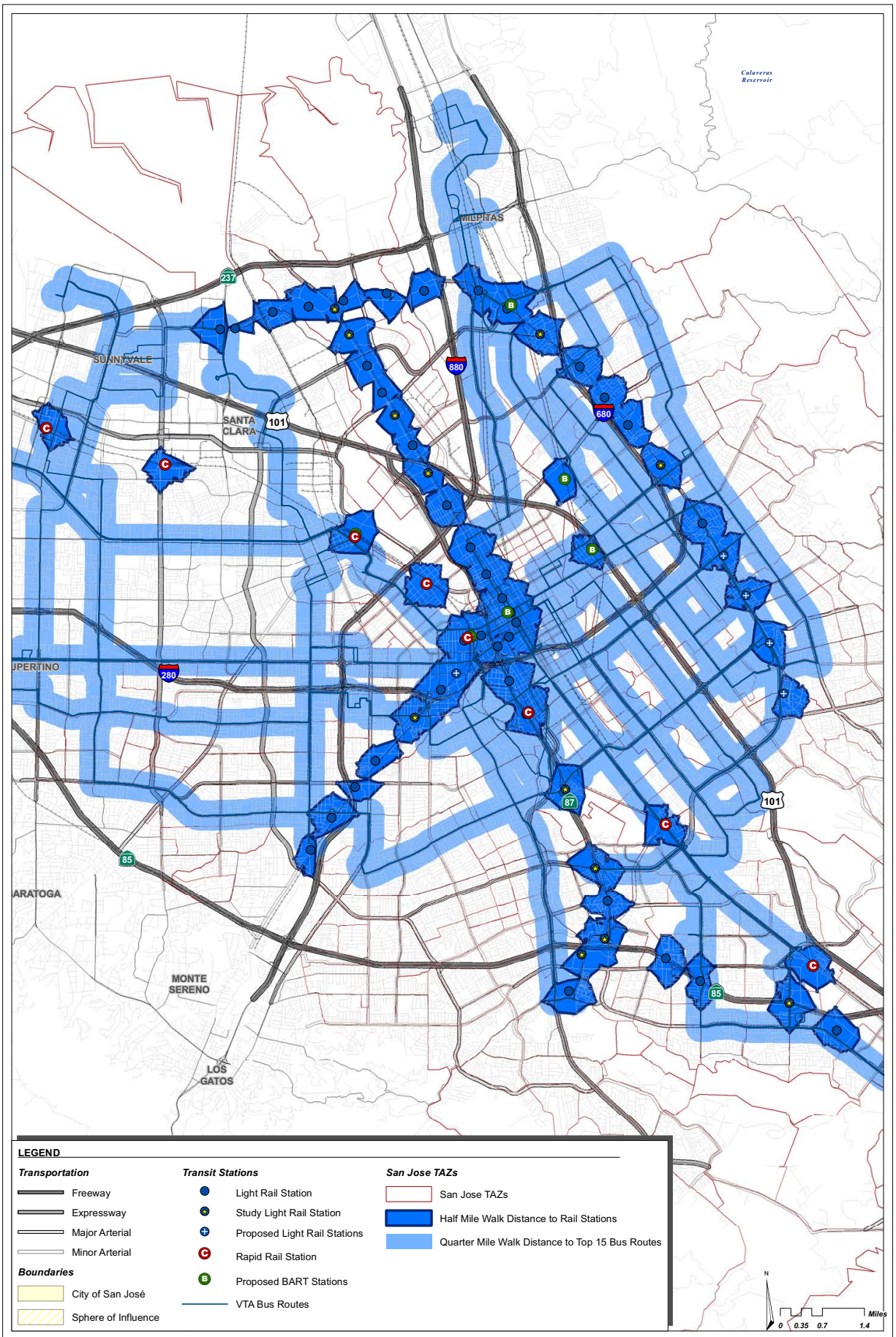
stations and the top 15 bus routes. **Figure 2** shows the locations of the rail stations and the top 15 routes and the aforementioned walking distances. **Table 2** shows the number of residents and jobs within the approximate 1/2-mile walking distance around each of the rail stations and the proportion of each citywide total.



**TABLE 2**  
**RAIL TRANSIT ACCESS SUMMARY**

Population Category	Number within 2500 feet of a Rail Station and the Percent of Citywide Total (Existing and New Development)						
	2008 (Base Yr.)	SJGP 2020	Scen. 1 "C"	Scen. 2 "E"	Scen. 3 "K"	Scen. 4 "J"	Scen. H
Residents	130,190 13.3%	228,810 18.4%	<b>253,180</b> 20.1%	289,090 20.5%	<b>295,420</b> 19.9%	256,190 20.3%	289,090 20.5%
Employment	103,830 28.1%	200,500 32.1%	228,180 31.9%	229,850 31.5%	<b>219,090</b> 30.9%	<b>275,980</b> 30.8%	250,560 31.3%

**Bold green** text indicates the best scenario (excluding SJGP2020) and **bold red** text indicates the worst scenario (excluding SJGP2020).  
 The values shown have been rounded for presentation purposes.  
 Source: Fehr & Peers, 2010.



## SUMMARY OF ANALYSIS RESULTS

The following sections summarize the key findings and major differences between each of the land use scenarios. This summary is based on the model performance indicators and assumes the same roadway and transit systems for each scenario. Detailed tables with the performance indicators and their values are included as **Attachments A and B**.

### *Mode Share*

Because there are differences in the location, intensity and mix of land uses, the distribution of person trips amongst the various travel modes (auto, bike, transit, and walk) or mode share varies between the baseline conditions and each land use scenario. For example, the transit mode share increases from the 2008 base year to the future year because of the increased focus of land use growth around rail stations and key bus lines. **Tables 3 and 4** show the daily and peak period total mode share percentages for all purposes, respectively. It is important to note that walking to/from transit and driving to transit trips shown on **Tables 3 and 4** are not included in the mode share percentages, but the amounts are shown for presentation purposes. Drive to transit trips are the same for both the daily and peak periods because all parking spaces at the transit stations are assumed to be full during the off-peak period. The TDF model does not explicitly report off-peak transit station drop-off trips.

Scenario 4 (“J”) has approximately 50,000 more peak period transit riders than the next highest scenario and has approximately 90-100,000 more peak period riders than the other three scenarios. Scenario 4 (“J”) also has the highest amount of combined bicycle and pedestrian trips. On the other hand, Scenario 3 (“K”) has the lowest amount of transit riders and has neither the highest nor lowest amount of combined bicycle and pedestrian trips.

While the TDF model has been enhanced to account for the design, diversity, and density of land uses within relatively small geographic areas, the model is not sensitive enough to account for all future bike and walk trips within smaller neighborhood areas that will occur as a result of smart growth development and pertinent General Plan policies. Thus, the mode shares presented in **Tables 3 and 4** are assumed to be conservative (i.e., they include a higher than anticipated auto share) in each case.

**TABLE 3  
 TDF MODEL TOTAL DAILY MODE SHARE**

Mode	Number of Person Trips and Percent Mode Share for all Purposes						
	2008 (Base Yr.)	SJGP 2020	Scen. 1 "C"	Scen. 2 "E"	Scen. 3 "K"	Scen. 4 "J"	Scen. H
Drive Alone	2,057,590 55.1%	2,833,830 54.9%	<b>3,007,760</b> <b>54.9%</b>	3,221,860 54.7%	3,291,520 54.7%	3,286,680 <b>54.5%</b>	<b>3,346,820</b> 54.6%
Shared Ride 2	550,710 14.7%	787,790 15.3%	<b>819,480</b> 14.9%	886,160 15.1%	<b>915,090</b> <b>15.2%</b>	868,010 <b>14.4%</b>	911,060 14.9%
Shared Ride 3+	781,580 20.9%	962,380 18.7%	<b>1,008,690</b> 18.4%	1,083,530 18.4%	<b>1,120,270</b> <b>18.6%</b>	1,075,290 <b>17.8%</b>	1,116,430 18.2%
Auto Subtotal	3,389,880 90.7%	4,583,990 88.9%	<b>4,835,930</b> 88.2%	5,191,540 88.2%	5,326,880 <b>88.5%</b>	5,229,980 <b>86.7%</b>	<b>5,374,310</b> 87.6%
Transit	96,630 2.6%	235,350 4.6%	<b>275,780</b> 5.0%	283,600 4.8%	275,960 <b>4.6%</b>	<b>384,850</b> <b>6.4%</b>	329,610 5.4%
Drive to Transit*	10,400	79,550	99,570	95,900	<b>88,590</b>	<b>166,720</b>	124,800
Walk to/from Transit*	184,170	396,390	<b>458,040</b>	478,040	470,410	<b>610,560</b>	541,630
Bicycle	55,410 1.5%	82,890 1.6%	<b>92,790</b> 1.7%	99,120 1.7%	100,240 <b>1.7%</b>	<b>104,260</b> <b>1.7%</b>	103,820 1.7%
Walk	194,730 5.2%	255,570 5.0%	<b>278,310</b> <b>5.1%</b>	310,720 5.3%	317,780 5.3%	309,740 5.1%	<b>324,230</b> <b>5.3%</b>

\* Walk to/from Transit and Drive to Transit trips are not included in the mode share percentages. Note that all non-auto access to transit is considered a Walk trip.

**Bold green** text indicates the best scenario (excluding SJGP2020) and **bold red** text indicates the worst scenario (excluding SJGP2020) for each mode.

The values shown have been rounded for presentation purposes.

Model results presented in this table are not reflective of General Plan policies and programs (such as Transportation Demand Management programs, expansion of the City's bicycle/trail network, increased transit frequency to serve increased development intensity at transit nodes, and construction of High Speed Rail) that would affect the model outputs and further reduce automobile mode share.

Source: Fehr & Peers, 2010.

TABLE 4 TDF MODEL TOTAL PEAK PERIOD MODE SHARE							
Mode	Number of Person Trips and Percent Mode Share for all Purposes						
	2008 (Base Yr.)	SJGP 2020	Scen. 1 "C"	Scen. 2 "E"	Scen. 3 "K"	Scen. 4 "J"	Scen. H
Drive Alone	947,830 53.6%	1,281,520 53.2%	<b>1,345,350</b> 52.8%	1,440,840 52.9%	1,477,780 <b>52.9%</b>	1,437,680 51.7%	<b>1,480,310</b> 52.4%
Shared Ride 2	207,190 11.7%	308,820 12.8%	<b>319,680</b> <b>12.6%</b>	346,830 12.7%	<b>358,590</b> <b>12.8%</b>	330,880 11.9%	353,290 12.5%
Shared Ride 3+	409,680 23.1%	464,010 19.3%	479,260 18.8%	514,270 18.9%	<b>534,540</b> <b>19.1%</b>	<b>497,300</b> <b>17.9%</b>	523,380 18.5%
Auto Subtotal	1,564,690 88.4%	2,054,340 85.3%	<b>2,144,290</b> 84.2%	2,301,940 84.4%	<b>2,370,910</b> <b>84.9%</b>	2,265,850 81.4%	2,356,970 83.4%
Transit	67,120 3.8%	176,210 7.3%	209,040 8.2%	211,510 7.8%	<b>203,970</b> <b>7.3%</b>	<b>304,360</b> <b>10.9%</b>	249,680 8.8%
Drive to Transit*	10,400	79,550	99,570	95,900	<b>88,590</b>	<b>166,720</b>	124,800
Walk to/from Transit*	124,820	275,900	<b>321,910</b>	330,850	323,330	<b>446,050</b>	378,450
Bicycle	35,620 2.0%	55,220 2.3%	<b>62,830</b> 2.5%	66,040 2.4%	66,210 <b>2.4%</b>	<b>71,200</b> <b>2.6%</b>	69,260 2.4%
Walk	102,420 5.8%	121,370 5.0%	<b>130,930</b> 5.1%	146,580 5.4%	<b>150,660</b> <b>5.4%</b>	141,920 5.1%	151,190 5.3%

\* Walk to/from Transit and Drive to Transit trips are not included in the mode share percentages. Note that all non-auto access to transit is considered a Walk trip.

**Bold green** text indicates the best scenario (excluding SJGP2020) and **bold red** text indicates the worst scenario (excluding SJGP2020) for each mode.

The values shown have been rounded for presentation purposes.

Model results presented in this table are not reflective of General Plan policies and programs (such as Transportation Demand Management programs, expansion of the City's bicycle/trail network, increased transit frequency to serve increased development intensity at transit nodes, and construction of High Speed Rail) that would affect the model outputs and further reduce automobile mode share.

Source: Fehr & Peers, 2010.

**Table 5** shows the daily commute to work mode share percentages for all of the base and future year scenarios. It is important to note that walking to/from transit and driving to transit trips shown on **Table 5** are not included in the mode share percentages, but the amounts are shown for presentation purposes. Drive to transit trips are the same for both the daily and peak periods because all parking spaces at the transit stations are assumed to be full during the off-peak period. The TDF model does not explicitly report off-peak transit station drop-off trips.

Daily commute to work drive alone mode share is substantially higher than either peak period or daily drive alone mode share for all purposes. This is because commute trips are only a small percentage of total daily trips, and they are more likely to be drive alone trips. Trips made for other purposes make up a large percentage of daily trips, and they are more likely to use other modes. For example, trips made to schools and colleges typically have a higher proportion of trips made by carpool, walking, or transit. Similarly, shopping trips are more likely to be non drive alone trips compared to commute trips.

Scenario 4 (“J”) has approximately 40,000 more commuter transit riders than the next highest scenario and Scenario H has the highest amount of combined bicycle and pedestrian trips. On the other hand, Scenario 1 (“C”) has the lowest amount of transit riders and also has the lowest amount of combined bicycle and pedestrian trips. Scenario 4 (“J”) also has the lowest drive alone mode share and Scenario 3 (“K”) has the highest drive alone mode share.

As mentioned previously, while the TDF model has been enhanced to account for the design, diversity, and density of land uses within relatively small geographic areas, the model is not sensitive enough to account for all future bike and walk trips within smaller neighborhood areas that will occur as a result of smart growth development and pertinent General Plan policies. Thus, the peak period commute mode shares presented in **Table 5** are assumed to be conservative (i.e., they include a higher than anticipated auto share) in each case.

TABLE 5 TDF MODEL COMMUTE MODE SHARE							
Mode	Number of Person Trips and Percent Mode Share for Daily Commute to Work Trips						
	2008 (Base Yr.)	SJGP 2020	Scen. 1 “C”	Scen. 2 “E”	Scen. 3 “K”	Scen. 4 “J”	Scen. H
Drive Alone	681,800 79.0%	1,034,470 70.9%	<b>1,080,210</b> 69.9%	1,150,030 70.1%	1,178,980 <b>70.5%</b>	1,147,520 <b>67.0%</b>	<b>1,167,630</b> 68.7%
Shared Ride 2	100,870 11.7%	206,550 14.2%	<b>215,980</b> 14.0%	230,300 14.0%	236,940 <b>14.2%</b>	235,290 <b>13.7%</b>	<b>239,350</b> 14.1%
Shared Ride 3+	34,350 4.0%	68,520 4.7%	<b>71,580</b> 4.6%	75,860 4.6%	77,760 <b>4.6%</b>	78,270 <b>4.6%</b>	<b>78,560</b> 4.6%
Auto Subtotal	817,030 94.7%	1,309,540 89.8%	<b>1,367,770</b> <b>88.5%</b>	1,456,200 88.8%	1,493,680 89.3%	1,461,070 <b>85.3%</b>	<b>1,485,540</b> 87.4%
Transit	28,700 3.3%	114,860 7.9%	<b>137,030</b> 8.9%	138,090 8.4%	132,560 <b>7.9%</b>	<b>204,920</b> <b>12.0%</b>	165,530 9.7%
Drive to Transit*	8,000	64,680	78,890	76,480	<b>71,880</b>	<b>127,460</b>	97,720
Walk to/from Transit*	49,400	166,200	196,460	201,130	<b>194,760</b>	<b>283,940</b>	234,770
Bicycle	6,220 0.7%	15,610 1.1%	<b>19,850</b> <b>1.3%</b>	22,860 1.4%	23,500 1.4%	24,500 1.4%	<b>24,650</b> <b>1.5%</b>
Walk	10,880 1.3%	18,310 1.3%	<b>20,050</b> <b>1.3%</b>	22,660 1.4%	22,910 1.4%	23,230 1.4%	<b>23,870</b> <b>1.4%</b>

\* Walk to/from Transit and Drive to Transit trips are not included in the mode share percentages. Note that all non-auto access to transit is considered a Walk trip.

**Bold green** text indicates the best scenario (excluding SJGP2020) and **bold red** text indicates the worst scenario (excluding SJGP2020) for each mode.

The values shown have been rounded for presentation purposes.

Model results presented in this table are not reflective of General Plan policies and programs (such as Transportation Demand Management programs, expansion of the City’s bicycle/trail network, increased transit frequency to serve increased development intensity at transit nodes, and construction of High Speed Rail) that would affect the model outputs and further reduce automobile mode share.

Source: Fehr & Peers, 2010.

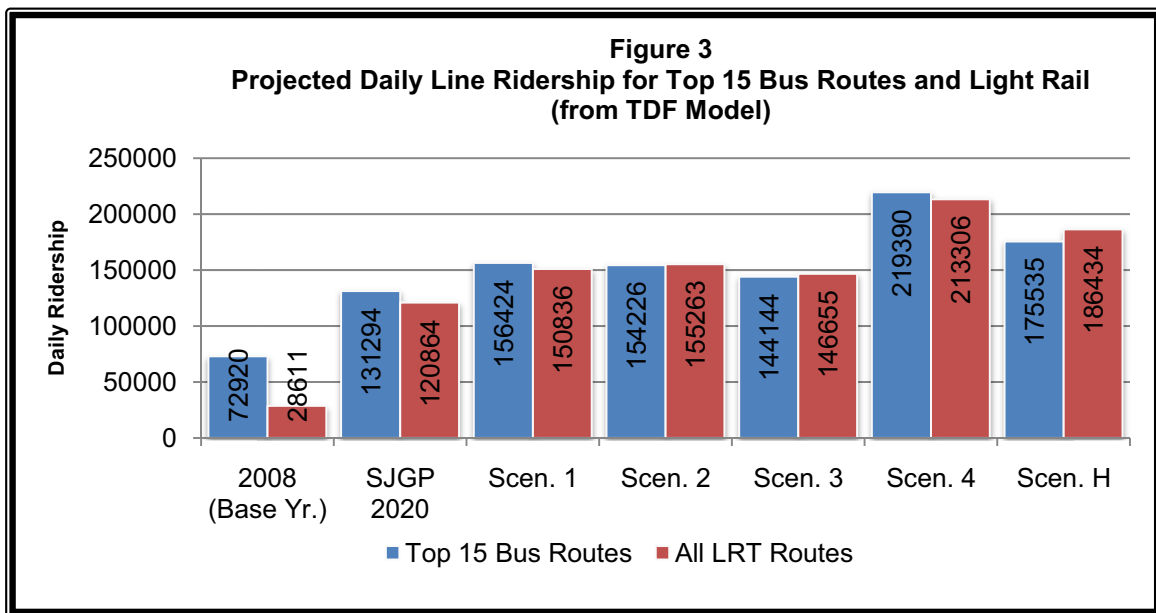
**Transit Ridership**

Three methods of analysis of transit ridership were used in the scenario comparison: transit line ridership forecasting, station ridership forecasting, and San José BART ridership forecasting. All of this data was obtained from the City’s TDF model.

Transit Line Ridership

Transit line ridership results are based on the TDF model mode choice output and represent total transit boardings. The transit line ridership results were compiled for the top 15 VTA bus routes mentioned previously (Routes 22, 23, 25, 26, 55, 60, 64, 66, 68, 70, 71, 72, 73, 77, and 522) and all VTA light rail lines. Line ridership also accounts for transit boardings outside of the City of San José for those bus routes and light rail lines that cross city limits.

Model transit line ridership differs among scenarios. Line ridership is heavily influenced by the number of jobs within walking distance of transit routes and the drive/park share. Since Scenarios 1 (“C”), 2 (“E”), and 3 (“K”) have a lower amount of jobs, their transit line ridership is lower than Scenarios H and 4 (“J”). Furthermore, since Scenario 4 (“J”) has the highest amount of jobs, that scenario also has the highest line ridership. As mentioned previously, line ridership also accounts for transit boardings outside of the City of San José for those transit lines that cross city limits. **Figure 3** shows the transit line ridership.



Transit Station Ridership

Transit station results are based on the TDF model mode choice output and represent an estimate of transit riders using rail stations for services such as BART, Caltrain, and VTA light rail. For the purposes of the scenarios analysis, the following 11 stations were selected for the transit station ridership estimates from the model:

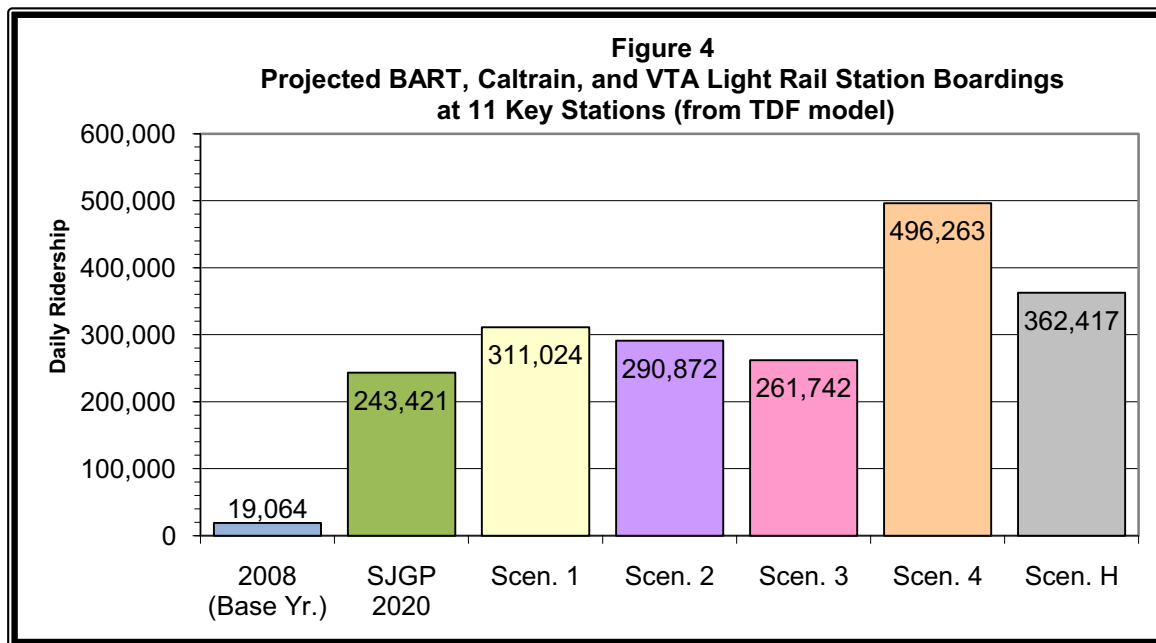
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|------------------------------|------------------|
| Alum Rock (BART)             | Bascom (VTA)     |
| Berryessa (BART)             | Capitol (VTA)    |
| Downtown San José (BART/VTA) | Eastridge (VTA)  |
| Mckee (VTA)                  | Milpitas (BART)* |

Ohlone-Chynoweth (VTA)  
 Santa Clara (BART)\*

San José Diridon (BART/Caltrain/VTA)  
 An asterisk indicates stations not within the City of San José

Station ridership also accounts for transit boardings outside of the City of San José for those stations not within city limits.

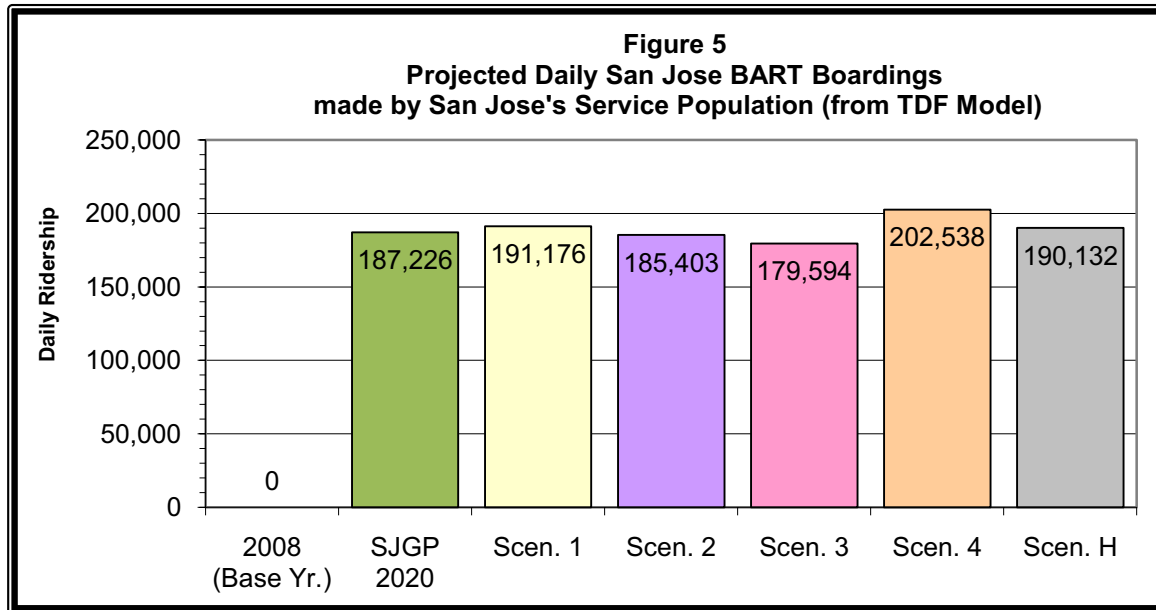
TDF model station ridership forecasting estimates for the 11 stations differs among scenarios. Station ridership, like line ridership, is heavily influenced by the number of jobs within walking distance of transit stations and the drive/park share. Since Scenarios 1 (“C”), 2 (“E”), and 3 (“K”) have a lower amount of jobs, their transit station ridership is lower than Scenarios H and 4 (“J”). Furthermore, since Scenario 4 (“J”) has the highest amount of jobs, that scenario also has the highest station ridership. **Figure 4** shows the TDF model station ridership forecasting estimates for the 11 stations.



San José BART Ridership

BART ridership results are based on the TDF model mode choice output and represent boardings made on BART by the city’s service population (residents + employment). In other words, BART ridership accounts for the total amount of riders with one or more ends within city limits.

BART ridership differs among scenarios. BART ridership, like line and station ridership, is heavily influenced by the number of jobs within walking distance of transit routes and the drive/park share. Because Scenarios 1 (“C”), 2 (“E”), and 3 (“K”) have a lower amount of jobs citywide and adjacent to BART stations, their transit station ridership is lower than Scenarios H and 4 (“J”). There is approximately a 10% difference between Scenarios 3 (“K”) and 4 (“J”). Also, Scenario 1 (“C”) has slightly more BART boardings than scenario H, which is likely due to different land use patterns around the BART stations. **Figure 5** shows the transit line ridership.



A direct correlation can be made from the line, station, and BART ridership figures to mode share discussed above and shown in **Tables 3, 4, and 5**: the scenarios with the highest transit mode share have the highest transit ridership. However, the line, station, and BART ridership methods show that there needs to be coordination between the City and the transit agencies for system-wide service levels to serve the preferred land use.

**Vehicle Miles Traveled**

As mentioned previously, for land use based VMT all internal trips (II), half of the internal to external (IX) or external to internal (XI) trips, and none of the external to external (XX) trips passing through the city are included in the VMT calculations. Land use based VMT is associated with the city's service population (residents + employment) and may include some mileage outside of the city limits, whereas the city roadway based VMT discussed in the next section is only associated with roadways within the a certain area such as the roadways within the city of San José. To be consistent with the Regional Targets Advisory Committee (RTAC) recommendation to the California Transportation Commission (CTC) it is recommended to use VMT per service population (residents + employment). This measurement accounts for the fact that while there is absolute growth in VMT the rate of VMT "per person" can be reduced.

**Table 6** shows the land use based VMT per service population (i.e., residents + employees). Compared to the 2008 base year, the peak period VMT per service population for all of the scenarios increases by up to approximately 0.5 miles, while daily VMT per service population increases by up to approximately 1.5 miles. This is projected to occur because of overall city growth and the interaction of San José with the surrounding cities. Although a lot of new development will be located near major transit facilities and within areas with complementary land uses, some new development will not occur in these locations. In addition, VMT per service population is based on raw model outputs and does not fully reflect implementation of General Plan policies and programs that would further reduce VMT by increased use of non-auto modes.

Scenario 4 ("J") has the highest VMT per service population because it has the most job growth, commute trips tend to be the longest trips made, and the employment/residents ratio is

unbalanced so more workers would commute into the city from outside of the city. Scenario 3 ("K") has the lowest VMT per service population because it increases the jobs to employed residents ratio from 0.8 under base year conditions to 1.0 under future year conditions. In other words, there will be a more balanced employment/residents ratio, so fewer workers would commute into the city from outside of the city.

TABLE 6 VEHICLE MILES TRAVELED RATIOS							
Period	VMT per Service Population (Residents + Employment)						
	2008 (Base Yr.)	SJGP 2020	Scen. 1 "C"	Scen. 2 "E"	Scen. 3 "K"	Scen. 4 "J"	Scen. H
Peak Period	6.49	7.04	6.96	6.75	<b>6.67</b>	<b>7.03</b>	6.79
Off-Peak Period	8.43	9.15	9.08	8.80	<b>8.68</b>	<b>9.21</b>	8.91
Daily	14.92	16.19	16.04	15.55	<b>15.35</b>	<b>16.24</b>	15.70
Note: VMT ratio calculations are land use based VMT (city generated VMT - all II, 1/2 IX & XI, no XX) divided by the total number of residents and jobs. <b>Bold green</b> text indicates the best scenario (excluding SJGP2020) and <b>bold red</b> text indicates the worst scenario (excluding SJGP2020). Model results presented in this table are not reflective of General Plan policies and programs (such as Transportation Demand Management programs, expansion of the City's bicycle/trail network, increased transit frequency to serve increased development intensity at transit nodes, and construction of High Speed Rail) that would affect the model outputs and further reduce automobile mode share. Source: Fehr & Peers, 2010.							

**Table 7** shows the total citywide VMT generated by the service population within the City of San José. The citywide land use based VMT is the highest for Scenario 4 ("J"), which would be expected given the high rate of job growth within the city. As mentioned previously, Scenario 4 ("J") has the highest VMT per service population because it has the most job growth, commute trips tend to be the longest trips made, and the employment/residents ratio is unbalanced so more workers would commute into the city from outside of the city. Scenario 1 ("C") has the lowest land use based VMT because it is the scenario with least amount of growth.

TABLE 7 CITYWIDE VEHICLE MILES TRAVELED							
Period	VMT (in thousands) Generated by City Service Population <sup>1</sup>						
	2008 (Base Yr.)	SJGP 2020	Scen. 1 "C"	Scen. 2 "E"	Scen. 3 "K"	Scen. 4 "J"	Scen. H
Peak Period	8,770	13,149	<b>13,766</b>	14,460	14,628	<b>15,178</b>	15,007
Off-Peak Period	11,387	17,081	<b>17,966</b>	18,838	19,059	<b>19,872</b>	19,680
Daily	20,156	30,230	<b>31,733</b>	33,298	33,687	<b>35,050</b>	34,687

Notes:

1. City service population is Residents + Jobs  
 Citywide VMT calculations are land use based (city generated VMT - all II, 1/2 IX & XI, no XX).  
**Bold green** text indicates the best scenario (excluding SJGP2020) and **bold red** text indicates the worst scenario (excluding SJGP2020).  
 Model results presented in this table are not reflective of General Plan policies and programs (such as Transportation Demand Management programs, expansion of the City's bicycle/trail network, increased transit frequency to serve increased development intensity at transit nodes, and construction of High Speed Rail) that would affect the model outputs and further reduce automobile mode share.  
 Source: Fehr & Peers, 2010.

### Roadway System & Mobility

As mentioned previously, city roadway VMT is only associated with roadways within a certain area whereas land use based VMT discussed in the previous section is associated with the city's service population (residents + employment) and may include some mileage outside of the city limits. City roadway VMT includes the total VMT projected to occur on roadways within a jurisdiction's boundaries (e.g. the San José city limit) due to land use within San José, as well as the surrounding cities and unincorporated areas within the VTA model area (roughly bounded by Monterey County, San Joaquin County, Sonoma County, and the Pacific Ocean).

One measurement historically used by the City of San José to evaluate major land use changes is the amount of Countywide VMT generated, which is a "city" roadway VMT measure. This is the only measure of how changes made to land use and transportation facilities within the City of San José affect the remainder of Santa Clara County. **Table 8** shows the total countywide VMT and includes all VMT on all Santa Clara County roadways.

The countywide VMT is generally highest for Scenario H, which has a large increase in both housing and jobs. Shorter home-based trips such as shopping and school trips make up a large percentage of overall trips made throughout the day. Since Scenario H has a large population increase and a large employment increase, both the commute trip VMT and the shorter home-based VMT goes up. The scenarios with the highest citywide and countywide VMT are not the same due to the way the VMT is calculated: the citywide VMT is land use based whereas the countywide VMT is "city" roadway based.

TABLE 8 COUNTYWIDE VEHICLE MILES TRAVELED							
Period	VMT (in thousands) on all Santa Clara County Roadways						
	2008 (Base Yr.)	SJGP 2020	Scen. 1 "C"	Scen. 2 "E"	Scen. 3 "K"	Scen. 4 "J"	Scen. H
Peak Period	17,964	27,561	<b>27,967</b>	28,771	<b>29,123</b>	28,890	29,103
Off-Peak Period	22,964	34,105	<b>34,732</b>	35,735	36,058	36,218	<b>36,410</b>
Daily	40,928	61,667	<b>62,698</b>	64,505	65,181	65,108	<b>65,513</b>

Note: VMT calculations are roadway based (total VMT - all II, IX, XI, XX).  
**Bold green** text indicates the best scenario (excluding SJGP2020) and **bold red** text indicates the worst scenario (excluding SJGP2020).  
 The model does not reflect all General Plan policies and programs that would affect the model outputs.  
 Source: Fehr & Peers, 2010.

Another key performance indicator is the relative level of roadway segment congestion. **Table 9** shows the uncongested VMT on arterials and collectors within the City of San José. Uncongested roadways are defined as those segments with a volume-to-capacity (V/C) ratio of less than 1.00 because a V/C ratio of 1.00 represents "at-capacity" operations and a V/C ratio of greater than 1.00 represents congested conditions where traffic flows exceed design capacity and result in long queues and delays.

The scenarios that have the highest concentration of land uses have the highest percentage of roadway segments operating at high V/C ratios due to the amount of job and housing growth, long commute trips, and more workers commuting into the city from outside of the city. Scenario 1 ("C") has the lowest proportion of congested segments during the peak period. Scenario H has the highest proportion of arterial segments operating with a V/C ratio of greater than 1.0 during the peak period, and Scenario 3 ("K") as the highest proportion of collector segments operating at this level. During the Off-Peak period, minimal variation in uncongested segment operations occurs among scenarios.

TABLE 9 UNCONGESTED CITYWIDE VEHICLE MILES TRAVELED							
Roadway Type	Percent of Uncongested VMT by Functional Class (V/C <1.0)						
	2008 (Base Yr.)	SJGP 2020	Scen. 1 "C"	Scen. 2 "E"	Scen. 3 "K"	Scen. 4 "J"	Scen. H
Peak Period							
Arterial	94.64%	71.80%	<b>67.99%</b>	63.82%	63.48%	65.13%	<b>63.24%</b>
Collector	97.14%	76.94%	<b>75.24%</b>	70.24%	<b>68.19%</b>	71.83%	68.23%
Off-Peak Period							
Arterial	98.16%	95.07%	91.29%	90.84%	91.86%	<b>92.73%</b>	<b>90.61%</b>
Collector	99.95%	99.52%	99.39%	<b>99.47%</b>	99.37%	99.24%	<b>99.09%</b>
VMT calculations are roadway based (total VMT - all II, IX, XI, XX). <b>Bold green</b> text indicates the best scenario (excluding SJGP2020) and <b>bold red</b> text indicates the worst scenario (excluding SJGP2020). The model does not reflect all General Plan policies and programs that would affect the model outputs. Source: Fehr & Peers, 2010.							

Fehr & Peers analyzed traffic operations of the existing and future roadway system based on traffic volumes from the model and the theoretical capacity of each roadway segment. A total of 109 study roadway segments were analyzed and the results are presented in **Table 10**. The level of service grading system qualitatively characterizes traffic conditions associated with varying levels of vehicle traffic, ranging from level of service (LOS) A (indicating free-flow traffic conditions with little or no delay experienced by motorists) to LOS F (indicating congested conditions (V/C > 1.00) where traffic flows exceed design capacity and result in long queues and delays). LOS E represents "at-capacity" operations (V/C = 1.00).

All of the land use scenarios are expected to result in LOS E or F daily operations on approximately 10 percent of the study roadway segments (versus 4 percent of 2008 base year study segments). Even with some variation in geographic distribution of future growth, all of the LOS E or F segments are nearly the same for all scenarios. While peak period congestion will increase in certain corridors, the overall City roadway system will continue to have available capacity on a daily basis. Most LOS E and F roadway segments are sub-regional roadways such as Montague Expressway and San Tomas Expressway. **Table 10** shows a detailed table with all of the study roadway segments and their daily levels of service. The bottom of **Table 10** shows the percentage of the study roadway segments operating at LOS E or F for the daily time period. A more detailed table with all of the roadway segments, their volumes, number of lanes, and levels of service is included in **Attachment C**.

**TABLE 10  
 DAILY ROADWAY SEGMENT LEVELS OF SERVICE**

Roadway Segment	Location <sup>1</sup>		Daily LOS						
			Ex <sup>2</sup>	20 20 <sup>3</sup>	Sc 1	Sc 2	Sc 3	Sc 4	Sc H
1. 1st St	Burton St	Younger Ave	D	D	D	D	D	D	D
2. 1st St	Holger Wy	SR 237	C	D	D	D	D	D	D
3. 1st St	I-280	Reed St	D	D	D	D	D	D	D
4. 1st St	Trimble Rd	Component Dr	D	D	D	D	D	D	D
5. 7th St	I-280	Margaret St	D	D	D	D	D	D	D
6. 10th St	Commercial St	US 101	C	C	C	C	D	D	D
7. 10th/11th St	Julian St	Washington St	C	C	C	C	C	C	C
8. 11th St	Margaret St	Virginia St	D	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>
9. 13th St	Madera Ave	Berryessa Rd	D	C	C	C	C	C	C
10. Aborn Rd	Capitol Expwy	Rock Water Ln	D	D	D	D	D	D	D
11. Almaden Expwy	Foxchase Dr	Blossom Hill Rd	D	D	D	D	D	D	D
12. Almaden Expwy	Lillian Wy	Cloverhill Dr	D	D	D	D	D	D	D
13. Almaden Expwy	Old Almaden Rd	Lincoln Ave	C	C	C	D	D	D	D
14. Almaden Rd	Vine St	Almaden Expwy	C	D	D	D	D	D	D
15. Alum Rock Ave	Capitol Ave	Sierra Vista Pl	D	D	D	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>
16. Bailey Ave	McKean Rd	Santa Teresa Blvd	C	D	C	C	C	C	C
17. Bailey Ave	Monterey Rd	US 101	C	C	C	C	C	C	C
18. Bascom Ave	Downing Ave	Leon Dr	C	C	C	D	D	C	D
19. Bascom Ave	Dry Creek Rd	Surrey Pl.	C	C	C	C	C	C	C
20. Bascom Ave	Mozart Ave	Loretta Ln	C	C	C	C	D	C	C
21. Bascom Ave	Redbush Ter.	Cherrystone Dr	D	D	D	D	D	D	D
22. Berryessa Rd	Capitol Ave	I-880	D	D	D	D	D	D	D
23. Berryessa Rd	Cornish Ln	Commercial St	D	D	D	D	D	D	D
24. Blossom Hill Rd	Eagles Ln	Judith St	C	D	D	D	D	D	D
25. Blossom Hill Rd	Sanchez Dr	Winfield Blvd	C	D	D	D	D	D	D
26. Blossom Hill Rd	Union Ave	Greenridge Ter	D	D	D	D	D	D	D
27. Branham Ln	Glenmont Dr	Pearl Ave	C	D	D	D	D	D	D
28. Brokaw Rd	I-880	Ridder Park	D	D	D	D	D	D	D
29. Camden Ave	Coleman Rd	Hicks Rd	C	C	C	C	C	C	C
30. Camden Ave	Curtner Ave	Erin Wy	D	D	D	D	D	D	D
31. Camden Ave	Leigh Ave	Hillsdale Ave	D	D	D	D	D	D	D
32. Capitol Ave	Gay Ave	Madden Ave	C	C	C	D	D	D	D
33. Capitol Ave	Montague Expwy	Cropley Ave	C	C	D	D	D	D	D
34. Capitol Ave	Sierra Rd	Old Post Wy	C	C	C	D	C	D	D
35. Capitol Expwy	Old Almaden Rd	Pearl Ave	C	C	C	D	D	D	D

**TABLE 10  
 DAILY ROADWAY SEGMENT LEVELS OF SERVICE**

Roadway Segment	Location <sup>1</sup>		Daily LOS						
			Ex <sup>2</sup>	20 20 <sup>3</sup>	Sc 1	Sc 2	Sc 3	Sc 4	Sc H
36. Capitol Expwy	I-680	Camas Ave	D	E	E	E	F	F	F
37. Capitol Expwy	Cunningham Ave	Tully Rd	C	D	D	D	D	D	D
38. Capitol Expwy	Seven Trees Blvd	Monterey Rd	D	D	D	D	D	D	D
39. Capitol Expwy	Silver Creek Rd	Aborn Rd	F	F	F	F	F	F	F
40. Coleman Ave	Brokaw Rd	Airport Blvd	D	D	D	D	D	D	D
41. Curtner Ave	Cherry Ave	Nola Dr	C	D	D	D	D	D	D
42. East Brokaw Rd	Zanker Rd	Rogers Ave	D	D	D	D	D	D	D
43. Guadalupe Pkwy	US 101	Orchard Pkwy	D	D	D	D	D	D	D
44. Hale Ave	Kalana Ave	Palm Ave	C	C	C	C	C	C	C
45. Hamilton Ave	Hwy 17	Bascom Ave	D	D	D	D	D	D	D
46. Hedding St	Ruff Dr	SR 87	C	C	C	C	C	C	C
47. Hostetter Rd	Automation Pkwy	Rue Avati	D	D	D	D	D	D	D
48. Julian St	24th St	21st St	C	D	D	D	D	D	D
49. King Rd	Havana Dr	Cunningham Ave	D	D	D	D	D	D	D
50. King Rd	St James St	Wilshire Blvd	D	D	D	D	D	D	D
51. Lawrence Expwy	Doyle Rd	Prospect Rd	C	D	D	D	D	D	D
52. Leigh Ave	Dry Creek Rd	Bent Dr	C	D	D	D	D	D	D
53. Lincoln Ave	Minnesota Ave	Brace Ave	C	D	D	D	D	D	D
54. Mabury Rd	Educational Park	Jackson Ave	C	D	D	D	D	D	D
55. Mabury Rd	Lenfest Rd	Taylor St	D	D	D	D	D	D	D
56. Mabury Rd	Capitol Ave	Cedarville Ln	D	D	D	D	D	D	D
57. Market St	San Pedro St	SR 87	C	D	D	D	D	D	D
58. McKean Rd	Harry Rd	Hunters Hill Rd	C	D	D	D	D	D	D
59. McKee Rd	Capitol Ave	I-680	D	D	D	D	D	D	D
60. Meridian Ave	Dry Creek Rd	Campbell Ave	D	D	D	D	D	D	D
61. Meridian Ave	Southwest Expwy	Fruitdale Ave	D	D	D	D	D	D	D
62. Montague Expwy	Guadalupe River	Orchard Dr	F	F	F	F	F	F	F
63. Montague Expwy	O'Toole Ave	I-880	D	D	D	D	D	D	D
64. Monterey Rd	Bellevue Ave	San Jose Ave	C	D	D	D	D	D	D
65. Monterey Rd	Bougainvillea Dr	Branham Ln	C	D	D	D	D	D	D
66. Monterey Rd	Kalana Ave	Palm Ave	C	C	C	C	C	C	C
67. Monterey Rd	Metcalf Rd	Blanchard Rd	C	C	C	C	C	C	C
68. Monterey Rd	SR 85	Bernal Rd	C	C	C	C	C	C	C
69. Moorpark Ave	Borina Dr	Castlewood Dr	C	C	C	C	C	C	C
70. Morrill Ave	Hostetter Rd	Cataldi Wy	D	D	D	D	D	D	D
71. Oakland Rd	Montague Expwy	Atteberry Ln	C	C	C	C	C	D	D

**TABLE 10  
 DAILY ROADWAY SEGMENT LEVELS OF SERVICE**

Roadway Segment	Location <sup>1</sup>		Daily LOS						
			Ex <sup>2</sup>	20 20 <sup>3</sup>	Sc 1	Sc 2	Sc 3	Sc 4	Sc H
72. Piedmont Rd	Penitencia Creek Rd	Noble Ave	D	D	D	E	E	E	E
73. Quimby Rd	Capitol Expwy	Keppler Dr	D	D	D	D	D	D	D
74. San Carlos St	SR 87	Almaden Blvd	C	C	C	C	C	C	C
75. San Felipe Rd	Heartland Wy	Metcalf Rd	C	C	C	C	C	C	C
76. San Felipe Rd	Yurba Buena Rd	Park Estates Way	C	C	C	C	C	C	C
77. San Tomas Expwy	Williams Rd	Payne Ave	D	F	F	F	F	F	F
78. Santa Clara St	19th St	17th St	C	D	D	D	D	D	D
79. Santa Clara St	Almaden Rd	SR 87	D	D	D	D	D	D	D
80. Santa Teresa Blvd	Bayliss Dr	Laguna Seca Creek	C	D	D	D	D	D	D
81. Santa Teresa Blvd	Chesbro	Indian Ave	C	C	C	C	C	C	C
82. Santa Teresa Blvd	Miyuki Dr	San Ignacio Ave	C	C	D	D	D	D	D
83. Santa Teresa Blvd	SR 85	Thornwood Dr	D	D	D	D	D	D	D
84. Saratoga Ave	Los Felice Dr	Country Ln	D	D	D	D	D	D	D
85. Saratoga Ave	Moorpark Ave	I-280	D	F	F	F	F	F	F
86. Senter Rd	Dadis Wy	Lewis Rd	D	C	C	D	D	D	D
87. Silver Creek Valley Rd	US 101	Monterey Rd	F	D	E	F	F	F	F
88. Southwest Expwy	Leigh Ave	La Barbera Dr	C	D	D	D	D	D	D
89. Stevens Creek Blvd	I-880	Wainwright Ave	F	D	D	D	D	D	D
90. Story Rd	12th St	Senter Rd	C	C	C	C	C	C	C
91. Story Rd	Capitol Expwy	Kollmar Dr	D	E	E	F	F	F	F
92. Story Rd	King Rd	Bal Harbor Wy	C	D	D	D	D	D	D
93. Story Rd	US 101 ramps	Knox Ave	D	D	D	D	D	D	D
94. Tasman Dr	Guadalupe River	Renaissance Dr	C	D	D	D	D	D	D
95. Tasman Dr	McCarthy Blvd	Cisco Wy	C	D	D	D	D	D	D
96. The Alameda	I-880	Alameda Wy	D	D	E	E	E	E	E
97. The Alameda	Martin Ave	Julian St	D	D	D	D	D	D	D
98. Trimble Rd	Junction Ave	Montague Expwy	C	C	D	D	D	D	D
99. Trimble Rd	Orchard Pkwy	De La Cruz Blvd	C	D	D	D	D	D	D
100. Tully Rd	Brahms Ave	Quimby Rd	D	D	D	D	D	D	D
101. Tully Rd	Capitol Expwy	Glen Hanleigh Dr	C	D	D	D	D	D	D
102. Tully Rd	Galveston Ave	La Ragione Ave	D	D	D	D	D	D	D
103. Union Ave	SR 85	Logic Dr	D	D	D	D	D	D	D
104. White Rd	Mt. McKinley Dr	Mt. Vista Dr	D	D	D	D	D	D	D

**TABLE 10  
 DAILY ROADWAY SEGMENT LEVELS OF SERVICE**

Roadway Segment	Location <sup>1</sup>		Daily LOS						
			Ex <sup>2</sup>	2020 <sup>3</sup>	Sc 1	Sc 2	Sc 3	Sc 4	Sc H
105. White Rd	Stevens Ln	Westbranch Dr	C	C	C	C	C	C	C
106. Winchester Blvd	Fireside Dr	Greentree Wy	D	D	D	D	D	D	D
107. Winchester Blvd	Tisch Way	I-280	D	D	D	D	D	D	D
108. Yerba Buena Rd	Baronet Ct.	Chisun St	D	D	D	D	D	D	D
109. Zanker Rd	SR 237	Holger Wy	C	D	D	D	D	D	D
<b>Number of Study Roadway Segments Operating at LOS E or F</b>									
-			4	7	9	11	11	11	11

Notes:

1. Roadways nearest to the count location.
2. Existing conditions (2008 Base Year).
3. Current San José General Plan 2020.

**Bold black** text indicates a roadway segment operating at LOS E or F.

**Bold green** text indicates the best scenario (excluding SJGP2020) and **bold red** text indicates the worst scenario (excluding SJGP2020).

The model does not reflect all General Plan policies and programs that would affect the model outputs.

Source: Fehr & Peers, 2010.

## OTHER CONSIDERATIONS

The General Plan policies and programs presented below are not incorporated into the model or performance indicators. Therefore, the discussions mentioned above regarding mode share, transit ridership, vehicle miles traveled and roadway mobility showed raw model outputs and are not reflective of General Plan policies and programs that would affect the TDF model's outputs. Based on anecdotal evidence from other jurisdictions and developments, the following General Plan policies and programs would further impact and change the mode share, transit ridership, vehicle miles traveled and roadway levels of service.

- **Complete Streets.** To ensure a balanced, multimodal transportation network, the *Envision San José 2040 General Plan* organizes streets and other transportation facilities according to “typologies.” Street typologies are an expansion of functional classifications that consider street context and prioritize travel modes. This ensures that the standards consider a facility’s relation to surrounding land uses, appropriate travel speeds, and the need to accommodate multiple travel modes.



The proposed typologies are intended to provide a network of “complete streets” that accommodates the various users of the street network. Complete streets describes a comprehensive approach to the practice of mobility planning which recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit). Adjacent land use influences the functionality and character of the street environment. A well-

integrated street system considers the complementary relationship between land use, local and regional travel needs. The complete streets concept applies to all types of roads from downtown pedestrian streets to high-capacity commercial corridors, and it considers the range of users, including children, the disabled, and seniors.

- **Bikeway Network.** The City aims to expand and connect the citywide 500-mile long bikeway network, eliminate barriers and remove gaps for bicyclists, provide for bicycle-friendly signals and pavement markings, improve maintenance of bikeways, add 5,000 secure bicycle parking spaces, and increase the number of public and private bicycle support facilities such as showers.

The combination of bicycling and public transportation offers convenient, flexible, and cost-effective alternatives to driving alone. Thus the Bike Plan provides several key strategies to increase access between the bicyclist and transit. The strategies include the provision of bikeways to transit, installation of bike parking facilities at transit stations, provision of bikes on transit, and offering public bike share systems at major transit stations.



- **Safe and Convenient Pedestrian Facilities.** The City encourages pedestrian travel as a viable mode of movement between high-density residential and commercial areas

throughout the City, and in activity areas such as schools, parks, and transit stations. In more urban areas, particularly the Downtown Core and neighborhood business districts, walking is encouraged by providing safe and convenient pedestrian facilities.

- **Truck Access.** The City will provide vehicle connections between the industrial areas and the regional highways and expressways that will readily accommodate heavy truck traffic to minimize impacts to neighborhoods and to ensure the timely delivery of goods and materials to support economic development. Truck traffic will continue to use a variety of roadway types to transport goods to local stores and should be accommodated without overbuilding of streets widths and driveways. Some delay due to freight movement should be expected and tolerated by all road users, even on the collector street providing access to the local grocery store as an example.

If the General Plan policies and programs are implemented, and the City also advocates and implements increased density, increased diversity of uses, better neighborhood design, enhanced destination accessibility, and reduced distance to transit, all non-auto mode (bicycle, pedestrian, and transit) volumes would increase compared to a “business as usual” approach.

## Attachment A - Indicator Summary

Indicator	Scenario							
	Base	SJ2020	1 "C"	2 "E"	3 "K"	4 "J"	H	
HH Total	309,350	391,460	398,000	445,000	468,320	398,000	445,000	
Job Total	369,450	625,000	716,000	730,000	708,980	895,500	801,000	
Job/ER	0.8	1.1	1.2	1.1	1.0	1.5		
HH Growth	-	82,110	88,650	135,650	158,970	88,650		
Job Growth	-	255,550	346,550	360,550	339,530	526,050		
Percentage of population within 2500' of public transit (major stations)	4.28%	7.06%	7.68%	8.00%	7.85%	7.59%	8.00%	
Percentage of jobs within 2500' of public transit (major stations)	3.55%	5.30%	5.07%	5.00%	5.02%	4.83%	4.96%	
Percentage of students within 2500' of public transit (major stations) [as a per	0.67%	0.69%	0.68%	0.61%	0.58%	0.70%	0.61%	
Percentage of population within 2500' of rail transit	13.27%	18.43%	20.05%	20.48%	19.89%	20.29%	20.48%	
Percentage of jobs within 2500' of rail transit	28.11%	32.08%	31.87%	31.49%	30.90%	30.82%	31.28%	
<b>Percentage of workers within __ minutes of their job via auto or transit</b>								
Drive alone - 15 minutes	41.23%	31.89%	32.70%	30.77%	30.00%	34.99%	31.28%	
Drive alone - 30 minutes	36.37%	36.62%	36.55%	35.42%	35.04%	35.16%	35.35%	
Drive alone - 45 minutes	11.86%	14.69%	13.63%	16.45%	17.27%	11.81%	15.79%	
Drive alone - 60 minutes	5.80%	6.19%	4.36%	5.56%	6.67%	3.82%	4.57%	
Drive Alone within 30 minutes	77.60%	68.51%	69.25%	66.19%	65.04%	70.15%	66.63%	
Transit - 15 minutes	0.66%	1.53%	1.35%	1.26%	1.36%	0.92%	1.16%	
Transit - 30 minutes	10.23%	16.26%	14.37%	15.13%	15.87%	10.69%	13.77%	
Transit - 45 minutes	20.28%	21.46%	19.53%	21.07%	21.78%	15.41%	20.54%	
Transit - 60 minutes	19.36%	16.09%	16.29%	17.11%	17.35%	13.72%	17.17%	
Transit within 60 minutes	50.53%	55.34%	51.54%	54.57%	56.36%	40.74%	52.64%	
<b>Average travel time by purpose</b>								
HBW DA Peak	22.84	31.4	34.01	33.19	32.37	38.83	34.81	
HBW DA Off-Peak	18.12	18.06	18.33	17.71	17.41	19.57	18.05	
HBW SR2 Peak	25.46	35	40.62	37.16	34.9	51.41	40.08	
HBW SR2 Off-Peak	20.6	19.65	20.04	19.3	18.93	21.77	19.69	
HBW SR3 Peak	26.84	42.31	49.8	44.7	41.16	69.14	48.93	
HBW SR3 Off-Peak	22.52	21.23	21.76	20.86	20.38	23.99	21.37	
HBW Transit Peak	68.42	62.86	67.52	64.24	61.56	79.11	66.87	
HBW Transit Off-Peak	65.65	49.94	50.06	49.77	49.86	53	50.23	
HBSH DA Peak	10.05	14.61	15.35	15.27	14.91	17.19	16.05	
HBSH DA Off-Peak	8.6	9.57	9.83	9.81	9.68	10.59	10.17	
HBSH SR2 Peak	10.33	16.48	17.91	17.77	16.98	20.9	19.04	
HBSH SR2 Off-Peak	8.65	9.64	9.89	9.87	9.73	10.62	10.22	
HBSH SR3 Peak	10.95	20.1	21.57	21.4	20.56	24.86	22.84	
HBSH SR3 Off-Peak	8.79	9.75	9.95	9.93	9.8	10.58	10.23	
HBSH Transit Peak	11.98	6.48	6.92	7.44	7.63	8.47	7.79	
HBSH Transit Off-Peak	9.29	7.13	7.4	8.17	8.48	7.99	8.29	
HBSR DA Peak	12.15	20.1	21.38	21.07	20.4	24.22	22.03	
HBSR DA Off-Peak	9.88	11.14	11.3	11.27	11.19	11.66	11.42	
HBSR SR2 Peak	11.61	19.13	20.57	20.14	19.39	23.48	21.19	
HBSR SR2 Off-Peak	9.92	11.12	11.29	11.26	11.18	11.64	11.41	
HBSR SR3 Peak	11.74	19.75	21.21	20.77	19.95	24.2	21.91	
HBSR SR3 Off-Peak	9.92	11.2	11.34	11.3	11.21	11.66	11.43	
HBSR Transit Peak	4.5	6.29	8.42	8.29	7.7	14.97	10.44	
HBSR Transit Off-Peak	5.14	5.1	5.64	6.22	6.49	6.59	6.63	
NHB DA Peak	12.23	17.59	18.25	18.13	17.72	19.3	18.51	
NHB DA Off-Peak	9.77	9.83	9.84	9.84	9.84	9.86	9.84	
NHB SR3 Peak	7.72	9	9.05	9.08	9.03	9.18	9.13	
NHB SR3 Off-Peak	7.29	7.46	7.46	7.47	7.47	7.47	7.47	
NHB Transit Peak	4.91	5.52	6.14	6.54	6.54	7.19	6.98	
NHB Transit Off-Peak	4.44	4.88	5.52	5.84	5.85	6.62	6.34	
HBGS SR3 Peak	5	6.41	6.46	6.49	6.44	6.68	6.56	
HBGS Transit Peak	5.55	4.61	4.8	5.38	5.75	4.83	5.4	
HBHS DA Peak	5.64	5.6	5.57	5.63	5.79	5.57	5.63	
HBHS SR3 Peak	8.1	10.55	10.53	10.37	10.4	11.05	10.51	
HBHGS Transit Peak	5.59	4.92	4.81	5.79	6.54	4.87	5.81	
HBColl DA Peak	13.1	14.97	14.38	14.3	14.54	13.65	14.01	
HBColl SR3 Peak	19.51	43.35	45.56	43.28	40.81	47.31	43.8	
HBColl Transit Peak	16.52	20.13	21.03	20.11	19.25	22	20.6	
<b>Percentage of internal person trips within neighborhoods</b>								
Almaden	17.0%	13.89%	13.43%	13.16%	13.55%	13.54%	13.17%	
Alum Rock	25.3%	20.92%	21.44%	21.91%	22.41%	22.48%	22.23%	
Alviso	2.8%	3.01%	5.13%	5.11%	5.12%	4.10%	4.99%	
Berryessa	16.7%	13.68%	15.44%	15.88%	15.10%	15.84%	16.18%	
Calero	3.9%	2.42%	2.36%	2.30%	2.30%	2.21%	2.21%	
Cambrian/Pioneer	17.7%	15.43%	15.47%	16.73%	17.02%	16.13%	16.99%	
Central	21.1%	20.93%	20.86%	20.73%	20.67%	20.40%	20.38%	
Coyote	5.4%	19.79%	10.61%	10.33%	10.38%	10.06%	10.13%	
Edenvale	27.2%	23.56%	25.35%	25.35%	25.29%	26.04%	26.20%	
Evergreen	22.3%	19.18%	19.44%	20.13%	19.75%	19.82%	20.41%	
North San Jose	8.7%	14.53%	14.18%	13.95%	14.00%	14.17%	14.15%	
San Felipe	0.9%	0.52%	0.50%	0.48%	0.48%	0.44%	0.45%	
South San Jose	16.0%	14.20%	14.73%	14.57%	14.43%	15.03%	14.40%	
West Valley	16.3%	13.57%	13.72%	14.95%	15.52%	15.13%	15.81%	
Willow Glen	17.7%	14.99%	15.41%	15.76%	15.96%	15.39%	15.75%	

Attachment A - Indicator Summary

Indicator	Scenario						
	Base	SJ2020	1 "C"	2 "E"	3 "K"	4 "J"	H
<b>Average peak period travel time</b>							
Drive Alone from South Valley to North San Jose	21.99	28	28.28	30.02	31.37	28.61	30.99
Drive Alone from Monterey/Capitol to North San Jose	21.74	27.56	28.23	29.82	31.23	28.67	30.47
Drive Alone from Monterey/Capitol to Downtown	11.98	13.29	13.72	15.07	15.17	14.31	15.02
Drive Alone from West San Jose to Edenvale	23.59	29.86	30.06	32.15	31.55	29.91	31.94
Drive Alone from Berryessa to North San Jose	15.55	19.9	21.41	21.65	22.02	20.86	21.99
<b>Average non-peak period travel time</b>							
Drive Alone from South Valley to North San Jose	18.95	18.95	18.95	18.95	18.95	18.95	18.95
Drive Alone from Monterey/Capitol to North San Jose	18.26	18.26	18.26	18.26	18.26	18.26	18.26
Drive Alone from Monterey/Capitol to Downtown	10.94	10.94	10.94	10.94	10.94	10.94	10.94
Drive Alone from West San Jose to Edenvale	19.85	19.85	19.85	19.85	19.85	19.85	19.85
Drive Alone from Berryessa to North San Jose	14.04	14.04	14.04	14.04	14.04	14.04	14.04
<b>Average travel delay time</b>							
<i>Delay</i>							
Drive Alone from South Valley to North San Jose	3.04	9.05	9.33	11.07	12.42	9.66	12.04
Drive Alone from Monterey/Capitol to North San Jose	3.48	9.3	9.97	11.56	12.97	10.41	12.21
Drive Alone from Monterey/Capitol to Downtown	1.04	2.35	2.78	4.13	4.23	3.37	4.08
Drive Alone from West San Jose to Edenvale	3.74	10.01	10.21	12.3	11.7	10.06	12.09
Drive Alone from Berryessa to North San Jose	1.51	5.86	7.37	7.61	7.98	6.82	7.95
<i>Percent Increase</i>							
Drive Alone from South Valley to North San Jose	16.0%	47.8%	49.2%	58.4%	65.5%	51.0%	63.5%
Drive Alone from Monterey/Capitol to North San Jose	19.1%	50.9%	54.6%	63.3%	71.0%	57.0%	66.9%
Drive Alone from Monterey/Capitol to Downtown	9.5%	21.5%	25.4%	37.8%	38.7%	30.8%	37.3%
Drive Alone from West San Jose to Edenvale	18.8%	50.4%	51.4%	62.0%	58.9%	50.7%	60.9%
Drive Alone from Berryessa to North San Jose	10.8%	41.7%	52.5%	54.2%	56.8%	48.6%	56.6%
<b>Person hours of travel by mode and purpose for IX, XI and II</b>							
Home-Work DA (within)	36,111	72,227	79,594	92,758	97,458	82,306	94,519
Home-Work DA (entering)	39,563	126,328	165,329	147,020	129,633	250,215	177,388
Home-Work DA (exiting)	78,351	116,599	105,403	127,277	143,778	83,288	114,753
Home-Work DA Total	154,025	315,154	350,327	367,055	370,869	415,809	386,660
Home-Work Transit (within)	7,494	19,372	22,066	25,814	26,349	28,314	32,071
Home-Work Transit (entering)	2,698	46,825	76,461	59,350	42,763	179,673	87,291
Home-Work Transit (exiting)	12,707	27,821	25,354	32,042	37,615	19,543	28,520
Home-Work Transit Total	22,899	94,017	123,881	117,206	106,727	227,530	147,882
All Other DA (within)	22,273	32,340	35,120	40,242	41,497	38,510	41,970
All Other DA (entering)	11,316	14,737	17,042	18,077	17,901	20,705	21,304
All Other DA (exiting)	23,826	43,504	42,056	44,059	46,076	41,240	42,477
All Other DA Total	57,416	90,582	94,218	102,378	105,474	100,456	105,752
All Other Transit (within)	5,209	9,123	10,473	12,271	12,642	12,623	13,712
All Other Transit (entering)	748	10,538	21,200	18,563	12,621	59,849	33,263
All Other Transit (exiting)	2,288	5,721	5,391	5,989	6,651	5,073	5,592
All Other Transit Total	8,245	25,382	37,063	36,822	31,914	77,545	52,567
Daily Person Hours of Travel per (resident+job)	0.29	0.43	0.47	0.44	0.43	0.56	0.47
Daily Person Hours of Travel per resident	0.41	0.65	0.73	0.67	0.63	0.95	0.74
Daily Person Hours of Travel per job	1.08	1.30	1.29	1.30	1.33	1.35	1.30
<b>Transit ridership (daily boarding/alighting)</b>							
Route 22	19,234	21,972	24,097	22,962	23,728	30,757	24,361
Route 23	10,137	12,011	16,105	14,052	13,002	23,685	18,712
Route 25	6,079	7,496	8,532	9,215	9,567	11,167	10,311
Route 26	4,142	5,340	5,796	6,213	6,162	7,857	6,743
Route 55	3,155	9,415	10,170	10,556	9,559	14,336	10,556
Route 60	2,506	7,488	9,584	9,005	7,737	14,291	10,035
Route 64	3,858	3,911	4,714	5,440	4,779	6,904	5,858
Route 66	7,055	14,320	17,499	16,789	15,194	25,903	19,237
Route 68	5,792	9,554	10,467	10,425	10,562	16,013	12,371
Route 70	4,613	5,697	6,198	6,616	6,872	7,829	7,424
Route 71	2,551	3,753	4,178	4,169	4,222	7,202	4,892
Route 72	4,922	13,210	14,327	13,683	12,923	16,702	14,567
Route 73	2,905	9,018	10,006	9,291	8,499	12,510	9,968
Route 77	3,254	8,109	14,751	15,810	11,338	24,234	20,500
Route 522	6,807						
Santa Teresa - Alum Rock LRT	21,830	59,390	76,863	82,661	77,690	111,481	102,878
Winchester - Mtn View LRT	18,914	61,474	73,973	72,602	68,965	101,825	83,556
All Top Bus	87,010	131,294	156,424	154,226	144,144	219,390	175,535
All LRT	40,744	120,864	150,836	155,263	146,655	213,306	186,434
<b>VMT by Daily V/C Range</b>							
<=0.6	82.15%	52.08%	51.08%	48.37%	47.93%	47.98%	47.66%
>0.6	11.50%	15.38%	15.92%	15.31%	14.90%	16.20%	15.94%
>0.7	5.51%	16.76%	18.03%	18.76%	18.92%	18.13%	16.46%
>0.8	0.65%	12.02%	11.50%	12.79%	13.42%	12.20%	14.17%
>0.9	0.14%	3.23%	2.89%	3.75%	3.77%	4.61%	4.68%
>1.0	0.03%	0.35%	0.22%	0.64%	0.69%	0.57%	0.63%
>1.1	0.02%	0.18%	0.36%	0.39%	0.37%	0.33%	0.45%
<b>VMT by V/C Range (%VMT with V/C&lt;0.90)</b>							
Peak	70.09%	41.26%	39.88%	35.67%	33.87%	37.35%	34.61%
Off-Peak	98.09%	84.15%	83.33%	80.72%	80.30%	80.34%	79.53%
Daily	99.81%	96.24%	96.53%	95.23%	95.17%	94.51%	94.23%
<b>VMT by V/C Range (%VMT with V/C&lt;1.00)</b>							
Peak	87.76%	58.41%	57.20%	52.60%	51.31%	55.30%	52.09%
Off-Peak	99.78%	96.54%	96.22%	95.83%	95.56%	95.57%	95.21%
Daily	99.95%	99.47%	99.42%	98.98%	98.94%	99.12%	98.91%

Attachment A - Indicator Summary

Indicator		Scenario						
		Base	SJ2020	1 "C"	2 "E"	3 "K"	4 "J"	H
<b>VMT by functional class by congested vs uncongested for IX, XI and II</b>								
<i>Uncongested VMT by functional class (V/C&lt;0.90)</i>								
Peak	Arterial	86.52%	56.61%	53.49%	48.62%	44.68%	48.21%	45.11%
	Collector	86.36%	57.25%	55.51%	49.57%	46.92%	50.59%	48.29%
	Expressway	74.73%	51.33%	51.83%	47.26%	43.43%	48.00%	44.41%
	Highway	57.82%	25.15%	23.76%	20.62%	19.99%	23.38%	20.33%
	Off-Peak	Arterial	96.53%	91.27%	85.98%	85.26%	86.07%	87.00%
	Collector	99.68%	97.12%	96.24%	95.63%	95.25%	94.74%	94.34%
	Expressway	97.89%	93.98%	92.18%	91.30%	92.23%	90.56%	90.73%
	Highway	97.63%	76.75%	76.16%	71.80%	70.84%	71.33%	70.23%
<i>Uncongested VMT by functional class (V/C&lt;1.0)</i>								
Peak	Arterial	94.64%	71.80%	67.99%	63.82%	63.48%	65.13%	63.24%
	Collector	97.14%	76.94%	75.24%	70.24%	68.19%	71.83%	68.23%
	Expressway	95.96%	79.59%	75.54%	72.53%	73.70%	72.90%	71.18%
	Highway	80.07%	38.98%	38.69%	33.59%	32.12%	37.80%	34.27%
	Off-Peak	Arterial	98.16%	95.07%	91.29%	90.84%	91.86%	92.73%
	Collector	99.95%	99.52%	99.39%	99.47%	99.37%	99.24%	99.09%
	Expressway	99.94%	99.67%	99.42%	98.89%	99.01%	98.67%	98.62%
	Highway	99.82%	94.96%	94.78%	94.11%	93.54%	93.59%	93.23%
<b>VMT by neighborhood district (land use based)</b>								
<b>Peak</b>								
	Almaden	399,149	529,995	494,828	507,984	524,320	503,284	509,532
	Alum Rock	983,977	1,161,504	1,228,865	1,316,225	1,482,864	1,432,440	1,372,677
	Alviso	34,853	183,692	387,114	380,729	376,330	338,977	389,008
	Berrysa	664,017	843,170	1,085,613	1,127,946	1,034,894	1,228,153	1,239,988
	Calero	86,021	101,292	97,757	97,493	97,475	98,225	97,171
	Cambrian/Pioneer	637,798	770,649	809,761	934,121	956,784	930,610	956,952
	Central	1,210,197	1,703,207	1,727,982	1,771,820	1,785,795	1,839,987	1,773,195
	Coyote	127,844	961,172	702,432	680,395	668,717	740,962	689,472
	Edenvale	1,142,732	1,560,328	1,711,915	1,839,752	1,843,659	1,942,267	1,933,195
	Evergreen	745,516	1,010,425	1,028,530	1,097,348	1,129,909	1,090,609	1,109,882
	North San Jose	937,420	2,192,310	2,200,167	2,196,659	2,171,945	2,451,657	2,375,854
	San Felipe	42,751	56,597	56,167	56,358	56,817	55,469	56,018
	South San Jose	661,332	811,291	860,691	905,453	910,806	947,074	902,687
	West Valley	399,299	449,303	484,760	568,838	580,108	606,474	613,504
	Willow Glen	696,696	813,996	889,851	978,634	1,007,554	971,471	987,573
	<b>Total Peak</b>	8,769,602	13,148,931	13,766,433	14,459,755	14,627,977	15,177,659	15,006,708
<b>Off-Peak</b>								
	Almaden	525,009	673,266	628,906	644,980	666,094	645,398	650,335
	Alum Rock	1,258,890	1,512,529	1,604,509	1,715,907	1,919,113	1,892,931	1,808,075
	Alviso	47,982	235,004	502,104	497,796	491,906	427,549	503,899
	Berrysa	838,923	1,061,195	1,389,203	1,423,759	1,313,547	1,585,767	1,597,336
	Calero	110,122	128,276	123,287	123,145	123,326	123,733	122,794
	Cambrian/Pioneer	845,961	1,030,835	1,082,509	1,238,568	1,273,102	1,244,787	1,282,431
	Central	1,634,373	2,337,001	2,378,271	2,439,357	2,457,675	2,544,745	2,457,025
	Coyote	166,272	1,170,977	832,417	816,062	807,406	868,399	825,118
	Edenvale	1,442,159	1,987,950	2,197,313	2,360,855	2,361,979	2,489,648	2,492,794
	Evergreen	963,287	1,302,316	1,331,903	1,418,261	1,451,606	1,417,119	1,444,120
	North San Jose	1,186,705	2,803,559	2,838,856	2,818,867	2,800,448	3,151,018	3,050,237
	San Felipe	55,858	73,783	73,100	73,289	73,694	72,679	72,985
	South San Jose	851,296	1,070,928	1,136,307	1,193,874	1,199,210	1,261,828	1,194,463
	West Valley	533,512	610,906	659,626	770,707	783,136	833,115	845,825
	Willow Glen	926,326	1,082,658	1,187,893	1,302,442	1,336,696	1,313,129	1,332,785
	<b>Total Off-Peak</b>	11,386,675	17,081,183	17,966,204	18,837,869	19,058,938	19,871,845	19,680,222
	<b>Total Daily</b>	20,156,277	30,230,114	31,732,637	33,297,624	33,686,915	35,049,504	34,686,930
<b>VMT per (resident+job) - Land use Based</b>								
	Peak	6.49	7.04	6.96	6.75	6.67	7.03	6.79
	Off-peak	8.43	9.15	9.08	8.80	8.68	9.21	8.91
	Daily	14.92	16.19	16.04	15.55	15.35	16.24	15.70
<b>VMT per (resident) - Land use Based</b>								
	Peak	8.94	10.59	10.90	10.24	9.85	12.02	10.63
	Off-peak	11.60	13.76	14.23	13.35	12.83	15.74	13.94
	Daily	20.54	24.35	25.14	23.59	22.68	27.76	24.57
<b>VMT per (job) - Land use Based</b>								
	Peak	23.74	21.04	19.23	19.81	20.63	16.95	18.81
	Off-peak	30.82	27.33	25.09	25.81	26.88	22.19	24.66
	Daily	54.56	48.37	44.32	45.61	47.51	39.14	43.47
<b>Daily VMT by speed range</b>								
	0-7.49	0.66%	9.09%	8.10%	12.58%	15.25%	6.57%	11.51%
	7.5-12.49	1.49%	8.69%	9.95%	12.35%	13.39%	11.17%	13.36%
	12.5-17.49	2.97%	13.02%	10.96%	11.86%	10.34%	12.85%	13.21%
	17.5-22.49	8.07%	14.28%	16.18%	13.90%	13.37%	14.83%	12.97%
	22.5-27.49	23.27%	20.14%	21.14%	18.16%	17.86%	22.74%	18.77%
	27.5-32.49	18.12%	12.35%	12.50%	11.04%	9.96%	12.65%	11.31%
	32.5-37.49	10.16%	7.09%	6.01%	6.61%	6.69%	6.16%	6.10%
	37.5-42.49	5.93%	2.78%	4.16%	3.28%	2.94%	3.59%	3.52%
	42.5-47.49	5.45%	4.77%	4.04%	4.09%	4.07%	4.05%	3.56%
	47.5-52.49	11.98%	4.40%	3.82%	3.12%	3.05%	2.82%	3.11%
	52.5-57.49	11.92%	3.39%	3.13%	3.01%	3.08%	2.57%	2.57%
	57.5-62.49	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	62.5-67.49	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	67.5-72.49							
	72.5-77.49							
	77.5-82.49							
	82.5+							

Attachment A - Indicator Summary

Indicator		Scenario					
		Base	SJ2020	1 "C"	2 "E"	3 "K"	4 "J"
<b>LOS by roadways (% of LOS E or F)</b>							
	Daily	3.67%	6.42%	8.26%	10.09%	10.09%	10.09%
	AM peak 1hr	2.75%	19.27%	20.18%	23.85%	26.61%	28.44%
	PM Peak 1hr	5.50%	33.94%	38.53%	44.04%	44.95%	48.62%
<b>Total number of congested lane miles</b>							
<i>Congested Lane Miles by functional class (V/C&gt;0.90)</i>							
	Facility BaseLM (FutureLM)						
Peak	Collector 951 (991)	35	210	228	273	309	298
	Arterial 2163 (2305)	121	618	658	783	841	811
	Expressway 276 (290)	44	107	109	121	131	130
	Highway 985 (997)	287	614	635	667	672	674
Off-Peak	Collector 951 (991)	5	18	28	31	30	34
	Arterial 2163 (2305)	1	20	27	34	39	47
	Expressway 273 (287)	2	8	10	12	11	13
	Highway 985 (997)	14	181	187	228	237	242
<i>Congested Lane Miles by functional class (V/C&gt;1.0)</i>							
Peak	Collector 951 (991)	12	126	144	178	186	182
	Arterial 2163 (2305)	24	312	343	433	472	469
	Expressway 276 (290)	7	43	52	60	57	63
	Highway 985 (997)	126	476	483	531	544	526
Off-Peak	Collector 951 (991)	2	10	15	16	14	18
	Arterial 2163 (2305)	0	3	4	4	5	7
	Expressway 273 (287)	0	0	1	2	1	2
	Highway 985 (997)	1	36	38	44	49	51
<b>Percentage of congested lane miles</b>							
<i>Congested Lane Miles by functional class (V/C&gt;0.90)</i>							
Peak	Collector	3.67%	21.23%	22.97%	27.58%	31.16%	30.13%
	Arterial	5.60%	26.79%	28.52%	33.96%	36.49%	35.18%
	Expressway	15.82%	37.04%	37.45%	41.77%	45.27%	44.69%
	Highway	29.12%	61.63%	63.68%	66.95%	67.39%	67.59%
Off-Peak	Collector	0.54%	1.87%	2.79%	3.09%	3.00%	3.41%
	Arterial	0.06%	0.86%	1.18%	1.49%	1.67%	2.03%
	Expressway	0.88%	2.68%	3.61%	4.30%	3.97%	4.70%
	Highway	1.45%	18.15%	18.73%	22.85%	23.79%	24.29%
<i>Congested Lane Miles by functional class (V/C&gt;1.0)</i>							
Peak	Collector	1.29%	12.76%	14.52%	17.93%	18.78%	18.40%
	Arterial	1.10%	13.52%	14.88%	18.80%	20.47%	20.34%
	Expressway	2.39%	14.65%	18.07%	20.59%	19.67%	21.87%
	Highway	12.82%	47.75%	48.47%	53.29%	54.53%	52.80%
Off-Peak	Collector	0.26%	0.98%	1.46%	1.61%	1.46%	1.78%
	Arterial	0.01%	0.14%	0.18%	0.17%	0.21%	0.31%
	Expressway	0.02%	0.14%	0.26%	0.52%	0.48%	0.67%
	Highway	0.10%	3.62%	3.81%	4.41%	4.87%	5.11%
<b>Countywide vehicle miles of travel (Roadway based)</b>							
	Peak	17,963,956	27,561,382	27,966,525	28,770,650	29,122,662	28,890,274
	Off-Peak	22,963,922	34,105,162	34,731,939	35,734,736	36,057,989	36,217,568
	Daily	40,927,878	61,666,544	62,698,464	64,505,386	65,180,651	65,107,842

Person Trips	Base					
	DA	SR2	SR3+	Transit	Bike	Walk
Home-Work Peak	453,130	59,510	23,448	22,000	4,189	7,191
Home-Shop Peak	136,065	103,521	73,778	4,018	1,726	16,294
Home-Rec Peak	53,583	44,161	47,724	2,586	4,563	7,406
Non-Home Peak	229,048	0	50,391	6,672	2,275	18,157
Home-GradeSchool Peak	0	0	144,022	16,077	7,819	33,499
Home-HighSchool Peak	12,843	0	48,979	5,168	4,438	14,283
Home-College Peak	63,157	0	21,334	10,604	10,604	5,588
Total Peak	947,825	207,192	409,675	67,124	35,615	102,419

Home-Work Off-Peak	228,674	41,363	10,901	6,696	2,027	3,688
Home-Shop Off-Peak	295,618	210,593	150,410	5,752	3,547	33,875
Home-Rec Off-Peak	112,889	91,566	99,164	5,614	9,396	15,437
Non-Home Off-Peak	472,585	0	111,429	11,443	4,821	39,309
Total Off-Peak	1,109,765	343,522	371,904	29,505	19,791	92,309

Person Mode Share	Base					
	DA	SR2	SR3+	Transit	Bike	Walk
Home-Work Peak	79.6%	10.5%	4.1%	3.9%	0.7%	1.3%
Home-Shop Peak	40.6%	30.9%	22.0%	1.2%	0.5%	4.9%
Home-Rec Peak	33.5%	27.6%	29.8%	1.6%	2.9%	4.6%
Non-Home Peak	74.7%	0.0%	16.4%	2.2%	0.7%	5.9%
Home-GradeSchool Peak	0.0%	0.0%	71.5%	8.0%	3.9%	16.6%
Home-HighSchool Peak	15.0%	0.0%	57.1%	6.0%	5.2%	16.7%
Home-College Peak	56.8%	0.0%	19.2%	9.5%	9.5%	5.0%
Total Peak	53.6%	11.7%	23.1%	3.8%	2.0%	5.8%

Home-Work Off-Peak	78.0%	14.1%	3.7%	2.3%	0.7%	1.3%
Home-Shop Off-Peak	42.2%	30.1%	21.5%	0.8%	0.5%	4.8%
Home-Rec Off-Peak	33.8%	27.4%	29.7%	1.7%	2.8%	4.6%
Non-Home Off-Peak	73.9%	0.0%	17.4%	1.8%	0.8%	6.1%
Total Off-Peak	56.4%	17.5%	18.9%	1.5%	1.0%	4.7%

Home-Work Daily	79.0%	11.7%	4.0%	3.3%	0.7%	1.3%
Home-Shop Daily	41.7%	30.3%	21.7%	0.9%	0.5%	4.8%
Home-Rec Daily	33.7%	27.5%	29.7%	1.7%	2.8%	4.6%
Non-Home Daily	74.2%	0.0%	17.1%	1.9%	0.8%	6.1%
Home-GradeSchool Daily	0.0%	0.0%	71.5%	8.0%	3.9%	16.6%
Home-HighSchool Daily	15.0%	0.0%	57.1%	6.0%	5.2%	16.7%
Home-College Daily	56.8%	0.0%	19.2%	9.5%	9.5%	5.0%
Total Daily	53.6%	11.7%	23.1%	3.8%	2.0%	5.8%

Person Trips		Scen S.J.2020					Scen 1 "C"						
		DA	SR2	SR3+	Transit	Bike	Walk	DA	SR2	SR3+	Transit	Bike	Walk
Home-Work	Peak	677,071	117,490	47,281	98,188	10,813	12,105	701,979	122,339	49,226	118,733	14,429	13,284
Home-Shop	Peak	165,435	129,155	92,864	13,574	2,235	19,986	170,445	133,161	95,599	19,564	2,490	22,029
Home-Rec	Peak	68,289	62,174	59,479	5,811	5,254	9,988	70,266	64,180	61,469	7,184	5,698	10,514
Non-Home	Peak	326,757	0	69,407	15,431	3,853	30,201	360,506	0	76,288	17,082	4,295	33,829
Home-GradeSchool	Peak	0	0	135,040	15,444	7,977	33,288	0	0	138,234	16,318	8,367	34,775
Home-HighSchool	Peak	12,713	0	47,417	7,476	4,795	14,082	12,320	0	46,402	7,582	4,973	14,667
Home-College	Peak	31,251	0	12,520	20,288	20,288	1,715	29,831	0	12,041	22,581	22,581	1,827
Total	Peak	1,281,515	308,818	464,008	176,213	55,215	121,365	1,345,348	319,680	479,261	209,043	62,833	130,926

Home-Work	Off-Peak	357,397	89,061	21,237	16,676	4,794	6,207	378,230	93,640	22,354	18,293	5,420	6,763
Home-Shop	Off-Peak	378,550	260,256	187,866	10,803	4,413	41,221	395,204	271,629	195,237	12,911	4,741	45,203
Home-Rec	Off-Peak	146,896	129,653	125,943	8,697	10,305	20,787	152,473	134,528	130,453	9,475	10,738	21,815
Non-Home	Off-Peak	669,470	0	163,323	22,956	8,159	65,989	736,505	0	181,389	26,056	9,059	73,606
Total	Off-Peak	1,552,313	478,969	498,369	59,132	27,671	134,204	1,662,413	499,796	529,433	66,735	29,957	147,387

Person Mode Share		Scen S.J.2020					Scen 1 "C"						
		DA	SR2	SR3+	Transit	Bike	Walk	DA	SR2	SR3+	Transit	Bike	Walk
Home-Work	Peak	70.3%	12.2%	4.9%	10.2%	1.1%	1.3%	68.8%	12.0%	4.8%	11.6%	1.4%	1.3%
Home-Shop	Peak	39.1%	30.5%	21.9%	3.2%	0.5%	4.7%	38.5%	30.0%	21.6%	4.4%	0.6%	5.0%
Home-Rec	Peak	32.4%	29.5%	28.2%	2.8%	2.5%	4.7%	32.0%	29.3%	28.0%	3.3%	2.6%	4.8%
Non-Home	Peak	73.3%	0.0%	15.6%	3.5%	0.9%	6.8%	73.3%	0.0%	15.5%	3.5%	0.9%	6.9%
Home-GradeSchool	Peak	0.0%	0.0%	70.4%	8.1%	4.2%	17.4%	0.0%	0.0%	69.9%	8.3%	4.2%	17.6%
Home-HighSchool	Peak	14.7%	0.0%	54.8%	8.6%	5.5%	16.3%	14.3%	0.0%	54.0%	8.8%	5.8%	17.1%
Home-College	Peak	36.3%	0.0%	14.5%	23.6%	23.6%	2.0%	33.6%	0.0%	13.6%	25.4%	25.4%	2.1%
Total	Peak	53.2%	12.8%	19.3%	7.3%	2.3%	5.0%	52.8%	12.6%	18.8%	8.2%	2.5%	5.1%

Home-Work	Off-Peak	72.1%	18.0%	4.3%	3.4%	1.0%	1.3%	72.1%	17.8%	4.3%	3.5%	1.0%	1.3%
Home-Shop	Off-Peak	42.9%	29.5%	21.3%	1.2%	0.5%	4.7%	42.7%	29.4%	21.1%	1.4%	0.5%	4.9%
Home-Rec	Off-Peak	33.2%	29.3%	28.5%	2.0%	2.3%	4.7%	33.2%	29.3%	28.4%	2.1%	2.3%	4.7%
Non-Home	Off-Peak	72.0%	0.0%	17.6%	2.5%	0.9%	7.1%	71.7%	0.0%	17.7%	2.5%	0.9%	7.2%
Total	Off-Peak	56.4%	17.4%	18.1%	2.1%	1.0%	4.9%	56.6%	17.0%	18.0%	2.3%	1.0%	5.0%

Home-Work	Daily	70.9%	14.2%	4.7%	7.9%	1.1%	1.3%	69.9%	14.0%	4.6%	8.9%	1.3%	1.3%
Home-Shop	Daily	41.6%	29.8%	21.5%	1.9%	0.5%	4.7%	41.3%	29.6%	21.3%	2.4%	0.5%	4.9%
Home-Rec	Daily	32.9%	29.4%	28.4%	2.2%	2.4%	4.7%	32.8%	29.3%	28.3%	2.5%	2.4%	4.8%
Non-Home	Daily	72.4%	0.0%	16.9%	2.8%	0.9%	7.0%	72.2%	0.0%	17.0%	2.8%	0.9%	7.1%
Home-GradeSchool	Daily	0.0%	0.0%	70.4%	8.1%	4.2%	17.4%	0.0%	0.0%	69.9%	8.3%	4.2%	17.6%
Home-HighSchool	Daily	14.7%	0.0%	54.8%	8.6%	5.5%	16.3%	14.3%	0.0%	54.0%	8.8%	5.8%	17.1%
Home-College	Daily	36.3%	0.0%	14.5%	23.6%	23.6%	2.0%	33.6%	0.0%	13.6%	25.4%	25.4%	2.1%
Total	Daily	53.2%	12.8%	19.3%	7.3%	2.3%	5.0%	52.8%	12.6%	18.8%	8.2%	2.5%	5.1%

Person Trips	Scen 2 "E"					Scen 3 "K"						
	DA	SR2	SR3+	Transit	Bike	Walk	DA	SR2	SR3+	Transit	Bike	Walk
Home-Work	748,916	131,508	52,366	118,391	16,572	15,063	770,287	135,543	53,654	112,843	16,984	15,219
Home-Shop	184,933	145,394	103,690	20,033	2,855	26,088	192,183	150,642	108,207	17,678	2,968	27,022
Home-Rec	76,440	69,926	66,610	7,264	6,293	11,859	79,630	72,409	69,462	7,058	6,478	12,364
Non-Home	385,184	0	80,468	17,903	4,634	36,467	388,371	0	81,230	17,727	4,644	36,227
Home-GradeSchool	0	0	149,536	18,182	9,530	38,990	0	0	157,544	19,439	10,049	41,170
Home-HighSchool	12,489	0	48,072	8,938	5,357	15,907	12,768	0	50,216	9,670	5,525	16,404
Home-College	32,874	0	13,529	20,795	20,795	2,210	34,544	0	14,224	19,558	19,558	2,252
Total	1,440,836	346,829	514,271	211,506	66,036	146,583	1,477,783	358,594	534,537	203,973	66,206	150,658

Home-Work	401,116	98,796	23,498	19,697	6,289	7,597	408,689	101,399	24,109	19,713	6,511	7,693
Home-Shop	429,756	294,404	210,451	14,630	5,358	53,171	442,571	304,016	219,145	13,954	5,589	55,265
Home-Rec	165,691	146,131	140,979	10,390	11,759	24,440	171,555	151,077	146,915	11,014	12,200	25,536
Non-Home	784,456	0	194,325	27,379	9,673	78,934	790,925	0	195,567	27,307	9,731	78,628
Total	1,781,019	539,332	569,254	72,096	33,079	164,141	1,813,740	556,492	585,735	71,988	34,031	167,122

Person Mode Share	Scen 2 "E"					Scen 3 "K"						
	DA	SR2	SR3+	Transit	Bike	Walk	DA	SR2	SR3+	Transit	Bike	Walk
Home-Work	69.2%	12.1%	4.8%	10.9%	1.5%	1.4%	69.7%	12.3%	4.9%	10.2%	1.5%	1.4%
Home-Shop	38.3%	30.1%	21.5%	4.1%	0.6%	5.4%	38.5%	30.2%	21.7%	3.5%	0.6%	5.4%
Home-Rec	32.1%	29.3%	27.9%	3.0%	2.6%	5.0%	32.2%	29.3%	28.1%	2.9%	2.6%	5.0%
Non-Home	73.4%	0.0%	15.3%	3.4%	0.9%	7.0%	73.5%	0.0%	15.4%	3.4%	0.9%	6.9%
Home-GradeSchool	0.0%	0.0%	69.2%	8.4%	4.4%	18.0%	0.0%	0.0%	69.0%	8.5%	4.4%	18.0%
Home-HighSchool	13.8%	0.0%	53.0%	9.8%	5.9%	17.5%	13.5%	0.0%	53.1%	10.2%	5.8%	17.3%
Home-College	36.4%	0.0%	15.0%	23.1%	23.1%	2.4%	38.3%	0.0%	15.8%	21.7%	21.7%	2.5%
Total	52.9%	12.7%	18.9%	7.8%	2.4%	5.4%	52.9%	12.8%	19.1%	7.3%	2.4%	5.4%

Home-Work	72.0%	17.7%	4.2%	3.5%	1.1%	1.4%	71.9%	17.8%	4.2%	3.5%	1.1%	1.4%
Home-Shop	42.6%	29.2%	20.9%	1.5%	0.5%	5.3%	42.5%	29.2%	21.1%	1.3%	0.5%	5.3%
Home-Rec	33.2%	29.3%	28.2%	2.1%	2.4%	4.9%	33.1%	29.1%	28.3%	2.1%	2.4%	4.9%
Non-Home	71.7%	0.0%	17.8%	2.5%	0.9%	7.2%	71.8%	0.0%	17.7%	2.5%	0.9%	7.1%
Total	56.4%	17.1%	18.0%	2.3%	1.0%	5.2%	56.2%	17.2%	18.1%	2.2%	1.1%	5.2%

Home-Work	70.1%	14.0%	4.6%	8.4%	1.4%	1.4%	70.5%	14.2%	4.6%	7.9%	1.4%	1.4%
Home-Shop	41.2%	29.5%	21.1%	2.3%	0.6%	5.3%	41.2%	29.5%	21.3%	2.1%	0.6%	5.3%
Home-Rec	32.8%	29.3%	28.1%	2.4%	2.4%	4.9%	32.8%	29.2%	28.3%	2.4%	2.4%	4.9%
Non-Home	72.2%	0.0%	17.0%	2.8%	0.9%	7.1%	72.3%	0.0%	17.0%	2.8%	0.9%	7.0%
Home-GradeSchool	0.0%	0.0%	69.2%	8.4%	4.4%	18.0%	0.0%	0.0%	69.0%	8.5%	4.4%	18.0%
Home-HighSchool	13.8%	0.0%	53.0%	9.8%	5.9%	17.5%	13.5%	0.0%	53.1%	10.2%	5.8%	17.3%
Home-College	36.4%	0.0%	15.0%	23.1%	23.1%	2.4%	38.3%	0.0%	15.8%	21.7%	21.7%	2.5%
Total	52.9%	12.7%	18.9%	7.8%	2.4%	5.4%	52.9%	12.8%	19.1%	7.3%	2.4%	5.4%

Person Trips	Scen 4 "J"						Scen H					
	DA	SR2	SR3+	Transit	Bike	Walk	DA	SR2	SR3+	Transit	Bike	Walk
Home-Work	732,930	128,964	52,809	183,396	18,166	15,378	756,150	134,701	53,694	143,891	17,940	15,874
Home-Shop	175,417	136,400	96,892	39,692	2,658	24,312	188,684	147,840	104,920	28,694	2,947	27,062
Home-Rec	71,924	65,513	62,508	11,640	6,126	10,909	77,532	70,754	67,277	8,597	6,443	12,011
Non-Home	417,099	0	89,739	19,657	4,993	40,187	413,281	0	86,814	19,183	4,961	39,283
Home-GradeSchool	0	0	138,203	16,395	8,354	34,680	0	0	149,625	18,255	9,471	38,887
Home-HighSchool	12,367	0	46,327	7,648	4,970	14,653	12,527	0	48,131	8,896	5,341	15,867
Home-College	27,939	0	10,823	25,935	25,935	1,797	32,131	0	12,913	22,160	2,206	2,206
Total	1,437,676	330,876	497,300	304,363	71,202	141,916	1,480,305	353,294	523,375	249,676	69,263	151,189

Home-Work	414,586	106,324	25,456	21,521	6,331	7,848	411,481	104,649	24,863	21,637	6,708	7,998
Home-Shop	423,903	290,217	204,927	17,597	5,161	50,071	445,435	304,269	215,714	17,365	5,558	55,218
Home-Rec	159,010	140,595	135,011	10,387	11,014	22,668	168,638	148,851	143,044	10,891	11,894	24,788
Non-Home	851,501	0	212,595	30,979	10,556	87,232	840,957	0	209,435	30,038	10,397	85,034
Total	1,849,001	537,137	577,989	80,485	33,062	167,819	1,866,511	557,769	593,057	79,932	34,556	173,039

Person Mode Share	Scen 4 "J"						Scen H					
	DA	SR2	SR3+	Transit	Bike	Walk	DA	SR2	SR3+	Transit	Bike	Walk
Home-Work	64.8%	11.4%	4.7%	16.2%	1.6%	1.4%	67.4%	12.0%	4.8%	12.8%	1.6%	1.4%
Home-Shop	36.9%	28.7%	20.4%	8.3%	0.6%	5.1%	37.7%	29.6%	21.0%	5.7%	0.6%	5.4%
Home-Rec	31.5%	28.7%	27.3%	5.1%	2.7%	4.8%	32.0%	29.2%	27.7%	3.5%	2.7%	5.0%
Non-Home	73.0%	0.0%	15.7%	3.4%	0.9%	7.0%	73.3%	0.0%	15.4%	3.4%	0.9%	7.0%
Home-GradeSchool	0.0%	0.0%	69.9%	8.3%	4.2%	17.5%	0.0%	0.0%	69.2%	8.4%	4.4%	18.0%
Home-HighSchool	14.4%	0.0%	53.9%	8.9%	5.8%	17.0%	13.8%	0.0%	53.0%	9.8%	5.9%	17.5%
Home-College	30.2%	0.0%	11.7%	28.1%	28.1%	1.9%	35.1%	0.0%	14.1%	24.2%	24.2%	2.4%
Total	51.7%	11.9%	17.9%	10.9%	2.6%	5.1%	52.4%	12.5%	18.5%	8.8%	2.4%	5.3%

Home-Work	71.2%	18.3%	4.4%	3.7%	1.1%	1.3%	71.3%	18.1%	4.3%	3.7%	1.2%	1.4%
Home-Shop	42.7%	29.3%	20.7%	1.8%	0.5%	5.0%	42.7%	29.2%	20.7%	1.7%	0.5%	5.3%
Home-Rec	33.2%	29.4%	28.2%	2.2%	2.3%	4.7%	33.2%	29.3%	28.2%	2.1%	2.3%	4.9%
Non-Home	71.4%	0.0%	17.8%	2.6%	0.9%	7.3%	71.5%	0.0%	17.8%	2.6%	0.9%	7.2%
Total	57.0%	16.6%	17.8%	2.5%	1.0%	5.2%	56.5%	16.9%	17.9%	2.4%	1.0%	5.2%

Home-Work	67.0%	13.7%	4.6%	12.0%	1.4%	1.4%	68.7%	14.1%	4.6%	9.7%	1.5%	1.4%
Home-Shop	40.8%	29.1%	20.6%	3.9%	0.5%	5.1%	41.1%	29.3%	20.8%	3.0%	0.6%	5.3%
Home-Rec	32.6%	29.1%	27.9%	3.1%	2.4%	4.7%	32.8%	29.3%	28.0%	2.6%	2.4%	4.9%
Non-Home	71.9%	0.0%	17.1%	2.9%	0.9%	7.2%	72.1%	0.0%	17.0%	2.8%	0.9%	7.1%
Home-GradeSchool	0.0%	0.0%	69.9%	8.3%	4.2%	17.5%	0.0%	0.0%	69.2%	8.4%	4.4%	18.0%
Home-HighSchool	14.4%	0.0%	53.9%	8.9%	5.8%	17.0%	13.8%	0.0%	53.0%	9.8%	5.9%	17.5%
Home-College	30.2%	0.0%	11.7%	28.1%	28.1%	1.9%	35.1%	0.0%	14.1%	24.2%	24.2%	2.4%
Total	51.7%	11.9%	17.9%	10.9%	2.6%	5.1%	52.4%	12.5%	18.5%	8.8%	2.4%	5.3%

**BATS 2000**  
(excludes trips in "Other")

	DA	SR2	SR3+	Transit	Bike	Walk	Other
Home-Work Daily	389,044	72,800	32,524	30,980	1,919	4,209	9663
Home-Shop Daily	202,483	178,561	181,543	8,144	4,437	65,021	23661
Home-Rec Daily	88,085	91,702	158,624	7,906	2,482	40,559	8938
Non-Home Daily	253,308		121,637	5,789	2,137	32,629	13916
Home-Grade\$ Daily	739		144,710	29,310	3,095	48,467	78
Home-HighSc Daily	6,668		26,993	24,436	862	12,772	1725
Home-Colleg€ Daily	38,676		7,876	7,848	105	7,285	3369
Total Daily	979,003	343,063	673,907	114,413	15,037	210,942	

Home-Work Daily	73%	14%	6%	6%	0%	1%	
Home-Shop Daily	32%	28%	28%	1%	1%	10%	
Home-Rec Daily	23%	24%	41%	2%	1%	10%	
Non-Home Daily	61%	0%	29%	1%	1%	8%	
Home-Grade\$ Daily	0%	0%	64%	13%	1%	21%	
Home-HighSc Daily	9%	0%	38%	34%	1%	18%	
Home-Colleg€ Daily	63%	0%	13%	13%	0%	12%	
Total Daily	42%	15%	29%	5%	1%	9%	

StudyID	Facility	Location	Base Year 2008									
			Facility Type	Lanes	Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS		
1	1st St	Burton St. - Younger Ave.	Arterial	4	23,100	1,450	1,960	D	C	D		
2	1st St	Holger Wy. - E. SR 237 ramp	Arterial	6	23,460	2,060	2,020	C	C	C		
3	1st St	I-280 - Reed St.	Arterial	4	22,820	1,890	1,990	D	D	D		
4	1st St	Trimble Rd. - Component Dr.	Arterial	4	22,480	1,940	1,700	D	D	C		
5	7th St	I-280 - Margaret St.	Collector	2	14,550	1,000	1,120	D	D	D		
6	10th St	Commercial St. - US 101	Arterial	4	13,870	1,100	1,270	C	C	C		
7	10th/11th St	Julian St. - Washington St.	Arterial	6	15,090	1,220	1,580	C	C	C		
8	11th St	Margaret St. - E. Virginia St.	Collector	3	18,040	1,700	1,290	D	D	C		
9	13th St	Madera Ave. - Berryessa Rd.	Arterial	4	24,500	1,410	1,850	D	D	D		
10	Aborn Rd	Capitol Expwy. - Rock Water Ln.	Arterial	6	41,450	2,700	3,030	D	D	D		
11	Almaden Expwy	Foxchase Dr. - Blossom Hill Rd.	Expressway	8	68,220	4,880	5,190	D	D	D		
12	Almaden Expwy	Lillian Wy. - Cloverhill Dr.	Expressway	4	36,020	2,850	2,730	D	D	D		
13	Almaden Expwy	Old Almaden Rd. - Lincoln Ave.	Expressway	8	34,680	3,130	3,390	C	C	C		
14	Almaden Rd	Vine St. - Almaden Expwy.	Arterial	4	21,320	2,430	2,160	C	D	D		
15	Alum Rock Ave	Capitol Ave. - Sierra Vista Pl.	Arterial	4	38,170	2,630	2,650	D	D	D		
16	Bailey Ave	McKean Rd. - Santa Teresa Blvd.	Arterial	2	3,860	380	330	C	C	C		
17	Bailey Ave	Monterey Rd. - US 101	Arterial	6	10,130	940	870	C	C	C		
18	Bascom Ave	Downing Ave. - Leon Dr.	Arterial	6	23,550	1,670	2,060	C	C	C		
19	Bascom Ave	Dry Creek Rd. - Surrey Pl.	Arterial	6	19,630	1,220	1,690	C	C	C		
20	Bascom Ave	E Mozart Ave. - Loretta Ln.	Arterial	6	23,420	1,690	1,920	C	C	C		
21	Bascom Ave	Redbush Ter. - Cherrystone Dr.	Arterial	4	27,120	2,100	2,460	D	D	D		
22	Berryessa Rd	Capitol Ave. - I-880	Arterial	4	42,320	2,780	3,130	D	D	D		
23	Berryessa Rd	Cornish Ln. - Commercial St.	Arterial	4	27,390	2,130	2,330	D	D	D		
24	Blossom Hill Rd	Eagles Ln. - Judith St.	Arterial	6	28,160	2,040	2,200	C	C	C		
25	Blossom Hill Rd	Sanchez Dr. - Winfield Blvd.	Arterial	6	29,950	1,510	2,470	C	D	D		
26	Blossom Hill Rd	Union Ave. - Greenridge Ter.	Arterial	2	13,270	1,150	1,120	D	D	D		
27	Branham Ln	Glenmont Dr. - Pearl Ave.	Arterial	6	19,440	1,280	1,500	C	C	C		
28	Brokaw Rd	I-880 - Ridder Park	Arterial	6	45,040	3,660	3,410	D	D	D		
29	Camden Ave	Coleman Rd. - Hicks Rd.	Arterial	6	22,860	2,100	1,830	C	C	C		
30	Camden Ave	Currier Ave. - Erin Wy.	Arterial	6	48,980	3,370	4,420	D	D	D		
31	Camden Ave	Leigh Ave. - Hillisdale Ave.	Arterial	6	38,980	2,750	3,420	D	D	D		
32	Capitol Ave	Gay Ave. - Madden Ave.	Arterial	4	14,940	1,180	1,400	C	C	C		
33	Capitol Ave	Montague Expwy. - Cropley Ave.	Arterial	6	21,080	1,560	2,060	C	C	C		
34	Capitol Expw	Sierra Rd. - Old Post Wy.	Arterial	4	12,810	780	1,540	C	C	C		
35	Capitol Expwy	Old Almaden Rd. - Pearl Ave.	Expressway	6	30,090	2,410	2,560	C	C	C		
36	Capitol Expwy	680 ramp - Camas Ave.	Expressway	6	72,540	4,910	5,150	D	D	D		
37	Capitol Expwy	Cunningham Ave. - Tully Rd.	Expressway	8	51,220	3,320	4,410	C	D	D		
38	Capitol Expwy	Seven Trees Blvd. - Monterey Rd. ramps	Expressway	6	48,540	3,440	3,730	D	D	D		
39	Capitol Expwy	Silver Creek Rd. - Aborn Rd.	Expressway	8	116,860	7,280	8,800	F	D	E		
40	Coleman Ave	Brokaw Rd. - Airport Blvd.	Arterial	4	30,620	2,490	2,890	D	D	D		
41	Currier Ave	Cherry Ave. - Nola Dr.	Arterial	4	18,780	1,500	1,670	C	C	C		
42	East Brokaw Rd	Zanker Rd. - Rogers Ave.	Arterial	6	37,370	2,990	2,850	D	D	D		
43	Guadalupe Pkwy	US 101 N. ramps - Orchard Pkwy.	Arterial	4	22,350	2,320	1,840	D	D	D		
44	Hale Ave	Kalana Ave. - Palm Ave.	Collector	2	4,960	410	420	C	C	C		
45	Hamilton Ave	Hwy 17 - Bascom Ave.	Arterial	6	53,080	3,900	4,260	D	D	D		
46	Hedding St	Ruff Dr. - Hwy SR 87	Arterial	4	9,120	810	870	C	C	C		
47	Hostetter Rd	Automation Pkwy - Rue Avati	Arterial	6	41,360	3,090	3,510	D	D	D		
48	Julian St	N. 24th St. - N. 21st St.	Arterial	4	16,690	1,100	1,410	C	C	C		
49	King Rd	Havana Dr. - Cunningham Ave.	Arterial	4	21,720	1,510	1,920	D	D	D		
50	King Rd	St. James St. - Wilshire Blvd.	Arterial	2	16,110	1,180	1,380	D	D	D		
51	Lawrence Expwy	Doyle Rd. - Prospect Rd.	Expressway	6	32,000	2,600	2,840	C	C	C		
52	Leigh Ave	Dry Creek Rd. - Bent Dr.	Arterial	4	18,260	1,810	1,860	C	D	D		
53	Lincoln Ave	Minnesota Ave. - Brace Ave.	Arterial	4	17,530	1,410	1,570	C	C	C		
54	Mabury Rd	Educational Park - N. Jackson Ave.	Arterial	4	14,690	1,270	1,410	C	C	C		
55	Mabury Rd	Lenfest Rd. - E. Taylor St.	Arterial	2	14,930	1,180	1,420	D	D	D		
56	Mabury Rd	N. Capitol Ave. - Cedarville Ln.	Arterial	2	15,400	1,370	1,490	D	D	D		
57	Market St	San Pedro St. - SR 87	Arterial	4	16,970	1,360	1,750	C	C	C		



StudyID	Facility	Location	Base Year Thresholds						Future Year					
			LOSA	LOSB	LOSC	LOSD	LOSE	Lanes	Facility Type	LOSA	LOSB	LOSC	LOSD	LOSE
1	1st St	Burton St. - Younger Ave.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
2	1st St	Holger Wy. - E. SR 237 ramp	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
3	1st St	I-280 - Reed St.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
4	1st St	Trimble Rd. - Component Dr.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
5	7th St	I-280 - Margaret St.	0	0	680	1320	1400	Collector	2	0	0	680	1320	1400
6	10th St	Commercial St. - US 101	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
7	10th/11th St	Julian St. - Washington St.	0	0	2700	5310	5580	Arterial	4	0	0	2700	5310	5580
8	11th St	Margaret St. - E. Virginia St.	0	0	1020	1980	2100	Collector	2	0	0	680	1320	1400
9	13th St	Madera Ave. - Berryessa Rd.	0	0	1800	3540	3720	Arterial	6	0	0	2700	5310	5580
10	Aborn Rd	Capitol Expwy. - Rock Water Ln.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
11	Almaden Expwy	Foxchase Dr. - Blossom Hill Rd.	0	0	4320	8480	8960	Expressway	8	0	0	4320	8480	8960
12	Almaden Expwy	Lillian Wy. - Cloverhill Dr.	0	0	2160	4240	4480	Expressway	4	0	0	2160	4240	4480
13	Almaden Expwy	Old Almaden Rd. - Lincoln Ave.	0	0	4320	8480	8960	Expressway	8	0	0	4320	8480	8960
14	Almaden Rd	Vine St. - Almaden Expwy.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
15	Alum Rock Ave	Capitol Ave. - Sierra Vista Pl.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
16	Bailey Ave	McKean Rd. - Santa Teresa Blvd.	0	0	900	1770	1860	Arterial	2	0	0	900	1770	1860
17	Bailey Ave	Monterey Rd. - US 101	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
18	Bascom Ave	Downing Ave. - Leon Dr.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
19	Bascom Ave	Dry Creek Rd. - Surrey Pl.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
20	Bascom Ave	E Mozart Ave. - Loretta Ln.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
21	Bascom Ave	Redbush Ter. - Cherrystone Dr.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
22	Berrysessa Rd	Capitol Ave. - I-880	0	0	1800	3540	3720	Arterial	6	0	0	2700	5310	5580
23	Berrysessa Rd	Cornish Ln. - Commercial St.	0	0	1800	3540	3720	Arterial	6	0	0	2700	5310	5580
24	Blossom Hill Rd	Eagles Ln. - Judith St.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
25	Blossom Hill Rd	Sanchez Dr. - Winfield Blvd.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
26	Blossom Hill Rd	Union Ave. - Greenridge Ter.	0	0	900	1770	1860	Arterial	2	0	0	900	1770	1860
27	Branham Ln	Glenmont Dr. - Peart Ave.	0	0	2700	5310	5580	Arterial	4	0	0	1800	3540	3720
28	Brokaw Rd	I-880 - Ridder Park	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
29	Camden Ave	Coleman Rd. - Hicks Rd.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
30	Camden Ave	Currier Ave. - Erin Wy.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
31	Camden Ave	Leigh Ave. - Hillisdale Ave.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
32	Capitol Ave	Gay Ave. - Madden Ave.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
33	Capitol Ave	Montague Expwy. - Cropley Ave.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
34	Capitol Expw	Sierra Rd. - Old Post Wy.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
35	Capitol Expw	Old Almaden Rd. - Peart Ave.	0	0	3240	6360	6720	Expressway	6	0	0	3240	6360	6720
36	Capitol Expwy	680 ramp - Camas Ave.	0	0	3240	6360	6720	Expressway	6	0	0	3240	6360	6720
37	Capitol Expwy	Cunningham Ave. - Tully Rd.	0	0	4320	8480	8960	Expressway	6	0	0	4320	8480	8960
38	Capitol Expwy	Seven Trees Blvd. - Monterey Rd. ramps	0	0	3240	6360	6720	Expressway	6	0	0	3240	6360	6720
39	Capitol Expwy	Silver Creek Rd. - Aborn Rd.	0	0	4320	8480	8960	Expressway	8	0	0	4320	8480	8960
40	Coleman Ave	Brokaw Rd. - Airport Blvd.	0	0	1800	3540	3720	Arterial	6	0	0	2700	5310	5580
41	Currier Ave	Cherry Ave. - Nola Dr.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
42	East Brokaw Rd	Zanker Rd. - Rogers Ave.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
43	Guadalupe Pkwy	US 101 N. ramps - Orchard Pkwy.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
44	Hale Ave	Kalana Ave. - Palm Ave.	0	0	680	1320	1400	Collector	2	0	0	680	1320	1400
45	Hamilton Ave	Hwy 17 - Bascom Ave.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
46	Hedding St	Ruff Dr. - Hwy SR 87	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
47	Hostetter Rd	Automation Pkwy - Rue Avati	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
48	Julian St	N. 24th St. - N. 21st St.	0	0	1800	3540	3720	Arterial	2	0	0	900	1770	1860
49	King Rd	Havana Dr. - Cunningham Ave.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
50	King Rd	St. James St. - Wilshire Blvd.	0	0	900	1770	1860	Arterial	2	0	0	900	1770	1860
51	Lawrence Expwy	Doyle Rd. - Prospect Rd.	0	0	3240	6360	6720	Expressway	6	0	0	3240	6360	6720
52	Leigh Ave	Dry Creek Rd. - Bent Dr.	0	0	1800	3540	3720	Arterial	2	0	0	900	1770	1860
53	Lincoln Ave	Minnesota Ave. - Brace Ave.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
54	Mabury Rd	Educational Park - N. Jackson Ave.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
55	Mabury Rd	Lenfest Rd. - E. Taylor St.	0	0	900	1770	1860	Arterial	4	0	0	1800	3540	3720
56	Mabury Rd	N. Capitol Ave. - Cedarville Ln.	0	0	900	1770	1860	Arterial	4	0	0	1800	3540	3720
57	Market St	San Pedro St. - SR 87	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720

StudyID	Facility	Location	Base Year Thresholds						Future Year Thresholds					
			LOSA	LOSB	LOSC	LOSD	LOSE	Lanes	LOSA	LOSB	LOSC	LOSD	LOSE	Lanes
58	McKean Rd	Harry Rd. – Hunters Hill Rd.	0	0	900	1770	1860	Arterial	2	0	0	900	1770	1860
59	McKee Rd	Capitol Ave. – 680 ramps	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
60	Meridian Ave	Dry Creek Rd. – Campbell Ave.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
61	Meridian Ave	Southwest Expwy. – Fruitdale Ave.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
62	Montague Expwy	Guadalupe River – Orchard Dr.	0	0	3760	7420	7840	Expressway	8	0	0	4320	8480	8960
63	Montague Expwy	O'Toole Ave. – I-880 ramps	0	0	4320	8480	8960	Expressway	8	0	0	4320	8480	8960
64	Monterey Rd	Bellevue Ave. – San Jose Ave.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
65	Monterey Rd	Bougainvillea Dr. – Branham Ln.	0	0	2700	5310	5580	Arterial	4	0	0	1800	3540	3720
66	Monterey Rd	Kalana Ave. – Palm Ave.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
67	Monterey Rd	Metcalfe Rd. – Blanchard Rd.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
68	Monterey Rd	SR 85 – Bernal Rd.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
69	Moopark Ave	Borina Dr. – Castlewood Dr.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
70	Morrill Ave	Hostetter Rd. – Cataldi Wy.	0	0	680	1320	1400	Collector	4	0	0	1360	2640	2800
71	Oakland Rd	Montague Expwy. – Ateberry Ln.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
72	Piedmont Rd	Penitencia Creek Rd – Noble Ave.	0	0	900	1770	1860	Arterial	2	0	0	900	1770	1860
73	Quimby Rd	Capitol Expwy. – Keppler Dr.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
74	San Carlos St	SR 87 – Almaden Blvd.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
75	San Felipe Rd	Hearland Wy. – Metcalfe Rd.	0	0	680	1320	1400	Collector	2	0	0	680	1320	1400
76	San Felipe Rd	Yurba Buena Rd. – Park Estates Way	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
77	San Tomas Expwy	Williams Rd. – Payne Ave.	0	0	3240	6360	6720	Expressway	6	0	0	3240	6360	6720
78	Santa Clara St	19th St. – 17th St.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
79	Santa Clara St	Almaden Rd. – SR 87	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
80	Santa Teresa Blvd	Bayless Dr. – Laguna Seca Creek	0	0	900	1770	1860	Arterial	4	0	0	1800	3540	3720
81	Santa Teresa Blvd	Chesbro – Indian Ave.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
82	Santa Teresa Blvd	Miyuki Dr. – San Ignacio Ave.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
83	Santa Teresa Blvd	SR 85 – Thornwood Dr.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
84	Saratoga Ave	Los Felice Dr. – Country Ln.	0	0	1800	3540	3720	Arterial	6	0	0	2700	5310	5580
85	Saratoga Ave	Moopark Ave. – I-280	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
86	Santer Rd	Dadis Wy. – Lewis Rd.	0	0	1800	3540	3720	Arterial	6	0	0	2700	5310	5580
87	Silver Creek Valley Rd	US 101 – Monterey Rd. ramps	0	0	1800	3540	3720	Arterial	6	0	0	2700	5310	5580
88	Southwest Expwy	Leigh Ave. – La Barbera Dr.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
89	Stevens Creek Blvd	I-880 – Wainwright Ave.	0	0	1800	3540	3720	Arterial	6	0	0	2700	5310	5580
90	Story Rd	12th St. – Semler Rd.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
91	Story Rd	Capitol Expwy – Kollmar Dr.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
92	Story Rd	King Rd. – Bal Harbor Wy.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
93	Story Rd	US 101 ramps – Knox Ave.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
94	Tasman Dr	Guadalupe River – Renaissance Dr.	0	0	1800	3540	3720	Arterial	6	0	0	2700	5310	5580
95	Tasman Dr	McCarthy Blvd. – Cisco Wy.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
96	The Alamed	I-880 – Alameda Wy.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
97	The Alamed	Marlin Ave. – Julian St.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
98	Trimble Rd	Junction Ave. – Montague Expwy	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
99	Trimble Rd	Orchard Pkwy. – De La Cruz Blvd.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
100	Tully Rd	Brahms Ave. – Quimby Rd.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
101	Tully Rd	Capitol Expwy – Glen Hanleigh Dr.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
102	Tully Rd	Galveston Ave. – La Ragione Ave.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
103	Union Ave	SR 85 ramp – Logic Dr.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
104	White Rd	Mt. McKinley Dr. – Mt. Vista Dr.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
105	White Rd	Stevens Ln. – Westbranch Dr.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
106	Winchester Blvd	Fireside Dr. – Greentree Wy.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
107	Winchester Blvd	Trisch Way – I-280	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580
108	Yerba Buena Rd	Baronet Ct. – Chisun St.	0	0	1800	3540	3720	Arterial	4	0	0	1800	3540	3720
109	Zanker Rd	SR 237 ramp – Holger Wy.	0	0	2700	5310	5580	Arterial	6	0	0	2700	5310	5580

StudyID	Facility	Location	Scenario S.J2020						Scenario 1 "C"					
			Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS	Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS
1	1st St	Burton St. - Younger Ave.	21,900	1,700	2,600	D	C	D	21,900	1,800	2,700	D	C	D
2	1st St	Holger Wy. - E. SR 237 ramp	33,100	4,400	5,300	D	D	D	33,500	4,300	5,200	D	D	D
3	1st St	I-280 - Reed St.	29,900	2,800	2,900	D	D	D	30,400	2,800	3,000	D	D	D
4	1st St	Trimble Rd. - Component Dr.	36,800	3,200	2,900	D	D	D	37,500	3,200	3,100	D	D	D
5	7th St	I-280 - Margaret St.	14,000	1,000	1,200	D	D	D	13,900	1,000	1,200	D	D	D
6	10th St	Commercial St. - US 101	20,000	2,400	2,600	C	D	D	20,700	2,500	2,700	D	D	D
7	10th/11th St	Julian St. - Washington St.	17,500	1,900	2,100	C	D	D	17,500	1,800	2,100	C	C	D
8	11th St	Margaret St. - E. Virginia St.	18,400	1,500	1,400	F	F	E	18,600	1,500	1,500	F	F	F
9	13th St	Madera Ave. - Berryessa Rd.	25,900	2,100	2,300	C	C	C	27,400	2,100	2,300	C	C	C
10	Aborn Rd	Capitol Expwy. - Rock Water Ln.	46,900	4,600	5,700	D	D	F	47,000	4,700	5,800	D	D	F
11	Almaden Expwy	Foxchase Dr. - Blossom Hill Rd.	79,400	6,800	6,800	D	D	D	82,200	7,100	6,600	D	D	D
12	Almaden Expwy	Lillian Wy. - Cloverhill Dr.	41,600	5,100	3,800	D	F	D	40,500	4,800	3,300	D	F	D
13	Almaden Expwy	Old Almaden Rd. - Lincoln Ave.	48,300	4,500	5,600	C	D	D	50,700	5,000	5,800	C	D	D
14	Almaden Rd	Vine St. - Almaden Expwy.	23,300	1,800	2,400	D	C	D	23,900	1,300	2,300	D	C	D
15	Alum Rock Ave	Capitol Ave. - Sierra Vista Pl.	40,600	2,800	3,800	D	D	F	41,500	2,900	4,000	D	D	F
16	Bailey Ave	McKean Rd. - Santa Teresa Blvd.	11,500	2,900	3,300	D	F	F	10,300	2,600	2,900	C	F	F
17	Bailey Ave	Monterey Rd. - US 101	18,200	5,500	6,000	C	E	F	14,000	4,700	5,100	C	D	D
18	Bascom Ave	Downing Ave. - Leon Dr.	28,000	2,800	3,500	C	D	D	30,300	3,200	3,900	C	D	D
19	Bascom Ave	Dry Creek Rd. - Surrey Pl	27,600	5,100	5,600	C	D	F	27,700	5,200	5,800	C	D	F
20	Bascom Ave	E Mozart Ave. - Loretta Ln.	29,700	3,700	4,100	C	D	D	29,900	3,600	4,200	C	D	D
21	Bascom Ave	Redbush Ter. - Cherrystone Dr.	34,900	3,400	3,800	D	D	F	35,700	3,500	3,900	D	D	F
22	Berryessa Rd	Capitol Ave. - I-880	46,200	3,600	4,900	D	D	D	50,700	4,200	5,100	D	D	D
23	Berryessa Rd	Cornish Ln. - Commercial St.	37,600	4,400	4,900	D	D	D	40,200	4,900	5,200	D	D	D
24	Blossom Hill Rd	Eagles Ln. - Judith St.	38,500	6,400	7,900	D	F	F	39,100	6,300	8,000	D	F	F
25	Blossom Hill Rd	Sanchez Dr. - Winfield Blvd.	34,800	6,100	8,100	D	F	F	38,900	8,400	8,800	D	F	F
26	Blossom Hill Rd	Union Ave. - Greenridge Ter.	17,200	1,200	1,100	D	D	D	17,300	1,200	1,100	D	D	D
27	Branham Ln	Glenmont Dr. - Peart Ave.	22,200	2,300	4,300	D	D	F	22,500	2,400	4,500	D	D	F
28	Brokaw Rd	I-880 - Ridder Park	50,000	3,800	3,600	C	D	D	55,600	4,400	4,400	D	D	D
29	Camden Ave	Coleman Rd. - Hicks Rd.	27,500	3,200	3,100	C	D	D	27,200	3,200	3,100	C	D	D
30	Camden Ave	Currier Ave. - Erin Wy.	56,200	4,600	5,800	D	D	F	56,600	4,700	5,900	D	D	F
31	Camden Ave	Leigh Ave. - Hillisdale Ave.	48,200	3,800	4,400	D	D	D	48,600	4,000	4,500	D	D	D
32	Capitol Ave	Gay Ave. - Madden Ave.	19,100	3,200	5,000	C	D	F	20,300	3,700	5,200	C	E	F
33	Capitol Ave	Montague Expwy. - Cropley Ave.	31,600	1,600	2,100	C	C	C	37,600	1,600	2,100	D	C	C
34	Capitol Ave	Sierra Rd. - Old Post Wy.	17,500	2,300	3,100	C	D	D	20,000	2,700	3,300	C	D	D
35	Capitol Expw	Old Almaden Rd. - Peart Ave.	36,700	3,300	3,600	C	D	D	37,400	3,500	3,800	C	D	D
36	Capitol Expwy	680 ramp - Camas Ave.	76,900	5,500	4,400	E	D	D	78,200	5,400	4,600	E	D	D
37	Capitol Expwy	Cunningham Ave. - Tully Rd.	63,400	4,800	5,900	D	D	D	64,900	4,900	5,900	D	D	D
38	Capitol Expwy	Seven Trees Blvd. - Monterey Rd. ramps	56,500	5,500	5,500	D	D	D	59,300	5,600	5,600	D	D	D
39	Capitol Expwy	Silver Creek Rd. - Aborn Rd.	123,000	9,000	10,500	F	F	F	123,300	9,200	10,700	F	F	F
40	Coleman Ave	Brokaw Rd. - Airport Blvd.	43,800	4,800	6,200	D	D	F	44,600	5,100	6,400	D	F	F
41	Currier Ave	Cherry Ave. - Nola Dr.	27,800	2,600	2,800	D	D	D	24,200	2,500	2,800	D	D	D
42	East Brokaw Rd	Zanker Rd. - Rogers Ave.	47,800	4,700	3,800	D	D	D	50,700	5,100	4,000	D	D	D
43	Guadalupe Pkwy	US 101 N. ramps - Orchard Pkwy.	35,100	3,200	3,300	D	D	D	36,100	3,300	3,600	D	D	E
44	Hale Ave	Kalana Ave. - Palm Ave.	7,300	1,500	2,100	C	F	F	5,800	1,300	1,800	C	D	F
45	Hamilton Ave	Hwy 17 - Bascom Ave.	57,200	3,900	5,300	D	D	D	58,600	4,100	5,300	D	D	D
46	Hedding St	Ruff Dr. - Hwy SR 87	15,700	2,100	2,000	C	D	D	17,100	2,200	2,100	C	D	D
47	Hostetter Rd	Automation Pkwy - Rue Avati	45,400	3,300	3,900	D	D	D	49,400	3,700	4,700	D	D	D
48	Julian St	N. 24th St. - N. 21st St	17,100	800	1,400	D	C	D	17,700	800	1,400	D	C	D
49	King Rd	Havana Dr. - Cunningham Ave.	26,000	4,800	4,800	D	F	F	27,000	5,100	5,700	D	F	F
50	King Rd	St. James St. - Wilshire Blvd.	18,500	1,600	2,000	D	D	F	19,400	1,700	2,000	D	D	F
51	Lawrence Expwy	Doyle Rd. - Prospect Rd.	40,700	3,800	3,500	D	D	D	41,900	4,000	3,800	D	D	D
52	Leigh Ave	Dry Creek Rd. - Bent Dr.	18,200	500	800	C	C	C	18,400	500	1,000	C	C	C
53	Lincoln Ave	Minnesota Ave. - Brace Ave.	23,900	2,500	3,400	D	D	D	24,700	3,000	3,700	D	D	E
54	Mabury Rd	Educational Park - N. Jackson Ave.	22,900	2,200	2,700	D	D	D	24,200	2,400	3,000	D	D	D
55	Mabury Rd	Lenfest Rd. - E. Taylor St.	33,200	2,900	3,200	D	D	D	35,600	3,000	3,500	D	D	D
56	Mabury Rd	N. Capitol Ave. - Cedarville Ln.	22,400	2,500	3,000	D	D	D	24,400	2,800	3,300	D	D	D
57	Market St	San Pedro St. - SR 87	23,100	1,900	3,300	D	D	D	23,700	2,000	3,300	D	D	D



StudyID	Facility	Location	Scenario 2 "E"						Scenario 3 "K"					
			Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS	Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS
1	1st St	Burton St. - Younger Ave.	22,600	1,900	2,700	D	D	D	22,600	1,700	3,100	D	C	D
2	1st St	Holger Wy. - E. SR 237 ramp	33,900	4,400	5,400	D	D	E	33,900	4,200	5,300	D	D	D
3	1st St	I-280 - Reed St.	32,500	2,900	3,100	D	D	D	33,400	3,100	3,300	D	D	D
4	1st St	Trimble Rd. - Component Dr.	37,900	3,300	3,100	D	D	D	38,100	3,200	3,200	D	D	D
5	7th St	I-280 - Margaret St.	13,900	1,000	1,300	D	D	D	14,100	900	1,300	D	D	D
6	10th St	Commercial St. - US 101	21,400	2,600	2,900	C	D	D	21,700	2,800	3,000	D	D	D
7	10th/11th St	Julian St. - Washington St.	17,900	1,900	2,100	C	D	D	18,000	1,900	2,200	C	D	D
8	11th St	Margaret St. - E. Virginia St.	18,900	1,500	1,600	F	F	F	19,100	1,500	1,600	F	F	F
9	13th St	Madera Ave. - Berryessa Rd.	28,100	2,400	2,700	C	C	C	28,100	2,200	2,500	C	C	C
10	Aborn Rd	Capitol Expwy. - Rock Water Ln.	49,200	5,400	6,400	D	E	F	51,700	5,300	6,700	D	F	F
11	Almaden Expwy	Foxchase Dr. - Blossom Hill Rd.	90,300	7,000	6,700	D	D	D	90,100	7,100	6,800	D	D	D
12	Almaden Expwy	Lillian Wy. - Cloverhill Dr.	42,400	5,200	3,500	D	F	D	43,400	5,000	3,400	D	F	D
13	Almaden Expwy	Old Almaden Rd. - Lincoln Ave.	55,400	5,200	6,000	D	D	D	56,900	5,600	6,200	D	D	D
14	Almaden Rd	Vine St. - Almaden Expwy.	25,800	1,400	2,700	D	C	C	25,800	1,700	2,400	D	C	D
15	Alum Rock Ave	Capitol Ave. - Sierra Vista Pl.	42,800	3,200	4,300	E	D	F	43,700	3,300	4,400	E	D	F
16	Bailey Ave	McKean Rd. - Santa Teresa Blvd.	10,500	2,700	3,000	C	F	F	10,500	2,700	3,100	C	F	F
17	Bailey Ave	Monterey Rd. - US 101	14,300	4,600	5,200	C	D	D	14,300	5,000	5,200	C	D	D
18	Bascom Ave	Downing Ave. - Leon Dr.	33,300	3,600	4,200	D	D	D	33,500	3,500	4,200	D	D	D
19	Bascom Ave	Dry Creek Rd. - Surrey Pl	29,400	6,000	6,200	C	F	F	30,300	5,400	6,700	C	E	F
20	Bascom Ave	E Mozart Ave. - Loretta Ln.	31,600	4,100	4,500	C	D	D	32,500	3,500	4,600	D	D	D
21	Bascom Ave	Redbush Ter. - Cherrystone Dr.	36,900	3,700	4,200	D	E	F	37,200	3,800	4,200	D	F	F
22	Berryessa Rd	Capitol Ave. - I-880	53,100	4,400	5,300	D	D	D	52,600	4,100	5,200	D	D	D
23	Berryessa Rd	Cornish Ln. - Commercial St.	41,400	5,200	5,400	D	D	E	41,800	5,100	5,600	D	D	F
24	Blossom Hill Rd	Eagles Ln. - Judith St.	40,000	6,500	8,200	D	F	F	39,900	6,800	8,400	D	F	F
25	Blossom Hill Rd	Sanchez Dr. - Winfield Blvd.	47,200	10,600	10,100	D	F	F	45,500	9,500	9,500	D	F	F
26	Blossom Hill Rd	Union Ave. - Greenridge Ter.	18,000	1,200	1,100	D	D	D	18,300	1,200	1,100	D	D	D
27	Branham Ln	Glenmont Dr. - Pearl Ave.	23,500	2,900	5,000	D	D	F	24,600	2,900	5,100	D	D	F
28	Brokaw Rd	I-880 - Ridder Park	56,000	4,300	4,500	D	D	D	54,700	4,500	4,400	D	D	D
29	Camden Ave	Coleman Rd. - Hicks Rd.	28,300	3,200	3,300	C	D	D	28,900	3,300	3,400	C	D	D
30	Camden Ave	Currier Ave. - Erin Wy.	58,700	4,900	6,100	D	D	F	59,700	4,900	6,000	D	D	F
31	Camden Ave	Leigh Ave. - Hillisdale Ave.	51,500	4,200	4,800	D	D	D	52,800	4,300	4,600	D	D	D
32	Capitol Ave	Gay Ave. - Madden Ave.	21,900	4,200	5,400	D	F	F	22,500	3,800	5,400	D	F	F
33	Capitol Ave	Montague Expwy. - Cropley Ave.	38,800	1,600	2,100	D	C	C	37,700	1,600	2,100	D	C	C
34	Capitol Ave	Sierra Rd. - Old Post Wy.	21,900	2,700	3,300	D	D	D	21,600	2,700	3,300	C	D	D
35	Capitol Expw	Old Almaden Rd. - Pearl Ave.	40,200	3,900	4,100	D	D	D	42,300	4,000	4,100	D	D	D
36	Capitol Expwy	680 ramp - Camas Ave.	79,900	5,600	5,100	E	D	D	84,300	5,700	5,400	F	D	D
37	Capitol Expwy	Cunningham Ave. - Tully Rd.	67,300	4,900	5,900	D	D	D	71,300	5,000	6,100	D	D	D
38	Capitol Expwy	Seven Trees Blvd. - Monterey Rd. ramps	63,100	5,900	6,000	D	D	D	64,900	5,700	5,800	D	D	D
39	Capitol Expwy	Silver Creek Rd. - Aborn Rd.	124,700	9,500	10,900	F	F	F	126,600	9,600	10,900	F	F	F
40	Coleman Ave	Brokaw Rd. - Airport Blvd.	46,100	5,200	6,500	D	D	F	46,600	5,700	6,400	D	F	F
41	Currier Ave	Cherry Ave. - Nola Dr.	25,400	2,800	2,900	D	D	D	26,200	2,600	2,900	D	D	D
42	East Brokaw Rd	Zanker Rd. - Rogers Ave.	50,900	5,300	4,200	D	D	D	50,200	5,100	3,800	D	D	D
43	Guadalupe Pkwy	US 101 N. ramps - Orchard Pkwy.	36,800	3,500	3,800	D	D	F	37,200	3,300	3,800	D	D	F
44	Hale Ave	Kalana Ave. - Palm Ave.	5,800	1,400	2,000	C	E	F	5,900	1,400	1,800	C	E	F
45	Hamilton Ave	Hwy 17 - Bascom Ave.	60,400	4,100	5,500	D	D	E	60,800	4,200	5,000	D	D	D
46	Hedding St	Ruff Dr. - Hwy SR 87	18,300	2,400	2,100	C	D	D	18,400	2,400	2,100	C	D	D
47	Hostetter Rd	Automation Pkwy - Rue Avati	50,200	3,900	4,900	D	D	D	49,100	3,700	4,700	D	D	D
48	Julian St	N. 24th St. - N. 21st St.	18,200	900	1,500	D	C	D	18,400	900	1,400	D	C	D
49	King Rd	Havana Dr. - Cunningham Ave.	28,900	6,000	6,700	D	F	F	29,800	6,400	7,300	D	F	F
50	King Rd	St. James St. - Wilshire Blvd.	19,700	1,600	1,900	D	D	F	19,800	1,700	2,100	D	D	F
51	Lawrence Expwy	Doyle Rd. - Prospect Rd.	44,000	3,900	3,800	D	D	D	44,900	4,700	4,600	D	D	D
52	Leigh Ave	Dry Creek Rd. - Bent Dr.	19,300	700	1,200	D	C	D	19,800	700	1,200	D	C	D
53	Lincoln Ave	Minnesota Ave. - Brace Ave.	26,100	3,100	3,900	D	D	F	26,500	4,100	4,300	D	F	F
54	Mabury Rd	Educational Park - N. Jackson Ave.	24,600	2,600	3,100	D	D	D	24,700	2,700	3,500	D	D	D
55	Mabury Rd	Lenfest Rd. - E. Taylor St.	36,000	3,100	3,100	D	D	E	36,600	3,400	4,400	D	D	F
56	Mabury Rd	N. Capitol Ave. - Cedarville Ln.	25,500	3,000	3,400	D	D	D	26,100	3,000	3,800	D	D	F
57	Market St	San Pedro St. - SR 87	24,700	2,100	3,400	D	D	D	25,100	2,300	3,400	D	D	D

StudyID	Facility	Location	Scenario 2 "E"						Scenario 3 "K"						
			Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS	Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS	
58	McKean Rd	Harry Rd. – Hunters Hill Rd.	13,500	2,000	2,000	2,100	D	F	F	13,600	2,000	2,200	D	F	F
59	McKee Rd	Capitol Ave. – 680 ramps	59,000	3,300	3,300	3,900	D	D	D	60,100	3,700	4,700	D	D	D
60	Meridian Ave	Dry Creek Rd. – Campbell Ave.	34,200	3,000	3,500	3,500	D	D	D	34,900	3,300	3,700	D	D	E
61	Meridian Ave	Southwest Expwy. – Fruitdale Ave.	41,000	3,500	3,200	3,200	D	D	D	41,700	3,600	3,600	D	E	E
62	Montague Expwy	Guadalupe River – Orchard Dr.	143,800	13,000	12,800	12,800	F	F	F	143,700	13,000	12,800	F	F	F
63	Montague Expwy	O'Toole Ave. – I-880 ramps	82,200	5,600	5,500	5,500	D	D	D	81,500	5,400	5,600	D	D	D
64	Monterey Rd	Bellevue Ave. – San Jose Ave.	40,400	4,800	4,800	5,800	D	D	D	40,600	5,400	6,600	D	E	F
65	Monterey Rd	Bougainvillea Dr. – Branham Ln.	35,800	3,500	4,100	4,100	D	D	F	36,300	3,600	4,100	D	E	F
66	Monterey Rd	Kalana Ave. – Palm Ave.	21,300	700	800	800	C	C	C	21,500	700	800	C	C	C
67	Monterey Rd	Metcaif Rd. – Blanchard Rd.	17,800	4,900	5,500	5,500	C	F	F	18,300	5,100	5,300	C	F	F
68	Monterey Rd	SR 85 – Bernal Rd.	13,900	2,700	3,500	3,500	C	D	D	17,800	3,000	3,600	C	D	E
69	Moopark Ave	Borina Dr. – Castlewood Dr.	18,100	2,800	2,900	2,900	D	D	F	18,000	2,300	2,800	D	D	E
70	Morrill Ave	Hostetter Rd. – Cataldi Wy.	32,000	4,800	4,800	4,800	C	D	F	31,000	4,200	4,900	C	D	D
71	Oakland Rd	Montague Expwy. – Atteberry Ln.	21,300	2,900	3,400	3,400	E	F	F	21,800	2,700	3,300	E	F	F
72	Piedmont Rd	Penitencia Creek Rd – Noble Ave.	37,800	3,100	3,100	3,100	D	D	D	38,900	3,100	3,200	D	D	D
73	Quimby Rd	Capitol Expwy. – Keppler Dr.	18,400	2,700	3,500	3,500	C	D	D	19,100	2,500	3,400	C	D	D
74	San Carlos St	SR 87 – Almaden Blvd.	1,800	400	700	700	C	C	C	2,000	400	700	C	C	D
75	San Felipe Rd	Hearland Wy. – Metcaif Rd.	18,900	2,100	2,600	2,600	C	D	D	19,000	2,000	2,700	C	D	C
76	San Felipe Rd	Yurba Buena Rd. – Park Estates Way	83,600	8,700	8,900	8,900	F	F	F	83,800	8,600	8,800	F	F	F
77	San Tomas Expwy	Williams Rd. – Payne Ave.	24,300	2,200	2,300	2,300	D	D	D	24,900	2,100	2,400	D	D	D
78	Santa Clara St	19th St. – 17th St.	33,500	3,400	2,900	2,900	D	D	D	33,700	3,400	2,900	D	D	D
79	Santa Clara St	Almaden Rd. – SR 87	28,300	10,400	11,100	11,100	D	D	D	28,100	10,600	10,800	D	F	F
80	Santa Teresa Blvd	Bayless Dr. – Laguna Seca Creek	29,300	6,200	7,300	7,300	C	F	F	29,900	6,200	7,200	C	F	F
81	Santa Teresa Blvd	Chesbro – Indian Ave.	35,200	9,400	9,900	9,900	D	F	F	35,100	9,800	11,000	D	F	F
82	Santa Teresa Blvd	Miyuki Dr. – San Ignacio Ave.	57,500	3,200	5,600	5,600	D	D	F	57,600	3,400	5,800	D	F	F
83	Santa Teresa Blvd	SR 85 – Thornwood Dr.	40,400	4,000	4,700	4,700	D	D	D	41,900	3,500	4,500	D	D	D
84	Saratoga Ave	Los Felice Dr. – Country Ln.	72,100	5,000	5,900	5,900	F	D	F	73,800	4,900	5,700	F	D	F
85	Saratoga Ave	Moopark Ave. – I-280	32,900	3,400	4,400	4,400	D	D	D	33,600	3,200	4,400	D	D	D
86	Santer Rd	Dadis Wy. – Lewis Rd.	67,100	4,700	5,200	5,200	F	D	D	68,000	5,000	5,300	F	D	D
87	Silver Creek Valley Rd	US 101 – Monterey Rd. ramps	26,800	4,700	4,000	4,000	D	F	D	26,800	4,500	3,900	D	F	F
88	Southwest Expwy	Leigh Ave. – La Barbera Dr.	59,600	4,800	5,600	5,600	D	D	F	60,300	4,600	5,900	D	F	F
89	Stevens Creek Blvd	I-880 – Wainwright Ave.	31,000	2,200	3,300	3,300	C	C	D	31,600	2,400	3,300	C	C	D
90	Story Rd	12th St. – Semler Rd.	46,600	3,000	3,700	3,700	F	D	E	47,900	3,200	4,200	F	D	F
91	Story Rd	Capitol Expwy – Kollmar Dr.	36,200	2,600	4,400	4,400	C	C	C	37,700	2,500	4,800	C	C	C
92	Story Rd	King Rd. – Bal Harbor Wy.	45,800	5,300	8,200	8,200	D	D	F	46,400	5,000	9,400	D	D	F
93	Story Rd	US 101 ramps – Knox Ave.	36,300	5,300	5,500	5,500	D	D	E	36,400	5,200	5,500	D	D	E
94	Tasman Dr	Guadalupe River – Renaissance Dr.	44,200	3,700	2,700	2,800	D	C	C	44,600	3,400	2,700	D	C	D
95	Tasman Dr	McCarthy Blvd. – Cisco Wy.	29,800	2,900	3,100	3,100	D	D	F	30,200	2,900	3,500	D	D	D
96	The Alamed	I-880 – Alameda Wy.	32,900	3,100	2,900	2,900	D	D	D	32,800	2,800	2,600	D	D	C
97	The Alamed	Marlin Ave. – Julian St.	48,900	8,000	9,000	9,000	D	F	F	49,100	7,400	9,000	D	F	F
98	Trimbale Rd	Orchard Pkwy. – De La Cruz Blvd.	40,400	3,300	4,200	4,200	D	D	D	43,400	3,100	4,200	D	D	D
99	Trimbale Rd	Brahms Ave. – Quimby Rd.	35,300	2,500	4,100	4,100	C	C	C	45,300	2,600	4,400	C	C	D
100	Tully Rd	Capitol Expwy – Glen Hanleigh Dr.	53,800	4,100	5,800	5,800	D	F	F	54,900	4,100	5,800	D	F	F
101	Tully Rd	Galveston Ave. – La Ragione Ave.	30,700	3,400	3,800	3,800	D	D	D	31,400	3,100	3,700	D	D	E
102	Tully Rd	SR 85 ramp – Logic Dr.	27,800	5,800	7,000	7,000	D	F	F	29,800	6,100	6,600	D	F	F
103	Union Ave	MT. McKinley Dr. – Mt. Vista Dr.	28,100	3,100	4,200	4,200	C	D	D	30,200	2,900	4,500	C	D	D
104	White Rd	Stevens Ln. – Westbranch Dr.	32,600	4,500	6,300	6,300	F	F	F	33,400	4,400	6,100	F	F	F
105	White Rd	Fireside Dr. – Greentree Wy.	38,200	3,600	4,600	4,600	D	D	D	37,600	3,500	4,900	D	D	D
106	Winchester Blvd	Trisch Way – I-280	35,100	4,900	5,200	5,200	D	F	F	35,800	4,800	5,200	D	F	F
107	Winchester Blvd	Baronet Ct. – Chisun St.	38,700	3,900	3,500	3,500	D	D	D	38,600	3,800	3,400	D	D	D
108	Yerba Buena Rd	SIR 237 ramp – Holger Wy.	LOS D	77	72	57	LOS D	77	72	57	LOS D	78	68	55	
109	Zanker Rd		LOS E	4	4	7	LOS E	4	4	7	LOS E	3	5	6	
			LOS F	7	22	41	LOS F	7	22	41	LOS F	8	24	43	

10.09% 23.85% 44.04% 10.09% 26.61% 44.95%

StudyID	Facility	Location	Scenario 4 "J"						Scenario H					
			Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS	Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS
1	1st St	Burton St. - Younger Ave.	22,700	1,700	3,100	D	C	D	22,600	2,000	2,800	D	D	D
2	1st St	Holger Wy. - E. SR 237 ramp	34,900	4,200	5,300	D	D	D	34,600	4,600	5,500	D	D	E
3	1st St	I-280 - Reed St.	32,700	3,100	3,300	D	D	D	32,700	2,900	3,100	D	D	D
4	1st St	Trimble Rd. - Component Dr.	38,300	3,200	3,200	D	D	D	38,700	3,300	3,200	D	D	D
5	7th St	I-280 - Margaret St.	13,400	900	1,300	D	D	D	13,600	1,000	1,300	D	D	D
6	10th St	Commercial St. - US 101	22,100	2,800	3,000	D	D	D	22,100	2,700	3,000	D	D	D
7	10th/11th St	Julian St. - Washington St.	17,900	1,900	2,200	C	D	D	18,100	1,900	2,200	C	D	D
8	11th St	Margaret St. - E. Virginia St.	18,600	1,500	1,600	F	F	F	18,900	1,500	1,600	F	F	F
9	13th St	Madera Ave. - Berryessa Rd.	26,800	2,200	2,500	C	C	C	28,200	2,400	2,500	C	C	C
10	Aborn Rd	Capitol Expwy. - Rock Water Ln.	49,400	5,300	6,700	D	D	F	50,300	5,600	6,700	D	F	F
11	Almaden Expwy	Foxchase Dr. - Blossom Hill Rd.	87,800	7,100	6,800	D	D	D	91,200	7,000	6,800	D	D	D
12	Almaden Expwy	Lillian Wy. - Cloverhill Dr.	42,100	5,000	3,400	D	F	D	42,900	5,200	3,600	D	F	D
13	Almaden Expwy	Old Almaden Rd. - Lincoln Ave.	55,700	5,600	6,200	D	D	D	57,300	5,400	6,100	D	D	D
14	Almaden Rd	Vine St. - Almaden Expwy.	25,800	1,700	2,400	D	C	C	26,000	1,400	2,800	D	C	D
15	Alum Rock Ave	Capitol Ave. - Sierra Vista Pl.	42,800	3,300	4,400	E	D	F	43,000	3,300	4,200	E	D	F
16	Bailey Ave	McKean Rd. - Santa Teresa Blvd.	10,500	2,700	3,100	C	F	F	10,600	2,700	3,100	C	F	F
17	Bailey Ave	Monterey Rd. - US 101	14,700	5,000	5,200	C	D	D	14,300	4,900	5,200	C	D	D
18	Bascom Ave	Downing Ave. - Leon Dr.	32,400	3,500	4,200	C	D	D	33,500	3,500	4,200	D	D	D
19	Bascom Ave	Dry Creek Rd. - Surrey Pl	28,800	5,400	6,700	C	E	F	30,000	5,900	6,500	C	F	F
20	Bascom Ave	E Mozart Ave. - Loretta Ln.	30,900	3,500	4,600	C	D	D	31,600	4,000	4,700	C	D	D
21	Bascom Ave	Redbush Ter. - Cherrystone Dr.	36,700	3,800	4,200	D	F	F	37,000	3,900	4,300	D	F	F
22	Berryessa Rd	Capitol Ave. - I-880	53,300	4,100	5,200	D	D	D	53,000	4,300	5,400	D	D	E
23	Berryessa Rd	Cornish Ln. - Commercial St.	44,100	5,100	5,600	D	D	F	44,900	5,500	5,800	D	E	F
24	Blossom Hill Rd	Eagles Ln. - Judith St.	40,900	6,800	8,400	D	F	F	40,700	6,500	8,300	D	F	F
25	Blossom Hill Rd	Sanchez Dr. - Winfield Blvd.	43,000	9,500	9,500	D	F	F	47,600	10,600	10,200	D	F	F
26	Blossom Hill Rd	Union Ave. - Greenridge Ter.	17,900	1,200	1,100	D	D	D	18,100	1,200	1,100	D	D	D
27	Branham Ln	Glenmont Dr. - Pearl Ave.	23,600	2,900	5,100	D	D	F	24,000	3,200	5,200	D	D	F
28	Brokaw Rd	I-880 - Ridder Park	56,500	4,500	4,400	D	D	D	57,100	4,600	4,600	D	D	D
29	Camden Ave	Coleman Rd. - Hicks Rd.	28,300	3,300	3,400	C	D	D	28,700	3,300	3,500	C	D	D
30	Camden Ave	Currier Ave. - Erin Wy.	58,500	4,900	6,000	D	D	F	59,500	4,900	6,200	D	D	F
31	Camden Ave	Leigh Ave. - Hillisdale Ave.	51,200	4,300	4,600	D	D	D	52,400	4,300	4,800	D	D	D
32	Capitol Ave	Gay Ave. - Madden Ave.	22,000	3,800	5,400	D	F	F	22,600	4,300	5,600	D	F	F
33	Capitol Ave	Montague Expwy. - Cropley Ave.	41,700	1,600	2,100	D	C	C	41,900	1,600	2,100	D	C	C
34	Capitol Ave	Sierra Rd. - Old Post Wy.	22,500	2,700	3,300	D	D	D	22,900	2,700	3,400	D	D	D
35	Capitol Expw	Old Almaden Rd. - Pearl Ave.	40,800	4,000	4,100	D	D	D	41,400	4,200	4,200	D	D	D
36	Capitol Expwy	680 ramp - Camas Ave.	80,900	5,700	5,400	F	D	D	81,200	5,700	5,200	F	D	D
37	Capitol Expwy	Cunningham Ave. - Tully Rd.	69,200	5,000	6,100	D	D	D	68,600	5,000	5,900	D	D	D
38	Capitol Expwy	Seven Trees Blvd. - Monterey Rd. ramps	63,900	5,700	5,800	D	D	D	64,200	5,900	6,100	D	D	D
39	Capitol Expwy	Silver Creek Rd. - Aborn Rd.	125,100	9,600	10,900	F	F	F	125,400	9,500	11,000	F	F	F
40	Coleman Ave	Brokaw Rd. - Airport Blvd.	45,700	5,700	6,400	D	F	F	46,600	5,400	6,600	D	E	F
41	Currier Ave	Cherry Ave. - Nola Dr.	25,200	2,600	2,900	D	D	D	25,700	2,800	2,900	D	D	D
42	East Brokaw Rd	Zanker Rd. - Rogers Ave.	52,300	5,100	3,800	D	D	D	51,800	5,300	4,100	D	D	D
43	Guadalupe Pkwy	US 101 N. ramps - Orchard Pkwy.	36,700	3,300	3,800	D	D	D	37,800	3,500	4,000	D	D	F
44	Hale Ave	Kalana Ave. - Palm Ave.	5,800	1,400	1,800	C	E	F	5,900	1,400	1,800	C	E	F
45	Hamilton Ave	Hwy 17 - Bascom Ave.	59,700	4,200	5,000	D	D	D	60,600	4,200	5,400	D	D	E
46	Hedding St	Ruff Dr. - Hwy SR 87	18,800	2,400	2,100	C	D	D	19,000	2,500	2,100	C	D	D
47	Hostetter Rd	Automation Pkwy - Rue Avati	51,200	3,700	4,700	D	D	D	52,500	4,100	5,200	D	D	D
48	Julian St	N. 24th St. - N. 21st St.	18,400	900	1,400	D	C	C	18,500	1,000	1,500	D	D	D
49	King Rd	Havana Dr. - Cunningham Ave.	28,800	6,400	7,300	D	F	F	29,300	6,000	6,800	D	F	F
50	King Rd	St. James St. - Wilshire Blvd.	20,700	1,700	2,100	D	D	D	20,600	1,700	2,000	D	D	F
51	Lawrence Expwy	Doyle Rd. - Prospect Rd.	46,100	4,700	4,600	D	D	D	45,600	4,100	4,100	D	D	D
52	Leigh Ave	Dry Creek Rd. - Bent Dr.	19,500	700	1,200	D	C	D	19,700	700	1,300	D	C	D
53	Lincoln Ave	Minnesota Ave. - Brace Ave.	26,600	4,100	4,300	D	F	F	26,700	3,300	4,000	D	F	F
54	Mabury Rd	Educational Park - N. Jackson Ave.	25,700	2,700	3,500	D	D	D	24,900	2,600	3,000	D	D	D
55	Mabury Rd	Lenfest Rd. - E. Taylor St.	39,200	3,400	4,400	D	D	F	38,800	3,300	4,300	D	D	F
56	Mabury Rd	N. Capitol Ave. - Cedarville Ln.	27,300	3,000	3,800	D	D	F	26,100	3,000	3,600	D	D	E
57	Market St	San Pedro St. - SR 87	24,700	2,300	3,400	D	D	D	25,100	2,100	3,400	D	D	D

StudyID	Facility	Location	Scenario 4 "J"						Scenario H					
			Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS	Daily Volume	AM Volume	PM Volume	Daily LOS	AM LOS	PM LOS
58	McKean Rd	Harry Rd. – Hunters Hill Rd.	13,600	2,000	2,000	D	F	F	13,700	2,000	2,200	D	F	F
59	McKee Rd	Capitol Ave. – 680 ramps	61,400	3,700	4,700	D	D	D	59,500	3,400	4,100	D	D	D
60	Meridian Ave	Dry Creek Rd. – Campbell Ave.	34,500	3,300	3,700	D	D	D	34,800	3,100	3,600	D	D	D
61	Meridian Ave	Southwest Expwy. – Fruitdale Ave.	41,200	3,600	3,600	D	E	E	41,400	3,500	3,200	D	D	D
62	Montague Expwy	Guadalupe River – Orchard Dr.	144,200	13,000	12,800	F	F	F	144,500	13,100	12,900	F	F	F
63	Montague Expwy	O'Toole Ave. – I-880 ramps	83,300	5,400	5,600	D	D	D	83,800	5,700	5,700	D	D	D
64	Monterey Rd	Bellevue Ave. – San Jose Ave.	41,300	5,400	6,600	D	E	F	40,800	4,800	5,900	D	F	F
65	Monterey Rd	Bougainvillea Dr. – Branham Ln.	36,800	3,600	4,100	D	E	F	37,100	3,600	4,100	D	E	F
66	Monterey Rd	Kalana Ave. – Palm Ave.	21,100	700	800	C	C	C	21,200	700	800	C	C	C
67	Monterey Rd	Metcalfe Rd. – Blanchard Rd.	17,600	5,100	5,300	C	F	F	17,900	5,100	5,300	C	F	F
68	Monterey Rd	SR 85 – Bernal Rd.	18,700	3,000	3,600	C	D	E	18,800	3,000	3,700	C	D	E
69	Moopark Ave	Borina Dr. – Castlewood Dr.	12,900	2,300	3,400	C	D	D	13,500	2,800	3,800	C	D	F
70	Morrill Ave	Hostetter Rd. – Cataldi Wy.	18,300	2,100	2,800	D	E	E	18,700	2,200	2,900	D	F	F
71	Oakland Rd	Montague Expwy. – Atteberry Ln.	33,200	4,200	4,900	D	D	D	33,600	4,800	4,900	D	D	D
72	Piedmont Rd	Penitencia Creek Rd – Noble Ave.	21,700	2,700	3,300	E	F	F	22,000	2,900	3,500	E	F	F
73	Quimby Rd	Capitol Expwy. – Keppler Dr.	37,900	3,100	3,200	D	D	D	38,400	3,100	3,200	D	D	D
74	San Carlos St	SR 87 – Almaden Blvd.	18,000	2,500	3,400	C	D	D	18,300	2,700	3,400	C	D	D
75	San Felipe Rd	Hearland Wy. – Metcalfe Rd.	1,800	400	700	C	C	C	1,900	400	800	C	C	C
76	San Felipe Rd	Yurba Buena Rd. – Park Estates Way	19,000	2,000	2,700	C	D	C	19,000	2,100	2,800	C	D	C
77	San Tomas Expwy	Williams Rd. – Payne Ave.	83,800	8,600	8,800	F	F	F	84,000	8,600	8,900	F	F	F
78	Santa Clara St	19th St. – 17th St.	24,600	2,100	2,400	D	D	D	25,000	2,300	2,500	D	D	D
79	Santa Clara St	Almaden Rd. – SR 87	33,400	3,400	2,900	D	D	D	33,700	3,300	2,900	D	D	D
80	Santa Teresa Blvd	Bayless Dr. – Laguna Seca Creek	28,200	10,600	10,800	D	D	D	28,500	10,300	10,800	D	F	F
81	Santa Teresa Blvd	Chesbro – Indian Ave.	29,800	6,200	7,200	C	F	F	30,400	6,300	7,300	C	F	F
82	Santa Teresa Blvd	Miyuki Dr. – San Ignacio Ave.	56,300	9,800	11,000	D	F	F	57,000	9,700	10,800	D	F	F
83	Santa Teresa Blvd	SR 85 – Thornwood Dr.	36,400	3,400	5,800	D	D	D	37,800	3,300	5,700	D	F	F
84	Saratoga Ave	Los Felice Dr. – Country Ln.	40,300	3,500	4,500	D	D	D	41,000	4,000	4,800	D	D	D
85	Saratoga Ave	Moopark Ave. – I-280	72,600	4,900	5,700	F	D	F	74,000	5,000	6,000	F	D	F
86	Santer Rd	Dadis Wy. – Lewis Rd.	33,000	3,200	4,400	D	D	D	32,900	3,400	4,500	D	D	D
87	Silver Creek Valley Rd	US 101 – Monterey Rd. ramps	68,200	5,000	5,300	F	D	D	68,600	4,900	5,400	F	D	E
88	Southwest Expwy	Leigh Ave. – La Barbera Dr.	25,900	4,500	3,900	D	F	F	26,900	4,700	4,000	D	F	F
89	Stevens Creek Blvd	I-880 – Wainwright Ave.	58,800	4,600	5,900	D	F	F	59,600	4,900	5,700	D	F	F
90	Story Rd	12th St. – Semler Rd.	31,600	2,400	3,300	C	C	C	31,600	2,300	3,300	C	C	C
91	Story Rd	Capitol Expwy – Kollmar Dr.	46,900	3,200	4,200	F	D	F	48,000	3,200	3,800	F	D	F
92	Story Rd	King Rd. – Bal Harbor Wy.	37,100	2,500	4,800	D	C	C	37,000	2,700	4,600	D	C	C
93	Story Rd	US 101 ramps – Knox Ave.	46,000	5,000	9,400	D	D	D	46,400	5,400	8,700	D	E	F
94	Tasman Dr	Guadalupe River – Renaissance Dr.	36,200	5,200	5,500	D	D	E	37,500	5,400	5,600	D	E	F
95	Tasman Dr	McCarthy Blvd. – Cisco Wy.	46,800	2,700	2,800	D	C	C	47,400	2,700	2,800	D	C	C
96	The Alamed	I-880 – Alameda Wy.	43,800	3,400	4,900	E	D	F	44,600	3,700	5,000	E	F	F
97	The Alamed	Martin Ave. – Julian St.	29,700	2,900	3,500	D	D	D	29,900	3,000	3,400	D	D	D
98	Trimble Rd	Junction Ave. – Montague Expwy	34,700	2,800	2,600	D	D	C	34,500	3,000	3,000	D	D	D
99	Trimble Rd	Orchard Pkwy. – De La Cruz Blvd.	49,300	7,400	9,000	D	F	F	50,200	7,700	9,200	D	F	F
100	Tully Rd	Brahms Ave. – Quimby Rd.	40,600	3,100	4,200	D	D	D	40,900	3,400	4,300	D	D	D
101	Tully Rd	Capitol Expwy – Glen Hantleigh Dr.	39,900	2,600	4,400	C	C	C	35,700	2,500	4,300	D	C	D
102	Tully Rd	Galveston Ave. – La Ragione Ave.	54,400	4,100	5,800	D	F	F	54,500	4,100	5,900	D	F	F
103	Union Ave	SR 85 ramp – Logic Dr.	30,100	3,100	3,700	D	D	D	31,200	3,300	3,800	D	D	F
104	White Rd	Mt. McKinley Dr. – Mt. Vista Dr.	28,300	6,100	6,600	D	F	F	28,200	6,000	7,200	D	F	F
105	White Rd	Stevens Ln. – Westbranch Dr.	28,500	2,900	4,500	C	D	D	28,800	3,100	4,400	C	D	D
106	Winchester Blvd	Fireside Dr. – Greentree Wy.	32,600	4,400	6,100	F	D	F	33,400	4,700	6,400	F	D	F
107	Winchester Blvd	Trisch Way – I-280	36,600	3,500	4,900	D	D	D	39,100	3,700	4,800	D	D	D
108	Yurba Buena Rd	Baronet Ct. – Chisun St.	35,000	4,800	5,200	D	F	F	35,300	4,900	5,300	D	F	F
109	Zanker Rd	SR 237 ramp – Helger Wy.	39,200	3,800	3,400	D	D	D	40,000	4,000	3,600	D	D	D

LOS D 79 68 52  
 LOS E 3 7 7  
 LOS F 8 24 46  
 10.09% 26.61% 44.95%  
 10.09% 28.44% 48.62%