HEXAGON TRANSPORTATION CONSULTANTS, INC.

Bark Lane Residential

Draft Transportation Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the Transportation Impact Analysis (TIA) conducted for a proposed residential development in San Jose, California. The 0.9-acre project site is located on the north side of Bark Lane between S. De Anza Boulevard and Weyburn Lane. The project as proposed would replace an existing 20-unit apartment complex with 85 new apartment units. The project site would be accessed via a single driveway on Bark Lane.

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of San Jose and Cupertino. An analysis in accordance with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) requirements was not prepared because the project would generate fewer than 100 net peak hour vehicle trips. The traffic study includes an analysis of AM and PM peak hour traffic conditions for three signalized intersections and two unsignalized intersections near the project site. Two of the signalized intersections are CMP intersections. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined on the basis of engineering judgment.

Project Trip Generation

After applying the Institute of Transportation Engineers' (ITE) trip generation rates for Apartment (Land Use Code 220) and existing use trip credits, the project would generate 355 new daily vehicle trips, with 17 new trips occurring during the AM peak hour and 37 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained ITE's *Trip Generation Manual* and obtained from the driveway counts, the project would produce 3 new inbound and 14 new outbound trips during the AM peak hour, and 23 new inbound and 14 new outbound trips during the PM peak hour

Project Intersection Level of Service Results

The results of the intersection level of service analysis show that, based on the Cities of San Jose and Cupertino level of service standards, all the signalized study intersections would continue to operate at an acceptable level of service during both the AM and PM peak hours of traffic with the project. Thus, none of the signalized study intersections would be significantly impacted by the project (see Table ES-1).

Other Transportation Issues

The site plan shows adequate site access and on-site circulation, and no significant operational issues are expected to occur as a result of the project. The project would not have an adverse effect on the

existing transit, pedestrian, or bicycle facilities in the study area. Thus, no project sponsored improvements would be necessary.

Hexagon has provided the following recommendations resulting from the site access and circulation analysis.

Recommendations

- Increase the proposed driveway width from 22 feet 10 inches to 26 feet, which is the City's standard width for a two-way driveway serving a multi-family residential development.
- Relocate the internal security gate (i.e., move the roll up gate further into the garage) to provide at least 50 feet of vehicle storage between the gate and the sidewalk.
- Implement red curbs at the project driveway to meet the minimum 32-foot requirement for fire access and to ensure adequate sight distance.
- Install convex mirrors at the ramp curves to assist drivers with blind turns within the parking garage.
- Coordinate with City of San Jose staff to determine if the proposed on-street freight loading zone is acceptable.
- Provide adequate bicycle parking to meet the City of San Jose's bicycle parking requirement and encourage the use of non-auto modes of travel.

Table ES-1
Intersection Level of Service Summary

ID	Intersection (Jurisdiction)	LOS Standard	Peak Hour	Existing Avg. Delay	Existing LOS	Existing+ Project Avg. Delay	Existing+ Project LOS	Background Avg. Delay	Background LOS	Background +Project Avg. Delay	Background +Project LOS	Cumulative No Project Avg. Delay	Cumulative No Project LOS	Cumulative With Project Avg. Delay	Cumulative With Project LOS
1	De Anza Blvd and SR 85 SB Ramps*	E	AM	12.4	B	12.4	B	12.4	B	12.4	B	12.5	B	12.5	B
	(Cupertino)		PM	16.4	B	16.5	B	16.4	B	16.5	B	16.5	B	16.6	B
2	De Anza Blvd and SR 85 NB Ramps*	E	AM	20.5	C+	20.5	C+	20.5	C+	20.4	C+	20.5	C+	20.4	C+
	(Cupertino)		PM	14.0	B	13.8	B	16.1	B	16.1	B	16.1	B	16.2	B
3	De Anza Blvd and Kentwood Ave	D	AM	14.5	B	14.6	B	14.4	B	14.6	B	14.4	B	15.0	B
	(San Jose)		PM	22.6	C+	22.9	C+	22.7	C+	23.0	C+	22.7	C+	23.5	C

* Denotes VTA CMP intersection

1. Introduction

This report presents the results of the Transportation Impact Analysis (TIA) conducted for a proposed residential development in San Jose, California. The 0.9-acre project site is located on the north side of Bark Lane between S. De Anza Boulevard and Weyburn Lane. The project as proposed would replace an existing 20-unit apartment complex with 85 new apartment units. The project site would be accessed via a single driveway on Bark Lane. Figure 1 shows the project site location.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated following the standards and methodologies set forth by the Cities of San Jose and Cupertino. An analysis in accordance with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) requirements was not necessary because the project would generate fewer than 100 net peak-hour vehicle trips. The traffic study includes an analysis of AM and PM peak-hour traffic conditions for three (3) signalized intersections and two (2) unsignalized intersections in the immediate vicinity of the project site. Two of the signalized intersections are CMP intersections. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined based on engineering judgment.

Study Intersections

1. S. De Anza Boulevard and SR 85 Southbound Ramps (CMP intersection)
2. S. De Anza Boulevard and SR 85 Northbound Ramps (CMP intersection)
3. S. De Anza Boulevard and Kentwood Avenue
4. S. De Anza Boulevard and Bark Lane (unsignalized)
5. S. De Anza Boulevard and Blue Hill Drive (unsignalized)

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

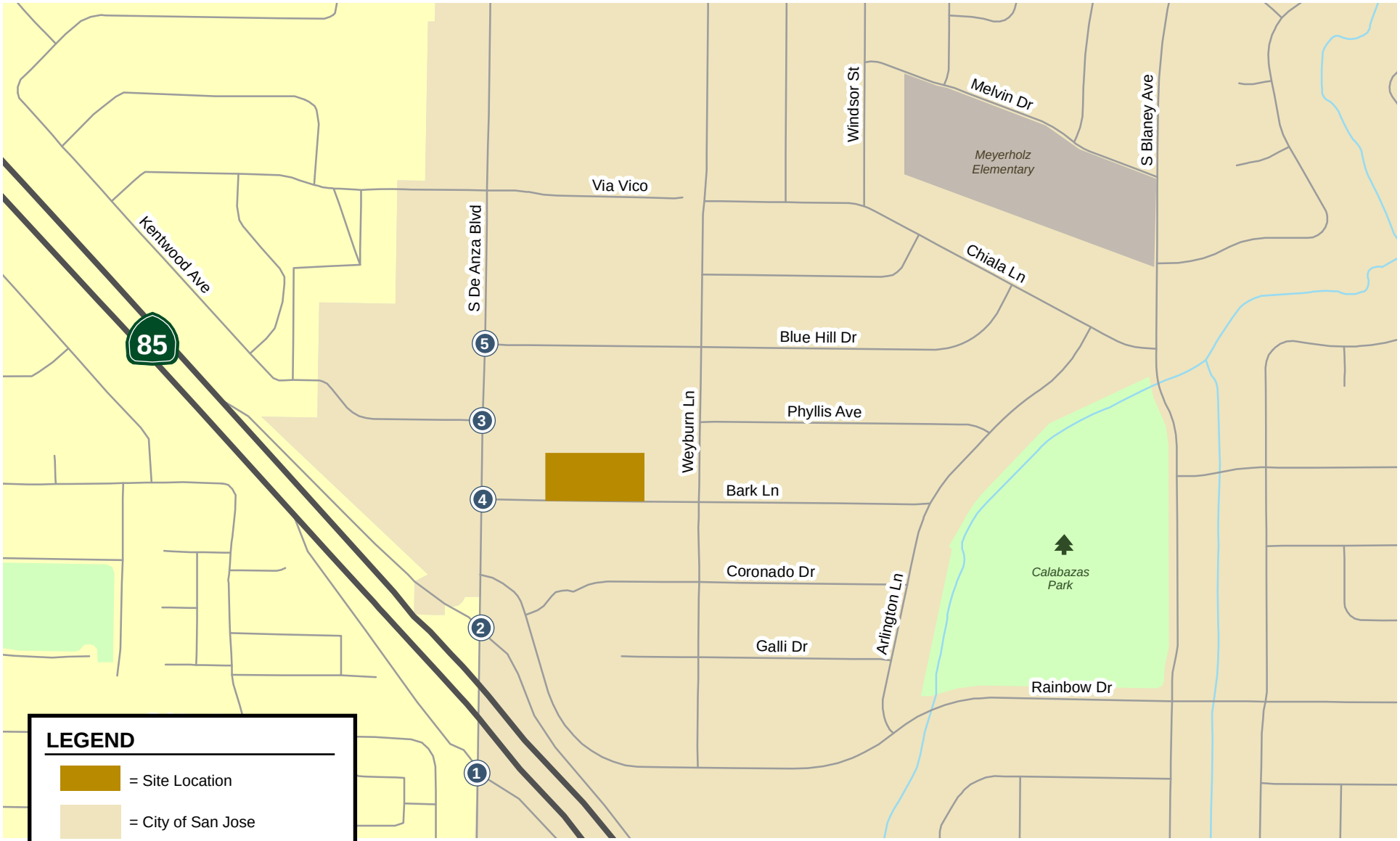


Figure 1
Site Location and Study Intersections

Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing traffic volumes at all study intersections were obtained from new traffic counts conducted in May 2017. For the two CMP intersections, the PM peak-hour counts were obtained from the 2016 CMP Annual Monitoring Report. The signalized study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology. The new intersection count data are included in Appendix A.
- ***Existing plus Project Conditions.*** Existing traffic volumes with the project were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts based on the Cities of San Jose and Cupertino Level of Service Policies.
- ***Background Conditions*.** Background traffic volumes reflect traffic added by nearby approved projects that are not yet completed or occupied. The added traffic from approved but not yet completed developments was provided by the City of San Jose. City of Cupertino and City of Saratoga staff have confirmed that there are no approved developments in the study area that would add trips to the study intersections.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.
- ***Cumulative Conditions.*** The cumulative no project traffic volumes account for traffic growth projected to occur due to the approved development projects and other proposed but not yet approved (pending) development projects in the study area. Cumulative plus project traffic volumes were estimated by adding to cumulative baseline traffic volumes the new traffic generated by the proposed project. Cumulative plus project conditions were evaluated relative to either background or cumulative no project conditions, based on the jurisdiction of study intersections, in order to determine potential cumulative impacts.

Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the Cities of San Jose and Cupertino, the 2016 CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing intersection lane configurations
- signal timing and phasing

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions

with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

The Cities of San Jose and Cupertino level of service methodology for signalized intersection is the *2000 Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the San Jose and Cupertino methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard is LOS D or better at all signalized intersections within San Jose, including city, expressway, and CMP intersections. The City of Cupertino level of service standards are LOS D or better for City-controlled intersections, and LOS E or better for CMP intersections and intersections on County Expressways. The correlation between average control delay and level of service is shown in Table 1.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+ B B-	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lenghts, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.
VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 2.

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the project would add a significant number of left turns. The operations analysis is based on vehicle queuing for high-demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

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

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

General Plan Transportation Policies

The Circulation Element of the Envision San Jose 2040 General Plan includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. San Jose's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel while reducing motor vehicle trips to increase the City's share of travel by alternative transportation modes.
- Promote San Jose as a walking and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes the existing roadway network, transit services, and pedestrian and bicycle facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions. Chapter 6 presents the analysis of other transportation-related issues, including site access, on-site circulation, vehicle queuing, and parking, as well as potential project impacts on bicycle, pedestrian, and transit facilities. Cumulative

conditions with and without the project are presented in Chapter 7. Chapter 8 presents the conclusions of the traffic study.

2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit service, and pedestrian and bicycle facilities.

Roadway Network

Regional access to the study area is provided by SR 85. Local access to the study area is provided via De Anza Boulevard, Weyburn Lane, Blue Hill Drive, and Bark Lane. These facilities are described below.

SR 85 is a state highway which extends from south San Jose to Mountain View in the north. SR 85 is six lanes wide in the vicinity of the site. SR 85 provides access to the site via its interchange at S. De Anza Boulevard.

De Anza Boulevard is a north-south arterial street extending from Homestead Road in Cupertino to Prospect Road in San Jose, where it becomes Saratoga Sunnyvale Road. De Anza Boulevard is a six-lane street with a raised center median and left-turn pockets provided at intersections. De Anza Boulevard has a posted speed limit of 40 mph and has sidewalks on both sides of the street. Vehicle access to the site from south on De Anza Boulevard is provided via Bark Lane. Because no median opening/left-turn pocket is proved at Bark Lane, access to the site from north on De Anza Boulevard is provided via Blue Hill Drive.

Bark Lane is an east-west two-lane local street, extending from S. De Anza Boulevard to Arlington Lane. It serves mostly residential uses on the street. Bark Lane has a posted speed limit of 25 mph and has sidewalks on both sides of the street. It provides direct access to the project driveway.

Blue Hill Drive is an east-west two-lane local street, extending from S. De Anza Boulevard to Chiala Lane. It serves residential uses on the street. Blue Hill Drive has a posted speed limit of 25 mph and has sidewalks on both sides of the street. Blue Hill Drive provides access to the project site via Weyburn Lane.

Weyburn Lane is a north-south two-lane local street, extending from Rainbow Drive to Clarendon street. It serves residential uses on the street. Weyburn Lane has sidewalks on both sides of the street and provides access to the project site via Bark Lane.

Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the need of bicyclists, pedestrians, and public transit riders with

those of automobiles and trucks. The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Pedestrian Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the study area. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. At the S. De Anza Boulevard/Kentwood Avenue intersection, crosswalks are present on the north and west legs. At the SR 85 ramp intersections on De Anza Boulevard, crosswalks are present on the east and west legs for northbound and southbound travel on De Anza Boulevard, but there is no crosswalk for crossing De Anza Boulevard. Overall, the existing network of sidewalks and crosswalks in the immediate vicinity of the project site has good connectivity and provides pedestrians with safe routes to other points of interest in the study area, including nearby bus stops on De Anza Boulevard.

Note that due to the raised center median and no signal control at the S. De Anza Boulevard/Bark Lane intersection, there is no crosswalk for crossing De Anza Boulevard at the location. Pedestrians are required to walk to the S. De Anza Boulevard/Kentwood Avenue intersection and use the crosswalk on the north side of this intersection.

Bicycle Facilities

In the project vicinity, Class II county-designated bike lanes are present on S. De Anza Boulevard and Rainbow Drive. No shared bike routes, or Sharrows, are present on the surrounding neighborhood streets. However, these neighborhood streets, including Weyburn Lane, Blue Hill Drive, and Bark Lane carry low traffic volumes and are conducive to bicyclists.

Transit Service

Existing transit service in the study area is provided by the VTA. One local bus route (Route 53) serves the immediate project area. Route 53 runs between West Valley College and Sunnyvale Transit Center via S. De Anza Boulevard near the project site. Route 53 runs between 7:10 AM and 6:40 PM with 60-minute headways during the AM and PM peak commute hours. The bus stops closest to the project site are on De Anza Boulevard at Blue Hill Drive for the northbound direction (about 850 feet from the project site), and at Kentwood Avenue for the southbound direction (about 950 feet from the project site).

Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 2.

Existing traffic volumes were obtained from new peak-hour turning movement counts conducted in May 2017 when schools were in session (see Appendix A) and the 2016 CMP Annual Monitoring Report. The existing peak-hour intersection volumes are shown on Figure 3. Traffic volumes for all components of traffic are tabulated in Appendix B.

At the De Anza Boulevard/Kentwood Avenue intersection, a large portion of the northbound left-turn traffic volume is U-turns because of the raised center median on De Anza Boulevard that prohibits westbound left turns from Rainbow Drive and Bark Lane.

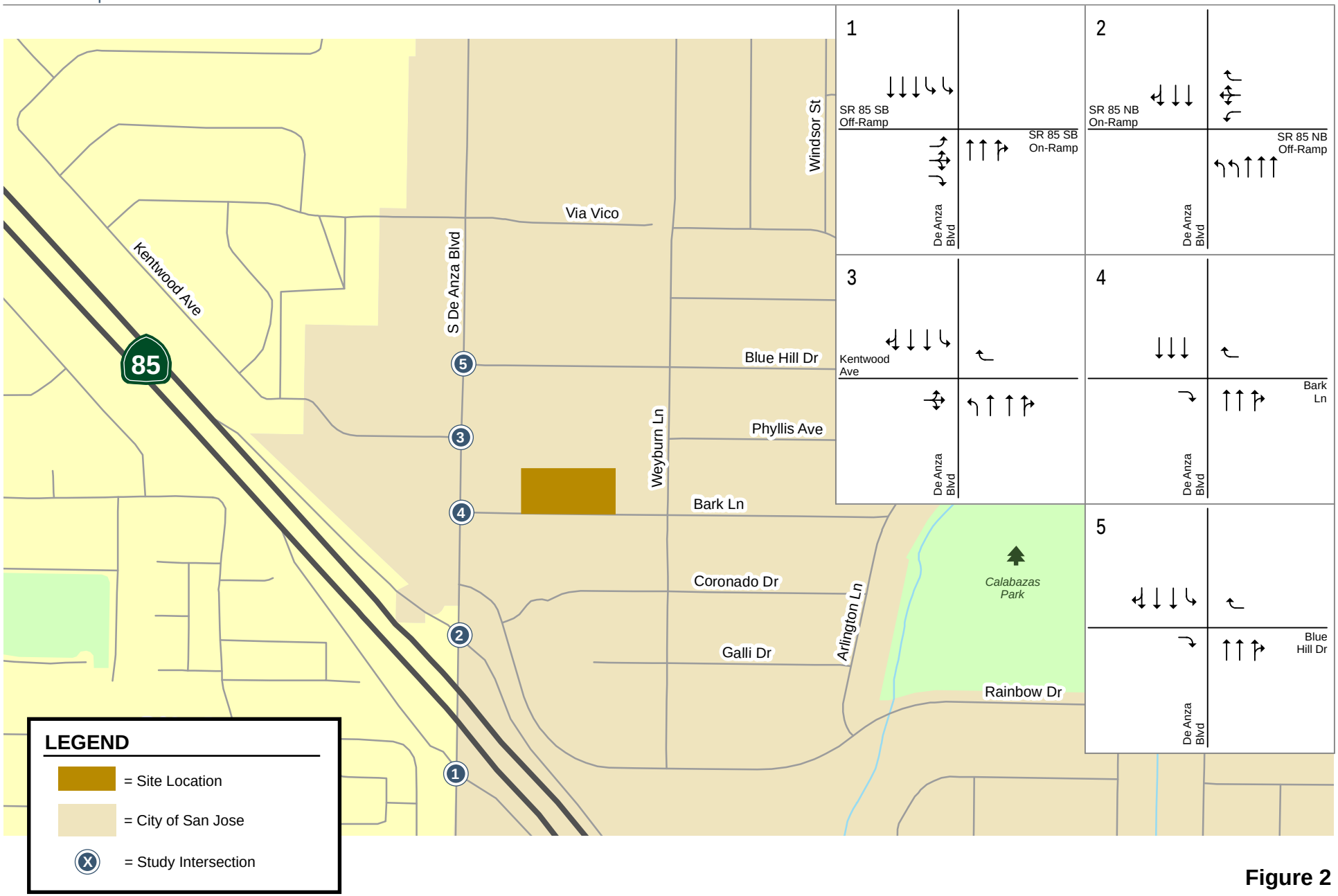


Figure 2
Existing Lane Configurations

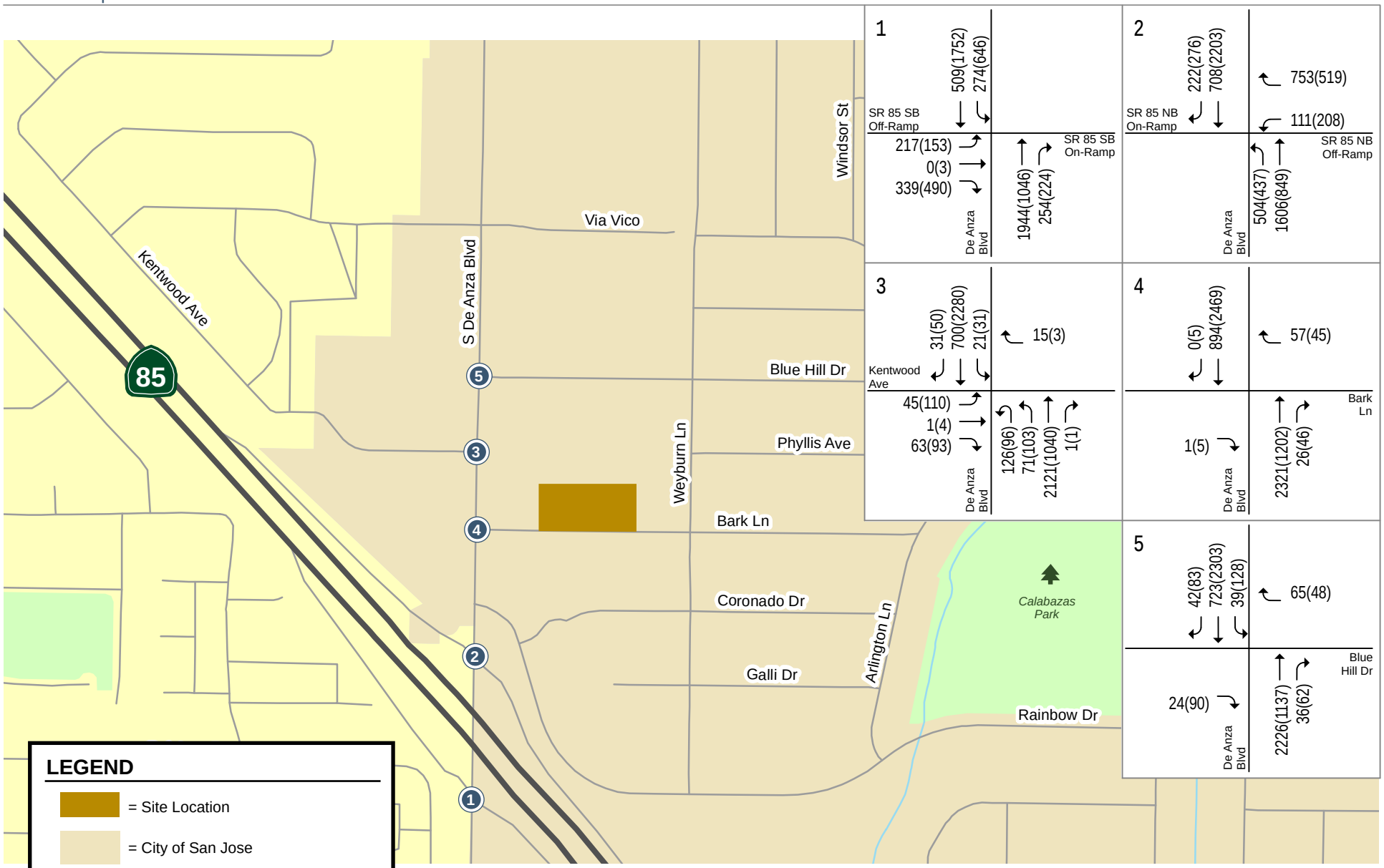


Figure 3
Existing Traffic Volumes

Intersection Levels of Service

The results of the intersection level of service analysis (see Table 2) show that, measured against the Cities of San Jose and Cupertino level of service standards, all the signalized study intersections currently operate at an acceptable level of service during both the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix C.

Table 2
Existing Intersection Levels of Service

ID	Intersection (Jurisdiction)	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
1	De Anza Blvd and SR 85 SB Ramps* (Cupertino)	E	AM	05/24/17	12.4	B
			PM	10/12/16	16.4	B
2	De Anza Blvd and SR 85 NB Ramps* (Cupertino)	E	AM	05/24/17	20.5	C+
			PM	10/12/16	14.0	B
3	De Anza Blvd and Kentwood Ave (San Jose)	D	AM	05/24/17	14.5	B
			PM	05/23/17	22.6	C+

* Denotes VTA CMP intersection

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect actual existing traffic conditions.

AM and PM field observations conducted in June 2017 revealed that overall the study intersections operate well, and the level of service calculations accurately reflect existing conditions. However, field observations revealed that some minor operational problems currently occur at the Bark Lane intersection on De Anza Avenue.

During the AM peak hour observation period, the northbound through movement queues at the De Anza Boulevard/Kentwood Avenue intersection occasionally extended past Bark Lane during red lights. When this occurred, outbound vehicles on Bark Lane were delayed from entering northbound De Anza Boulevard. However, the northbound vehicle queues on De Anza Boulevard dissipated quickly during green lights and did not cause excessive vehicle delays or long queues on Bark Lane.

Some of the outbound vehicles from Bark Lane made northbound U-turns at De Anza Boulevard/ Kentwood Avenue during both the AM and PM peak hour observation periods. The northbound left-turn vehicle queues at the signalized intersection occasionally extended past Bark Lane (but was contained within the left-turn pocket) during red lights and delayed vehicles from Bark Lane from entering the northbound left-turn pocket. However, the left-turn queue dissipated quickly during green lights, and vehicles from Bark Lane were able to find gaps in the flow of northbound traffic and enter the left-turn lane to make U-turns during the AM and PM peak hours.

3.
Existing Plus Project Conditions

This chapter describes the existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review process.

Roadway Network Under Existing Plus Project Conditions

The roadway network under existing plus project conditions would be the same as the existing roadway network because the project would not alter the existing roadway network.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trip generation rates resulting from new development proposed within the City of San Jose typically are estimated using either the trip rates detailed in the *San Jose Traffic Impact Analysis Handbook*, November 2009, or the trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 9th Edition* (2012). The ITE trip generation rates for Apartment (Land Use Code 220) were utilized for the proposed project.

Trips that are generated by existing uses can be subtracted from the gross project trip generation estimates. Accordingly, trip credits were applied to account for the three existing apartment buildings that would be removed as part of the project. Trips generated by the existing apartment complex were

obtained from AM and PM peak hour trip generation counts conducted on June 1, 2017 when all schools in the project area were in session. The existing daily trips were estimated.

After applying the ITE trip generation rates for Apartment and existing use trip credits, the project would generate 355 new daily vehicle trips, with 17 new trips occurring during the AM peak hour and 37 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in ITE's *Trip Generation Manual* and obtained from the driveway counts, the project would produce 3 new inbound and 14 new outbound trips during the AM peak hour, and 23 new inbound and 14 new outbound trips during the PM peak hour (see Table 3).

Table 3
Project Trip Generation Estimates

			Daily		AM Peak Hour				PM Peak Hour			
	ITE		Trip	Daily	Pk-Hr	Trips			Pk-Hr	Trips		
Land Use	Code	Size	Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Use												
Apartments [1]	220	85 units	6.65	565	0.51	9	34	43	0.62	34	19	53
Existing Use												
Apartment Complex [2]		20 units		(210)		(6)	(20)	(26)		(11)	(5)	(16)
Net Project Trips:				**355**		**3**	**14**	**17**		**23**	**14**	**37**

Notes:
[1] Source: ITE *Trip Generation Manual, 9th Edition,* 2012 (average "Apartment" rates used).
[2] Source: Existing trip generation counts conducted on June 1, 2017 (daily trips were estimated).

Trip Distribution

The trip distribution patterns for the project were developed based on existing travel patterns on the surrounding roadway system, the locations of complementary land uses, and the locations of nearby schools. The project site is located within the boundary of Meyerholz Elementary, Miller Middle School, and Lynbrook High School, to the northeast, east, and southeast of the project site, respectively. Due to the residential project's proximity to these schools, it is expected that a relatively substantial portion of project generated trips would travel to and from the east via Bark Lane to drop-off and pick-up students. The project trip distribution pattern accounts for the school travel pattern in the study area, which was verified by counts. The project trip distribution pattern applies to both the AM and PM peak hours and is shown on Figure 4.

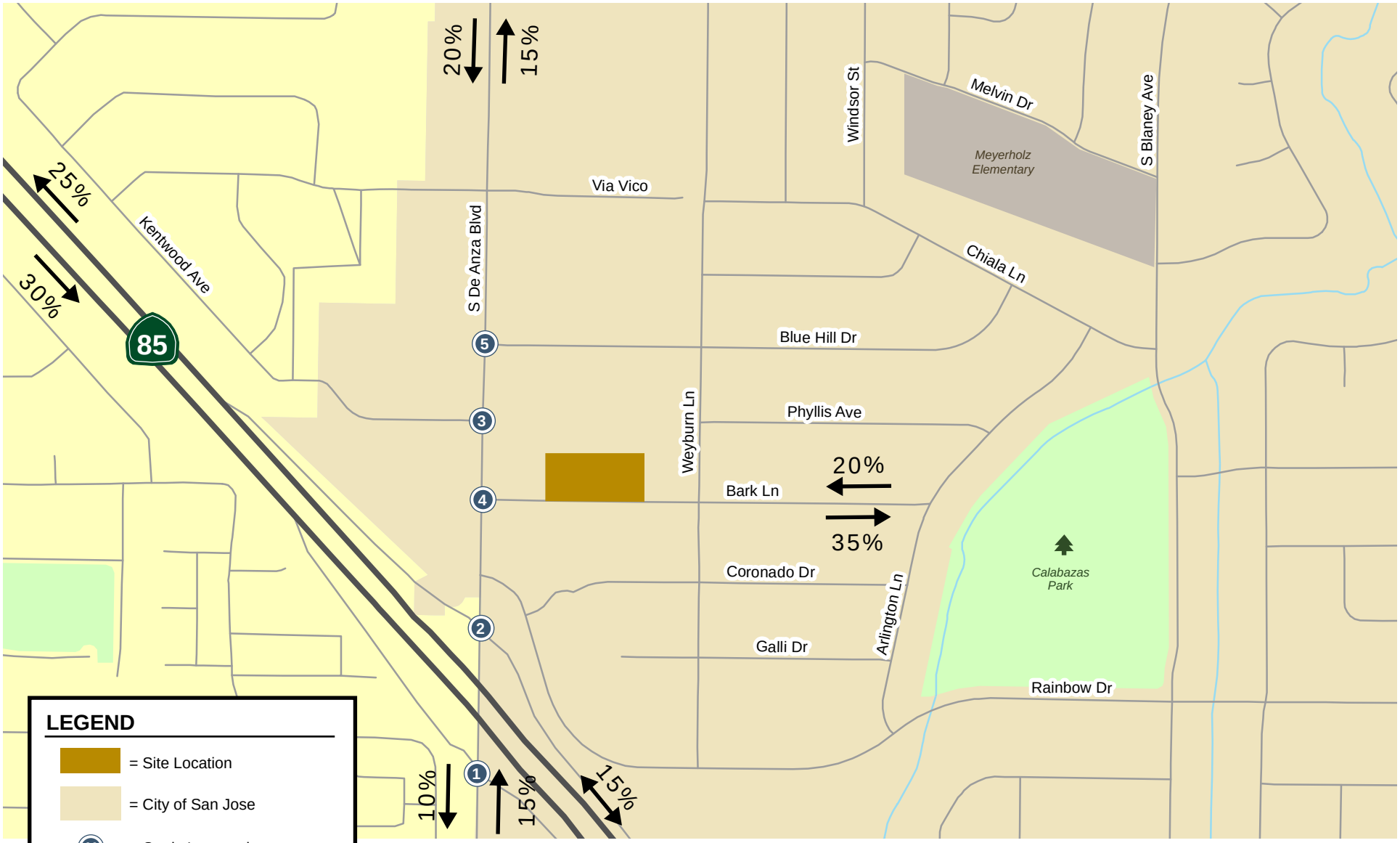


Figure 4
Project Trip Distribution

Trip Assignment

The peak hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern discussed above. All project trips would enter and exit the project site via the proposed driveway on Bark Lane. At its intersection with Bark Lane, De Anza Boulevard is divided by a raised center median. This median would prevent vehicles from making left turns to and from Bark Lane. This existing site access limitation is described in more detail below.

Outbound Vehicles

Outbound vehicles assigned to travel southbound along De Anza Boulevard, or assigned to northbound or southbound SR 85, would be required to turn right from Bark Lane onto northbound De Anza Boulevard, then make a U-turn at the existing northbound left-turn pocket at Kentwood Avenue. No other outbound movements would be restricted.

Inbound Vehicles

Inbound vehicles originating from De Anza Boulevard north of the project site would access the project site via the channelized left-turn pocket at Blue Hill Drive. Southbound inbound vehicles would turn left onto Blue Hill Drive, turn right onto Weyburn lane, and turn right onto Bark Lane to ultimately enter the project site.

Figure 5 shows the net project trip assignment on the existing transportation network.

Existing Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 6).

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service analysis (see Table 4) show that all the signalized study intersections would continue to operate at an acceptable level of service during both the AM and PM peak hours of traffic with the project.

The intersection level of service calculation sheets are included in Appendix C.

Table 4
Existing Plus Project Intersection Levels of Service

				Existing		Existing+ Project	
ID	Intersection (Jurisdiction)	LOS Standard	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS
1	De Anza Blvd and SR 85 SB Ramps* (Cupertino)	E	AM	12.4	B	12.4	B
			PM	16.4	B	16.5	B
2	De Anza Blvd and SR 85 NB Ramps* (Cupertino)	E	AM	20.5	C+	20.5	C+
			PM	14.0	B	13.8	B
3	De Anza Blvd and Kentwood Ave (San Jose)	D	AM	14.5	B	14.6	B
			PM	22.6	C+	22.9	C+

* Denotes VTA CMP intersection

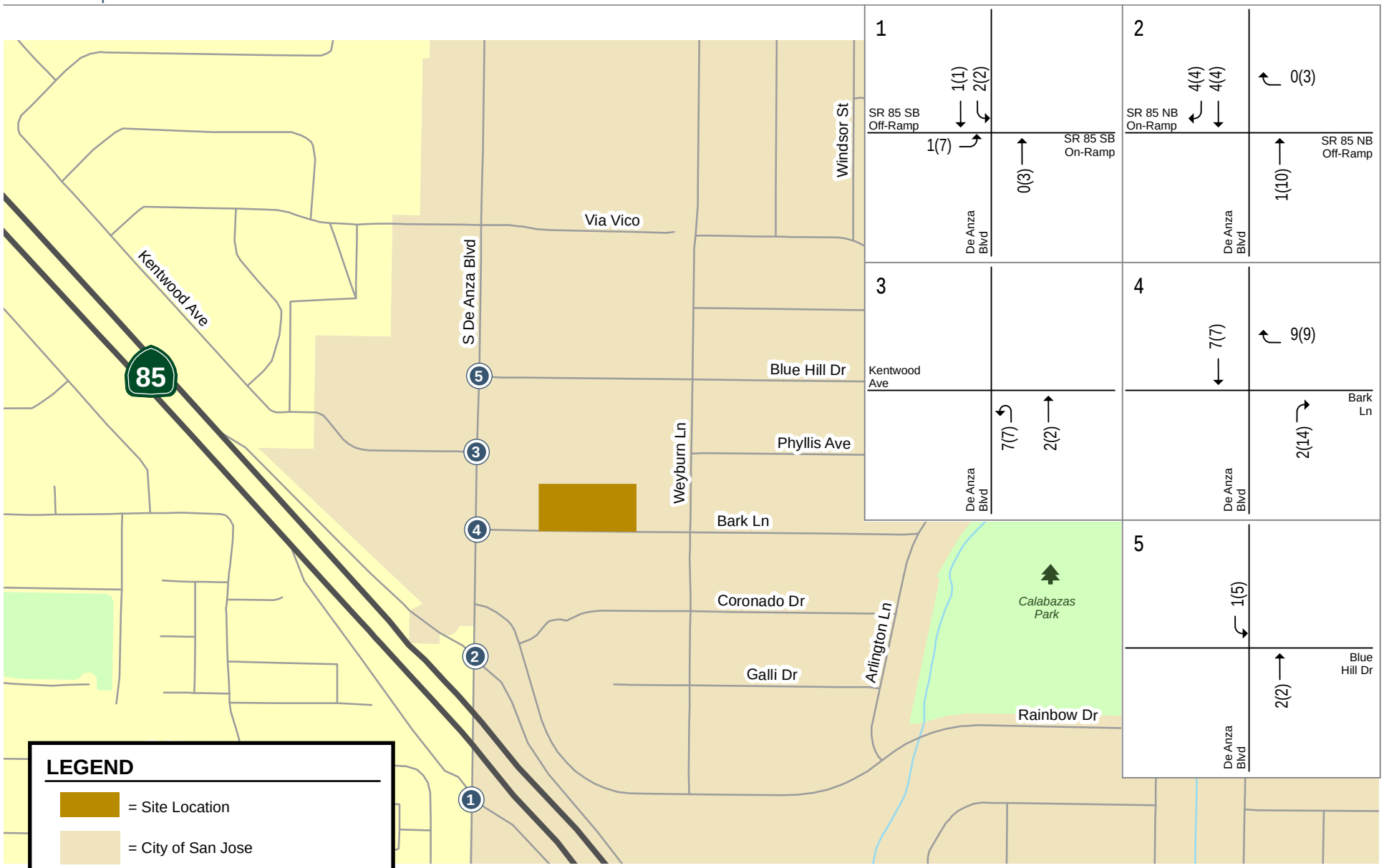


Figure 5
Net Project Trip Assignment

HEXAGON

NORTH
Not to Scale

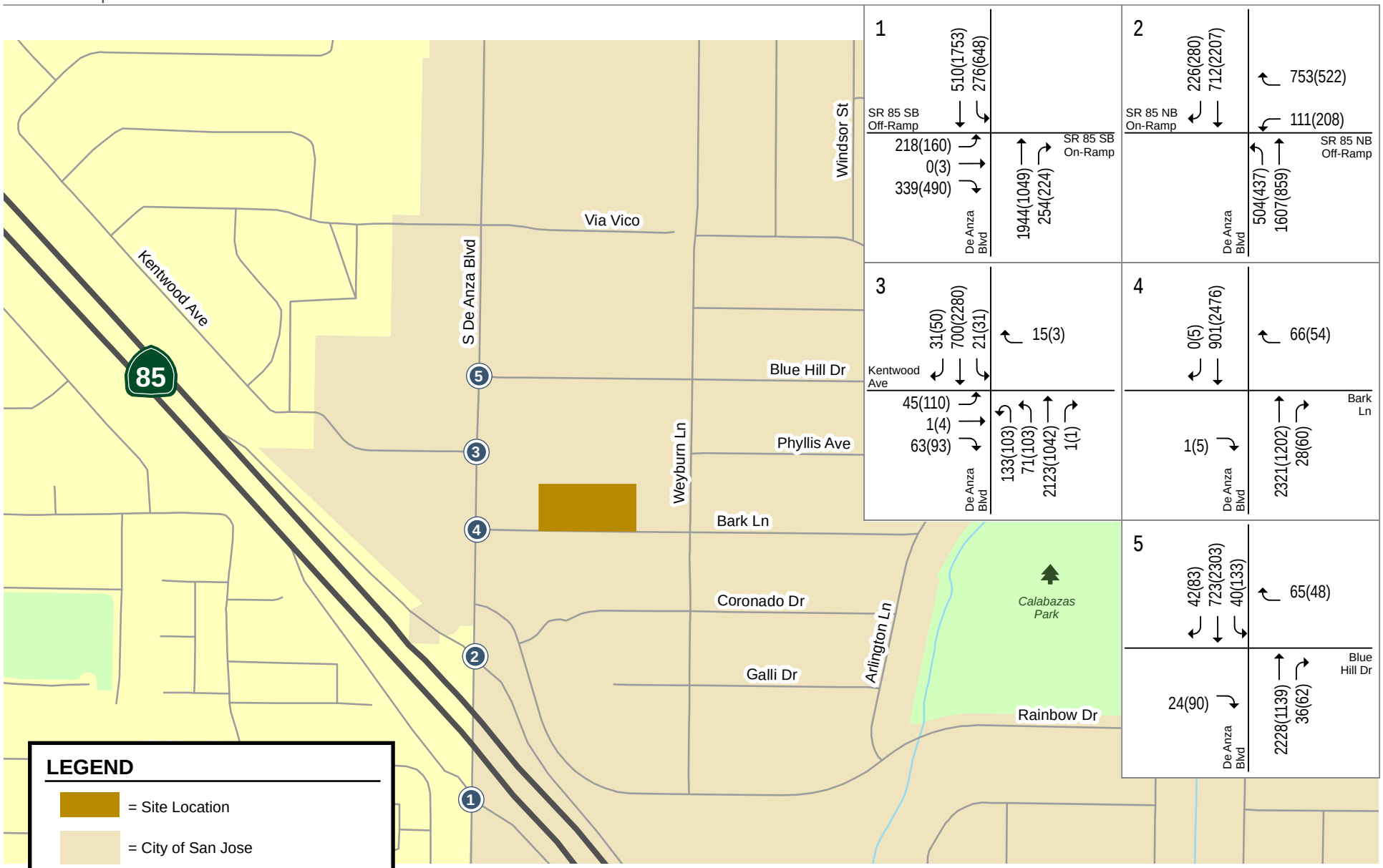


Figure 6
Existing Plus Project Traffic Volumes

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by approved but not yet constructed developments in the vicinity of the site. This chapter describes the planned roadway network, the procedure used to determine background traffic volumes, and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved developments get built and occupied.

Roadway Network Under Background Conditions

The roadway network under background conditions would be the same as the existing roadway network because there are no planned and funded transportation improvements at the study intersections that would alter the existing intersection lane configurations.

Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose, as listed below. Note that there are no approved developments in the Cities of Cupertino or Saratoga that would add trips to the study intersections. Background traffic volumes are shown on Figure 7.

- **1193 S. De Anza Boulevard (Two Commercial Buildings)**: Site Development Permit to allow the construction of two commercial buildings totaling approximately 16,595 gross square feet on an approximately 0.79 gross acre site.
- **1081 S. De Anza Boulevard (De Anza Preschool)**: Conditional Use Permit to allow a daycare use at an existing tutoring center and allow an outdoor use within 150 feet of a residentially zoned property with the construction of an approximately 570 square-foot fenced playground on a 2.42 gross acre site.
- **1115 S. De Anza Boulevard (Scandinavian Designs)**: Site Development Permit for the construction of an 8,880 square-foot addition to an existing furniture store (Scandinavian Designs) on an approximately 1.41 gross acre site located in the Commercial Pedestrian (CP) Zoning District.

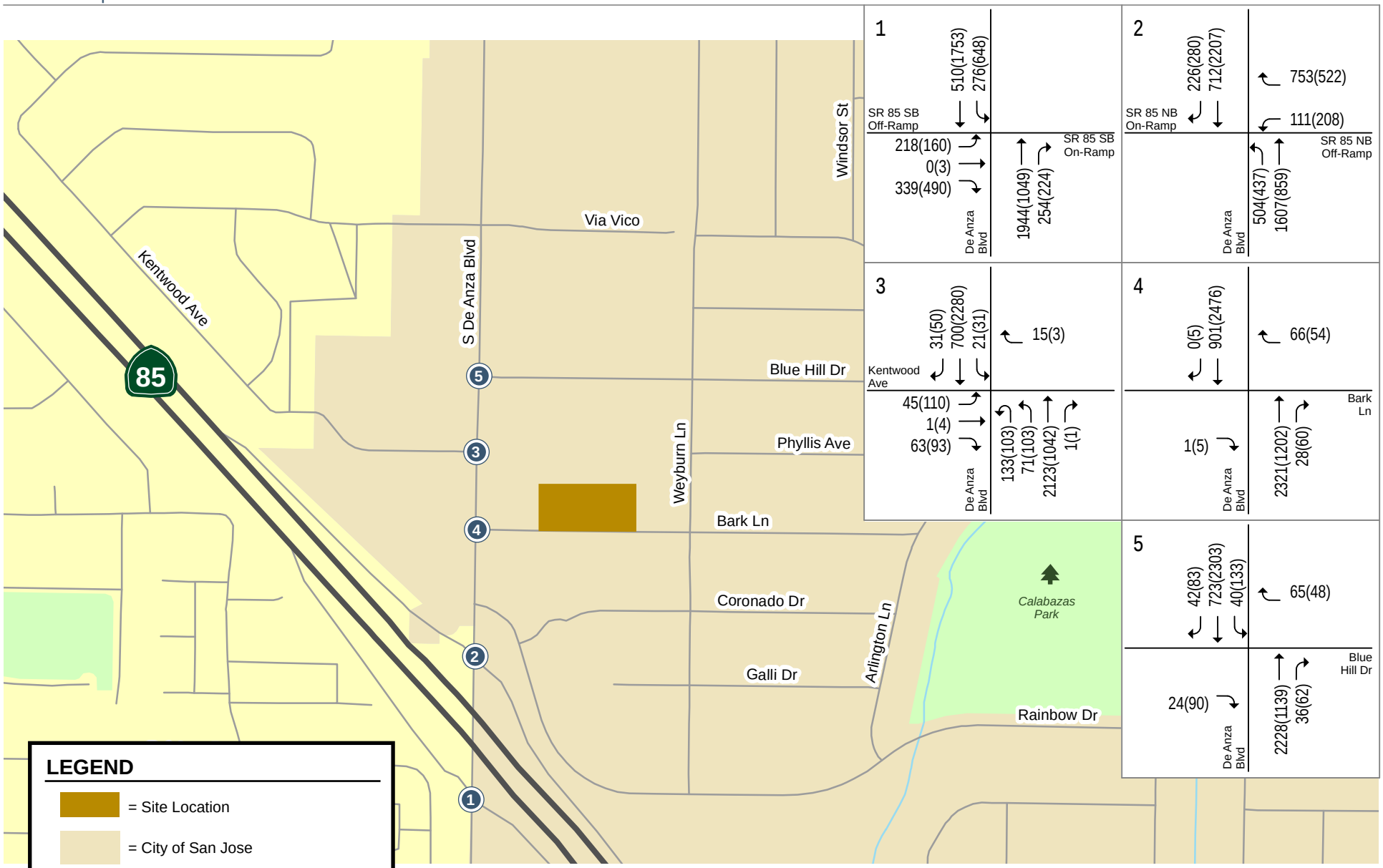


Figure 6
Existing Plus Project Traffic Volumes

Background Intersection Levels of Service

The results of the intersection level of service analysis (see Table 5) show that all the signalized study intersections would operate at an acceptable level of service during both the AM and PM peak hours of traffic under background conditions.

The level of service calculation sheets are included in Appendix C.

Table 5
Background Intersection Levels of Service

ID	Intersection (Jurisdiction)	LOS Standard	Peak Hour	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
1	De Anza Blvd and SR 85 SB Ramps* (Cupertino)	E	AM	12.4	B	12.4	B
			PM	16.4	B	16.4	B
2	De Anza Blvd and SR 85 NB Ramps* (Cupertino)	E	AM	20.5	C+	20.5	C+
			PM	14	B	16.1	B
3	De Anza Blvd and Kentwood Ave (San Jose)	D	AM	14.5	B	14.4	B
			PM	22.6	C+	22.7	C+

* Denotes VTA CMP intersection

5.
Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the significance impact criteria used to establish what constitutes a project impact, a description of the roadway network under background plus project conditions, the method by which project traffic is estimated, and any traffic impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on Cities of San Jose and Cupertino Level of Service standards.

City of San Jose Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades form an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to rule #2 above applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

City of Cupertino Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Cupertino if for either peak hour:

1. The level of service at the intersection degrades form an acceptable level (LOS D or better for local intersections and LOS E or better for CMP intersections) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F for local intersections and LOS F for CMP intersections) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

A significant impact by City of Cupertino and CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

Roadway Network Under Background Plus Project Conditions

The roadway network under background plus project conditions would be the same as the existing roadway network because there are no approved projects in the area that would alter the existing roadway network and the project would not alter the intersection lane configurations.

Project Trip Estimates

The estimated project trip generation, distribution and assignment are the same under background plus project conditions as previously described under existing plus project conditions (see Chapter 3).

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 8). Traffic volumes for all components of traffic are tabulated in Appendix B.

Background Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis (see Table 6) show that, measured against the Cities of San Jose and Cupertino level of service standards, all the signalized study intersections would continue to operate at an acceptable level of service during both the AM and PM peak hours of traffic with the project. The level of service calculation sheets are included in Appendix C.

Table 6
Background Plus Project Intersection Levels of Service

ID	Intersection (Jurisdiction)	LOS Standard	Peak Hour	Background Avg. Delay	Background LOS	Background +Project Avg. Delay	Background +Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	De Anza Blvd and SR 85 SB Ramps* (Cupertino)	E	AM	12.4	B	12.4	B	0.0	0.001
			PM	16.4	B	16.5	B	0.1	0.003
2	De Anza Blvd and SR 85 NB Ramps* (Cupertino)	E	AM	20.5	C+	20.4	C+	0.0	0.002
			PM	16.1	B	16.1	B	0.1	0.002
3	De Anza Blvd and Kentwood Ave (San Jose)	D	AM	14.4	B	14.6	B	0.0	0.000
			PM	22.7	C+	23.0	C+	0.4	0.004

* Denotes VTA CMP intersection

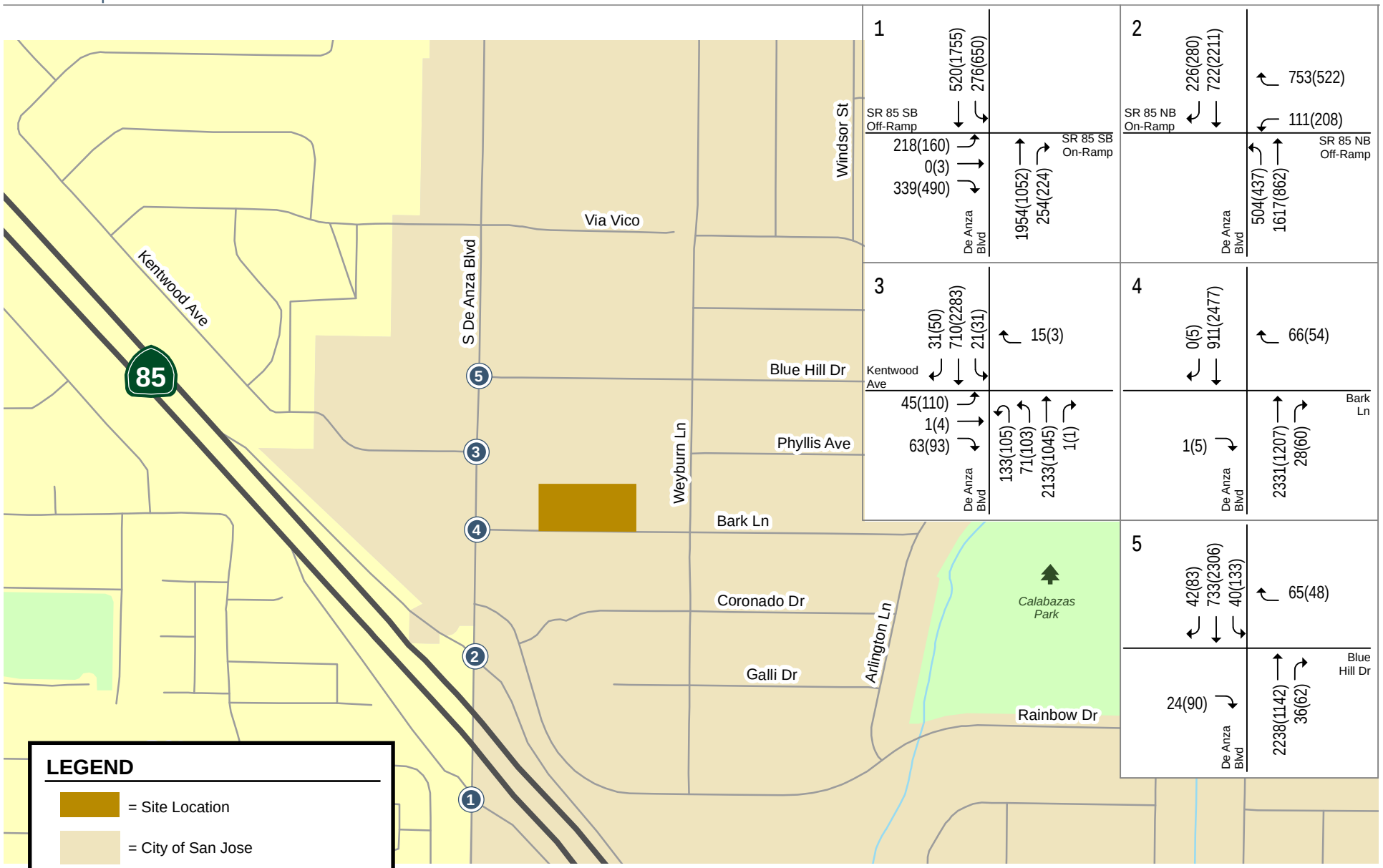


Figure 8
Background Plus Project Traffic Volumes

6. Other Transportation Issues

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

- Vehicle queuing at selected intersections
- Traffic operations at unsignalized intersections
- Effects of project on surrounding neighborhood streets
- Site access, on-site circulation and parking
- Potential impacts to pedestrian, bicycle, and transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgement in accordance with the standards and methods employed by the traffic engineering community.

Vehicle Queueing Analysis

The analysis of intersection level of service was supplemented with a queuing analysis for intersections where the project would add a significant number of left turns. The operations analysis is based on vehicle queuing for high-demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

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

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles

during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the study turn movement.

For the study, vehicle queueing was analyzed for the northbound left-turn pocket at the De Anza Boulevard/Kentwood Avenue intersection and the southbound left-turn pocket at the De Anza Boulevard/Blue Hill Drive intersection (see Table 7).

At the De Anza Boulevard/Kentwood Avenue intersection, the queuing analysis indicates that the northbound left-turn pocket currently has sufficient storage capacity to accommodate the maximum vehicle queue. The project would add 7 U-turn vehicles during both the AM and PM peak hours and is not expected to cause a noticeable increase in the maximum (95th percentile) vehicle queue.

At the De Anza Boulevard/Blue Hill Drive intersection, the queuing analysis indicates that the southbound left-turn pocket currently has sufficient storage capacity to accommodate the maximum vehicle queue. The project would add 1 and 5 left-turn vehicles during the AM and PM peak hours, respectively, and is not expected to cause a noticeable increase in the maximum vehicle queue.

Field observations verified that adequate turn pocket storage is currently provided for these two left-turn movements, and the left-turn vehicle queues cleared the intersection in one signal cycle length.

Traffic Operations at Unsignalized Intersections

The study analyzed two unsignalized intersections on S. De Anza Boulevard: Blue Hill Drive and Bark Lane. Due to the raised center median on De Anza Boulevard, outbound traffic from both Blue Hill Drive and Bark Lane is restricted to right turns. A channelized southbound left-turn pocket on De Anza Boulevard provides left-turn access to Blue Hill Drive, but access to Bark Lane is restricted to right turns only from northbound De Anza Boulevard.

Since vehicles are restricted to right turns to and from Bark Lane, and the existing right-turn volumes are low, field observations show there is minimal delay for outbound vehicles turning onto northbound De Anza Boulevard. In fact, the observed right-turn vehicle queue on Bark Lane was no more than two vehicles in length. The project would add 9 outbound trips on Bark Lane during both the AM and PM peak hours and is not expected to cause a noticeable increase in vehicle delay.

Some of the outbound vehicles from Bark Lane make northbound U-turns at De Anza Boulevard/ Kentwood Avenue. As shown in Table 5, the maximum vehicle queue at the Kentwood Avenue intersection extends past Bark Lane and almost fills the northbound left-turn pocket. When this occurs, outbound vehicles from Bark Lane are delayed from entering the left-turn pocket. However, field observations show the northbound left-turn queue dissipates quickly during green lights and vehicles turning from Bark Lane can find gaps in traffic to enter the left-turn lane and make the U-turn.

For the southbound left-turn movement at the Blue Hill Drive intersection, field observations and queueing analysis show there is a short delay for the left-turn movement and the maximum vehicle queue is no more than three vehicles long during the AM peak hour and no more than five vehicles long during the PM peak hour. The project would add 1 left-turn trip during the AM peak hour and 5 left-turn trips during the PM peak hour. The added trips are not expected to cause a noticeable increase in vehicle delay for this southbound left-turn movement.

Overall, the two unsignalized study intersections operate well during the AM and PM peak hours and the project is not expected to degrade the current traffic operations at these intersections.

Table 7
Intersection Queuing Analysis Results

Intersection	De Anza/ Kenwood		De Anza/ Blue Hill	
Movement	NB LT	NB LT	SB LT	SB LT
Peak Hour Period	AM	PM	AM	PM
Existing				
Cycle/Delay[1] (sec)	135	138	23.8	12.8
Lanes	1	1	1	1
Volume (vph)	197	199	39	128
Volume (vphpl)	197	199	39	128
Avg. Queue (veh/ln)	7.4	7.2	1.0	2.3
Avg. Queue[2] (ft/ln)	185	181	26	57
95th% Queue (veh/ln)	12	12	3	5
95th% Queue[2] (ft/ln)	300	300	75	125
Storage (ft/ ln)	325	325	175	175
Adequate (Y/N)	Y	Y	Y	Y
Background				
Cycle/Delay[1] (sec)	135	138	24.1	12.8
Lanes	1	1	1	1
Volume (vph)	197	201	39	128
Volume (vphpl)	197	201	39	128
Avg. Queue (veh/ln)	7.4	7.3	1.0	2.3
Avg. Queue[2] (ft/ln)	185	183	26	57
95th% Queue (veh/ln)	12	12	3	5
95th% Queue (ft/ln)	300	300	75	125
Storage (ft/ ln)	325	325	175	175
Adequate (Y/N)	Y	Y	Y	Y
Background Plus Project				
Cycle/Delay[1] (sec)	135	138	24.2	12.9
Lanes	1	1	1	1
Volume (vph)	204	208	40	133
Volume (vphpl)	204	208	40	133
Avg. Queue (veh/ln)	7.7	7.6	1.1	2.4
Avg. Queue[2] (ft/ln)	191	189	27	60
95th% Queue (veh/ln)	12	12	3	5
95th% Queue (ft/ln)	300	300	75	125
Storage (ft/ ln)	325	325	175	175
Adequate (Y/N)	Y	Y	Y	Y

Notes:
WB = westbound; EB = eastbound; SB = southbound; NB = northbound.
RT = right turn movement; LT = left turn movement; TH = through movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued.

Effects on Surrounding Streets

The effects of project generated traffic on the surrounding local street network were evaluated for the segments of Bark Lane and Blue Hill Drive between De Anza Boulevard and Weyburn Lane. Both streets consist primarily of residential uses and provide access to the project site from De Anza Boulevard.

Average daily traffic (ADT) volumes on the two study roadway segments were evaluated based on existing traffic counts and future traffic volumes with the project (see Table 8). The evaluation consists of a roadway segment analysis to quantify the potential change in traffic volumes along the study roadway segments as a result of the proposed project. For the evaluation, the existing and projected daily traffic volumes along the study roadway segments were compared to acceptable volume thresholds for each roadway segment to determine if the project is expected to cause a substantial change in traffic volumes. Since the City of San Jose has no established standard or significance threshold regarding traffic on neighborhood streets, the information is presented here for informational purposes only.

Table 8
Average Daily Traffic on Surrounding Streets

Roadway Segment	Direction	85th Percentile Speed (mph)	Existing ADT Counts[1]	Project Trips	Existing +Project Volume	% Change
Blue Hill Drive east of De Anza Blvd	Westbound	25	763	0	763	
	Eastbound	25	1,450	39	1,489	
	Total		***2,213***	***39***	***2,252***	***2%***
Bark Lane east of De Anza Blvd	Westbound	28	634	118	752	
	Eastbound	27	490	105	595	
	Total		***1,124***	***223***	***1,347***	***20%***

1. 24-hour tube counts were conducted May 30 - June 1, 2017.

The two study roadway segments can be classified as residential streets. The City of San Jose 2040 General Plan describes residential streets as roadways that would accommodate low volumes of local traffic and primarily provide access to property. A residential street is defined by the City of San Jose with ADT volumes up to 2,000 vehicles, a design speed of up to 30 mph, and a right-of-Way (ROW) width between 52 and 60 feet.

The 24-hour tube counts conducted May 30 through June 1, 2017, revealed that the study segments of Blue Hill Drive and Bark Lane currently carry approximately 2,213 and 1,124 vehicles per weekday, respectively. An ADT volume of higher than 2,000 vehicles per day on Blue Hill Drive is likely a result of the raised center median along De Anza Boulevard, which limits southbound left-turn movements to Bark Lane and Rainbow Drive.

Based on the assignment of project generated trips, the project would add 39 daily trips to Blue Hill Drive. This represents an ADT increase of only 2 percent compared to the existing daily traffic volume. This small increase in ADT would likely not be a noticeable increase.

Based on the assignment of project generated trips, the project would add 223 daily trips to Bark Lane. Although the projected ADT under existing plus project conditions is less than 2,000 vehicles per day (i.e., within the acceptable range for this type of street), the added project trips constitutes a 20 percent

increase when compared to the existing daily traffic volume on Bark Lane. This is a measurable increase in ADT that would likely be noticeable to drivers that utilize Bark Lane on a daily basis.

Speed surveys conducted along the two study roadway segments revealed that the 85th percentile speeds on Blue Hill Drive and Bark Lane are 25 and 27-28 mph, respectively. The posted speed limits along the studied segments is 25 mph. Based on the collected data, the measured 85th percentile speeds along the street segments are within 5 mph of the speed limit. 85th percentile speeds within 5 mph of the posted speed limits are considered reasonable. Therefore, based on the vehicle speed data collected, it can be concluded that there is not an existing speeding problem along the study segments.

Vehicular Site Access and Circulation

The site access and circulation evaluation is based on the April 20, 2017 site plan prepared by Barry Swenson Builder Architectural (see Figure 9). On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards.

Site Access

Based on the site plan, project generated traffic would enter the site via a single driveway on Bark Lane. The driveway measures 22 feet 10 inches wide (measured at the throat), as proposed, and would provide access to both levels of underground parking. According to the City of San Jose Department of Transportation Geometric Design Guidelines, the typical width for a two-way driveway that serves a multi-family residential development is 26 feet wide. Thus, the driveway should be widened to 26 feet.

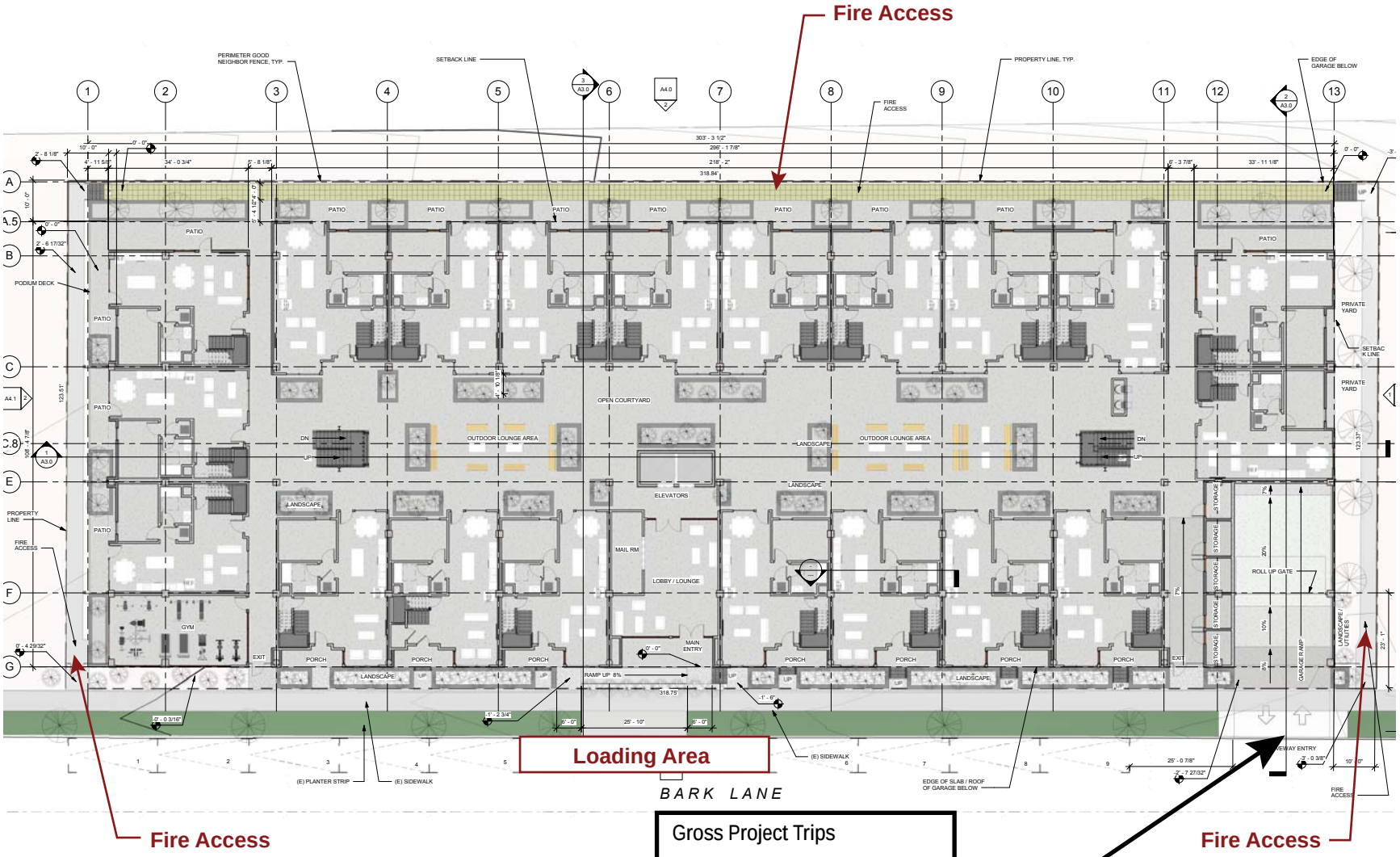
The security gate to the parking garage would be set back from the street but would be situated only about 23 feet from the sidewalk. This would provide room for one inbound vehicle. The City typically requires at least 50 feet of inbound vehicle stacking space to provide adequate room for two queued inbound vehicles. This helps to avoid a situation where a vehicle queue could block the sidewalk. The security gate should be relocated (i.e., moved further into the garage) to provide at least 50 feet of vehicle storage between the gate and the sidewalk.

The project-generated trips (excluding the existing use trip credits) that are estimated to occur at the project driveway are 9 inbound trips and 34 outbound trips during the AM peak hour, and 34 inbound trips and 19 outbound trips during the PM peak hour (see Figure 7). Due to the low traffic volume and travel speeds on Bark Lane, the project traffic is not expected to create operational issues related to vehicle queueing at the project driveway.

Sight Distance

Based on the site plan provided, the project driveway would be free and clear of obstructions, thereby ensuring that vehicles can see pedestrians on the sidewalk, as well as vehicles and bicycles travelling along Bark Lane.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For the driveway on Bark Lane, which has a posted speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). This means that a driver must be able to see 200 feet down Bark Lane to locate a sufficient gap to turn out of the project driveway. There are no roadway curves or landscaping features shown on the site plan that would obstruct the vision of exiting drivers. However, street parking is allowed on Bark Lane and could obstruct the vision of exiting drivers if there were cars parked next the



LEGEND

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

Gross Project Trips

22(12) 12(7) 4(14)

5(20)

Figure 9
Site Plan and Project Trips at Driveways

HEXAGON

NORTH
Not to Scale

driveway. Red curbs should be implemented adjacent to both sides of the project driveway to ensure adequate sight distance. Fire code requires driveways to provide at least 32 feet for fire access. Thus, a total of at least 9 feet 2 inches of red curb should be added to the project driveway, as currently proposed, to meet the 32-foot requirement for fire access.

On-Site Circulation

On-site vehicular circulation was reviewed for the underground parking garage in accordance with generally accepted traffic engineering standards. The project would provide 90-degree parking throughout the garage with 24 feet wide drive aisles, which are generally adequate for two-way internal circulation of vehicular traffic. The site plan shows good circulation throughout the parking garage, with no dead-end drive aisles.

No convex mirrors are shown on the site plan. Convex mirrors should be installed at the ramp curves to assist drivers with blind turns within the parking garage.

Truck Access and Circulation

The site plan shows a 60-foot on-street freight loading area would be provided in front of the main entry on Bark Lane for delivery/service/moving vehicle access. The main entry provides direct access to the elevators and the mail room. While the loading zone would be adequate to serve the project, the City of San Jose typically prefers that freight loading areas be provided on-site and not within the public right-of-way. Accordingly, the project applicant should coordinate with City staff to determine if the proposed on-street freight loading zone is acceptable.

Garbage Collection

A trash room would be located on parking level 1 near the garage ramp. It is presumed that trash bins would be wheeled out to Bark Lane via the garage ramp, and all garbage trucks would perform their operations outside of the development at the curb along Bark Lane. This operation is common for this type of residential development. The trash bins should be removed from the public right-of-way after trash pickup and returned to the on-site trash room.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings are within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. All areas of the proposed building would be within 150 feet of Bark Lane, and the site plan shows a 10-foot setback on the east, west and north sides of the apartment building. The site plan also shows a 4-foot wide fire access path around the perimeter of the building.

Pedestrian, Bicycle and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian Access and Circulation

The existing network of sidewalks and crosswalks in the immediate vicinity of the project site has good connectivity and provides pedestrians with safe routes to various points of interest in the study area, including nearby bus stops on De Anza Boulevard. Pedestrian access to the project's main entry would be provided via existing sidewalks on Bark Lane. The project proposes to retain the 5-foot sidewalk and 6-foot planter strip along the project frontage on Bark Lane, with the exception of an approximately 26-foot section adjacent to the proposed loading area and main entry.

Additional pedestrian points of access along Bark Lane would be provided at the west end of the apartment building near the proposed gym, and at the east end of the building near the garage entrance. The project would provide an enclosed courtyard for residents than can be accessed from the main entry and all the apartment units.

Based on the size of the residential development and shortage of transit services within walking distance of the project site, the project is not expected to generate a noteworthy number of pedestrian trips. However, due to the project's proximity to Meyerholz Elementary, less than ½ mile northeast of the project site, it is expected that some pedestrian trips would be generated by residents walking to and from the school. Access to the elementary school from the project site is provided via many possible routes through the neighborhood. All the residential streets within the neighborhood have sidewalks, and crosswalks are provided near the school. The project should consider participating in a Safe Routes to School program if implemented at the nearby schools.

The project site is also located within the school attendance boundaries of Miller Middle School and Lynbrook High School, which are 1 mile east and 1.5 miles southeast of the project site, respectively. To access these schools from the project site, students would need to travel along Rainbow Drive. Because the distance to these schools is one mile or more, students are less likely to walk to and from these schools. Though if students were to walk to these schools, Rainbow Drive has sidewalks on both sides of the street.

Bicycle Access and Circulation

In the project vicinity, bike lanes are present on S. De Anza Boulevard and Rainbow Drive. The surrounding residential streets, including Weyburn Lane, Blue Hill Drive, and Bark Lane carry low traffic volumes and are conducive to bicyclists. The project is not proposing to make any modifications or provide additions to the existing bicycle network.

Based on the size of the residential development, the project is not expected to generate a noteworthy number of bicycle trips. However, due to the project's proximity to bike lanes on De Anza Boulevard and Rainbow Drive, residents could utilize these bike lanes to access work places and schools.

Transit Services

There is one VTA local bus line (Route 53) that serves the vicinity of the project area. The bus stops are on De Anza Boulevard at Blue Hill Drive and at Kentwood Avenue. Route 53 runs between 7:10 AM and 6:40 PM with 60-minute headways during the AM and PM peak hours. Because there is only one bus line with infrequent buses, the project is not expected to generate many transit related trips. It is estimated that the small increase in transit demand generated by the proposed project could be easily accommodated by the current available ridership capacities of the transit services in the study area, and no project-sponsored transit related improvements would be necessary.

Parking

Parking provided on the site was evaluated based on the City of San Jose parking standards (*San Jose Municipal Code Chapter 20.90, Table 20-210*). The vehicle parking requirements for multiple residential dwellings are 1.7 spaces per two-bedroom unit and 2 spaces per three-bedroom unit. The project proposes 16 two-bedroom units and 69 three-bedroom units and, thus, is required to provide 166 vehicle parking spaces. The site plan shows a total of 199 vehicle parking spaces within the parking garage, which would meet the City's parking requirement.

The bicycle parking requirement for multiple residential dwellings is one space per four units. The project proposes 85 residential units and, thus, is required to provide 22 bicycle parking spaces. The site plan does not show bicycle parking. It is recommended that the project provide bicycle parking that meets the City requirements to encourage the use of non-auto modes of travel.

7. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative conditions typically include specific development projects that are in the pipeline (pending projects) but are not yet approved. A significant cumulative traffic impact is identified by comparing cumulative plus project traffic conditions against either background conditions or cumulative no project conditions, depending on the jurisdiction in which the study intersections are located.

Significant Impact Criteria

A significant cumulative traffic impact at an intersection is identified by comparing cumulative plus project traffic conditions against background traffic conditions for City of San Jose study intersections. For City of Cupertino study intersections, cumulative plus project conditions are compared against cumulative no project conditions.

City of San Jose Signalized Intersections

A significant cumulative traffic impact at an intersection is identified by comparing cumulative traffic conditions against background traffic conditions. The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under cumulative plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to rule #2 applies when the addition of cumulative project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

Project's Contribution to Cumulative Impacts

A single project's contribution to a cumulative intersection impact is deemed considerable in the City of San Jose if the proportion of project traffic represents 25 percent or more of the increase in total volume from background traffic conditions to cumulative plus project traffic conditions.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better at non-protected intersections.

City of Cupertino Signalized Intersections

The project is said to create a significant adverse cumulative impact on traffic conditions at a signalized intersection in the City of Cupertino if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at city-controlled intersections and LOS E or better at expressway and CMP intersections) under cumulative no project conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway and CMP intersections) under cumulative no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds and the V/C to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant cumulative impact by City of Cupertino standards is said to be satisfactory mitigated when measures are implemented that would restore intersection levels of operation to cumulative no-project conditions or better.

Roadway Network Under Cumulative Conditions

The roadway network under cumulative conditions would be the same as the existing roadway network because: 1) there are no approved projects in the area that would alter the existing roadway network, 2) the project would not alter the existing roadway network, and 3) there are no pending projects in the area that would alter the existing roadway network.

Cumulative Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding the trips from approved developments, estimated project trips, and trips from proposed but not yet approved (pending) development projects. The pending developments considered for cumulative conditions include:

- 1090 S. De Anza Boulevard (Hotel): Site Development Permit to allow the construction of a 4-story, 90 room hotel with one-level of underground parking on a .608 gross acre site
- 7285 Bake Lane (Hotel): Site Development Permit to allow for a new approximately 45,306 square foot, four-story, 86-room hotel building with one level of below grade parking on a 0.59 gross acre site

Figure 10 show the cumulative traffic volumes. Traffic volumes for all components of traffic are tabulated in Appendix B.

Cumulative Intersection Levels of Service

The results of the intersection level of service analysis (see Table 9) show that, measured against the Cities of San Jose and Cupertino level of service standards, all the signalized study intersections would continue to operate at an acceptable level of service during both the AM and PM peak hours of traffic with the project. The level of service calculation sheets are included in Appendix C.

Table 9
Cumulative Intersection Levels of Service

				Cumulative					
				No Project		With Project			
ID	Intersection (Jurisdiction)	LOS Standard	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	De Anza Blvd and SR 85 SB Ramps* (Cupertino)	E	AM	12.5	B	12.5	B	0.0	0.001
			PM	16.5	B	16.6	B	0.1	0.003
2	De Anza Blvd and SR 85 NB Ramps* (Cupertino)	E	AM	20.5	C+	20.4	C+	0.0	0.002
			PM	16.1	B	16.2	B	0.1	0.002
3	De Anza Blvd and Kentwood Ave (San Jose)	D	AM	14.4	B	15.0	B	0.0	0.002
			PM	22.7	C+	23.5	C	1.2	0.012

* Denotes VTA CMP intersection

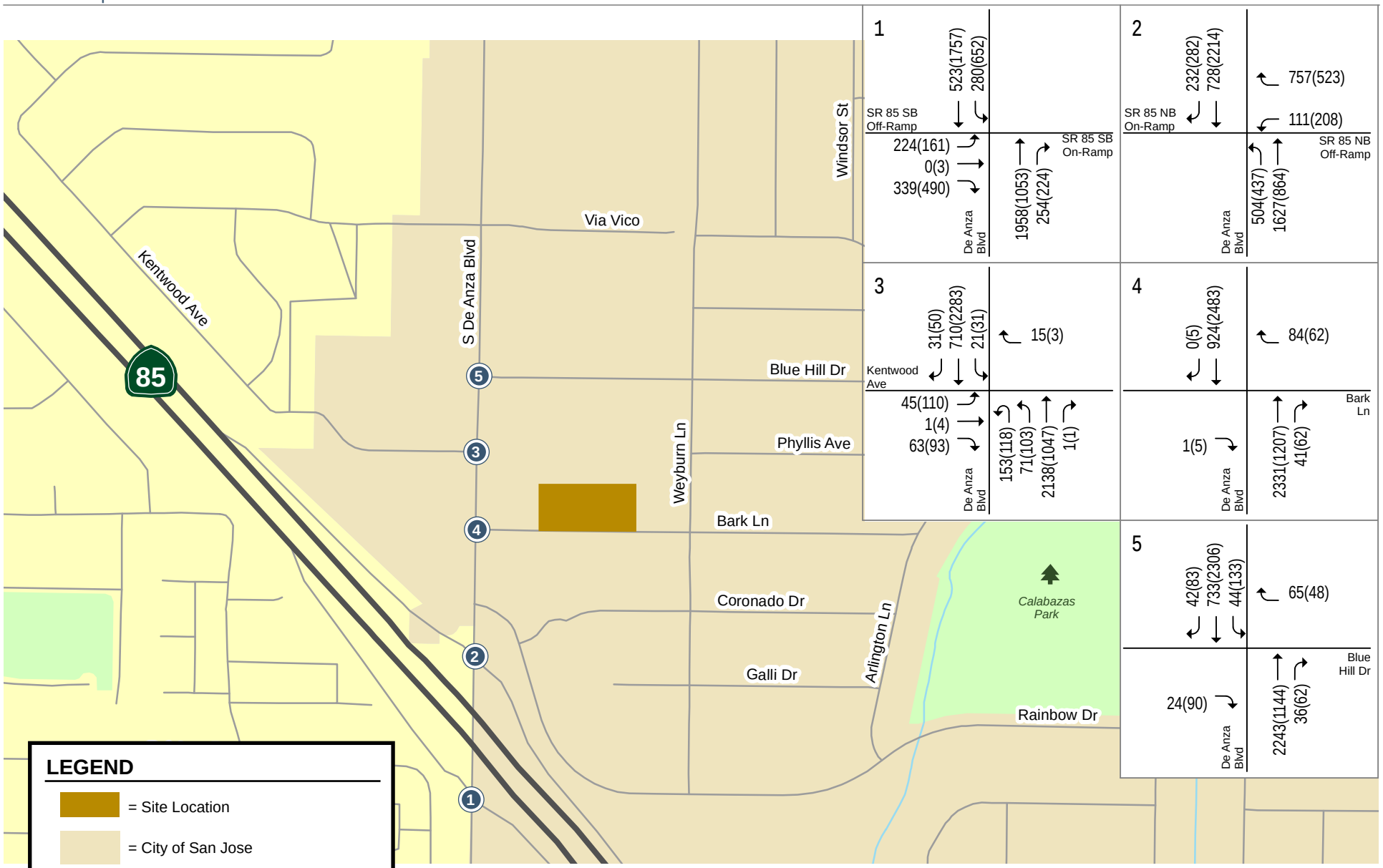


Figure 10
Cumulative Traffic Volumes

8. Conclusions

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of San Jose and Cupertino. An analysis in accordance with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) requirements was not necessary because the project would generate fewer than 100 net peak hour vehicle trips. The traffic study includes an analysis of AM and PM peak hour traffic conditions for 3 signalized intersections and 2 unsignalized intersections near the project site. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined based on engineering judgment.

Project Intersection Level of Service Results

The results of the intersection level of service analysis show that, based on the Cities of San Jose and Cupertino significant impact criteria, none of the signalized study intersections would be significantly impacted by the project.

Other Transportation Issues

The site plan shows adequate site access and on-site circulation, and no significant operational issues are expected to occur as a result of the project. The project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area. Thus, no project sponsored improvements would be necessary.

Hexagon has provided the following recommendations resulting from the site access and circulation analysis.

Recommendations

- Increase the proposed driveway width from 22 feet 10 inches to 26 feet, which is the City's standard width for a two-way driveway serving a multi-family residential development.
- Relocate the internal security gate (i.e., move the roll up gate further into the garage) to provide at least 50 feet of vehicle storage between the gate and the sidewalk.
- Implement red curbs at the project driveway to meet the minimum 32-foot requirement for fire access and to ensure adequate sight distance.
- Install convex mirrors at the ramp curves to assist drivers with blind turns within the parking garage.

- Coordinate with City of San Jose staff to determine if the proposed on-street freight loading zone is acceptable.
- Provide adequate bicycle parking to meet the City of San Jose's bicycle parking requirement and encourage the use of non-auto modes of travel.

Bark Lane Residential TIA

Technical Appendices

March 8, 2018

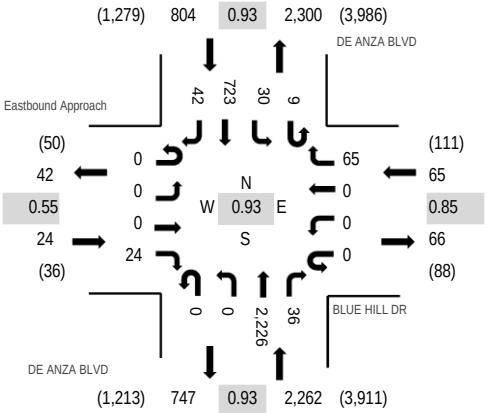
Appendix A

Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

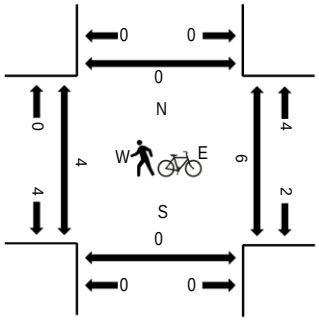
Location: 1 DE ANZA BLVD & BLUE HILL DR AM
Date and Start Time: Wednesday, May 24, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound Approach Eastbound				BLUE HILL DR Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	2	0	0	0	7	0	0	291	0	1	0	88	1	390	2,182	3	2	0	0
7:15 AM	0	0	0	1	0	0	0	5	0	0	403	3	0	3	91	2	508	2,504	3	0	0	0
7:30 AM	0	0	0	5	0	0	0	20	0	0	434	6	2	2	130	4	603	2,841	4	0	0	0
7:45 AM	0	0	0	4	0	0	0	14	0	0	507	5	2	3	145	1	681	3,064	1	3	0	0
8:00 AM	0	0	0	1	0	0	0	16	0	0	522	15	1	5	146	6	712	3,155	0	4	0	0
8:15 AM	0	0	0	2	0	0	0	21	0	0	594	11	4	10	193	10	845		1	0	0	0
8:30 AM	0	0	0	10	0	0	0	17	0	0	580	6	4	6	188	15	826		2	1	0	0
8:45 AM	0	0	0	11	0	0	0	11	0	0	530	4	0	9	196	11	772		0	1	0	0

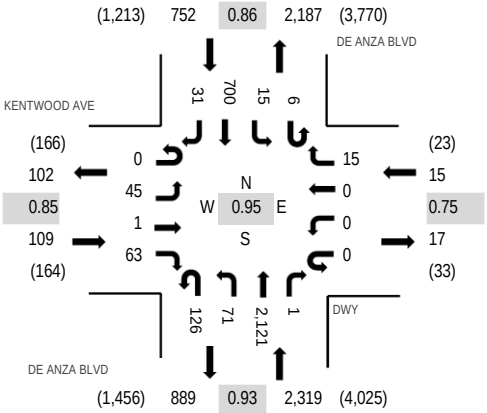
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	1	14
Lights	0	0	0	24	0	0	0	65	0	0	2,196	35	9	29	701	40	3,099
Mediums	0	0	0	0	0	0	0	0	0	0	25	1	0	1	14	1	42
Total	0	0	0	24	0	0	0	65	0	0	2,226	36	9	30	723	42	3,155

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

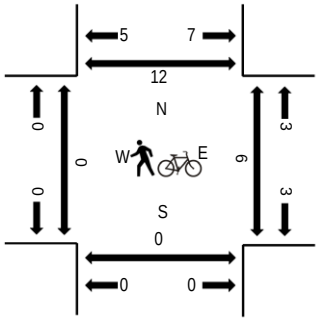
Location: 2 DE ANZA BLVD & DWY AM
Date and Start Time: Wednesday, May 24, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KENTWOOD AVE Eastbound				DWY Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	0	4	0	0	0	2	23	7	268	0	1	3	82	4	400	2,230	1	0	0	5
7:15 AM	0	8	0	13	0	0	0	2	24	10	375	1	0	3	84	3	523	2,564	2	0	0	3
7:30 AM	0	4	0	5	0	0	0	2	40	15	424	0	2	2	128	7	629	2,869	1	0	0	1
7:45 AM	0	8	0	7	0	0	0	2	27	13	479	0	0	7	130	5	678	3,084	0	2	0	4
8:00 AM	0	9	0	14	0	0	0	5	30	10	514	0	0	6	143	3	734	3,195	0	4	0	3
8:15 AM	0	14	0	13	0	0	0	2	30	18	559	1	3	2	175	11	828		0	0	0	0
8:30 AM	0	8	1	18	0	0	0	5	37	24	561	0	1	2	181	6	844		0	1	0	3
8:45 AM	0	14	0	18	0	0	0	3	29	19	487	0	2	5	201	11	789		0	1	0	4

Peak Rolling Hour Flow Rates

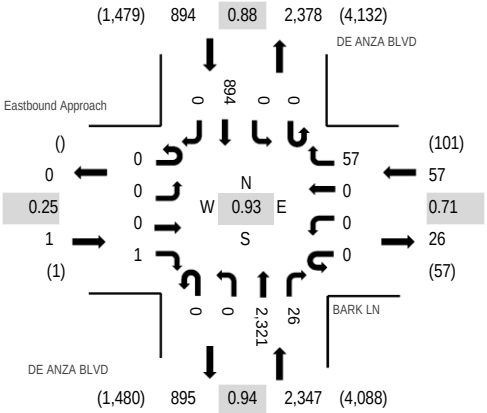
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	4	0	0	0	7	0	13
Lights	0	43	1	62	0	0	0	15	126	70	2,093	1	6	15	677	31	3,140
Mediums	0	1	0	0	0	0	0	0	0	1	24	0	0	0	16	0	42
Total	0	45	1	63	0	0	0	15	126	71	2,121	1	6	15	700	31	3,195

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

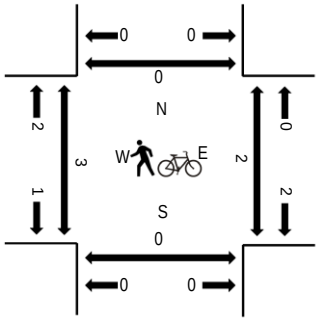
Location: 3 DE ANZA BLVD & BARK LN AM
Date and Start Time: Wednesday, May 24, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound Approach Eastbound				BARK LN Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	9	0	0	304	1	0	0	102	0	416	2,370	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	7	0	0	398	7	0	0	139	0	551	2,696	1	1	0	1
7:30 AM	0	0	0	0	0	0	0	14	0	0	486	11	0	0	160	0	671	3,003	3	2	0	0
7:45 AM	0	0	0	0	0	0	0	14	0	0	522	12	0	0	184	0	732	3,216	1	1	0	0
8:00 AM	0	0	0	1	0	0	0	7	0	0	547	5	0	0	182	0	742	3,299	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	15	0	0	618	8	0	0	217	0	858		1	0	0	0
8:30 AM	0	0	0	0	0	0	0	15	0	0	611	5	0	0	253	0	884		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	20	0	0	545	8	0	0	242	0	815		2	1	0	0

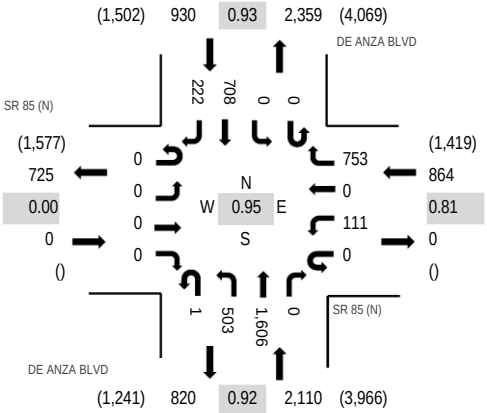
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	12
Lights	0	0	0	1	0	0	0	56	0	0	2,294	25	0	0	868	0	3,244
Mediums	0	0	0	0	0	0	0	1	0	0	23	1	0	0	18	0	43
Total	0	0	0	1	0	0	0	57	0	0	2,321	26	0	0	894	0	3,299

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

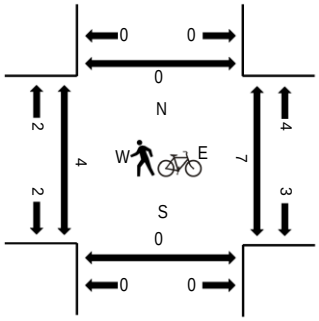
Location: 4 DE ANZA BLVD & SR 85 (N) AM
Date and Start Time: Wednesday, May 24, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR 85 (N) Eastbound				SR 85 (N) Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	16	0	82	0	162	203	0	0	0	56	55	574	2,983	2	2	0	0
7:15 AM	0	0	0	0	0	11	0	122	1	164	293	0	0	0	72	53	716	3,308	1	0	0	0
7:30 AM	0	0	0	0	0	21	0	124	0	140	355	0	0	0	102	72	814	3,624	3	1	0	0
7:45 AM	0	0	0	0	0	32	0	147	1	153	384	0	0	0	109	53	879	3,827	0	1	0	0
8:00 AM	0	0	0	0	0	18	0	176	0	129	368	0	0	0	156	52	899	3,904	1	2	0	0
8:15 AM	0	0	0	0	0	29	0	179	1	140	458	0	0	0	166	59	1,032		0	1	0	0
8:30 AM	0	0	0	0	0	30	0	166	0	122	448	0	0	0	200	51	1,017		0	0	0	0
8:45 AM	0	0	0	0	0	34	0	232	0	112	332	0	0	0	186	60	956		2	1	0	0

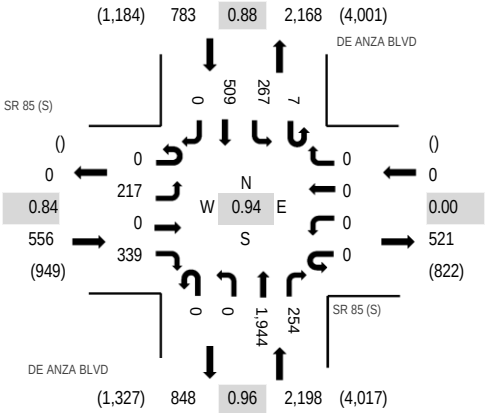
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	4	0	0	0	8	0	13
Lights	0	0	0	0	0	110	0	747	1	499	1,581	0	0	0	683	220	3,841
Mediums	0	0	0	0	0	1	0	6	0	3	21	0	0	0	17	2	50
Total	0	0	0	0	0	111	0	753	1	503	1,606	0	0	0	708	222	3,904

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

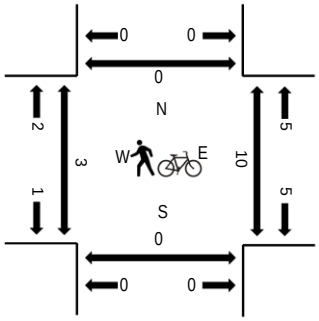
Location: 5 DE ANZA BLVD & SR 85 (S) AM
Date and Start Time: Wednesday, May 24, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR 85 (S) Eastbound				SR 85 (S) Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	33	0	41	0	0	0	0	0	0	312	29	1	19	45	0	480	2,613	2	2	0	0
7:15 AM	0	32	0	51	0	0	0	0	0	0	438	30	4	35	44	0	634	2,984	1	0	0	0
7:30 AM	0	48	0	65	0	0	0	0	0	0	472	42	4	42	64	0	737	3,293	1	1	0	0
7:45 AM	0	43	0	80	0	0	0	0	0	0	443	53	3	51	89	0	762	3,454	2	2	0	0
8:00 AM	0	42	0	91	0	0	0	0	0	0	500	69	1	53	95	0	851	3,537	0	3	0	0
8:15 AM	0	63	0	103	0	0	0	0	0	0	509	65	1	65	137	0	943		1	1	0	0
8:30 AM	0	48	0	61	0	0	0	0	0	0	507	60	2	79	141	0	898		0	0	0	0
8:45 AM	0	64	0	84	0	0	0	0	0	0	428	60	3	70	136	0	845		2	2	0	0

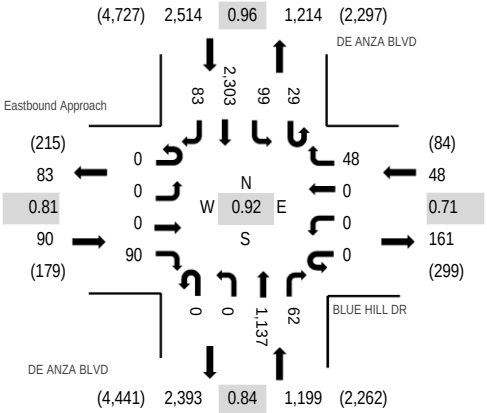
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12
Lights	0	213	0	332	0	0	0	0	0	0	1,922	253	7	264	488	0	3,479
Mediums	0	4	0	7	0	0	0	0	0	0	17	1	0	3	14	0	46
Total	0	217	0	339	0	0	0	0	0	0	1,944	254	7	267	509	0	3,537

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

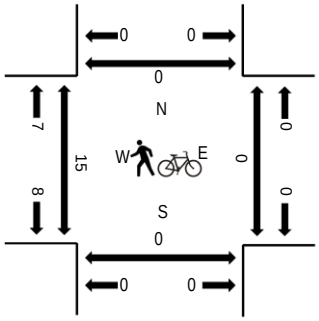
Location: 1 DE ANZA BLVD & BLUE HILL DR PM
Date and Start Time: Tuesday, May 23, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound Approach Eastbound				BLUE HILL DR Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	18	0	0	0	9	0	0	269	21	7	13	471	34	842	3,401	1	0	0	0
4:15 PM	0	0	0	25	0	0	0	9	0	0	261	5	12	19	468	37	836	3,438	0	0	0	0
4:30 PM	0	0	0	29	0	0	0	8	0	0	238	18	12	31	502	30	868	3,569	6	1	0	0
4:45 PM	0	0	0	17	0	0	0	10	0	0	239	12	9	19	518	31	855	3,657	3	0	0	0
5:00 PM	0	0	0	23	0	0	0	6	0	0	251	20	5	23	524	27	879	3,851	5	0	0	0
5:15 PM	0	0	0	23	0	0	0	13	0	0	269	9	6	23	604	20	967		8	0	0	0
5:30 PM	0	0	0	23	0	0	0	17	0	0	277	15	12	24	581	7	956		1	0	0	0
5:45 PM	0	0	0	21	0	0	0	12	0	0	340	18	6	29	594	29	1,049		0	0	0	0

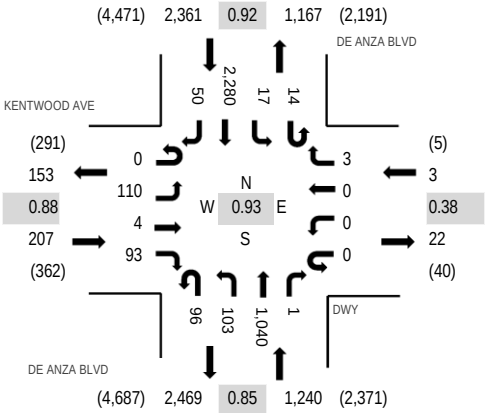
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	1	0	1	0	5
Lights	0	0	0	90	0	0	0	47	0	0	1,125	61	28	98	2,292	83	3,824
Mediums	0	0	0	0	0	0	0	1	0	0	9	1	0	1	10	0	22
Total	0	0	0	90	0	0	0	48	0	0	1,137	62	29	99	2,303	83	3,851

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

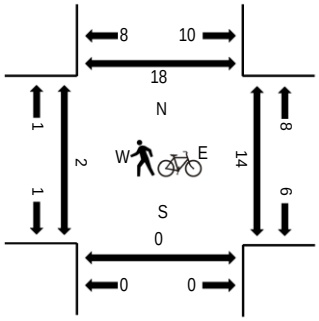
Location: 2 DE ANZA BLVD & DWY PM
Date and Start Time: Tuesday, May 23, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KENTWOOD AVE Eastbound				DWY Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	0	18	0	0	0	0	29	15	263	1	4	5	489	11	847	3,398	0	0	0	0
4:15 PM	0	26	0	17	0	0	1	0	24	18	227	1	4	3	479	12	812	3,418	0	2	0	0
4:30 PM	0	17	1	18	0	0	0	0	33	32	217	0	9	3	538	13	881	3,589	0	3	0	0
4:45 PM	0	21	0	25	0	1	0	0	29	26	216	0	8	4	518	10	858	3,639	0	0	0	0
5:00 PM	0	37	2	22	0	0	0	1	27	32	222	0	1	4	510	9	867	3,811	2	4	0	4
5:15 PM	0	23	0	28	0	0	0	0	24	20	246	0	1	2	628	11	983		0	1	0	5
5:30 PM	0	28	2	27	0	0	0	0	21	31	252	1	5	8	543	13	931		0	3	0	6
5:45 PM	0	22	0	16	0	0	0	2	24	20	320	0	7	3	599	17	1,030		0	2	0	2

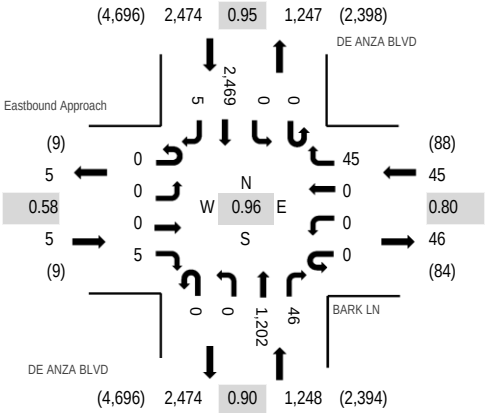
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
Lights	0	108	4	93	0	0	0	2	96	102	1,032	1	14	17	2,271	50	3,790
Mediums	0	1	0	0	0	0	0	1	0	1	6	0	0	0	9	0	18
Total	0	110	4	93	0	0	0	3	96	103	1,040	1	14	17	2,280	50	3,811

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

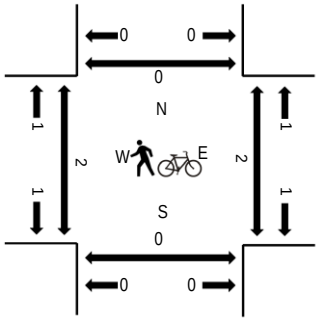
Location: 3 DE ANZA BLVD & BARK LN PM
Date and Start Time: Tuesday, May 23, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound Approach Eastbound				BARK LN Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	1	0	0	0	13	0	0	294	8	0	0	505	1	822	3,415	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	8	0	0	271	8	0	0	548	1	836	3,477	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	10	0	0	272	15	0	0	589	0	887	3,579	2	1	0	0
4:45 PM	0	0	0	2	0	0	0	12	0	0	271	7	0	0	576	2	870	3,679	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	8	0	0	277	10	0	0	587	1	884	3,772	0	1	0	0
5:15 PM	0	0	0	1	0	0	0	14	0	0	279	13	0	0	629	2	938		1	0	0	0
5:30 PM	0	0	0	3	0	0	0	11	0	0	311	11	0	0	649	2	987		0	1	0	0
5:45 PM	0	0	0	0	0	0	0	12	0	0	335	12	0	0	604	0	963		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	0	0	5	0	0	0	44	0	0	1,194	46	0	0	2,459	5	3,753
Mediums	0	0	0	0	0	0	0	1	0	0	6	0	0	0	10	0	17
Total	0	0	0	5	0	0	0	45	0	0	1,202	46	0	0	2,469	5	3,772

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

1
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 1
BLUE HILL DR E/O DE ANZA

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/17	3	1	1	3	0	0	0	0	0	0	0	0	0	0	8	21-30	4
01:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
06:00	2	8	2	1	0	0	0	0	0	0	0	0	0	0	13	15-24	10
07:00	6	12	22	2	2	0	0	0	0	0	0	0	0	0	44	16-25	34
08:00	7	19	**25**	10	**3**	0	0	0	0	0	0	0	0	0	64	16-25	44
09:00	6	9	11	4	0	0	0	0	0	0	0	0	0	0	30	16-25	20
10:00	10	**22**	16	8	1	0	0	0	0	0	0	0	0	0	57	16-25	38
11:00	**13**	18	21	**14**	1	0	0	0	0	**1**	0	0	0	0	**68**	16-25	39
12 PM	19	23	29	7	**3**	0	0	0	0	0	0	0	0	0	81	16-25	52
13:00	6	38	51	10	2	0	0	0	0	0	0	0	0	0	107	16-25	89
14:00	8	11	46	13	0	0	0	0	0	0	0	0	0	0	78	20-29	59
15:00	9	30	29	13	2	0	0	0	0	0	0	0	0	0	83	16-25	59
16:00	6	25	48	16	0	**1**	0	0	0	0	0	0	0	0	96	16-25	73
17:00	22	50	48	**18**	2	0	0	0	0	0	0	0	0	0	140	16-25	98
18:00	**30**	**64**	**59**	14	0	0	0	0	0	0	0	0	0	0	**167**	16-25	123
19:00	20	55	46	12	2	0	0	0	0	0	0	0	0	0	135	16-25	101
20:00	18	38	27	6	2	0	0	**1**	0	0	0	0	0	0	92	16-25	65
21:00	7	24	20	7	0	0	0	0	0	0	0	0	0	0	58	16-25	44
22:00	6	11	3	3	0	0	0	0	0	0	0	0	0	0	23	14-23	14
23:00	5	8	5	3	0	0	0	0	0	0	0	0	0	0	21	16-25	13
Total	208	469	511	164	20	1	0	1	0	1	0	0	0	0	1375		
Percent	15.1%	34.1%	37.2%	11.9%	1.5%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	08:00	11:00	08:00					11:00					11:00		
Vol.	13	22	25	14	3					1					68		
PM Peak	18:00	18:00	18:00	17:00	12:00	16:00		20:00							18:00		
Vol.	30	64	59	18	3	1		1							167		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

1
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 1
BLUE HILL DR E/O DE ANZA

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/17	2	2	1	2	**1**	0	0	0	0	0	0	0	0	0	8	26-35	3
01:00	1	4	1	2	0	0	0	0	0	0	0	0	0	0	8	13-22	5
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	11-20	5
06:00	0	1	5	0	1	0	0	0	0	0	0	0	0	0	7	16-25	6
07:00	5	16	11	8	0	0	0	0	0	0	0	0	0	0	40	16-25	27
08:00	8	**23**	30	**14**	0	0	0	0	0	0	0	0	0	0	**75**	16-25	53
09:00	7	16	23	10	1	**1**	0	0	0	0	0	0	0	0	58	16-25	39
10:00	9	13	16	8	0	0	0	0	0	0	0	0	0	0	46	16-25	29
11:00	**14**	19	**32**	9	0	0	0	0	0	0	0	0	0	0	74	16-25	51
12 PM	15	19	31	6	1	0	0	0	0	0	0	0	0	0	72	16-25	50
13:00	12	31	33	12	1	0	0	0	0	0	0	0	0	0	89	16-25	64
14:00	5	36	43	24	3	0	0	0	0	0	0	0	0	0	111	16-25	79
15:00	3	26	41	21	5	**2**	0	0	0	0	0	0	0	0	98	16-25	67
16:00	10	24	45	22	**8**	0	0	0	0	0	0	0	0	0	109	16-25	69
17:00	10	30	65	**41**	5	1	0	0	0	0	0	0	0	0	152	21-30	106
18:00	14	50	**77**	22	0	1	0	0	0	0	0	0	0	0	**164**	16-25	127
19:00	**24**	**51**	43	13	1	0	0	0	0	0	0	0	0	0	132	16-25	94
20:00	15	45	47	13	1	0	0	0	0	0	0	0	0	0	121	16-25	92
21:00	8	37	14	7	0	0	0	0	0	0	0	0	0	0	66	16-25	51
22:00	11	14	14	2	0	0	0	0	0	0	0	0	0	0	41	16-25	28
23:00	2	7	11	2	0	0	0	0	0	0	0	0	0	0	22	16-25	18
Total	175	470	586	238	28	5	0	0	0	0	0	0	0	0	1502		
Percent	11.7%	31.3%	39.0%	15.8%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	11:00	08:00	00:00	09:00									08:00		
Vol.	14	23	32	14	1	1									75		
PM Peak	19:00	19:00	18:00	17:00	16:00	15:00									18:00		
Vol.	24	51	77	41	8	2									164		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

1
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 1
BLUE HILL DR E/O DE ANZA

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/17	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28	4
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4	19-28	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
06:00	2	4	3	0	0	0	0	0	0	0	0	0	0	0	9	15-24	7
07:00	4	16	23	6	1	0	0	0	0	0	0	0	0	0	50	16-25	39
08:00	10	20	**31**	**11**	**2**	0	0	0	0	0	0	0	0	0	**74**	16-25	51
09:00	6	14	15	10	0	0	0	0	0	0	0	0	0	0	45	16-25	29
10:00	7	14	29	10	1	0	0	0	0	0	0	0	0	0	61	16-25	43
11:00	**15**	**26**	19	7	0	0	0	0	0	0	0	0	0	0	67	16-25	45
12 PM	15	24	39	13	0	0	0	0	0	0	0	0	0	0	91	16-25	63
13:00	8	33	34	12	2	0	0	0	0	0	0	0	0	0	89	16-25	67
14:00	13	29	38	19	2	0	0	0	0	0	0	0	0	0	101	16-25	67
15:00	13	19	48	25	3	**1**	0	0	0	0	0	0	0	0	109	21-30	73
16:00	9	30	43	20	**6**	0	0	0	0	0	0	0	0	0	108	16-25	73
17:00	**17**	41	71	**29**	5	0	0	0	0	0	0	0	0	0	**163**	16-25	112
18:00	11	**47**	**74**	23	6	1	0	0	0	0	0	0	0	0	162	16-25	121
19:00	14	35	46	11	1	0	0	0	0	0	0	0	0	0	107	16-25	81
20:00	8	42	34	9	0	0	0	0	0	0	0	0	0	0	93	16-25	76
21:00	12	25	23	5	0	0	0	0	0	0	0	0	0	0	65	16-25	48
22:00	4	17	12	5	1	0	0	0	0	0	0	0	0	0	39	16-25	29
23:00	4	6	5	3	0	0	0	0	0	0	0	0	0	0	18	16-25	11
Total	174	449	595	221	30	2	0	0	0	0	0	0	0	0	1471		
Percent	11.8%	30.5%	40.4%	15.0%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	08:00	08:00										08:00		
Vol.	15	26	31	11	2										74		
PM Peak	17:00	18:00	18:00	17:00	16:00	15:00									17:00		
Vol.	17	47	74	29	6	1									163		
Total	557	1388	1692	623	78	8	0	1	0	1	0	0	0	0	4348		
Percent	12.8%	31.9%	38.9%	14.3%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	15 MPH
50th Percentile :	20 MPH
85th Percentile :	25 MPH
95th Percentile :	28 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	3080
Percent in Pace :	70.8%
Number of Vehicles > 25 MPH :	711
Percent of Vehicles > 25 MPH :	16.4%
Mean Speed(Average) :	20 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

1
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 1
BLUE HILL DR E/O DE ANZA

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/17	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
01:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5
06:00	1	3	5	0	0	0	0	0	0	0	0	0	0	0	9	16-25	8
07:00	2	**21**	13	2	0	0	0	0	0	0	0	0	0	0	38	16-25	34
08:00	4	16	**41**	**16**	**4**	0	0	0	0	0	0	0	0	0	**81**	16-25	57
09:00	7	19	22	7	2	0	0	0	0	0	0	0	0	0	57	16-25	41
10:00	**16**	14	21	11	2	0	0	0	0	0	0	0	0	0	64	16-25	35
11:00	6	13	18	7	0	0	0	0	0	0	0	0	0	0	44	16-25	31
12 PM	8	15	5	4	0	0	0	0	0	0	0	0	0	0	32	16-25	20
13:00	5	9	12	4	**2**	0	0	0	0	0	0	0	0	0	32	16-25	21
14:00	5	16	16	8	1	0	0	0	0	0	0	0	0	0	46	16-25	32
15:00	7	3	17	3	1	0	0	0	0	0	0	0	0	0	31	16-25	20
16:00	3	10	**21**	**9**	0	0	0	0	0	0	0	0	0	0	43	16-25	31
17:00	**20**	18	19	9	1	0	0	0	0	0	0	0	0	0	**67**	16-25	37
18:00	13	20	18	2	1	0	0	0	0	0	0	0	0	0	54	16-25	38
19:00	9	**22**	16	7	0	0	0	0	0	0	0	0	0	0	54	16-25	38
20:00	6	13	15	7	0	0	0	0	0	0	0	0	0	0	41	16-25	28
21:00	5	3	4	1	0	0	0	0	0	0	0	0	0	0	13	16-25	7
22:00	1	3	6	2	0	0	0	0	0	0	0	0	0	0	12	16-25	9
23:00	2	2	3	1	1	0	0	0	0	0	0	0	0	0	9	16-25	5
Total	121	228	276	102	15	0	0	0	0	0	0	0	0	0	742		
Percent	16.3%	30.7%	37.2%	13.7%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	08:00	08:00	08:00										08:00		
Vol.	16	21	41	16	4										81		
PM Peak	17:00	19:00	16:00	16:00	13:00										17:00		
Vol.	20	22	21	9	2										67		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

1
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 1
BLUE HILL DR E/O DE ANZA

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/17	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
06:00	2	4	6	0	0	**1**	0	0	0	0	0	0	0	0	13	16-25	10
07:00	5	15	15	6	**1**	0	0	0	0	0	0	0	0	0	42	16-25	30
08:00	0	**24**	**33**	**17**	1	0	0	0	0	0	0	0	0	0	**75**	16-25	57
09:00	8	15	31	9	0	0	0	0	0	0	0	0	0	0	63	16-25	46
10:00	6	15	15	9	0	0	0	0	0	0	0	0	0	0	45	16-25	30
11:00	**10**	13	17	6	0	0	0	0	0	0	0	0	0	0	46	16-25	30
12 PM	6	17	20	1	0	0	0	0	0	0	0	0	0	0	44	16-25	37
13:00	**15**	17	8	10	0	0	0	0	0	0	0	0	0	0	50	16-25	25
14:00	8	14	22	7	1	0	0	0	0	0	0	0	0	0	52	16-25	36
15:00	4	6	24	**15**	0	0	0	0	0	0	0	0	0	0	49	21-30	39
16:00	4	7	21	9	**2**	0	0	0	0	0	0	0	0	0	43	20-29	30
17:00	4	12	**31**	13	0	0	0	0	0	0	0	0	0	0	**60**	19-28	44
18:00	15	**19**	19	2	1	0	0	0	0	0	0	0	0	0	56	16-25	38
19:00	10	11	16	8	1	0	0	0	0	0	0	0	0	0	46	16-25	27
20:00	7	10	16	4	0	0	0	0	0	0	0	0	0	0	37	16-25	26
21:00	3	8	9	4	0	0	**1**	0	0	0	0	0	0	0	25	16-25	17
22:00	4	5	1	2	0	0	0	0	0	0	0	0	0	0	12	15-24	6
23:00	4	2	4	0	0	0	0	0	0	0	0	0	0	0	10	16-25	6
Total	116	218	312	122	7	1	1	0	0	0	0	0	0	0	777		
Percent	14.9%	28.1%	40.2%	15.7%	0.9%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	08:00	07:00	06:00									08:00		
Vol.	10	24	33	17	1	1									75		
PM Peak	13:00	18:00	17:00	15:00	16:00		21:00								17:00		
Vol.	15	19	31	15	2		1								60		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

1
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 1
BLUE HILL DR E/O DE ANZA

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
05:00	1	0	4	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
06:00	3	9	4	1	1	0	0	0	0	0	0	0	0	0	18	16-25	13
07:00	2	18	17	8	1	0	0	0	0	0	0	0	0	0	46	16-25	35
08:00	8	**36**	**38**	9	**2**	0	0	0	0	0	0	0	0	0	**93**	16-25	74
09:00	9	15	23	**12**	1	0	0	0	0	0	0	0	0	0	60	16-25	38
10:00	3	11	18	8	2	0	0	0	0	0	0	0	0	0	42	16-25	29
11:00	**14**	12	14	3	0	0	0	0	0	0	0	0	0	0	43	16-25	26
12 PM	5	12	14	5	0	0	0	0	0	0	0	0	0	0	36	16-25	26
13:00	9	**16**	10	8	0	0	0	0	0	0	0	0	0	0	43	16-25	26
14:00	8	9	18	8	**2**	0	0	0	0	0	0	0	0	0	45	16-25	27
15:00	5	12	21	**21**	1	0	0	0	0	0	0	0	0	0	**60**	21-30	42
16:00	7	12	18	11	0	**1**	0	0	0	0	0	0	0	0	49	16-25	30
17:00	**10**	13	**24**	6	0	0	0	0	0	0	0	0	0	0	53	16-25	37
18:00	8	8	19	13	1	0	0	0	0	0	0	0	0	0	49	21-30	32
19:00	10	12	10	8	0	0	0	0	0	0	0	0	0	0	40	16-25	22
20:00	5	16	17	7	0	0	0	0	0	0	0	0	0	0	45	16-25	33
21:00	4	7	6	4	0	0	0	0	0	0	0	0	0	0	21	16-25	13
22:00	3	2	1	2	0	0	0	0	0	0	0	0	0	0	8	21-30	3
23:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
Total	117	223	281	135	11	1	0	0	0	0	0	0	0	0	768		
Percent	15.2%	29.0%	36.6%	17.6%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	09:00	08:00										08:00		
Vol.	14	36	38	12	2										93		
PM Peak	17:00	13:00	17:00	15:00	14:00	16:00									15:00		
Vol.	10	16	24	21	2	1									60		
Total	354	669	869	359	33	2	1	0	0	0	0	0	0	0	2287		
Percent	15.5%	29.3%	38.0%	15.7%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	14 MPH
50th Percentile :	20 MPH
85th Percentile :	25 MPH
95th Percentile :	28 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	1538
Percent in Pace :	67.2%
Number of Vehicles > 25 MPH :	395
Percent of Vehicles > 25 MPH :	17.3%
Mean Speed(Average) :	20 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

Untitled Vo
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 1
BLUE HILL DR E/O DE ANZA

Start	29-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	8	3	8	3	5	1	*	*	*	*	*	*	7	2
01:00	*	*	6	5	8	0	4	2	*	*	*	*	*	*	6	2
02:00	*	*	0	0	1	1	2	2	*	*	*	*	*	*	1	1
03:00	*	*	0	1	3	1	3	1	*	*	*	*	*	*	2	1
04:00	*	*	1	0	0	0	0	2	*	*	*	*	*	*	0	1
05:00	*	*	3	6	5	4	6	5	*	*	*	*	*	*	5	5
06:00	*	*	13	9	7	13	9	18	*	*	*	*	*	*	10	13
07:00	*	*	44	38	40	42	50	46	*	*	*	*	*	*	45	42
08:00	*	*	64	**81**	**75**	**75**	**74**	**93**	*	*	*	*	*	*	**71**	**83**
09:00	*	*	30	57	58	63	45	60	*	*	*	*	*	*	44	60
10:00	*	*	57	64	46	45	61	42	*	*	*	*	*	*	55	50
11:00	*	*	**68**	44	74	46	67	43	*	*	*	*	*	*	70	44
12:00 PM	*	*	81	32	72	44	91	36	*	*	*	*	*	*	81	37
01:00	*	*	107	32	89	50	89	43	*	*	*	*	*	*	95	42
02:00	*	*	78	46	111	52	101	45	*	*	*	*	*	*	97	48
03:00	*	*	83	31	98	49	109	**60**	*	*	*	*	*	*	97	47
04:00	*	*	96	43	109	43	108	49	*	*	*	*	*	*	104	45
05:00	*	*	140	**67**	152	**60**	**163**	53	*	*	*	*	*	*	152	**60**
06:00	*	*	**167**	54	**164**	56	162	49	*	*	*	*	*	*	**164**	53
07:00	*	*	135	54	132	46	107	40	*	*	*	*	*	*	125	47
08:00	*	*	92	41	121	37	93	45	*	*	*	*	*	*	102	41
09:00	*	*	58	13	66	25	65	21	*	*	*	*	*	*	63	20
10:00	*	*	23	12	41	12	39	8	*	*	*	*	*	*	34	11
11:00	*	*	21	9	22	10	18	4	*	*	*	*	*	*	20	8
Lane	0	0	1375	742	1502	777	1471	768	0	0	0	0	0	0	1450	763
Day	0		2117		2279		2239		0		0		0		2213	
AM Peak	-	-	11:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	08:00	08:00
Vol.	-	-	68	81	75	75	74	93	-	-	-	-	-	-	71	83
PM Peak	-	-	18:00	17:00	18:00	17:00	17:00	15:00	-	-	-	-	-	-	18:00	17:00
Vol.	-	-	167	67	164	60	163	60	-	-	-	-	-	-	164	60

Comb. Total	0	2117	2279	2239	0	0	0	2213

ADT ADT 2,148 AADT 2,148

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 2
BARK LANE E/O DE ANZA

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
02:00	0	1	1	0	0	0	**1**	0	0	0	0	0	0	0	3	14-23	2
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
06:00	1	1	3	1	0	0	0	0	0	0	0	0	0	0	6	21-30	4
07:00	6	3	2	1	0	0	0	0	0	0	0	0	0	0	12	16-25	5
08:00	6	5	4	5	0	0	0	0	0	0	0	0	0	0	20	15-24	9
09:00	4	**8**	5	**7**	1	**1**	0	0	0	0	0	0	0	0	26	16-25	13
10:00	4	4	9	2	**2**	0	0	0	0	0	0	0	0	0	21	16-25	13
11:00	**10**	7	**12**	3	0	0	0	0	0	0	0	0	0	0	**32**	16-25	19
12 PM	9	6	11	6	1	0	0	**1**	0	0	0	0	0	0	34	16-25	17
13:00	7	7	9	6	**2**	0	0	0	0	0	0	0	0	0	31	16-25	16
14:00	4	5	13	**10**	1	0	0	0	0	0	0	0	0	0	33	21-30	23
15:00	5	7	8	6	0	0	0	0	0	0	0	0	0	0	26	16-25	15
16:00	7	7	7	3	0	0	0	0	0	0	0	0	0	0	24	16-25	14
17:00	11	8	**21**	9	0	0	0	0	0	0	0	0	0	0	**49**	19-28	30
18:00	**12**	**15**	12	3	1	0	0	0	0	0	0	0	0	0	43	16-25	27
19:00	7	8	19	9	2	0	0	0	0	0	0	0	0	0	45	19-28	28
20:00	9	7	8	7	0	0	0	0	0	0	0	0	0	0	31	19-28	15
21:00	6	11	9	3	0	0	0	0	0	0	0	0	0	0	29	16-25	20
22:00	6	3	3	2	0	0	0	0	0	0	0	0	0	0	14	14-23	6
23:00	1	1	5	1	0	0	0	0	0	0	0	0	0	0	8	16-25	6
Total	117	116	162	86	10	1	1	1	0	0	0	0	0	0	494		
Percent	23.7%	23.5%	32.8%	17.4%	2.0%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00	09:00	10:00	09:00	02:00								11:00		
Vol.	10	8	12	7	2	1	1								32		
PM Peak	18:00	18:00	17:00	14:00	13:00			12:00							17:00		
Vol.	12	15	21	10	2			1							49		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 2
BARK LANE E/O DE ANZA

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/17	2	2	3	0	1	0	0	0	0	0	0	0	0	0	8	16-25	5
01:00	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6	18-27	5
02:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4	21-30	3
06:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
07:00	**6**	3	2	0	0	**1**	0	0	0	0	0	0	0	0	12	16-25	5
08:00	2	7	4	4	0	0	0	0	0	0	0	0	0	0	17	16-25	11
09:00	4	**10**	5	5	1	0	0	0	0	0	0	0	0	0	**25**	16-25	15
10:00	3	1	6	**7**	0	0	0	0	0	0	0	0	0	0	17	21-30	13
11:00	4	2	**8**	5	**2**	0	0	0	0	0	0	0	0	0	21	21-30	13
12 PM	4	1	9	5	**3**	**1**	0	0	0	0	0	0	0	0	23	21-30	14
13:00	3	4	11	10	3	0	0	0	0	0	0	0	0	0	31	21-30	21
14:00	3	4	15	9	0	0	0	0	0	0	0	0	0	0	31	21-30	24
15:00	3	6	6	5	1	0	0	0	0	0	0	0	0	0	21	16-25	12
16:00	**16**	9	4	5	1	0	0	0	0	0	0	0	0	0	35	12-21	14
17:00	3	7	13	**12**	0	0	0	0	0	0	0	0	0	0	35	21-30	25
18:00	5	9	**25**	11	0	0	0	0	0	0	0	0	0	0	**50**	20-29	36
19:00	2	9	13	7	0	0	0	0	0	0	0	0	0	0	31	16-25	22
20:00	11	**13**	9	5	1	0	0	0	0	0	0	0	0	0	39	16-25	22
21:00	14	7	10	7	0	0	0	0	0	0	0	0	0	0	38	16-25	17
22:00	3	2	6	3	1	0	0	0	0	0	0	0	0	0	15	19-28	9
23:00	5	1	2	0	0	0	0	0	0	0	0	0	0	0	8	16-25	3
Total	95	102	159	105	14	2	0	0	0	0	0	0	0	0	477		
Percent	19.9%	21.4%	33.3%	22.0%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	11:00	10:00	11:00	07:00									09:00		
Vol.	6	10	8	7	2	1									25		
PM Peak	16:00	20:00	18:00	17:00	12:00	12:00									18:00		
Vol.	16	13	25	12	3	1									50		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 2
BARK LANE E/O DE ANZA

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/17	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	20-29	4
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
06:00	2	2	1	0	**2**	0	0	0	0	0	0	0	0	0	7	16-25	3
07:00	6	1	4	0	0	0	0	0	0	0	0	0	0	0	11	15-24	5
08:00	**9**	7	6	**5**	1	0	0	0	0	0	0	0	0	0	28	16-25	13
09:00	1	5	8	4	0	0	0	0	0	0	0	0	0	0	18	16-25	13
10:00	6	**8**	**10**	5	2	0	0	0	0	0	0	0	0	0	**31**	16-25	18
11:00	3	3	8	4	2	0	0	0	0	0	0	0	0	0	20	21-30	12
12 PM	6	**13**	15	11	0	0	0	0	0	0	0	0	0	0	45	16-25	28
13:00	5	5	5	3	0	0	0	0	0	0	0	0	0	0	18	16-25	10
14:00	8	1	13	6	**3**	0	0	0	0	0	0	0	0	0	31	21-30	19
15:00	8	12	11	5	0	0	0	0	0	0	0	0	0	0	36	16-25	23
16:00	2	5	9	11	0	0	0	0	0	0	0	0	0	0	27	21-30	20
17:00	**9**	11	11	9	1	0	0	0	0	0	0	0	0	0	41	16-25	22
18:00	3	9	**19**	**17**	1	0	0	0	0	0	0	0	0	0	**49**	21-30	36
19:00	4	8	8	6	1	0	0	0	0	0	0	0	0	0	27	16-25	16
20:00	4	6	14	5	1	0	0	0	0	0	0	0	0	0	30	16-25	20
21:00	8	11	11	3	0	0	0	0	0	0	0	0	0	0	33	16-25	22
22:00	6	3	9	2	1	0	0	0	0	0	0	0	0	0	21	16-25	12
23:00	2	2	5	2	1	0	0	0	0	0	0	0	0	0	12	21-30	7
Total	94	113	170	101	16	0	0	0	0	0	0	0	0	0	494		
Percent	19.0%	22.9%	34.4%	20.4%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	10:00	08:00	06:00										10:00		
Vol.	9	8	10	5	2										31		
PM Peak	17:00	12:00	18:00	18:00	14:00										18:00		
Vol.	9	13	19	17	3										49		
Total	306	331	491	292	40	3	1	1	0	0	0	0	0	0	1465		
Percent	20.9%	22.6%	33.5%	19.9%	2.7%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	10 MPH
50th Percentile :	20 MPH
85th Percentile :	27 MPH
95th Percentile :	29 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	822
Percent in Pace :	56.1%
Number of Vehicles > 25 MPH :	337
Percent of Vehicles > 25 MPH :	23.0%
Mean Speed(Average) :	20 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
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2
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 2
BARK LANE E/O DE ANZA

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/17	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5	11-20	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	2	4	1	2	1	**1**	0	0	0	0	0	0	0	0	11	11-20	5
06:00	0	2	3	3	4	0	0	0	0	0	0	0	0	0	12	26-35	7
07:00	3	**8**	14	10	3	0	0	0	0	0	0	0	0	0	38	21-30	24
08:00	5	7	**25**	**14**	**5**	0	0	0	0	0	0	0	0	0	**56**	21-30	39
09:00	9	4	17	11	3	1	0	0	0	0	0	0	0	0	45	21-30	28
10:00	**12**	5	19	8	2	0	0	0	0	0	0	0	0	0	46	21-30	27
11:00	9	5	17	6	1	0	0	0	0	0	0	0	0	0	38	21-30	23
12 PM	5	4	12	8	1	0	0	0	0	0	0	0	0	0	30	21-30	20
13:00	10	8	**21**	6	2	0	0	0	0	0	0	0	0	0	47	16-25	29
14:00	**12**	7	10	**10**	1	0	0	0	0	0	0	0	0	0	40	21-30	20
15:00	8	11	6	6	**4**	0	0	0	0	0	0	0	0	0	35	16-25	17
16:00	9	5	12	4	0	0	0	0	0	0	0	0	0	0	30	16-25	17
17:00	9	7	15	10	2	0	0	0	0	0	0	0	0	0	43	21-30	25
18:00	11	**16**	19	7	3	0	0	0	0	0	0	0	0	0	**56**	16-25	35
19:00	8	12	3	5	1	0	0	0	0	0	0	0	0	0	29	16-25	15
20:00	5	12	13	5	1	0	0	0	0	0	0	0	0	0	36	16-25	25
21:00	3	4	10	3	1	0	0	0	0	0	0	0	0	0	21	16-25	14
22:00	6	2	3	1	0	0	0	0	0	0	0	0	0	0	12	14-23	5
23:00	2	2	1	2	0	0	0	0	0	0	0	0	0	0	7	21-30	3
Total	130	129	222	122	37	2	0	0	0	0	0	0	0	0	642		
Percent	20.2%	20.1%	34.6%	19.0%	5.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	08:00	08:00	08:00	05:00									08:00		
Vol.	12	8	25	14	5	1									56		
PM Peak	14:00	18:00	13:00	14:00	15:00										18:00		
Vol.	12	16	21	10	4										56		

ALL TRAFFIC DATA SERVICES
9660 W. 44TH AVE
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2
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 2
BARK LANE E/O DE ANZA

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/17	2	1	1	2	0	0	0	0	0	0	0	0	0	0	6	19-28	3
01:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
02:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	1	5	4	3	0	0	0	0	0	0	0	0	0	13	21-30	9
06:00	0	2	8	4	2	0	**1**	0	0	0	0	0	0	0	17	20-29	12
07:00	3	5	15	11	4	0	0	0	0	0	0	0	0	0	38	21-30	26
08:00	7	5	**17**	**18**	3	**3**	0	0	0	0	0	0	0	0	**53**	21-30	35
09:00	8	**6**	13	14	3	1	1	0	0	0	0	0	0	0	46	21-30	27
10:00	**9**	6	12	15	2	0	0	0	0	0	0	0	0	0	44	21-30	27
11:00	4	4	6	15	**5**	0	0	0	0	0	0	0	0	0	34	21-30	21
12 PM	5	3	13	**13**	**4**	0	0	0	0	0	0	0	0	0	38	21-30	26
13:00	2	3	14	10	1	0	0	0	0	0	0	0	0	0	30	21-30	24
14:00	**16**	7	9	9	2	0	0	0	0	0	0	0	0	0	43	20-29	18
15:00	5	7	10	6	1	**1**	0	0	0	0	0	0	0	0	30	16-25	17
16:00	8	5	16	6	1	0	0	0	0	0	0	0	0	0	36	19-28	22
17:00	7	11	**17**	9	2	0	0	0	0	0	0	0	0	0	46	16-25	28
18:00	10	**12**	16	8	2	0	0	0	0	0	0	0	0	0	**48**	16-25	28
19:00	16	7	6	2	0	0	0	0	0	0	0	0	0	0	31	13-22	13
20:00	12	6	12	3	0	0	0	0	0	0	0	0	0	0	33	16-25	18
21:00	6	8	8	1	2	0	0	0	0	0	0	0	0	0	25	16-25	16
22:00	3	2	3	1	1	0	0	0	0	0	0	0	0	0	10	16-25	5
23:00	2	0	2	1	0	0	0	0	0	0	0	0	0	0	5	21-30	3
Total	127	102	207	153	38	5	2	0	0	0	0	0	0	0	634		
Percent	20.0%	16.1%	32.6%	24.1%	6.0%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	08:00	08:00	11:00	08:00	06:00								08:00		
Vol.	9	6	17	18	5	3	1								53		
PM Peak	14:00	18:00	17:00	12:00	12:00	15:00									18:00		
Vol.	16	12	17	13	4	1									48		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
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2
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 2
BARK LANE E/O DE ANZA

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/17	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
05:00	2	1	4	3	2	1	0	0	0	0	0	0	0	0	13	20-29	7
06:00	4	3	7	5	1	0	0	0	0	0	0	0	0	0	20	20-29	12
07:00	5	**9**	9	**18**	3	0	**1**	0	0	0	0	0	0	0	45	21-30	27
08:00	**11**	8	16	16	**4**	**2**	0	0	0	0	0	0	0	0	**57**	21-30	32
09:00	9	7	15	10	1	0	0	0	0	0	0	0	0	0	42	21-30	25
10:00	6	7	**17**	12	1	0	0	0	0	0	0	0	0	0	43	21-30	29
11:00	5	8	10	8	2	0	0	0	0	0	0	0	0	0	33	16-25	18
12 PM	8	11	10	8	0	0	0	0	0	0	0	0	0	0	37	16-25	21
13:00	**15**	6	12	4	2	0	0	0	0	0	0	0	0	0	39	16-25	18
14:00	5	11	10	9	1	0	0	0	0	0	0	0	0	0	36	16-25	21
15:00	13	7	12	10	**4**	0	0	0	0	0	0	0	0	0	46	21-30	22
16:00	4	6	14	4	1	**1**	0	0	0	0	0	0	0	0	30	16-25	20
17:00	8	**12**	**17**	**15**	3	0	0	0	0	0	0	0	0	0	**55**	21-30	32
18:00	8	9	11	8	2	0	0	0	0	0	0	0	0	0	38	16-25	20
19:00	5	8	11	7	1	0	0	0	0	0	0	0	0	0	32	16-25	19
20:00	7	6	6	3	2	1	0	0	0	0	0	0	0	0	25	16-25	12
21:00	5	5	4	0	1	0	0	0	0	0	0	0	0	0	15	16-25	9
22:00	7	3	4	6	0	0	0	0	0	0	0	0	0	0	20	21-30	10
23:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5	26-35	2
Total	128	128	192	149	32	5	1	0	0	0	0	0	0	0	635		
Percent	20.2%	20.2%	30.2%	23.5%	5.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	10:00	07:00	08:00	08:00	07:00								08:00		
Vol.	11	9	17	18	4	2	1								57		
PM Peak	13:00	17:00	17:00	17:00	15:00	16:00									17:00		
Vol.	15	12	17	15	4	1									55		
Total	385	359	621	424	107	12	3	0	0	0	0	0	0	0	1911		
Percent	20.1%	18.8%	32.5%	22.2%	5.6%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	11 MPH
	50th Percentile :	21 MPH
	85th Percentile :	28 MPH
	95th Percentile :	31 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1045
	Percent in Pace :	54.7%
	Number of Vehicles > 25 MPH :	546
	Percent of Vehicles > 25 MPH :	28.6%
	Mean Speed(Average) :	21 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
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Untitled Vo
Date Start: 30-May-17
Date End: 01-Jun-17
Site Code: 2
BARK LANE E/O DE ANZA

Start	29-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	1	5	8	6	4	2	*	*	*	*	*	*	4	4
01:00	*	*	1	1	6	3	1	0	*	*	*	*	*	*	3	1
02:00	*	*	3	0	5	3	2	1	*	*	*	*	*	*	3	1
03:00	*	*	2	3	0	1	0	0	*	*	*	*	*	*	1	1
04:00	*	*	1	1	1	1	0	1	*	*	*	*	*	*	1	1
05:00	*	*	2	11	4	13	2	13	*	*	*	*	*	*	3	12
06:00	*	*	6	12	4	17	7	20	*	*	*	*	*	*	6	16
07:00	*	*	12	38	12	38	11	45	*	*	*	*	*	*	12	40
08:00	*	*	20	**56**	17	**53**	28	**57**	*	*	*	*	*	*	22	**55**
09:00	*	*	26	45	**25**	46	18	42	*	*	*	*	*	*	23	44
10:00	*	*	21	46	17	44	**31**	43	*	*	*	*	*	*	23	44
11:00	*	*	**32**	38	21	34	20	33	*	*	*	*	*	*	**24**	35
12:00 PM	*	*	34	30	23	38	45	37	*	*	*	*	*	*	34	35
01:00	*	*	31	47	31	30	18	39	*	*	*	*	*	*	27	39
02:00	*	*	33	40	31	43	31	36	*	*	*	*	*	*	32	40
03:00	*	*	26	35	21	30	36	46	*	*	*	*	*	*	28	37
04:00	*	*	24	30	35	36	27	30	*	*	*	*	*	*	29	32
05:00	*	*	**49**	43	35	46	41	**55**	*	*	*	*	*	*	42	**48**
06:00	*	*	43	**56**	**50**	**48**	**49**	38	*	*	*	*	*	*	**47**	47
07:00	*	*	45	29	31	31	27	32	*	*	*	*	*	*	34	31
08:00	*	*	31	36	39	33	30	25	*	*	*	*	*	*	33	31
09:00	*	*	29	21	38	25	33	15	*	*	*	*	*	*	33	20
10:00	*	*	14	12	15	10	21	20	*	*	*	*	*	*	17	14
11:00	*	*	8	7	8	5	12	5	*	*	*	*	*	*	9	6
Lane	0	0	494	642	477	634	494	635	0	0	0	0	0	0	490	634
Day	0		1136		1111		1129		0		0		0		1124	
AM Peak	-	-	11:00	08:00	09:00	08:00	10:00	08:00	-	-	-	-	-	-	11:00	08:00
Vol.	-	-	32	56	25	53	31	57	-	-	-	-	-	-	24	55
PM Peak	-	-	17:00	18:00	18:00	18:00	18:00	17:00	-	-	-	-	-	-	18:00	17:00
Vol.	-	-	49	56	50	48	49	55	-	-	-	-	-	-	47	48

Comb. Total	0	1136	1111	1129	0	0	0	1124

ADT ADT 1,125 AADT 1,125

Appendix B

Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 208
Intersection Name: De Anza Boulevard and SR 85 Southbound Ramps*
Peak Hour: AM
Date of Analysis: 06/21/17
Count Date: 05/24/17

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	0	509	274	0	0	0	254	1944	0	339	0	217	*3537*
Approved Project Trips													
1193 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1081 S. De Anza Boulevard	0	10	0	0	0	0	0	10	0	0	0	0	*20*
1115 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*20*
Background Conditions	0	519	274	0	0	0	254	1954	0	339	0	217	*3557*
Proposed Project Trips	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*4*
Existing + Project Conditions	0	510	276	0	0	0	254	1944	0	339	0	218	*3541*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	0	520	276	0	0	0	254	1954	0	339	0	218	*3561*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	0	4	6	0	0	0	0	4	0	0	0	7	*21*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*4*	*6*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*7*	*21*
Cumlative No Project Conditions	0	523	280	0	0	0	254	1958	0	339	0	224	*3578*
Cumulative + Project Conditions	0	524	282	0	0	0	254	1958	0	339	0	225	*3582*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 2
Traffix Node Number: 209
Intersection Name: De Anza Boulevard and SR 85 Northbound Ramps*
Peak Hour: AM
Date of Analysis: 06/21/17
Count Date: 05/24/17

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	222	708	0	753	0	111	0	1606	504	0	0	0	*3904*
Approved Project Trips													
1193 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1081 S. De Anza Boulevard	0	10	0	0	0	0	0	10	0	0	0	0	*20*
1115 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*20*
Background Conditions	222	718	0	753	0	111	0	1616	504	0	0	0	*3924*
Proposed Project Trips	*4*	*4*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*9*
Existing + Project Conditions	226	712	0	753	0	111	0	1607	504	0	0	0	*3913*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	226	722	0	753	0	111	0	1617	504	0	0	0	*3933*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	10	10	0	4	0	0	0	11	0	0	0	0	*35*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*10*	*10*	*0*	*4*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*35*
Cumlative No Project Conditions	232	728	0	757	0	111	0	1627	504	0	0	0	*3959*
Cumulative + Project Conditions	236	732	0	757	0	111	0	1628	504	0	0	0	*3968*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 3
Traffix Node Number: 212
Intersection Name: De Anza Boulevard and Kentwood Avenue
Peak Hour: AM
Date of Analysis: 06/21/17
Count Date: 05/24/17

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions	31	700	21	15	0	0	1	2121	197	63	1	45	*3195*
Approved Project Trips													
1193 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1081 S. De Anza Boulevard	0	10	0	0	0	0	0	10	0	0	0	0	*20*
1115 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*20*
Background Conditions	31	710	21	15	0	0	1	2131	197	63	1	45	*3215*
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*7*	*0*	*0*	*0*	*9*
Existing + Project Conditions	31	700	21	15	0	0	1	2123	204	63	1	45	*3204*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	31	710	21	15	0	0	1	2133	204	63	1	45	*3224*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	0	0	0	0	0	0	0	7	20	0	0	0	*27*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*20*	*0*	*0*	*0*	*27*
Cumlative No Project Conditions	31	710	21	15	0	0	1	2138	217	63	1	45	*3242*
Cumulative + Project Conditions	31	710	21	15	0	0	1	2140	224	63	1	45	*3251*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 4
Traffix Node Number: 211
Intersection Name: De Anza Boulevard and Bark Lane
Peak Hour: AM
Date of Analysis: 06/21/17
Count Date: 05/24/17

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions	0	894	0	57	0	0	26	2321	0	1	0	0	*3299*
Approved Project Trips													
1193 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1081 S. De Anza Boulevard	0	10	0	0	0	0	0	10	0	0	0	0	*20*
1115 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*20*
Background Conditions	0	904	0	57	0	0	26	2331	0	1	0	0	*3319*
Proposed Project Trips	*0*	*7*	*0*	*9*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*18*
Existing + Project Conditions	0	901	0	66	0	0	28	2321	0	1	0	0	*3317*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	0	911	0	66	0	0	28	2331	0	1	0	0	*3337*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	0	20	0	27	0	0	15	0	0	0	0	0	*62*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*20*	*0*	*27*	*0*	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*62*
Cumlative No Project Conditions	0	924	0	84	0	0	41	2331	0	1	0	0	*3381*
Cumulative + Project Conditions	0	931	0	93	0	0	43	2331	0	1	0	0	*3399*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 5
Traffix Node Number: 213
Intersection Name: De Anza Boulevard and Blue Hill Drive
Peak Hour: AM
Date of Analysis: 06/21/17
Count Date: 05/24/17

	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	42	723	39	65	0	0	36	2226	0	24	0	0	*3155*
Approved Project Trips													
1193 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1081 S. De Anza Boulevard	0	10	0	0	0	0	0	10	0	0	0	0	*20*
1115 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*20*
Background Conditions	42	733	39	65	0	0	36	2236	0	24	0	0	*3175*
Proposed Project Trips	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*3*
Existing + Project Conditions	42	723	40	65	0	0	36	2228	0	24	0	0	*3158*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	42	733	40	65	0	0	36	2238	0	24	0	0	*3178*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	0	0	5	0	0	0	0	7	0	0	0	0	*12*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*12*
Cumlative No Project Conditions	42	733	44	65	0	0	36	2243	0	24	0	0	*3187*
Cumulative + Project Conditions	42	733	45	65	0	0	36	2245	0	24	0	0	*3190*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 1
Traffix Node Number: 208
Intersection Name: De Anza Boulevard and SR 85 Southbound Ramps*
Peak Hour: PM
Date of Analysis: 06/21/17
Count Date: 10/12/16

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1752	646	0	0	0	224	1046	0	490	3	153	*4314*
Approved Project Trips													
1193 S. De Anza Boulevard	0	1	2	0	0	0	0	2	0	0	0	0	*5*
1081 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1115 S. De Anza Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	*2*
Total Approved Trips	*0*	*2*	*2*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	7
Background Conditions	0	1754	648	0	0	0	224	1049	0	490	3	153	*4321*
Proposed Project Trips	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*7*	*13*
Existing + Project Conditions	0	1753	648	0	0	0	224	1049	0	490	3	160	*4327*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	0	1755	650	0	0	0	224	1052	0	490	3	160	*4334*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	0	3	4	0	0	0	0	4	0	0	0	8	*19*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*3*	*4*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*8*	*19*
Cumlative No Project Conditions	0	1757	652	0	0	0	224	1053	0	490	3	161	*4340*
Cumulative + Project Conditions	0	1758	654	0	0	0	224	1056	0	490	3	168	*4353*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 2
Traffix Node Number: 209
Intersection Name: De Anza Boulevard and SR 85 Northbound Ramps*
Peak Hour: PM
Date of Analysis: 06/21/17
Count Date: 10/12/16

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	276	2203	0	519	0	208	0	849	437	0	0	0	*4492*
Approved Project Trips													
1193 S. De Anza Boulevard	0	3	0	0	0	0	0	2	0	0	0	0	*5*
1081 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1115 S. De Anza Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	*2*
Total Approved Trips	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	7
Background Conditions	276	2207	0	519	0	208	0	852	437	0	0	0	*4499*
Proposed Project Trips	*4*	*4*	*0*	*3*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*21*
Existing + Project Conditions	280	2207	0	522	0	208	0	859	437	0	0	0	*4513*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	280	2211	0	522	0	208	0	862	437	0	0	0	*4520*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	6	7	0	4	0	0	0	12	0	0	0	0	*29*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*6*	*7*	*0*	*4*	*0*	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*29*
Cumlative No Project Conditions	282	2214	0	523	0	208	0	864	437	0	0	0	*4528*
Cumulative + Project Conditions	286	2218	0	526	0	208	0	874	437	0	0	0	*4549*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 3
Traffix Node Number: 212
Intersection Name: De Anza Boulevard and Kentwood Avenue
Peak Hour: PM
Date of Analysis: 06/21/17
Count Date: 05/23/17

Scenario	Movements: Southbound Approach RT	SB TH	SB LT	Westbound Approach RT	WB TH	WB LT	Northbound Approach RT	NB TH	NB LT	Eastbound Approach RT	EB TH	EB LT	*Total*
Existing Conditions	50	2280	31	3	0	0	1	1040	199	93	4	110	*3811*
Approved Project Trips													
1193 S. De Anza Boulevard	0	2	0	0	0	0	0	2	2	0	0	0	*6*
1081 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1115 S. De Anza Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	*2*
Total Approved Trips	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*3*	*2*	*0*	*0*	*0*	*8*
Background Conditions	50	2283	31	3	0	0	1	1043	201	93	4	110	*3819*
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*7*	*0*	*0*	*0*	*9*
Existing + Project Conditions	50	2280	31	3	0	0	1	1042	206	93	4	110	*3820*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	50	2283	31	3	0	0	1	1045	208	93	4	110	*3828*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	0	0	0	0	0	0	0	4	13	0	0	0	*17*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*13*	*0*	*0*	*0*	*17*
Cumlative No Project Conditions	50	2283	31	3	0	0	1	1047	214	93	4	110	*3836*
Cumulative + Project Conditions	50	2283	31	3	0	0	1	1049	221	93	4	110	*3845*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 4
Traffix Node Number: 211
Intersection Name: De Anza Boulevard and Bark Lane
Peak Hour: PM
Date of Analysis: 06/21/17
Count Date: 05/23/17

Scenario	Movements: Southbound Approach RT	SB TH	SB LT	Westbound Approach RT	WB TH	WB LT	Northbound Approach RT	NB TH	NB LT	Eastbound Approach RT	EB TH	EB LT	*Total*
Existing Conditions	5	2469	0	45	0	0	46	1202	0	5	0	0	*3772*
Approved Project Trips													
1193 S. De Anza Boulevard	0	0	0	0	0	0	0	4	0	0	0	0	*4*
1081 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1115 S. De Anza Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	*2*
Total Approved Trips	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*6*
Background Conditions	5	2470	0	45	0	0	46	1207	0	5	0	0	*3778*
Proposed Project Trips	*0*	*7*	*0*	*9*	*0*	*0*	*14*	*0*	*0*	*0*	*0*	*0*	*30*
Existing + Project Conditions	5	2476	0	54	0	0	60	1202	0	5	0	0	*3802*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	5	2477	0	54	0	0	60	1207	0	5	0	0	*3808*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	0	13	0	17	0	0	16	0	0	0	0	0	*46*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*13*	*0*	*17*	*0*	*0*	*16*	*0*	*0*	*0*	*0*	*0*	*46*
Cumlative No Project Conditions	5	2483	0	62	0	0	62	1207	0	5	0	0	*3824*
Cumulative + Project Conditions	5	2490	0	71	0	0	76	1207	0	5	0	0	*3854*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 5
Traffix Node Number: 213
Intersection Name: De Anza Boulevard and Blue Hill Drive
Peak Hour: PM
Date of Analysis: 06/21/17
Count Date: 05/23/17

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	83	2303	128	48	0	0	62	1137	0	90	0	0	*3851*
Approved Project Trips													
1193 S. De Anza Boulevard	0	2	0	0	0	0	0	2	0	0	0	0	*4*
1081 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1115 S. De Anza Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	*2*
Total Approved Trips	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*6*
Background Conditions	83	2306	128	48	0	0	62	1140	0	90	0	0	*3857*
Proposed Project Trips	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*7*
Existing + Project Conditions	83	2303	133	48	0	0	62	1139	0	90	0	0	*3858*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	83	2306	133	48	0	0	62	1142	0	90	0	0	*3864*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
7285 Bark Lane	0	0	5	0	0	0	0	4	0	0	0	0	*9*
1090 S. De Anza Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*9*
Cumlative No Project Conditions	83	2306	133	48	0	0	62	1144	0	90	0	0	*3866*
Cumulative + Project Conditions	83	2306	138	48	0	0	62	1146	0	90	0	0	*3873*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

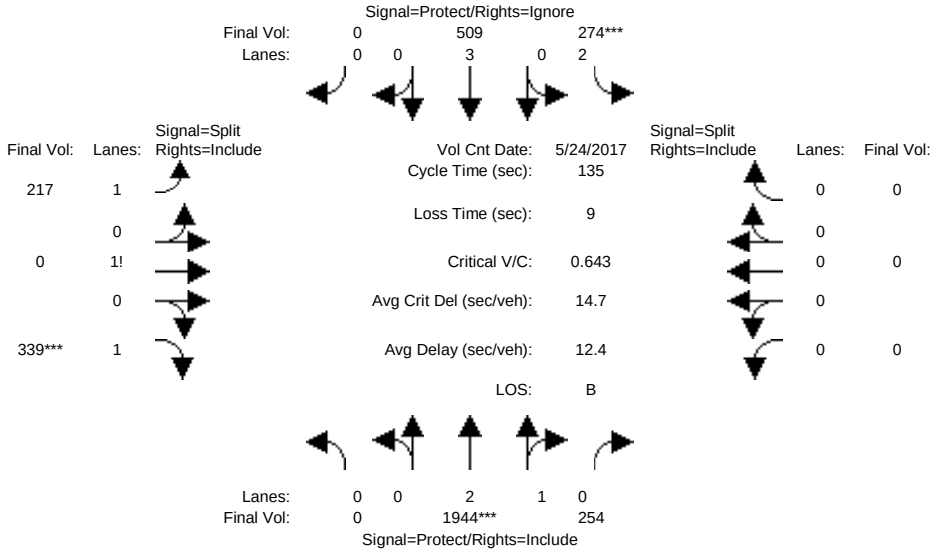
Appendix C

Level of Service Calculations

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



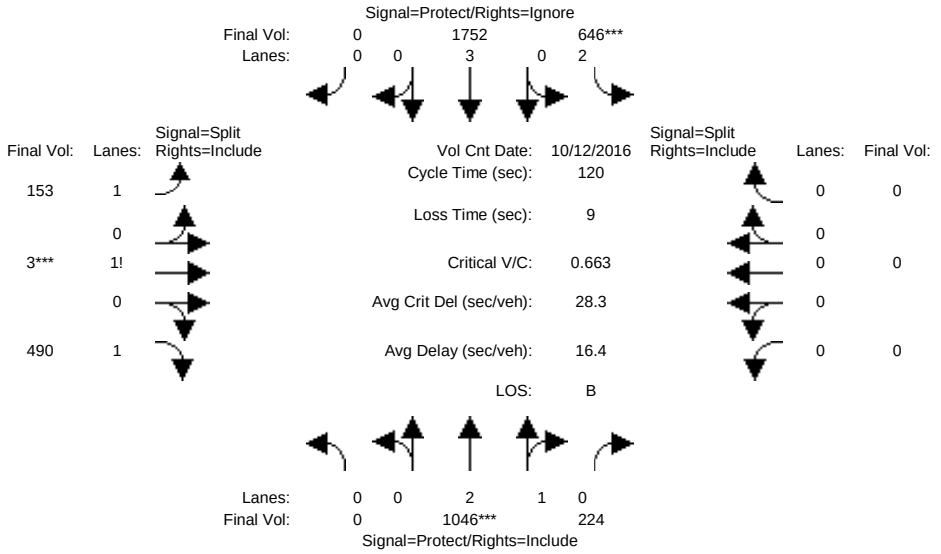
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	0	1944	254	274	509	0	217	0	339	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1944	254	274	509	0	217	0	339	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1944	254	274	509	0	217	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1944	254	274	509	0	217	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1944	254	274	509	0	217	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1944	254	274	509	0	217	0	339	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.64	0.36	2.00	3.00	0.00	1.39	0.00	1.61	0.00	0.00	0.00
Final Sat.:	0	4952	647	3150	5700	0	2433	0	2817	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.09	0.09	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	82.5	82.5	18.3	101	0.0	25.3	0.0	25.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.64	0.12	0.00	0.48	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	52.8	0.0	0.0	49.3	0.0	52.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	52.8	0.0	0.0	49.3	0.0	52.4	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D	A	D-	A	A	A
DesignQueue:	0	24	24	11	3	0	11	0	14	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



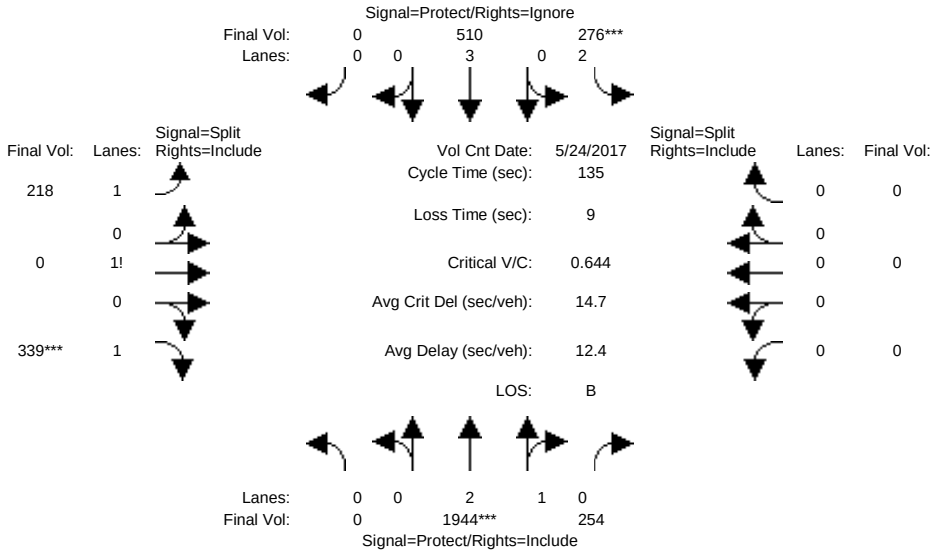
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:30 - 6:30 PM												
Base Vol:	0	1046	224	646	1752	0	153	3	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	224	646	1752	0	153	3	490	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1046	224	646	1752	0	153	3	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1046	224	646	1752	0	153	3	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1046	224	646	1752	0	153	3	490	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1046	224	646	1752	0	153	3	490	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.45	0.55	2.00	3.00	0.00	1.24	0.01	1.75	0.00	0.00	0.00
Final Sat.:	0	4611	987	3150	5700	0	2172	17	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.21	0.31	0.00	0.07	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	41.0	41.0	37.1	78.2	0.0	32.8	32.8	32.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.47	0.00	0.26	0.66	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	22.8	22.8	27.0	0.1	0.0	34.1	40.4	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	22.8	27.0	0.1	0.0	34.1	40.4	38.2	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	C-	D	D+	A	A	A
DesignQueue:	0	20	20	19	15	0	7	18	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Project AM

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	0	1944	254	274	509	0	217	0	339	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1944	254	274	509	0	217	0	339	0	0	0
Added Vol:	0	0	0	2	1	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1944	254	276	510	0	218	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1944	254	276	510	0	218	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1944	254	276	510	0	218	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1944	254	276	510	0	218	0	339	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.64	0.36	2.00	3.00	0.00	1.39	0.00	1.61	0.00	0.00	0.00
Final Sat.:	0	4952	647	3150	5700	0	2435	0	2815	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.09	0.09	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	82.4	82.4	18.4	101	0.0	25.3	0.0	25.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.64	0.12	0.00	0.48	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	52.7	0.0	0.0	49.3	0.0	52.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	52.7	0.0	0.0	49.3	0.0	52.4	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D	A	D-	A	A	A
DesignQueue:	0	24	24	11	3	0	11	0	14	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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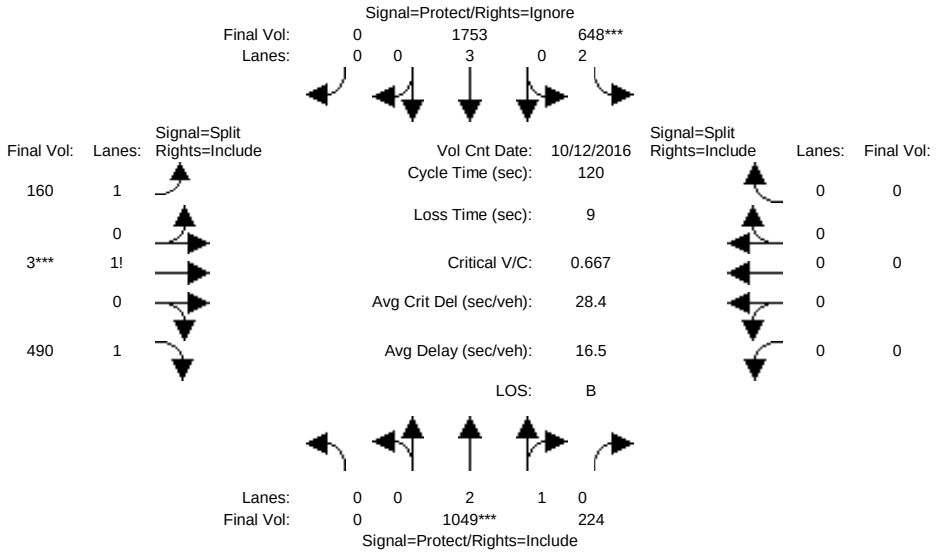

Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:30 - 6:30 PM												
Base Vol:	0	1046	224	646	1752	0	153	3	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	224	646	1752	0	153	3	490	0	0	0
Added Vol:	0	3	0	2	1	0	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1049	224	648	1753	0	160	3	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1049	224	648	1753	0	160	3	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1049	224	648	1753	0	160	3	490	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1049	224	648	1753	0	160	3	490	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.45	0.55	2.00	3.00	0.00	1.25	0.01	1.74	0.00	0.00	0.00
Final Sat.:	0	4613	985	3150	5700	0	2186	16	3135	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.21	0.31	0.00	0.07	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	40.9	40.9	37.0	78.0	0.0	33.0	33.0	33.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.47	0.00	0.27	0.67	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	23.0	23.0	27.1	0.1	0.0	34.1	40.4	38.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	23.0	27.1	0.1	0.0	34.1	40.4	38.0	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	C-	D	D+	A	A	A
DesignQueue:	0	20	20	19	15	0	7	18	15	0	0	0

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

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85 Apartment Units
San Jose, CA

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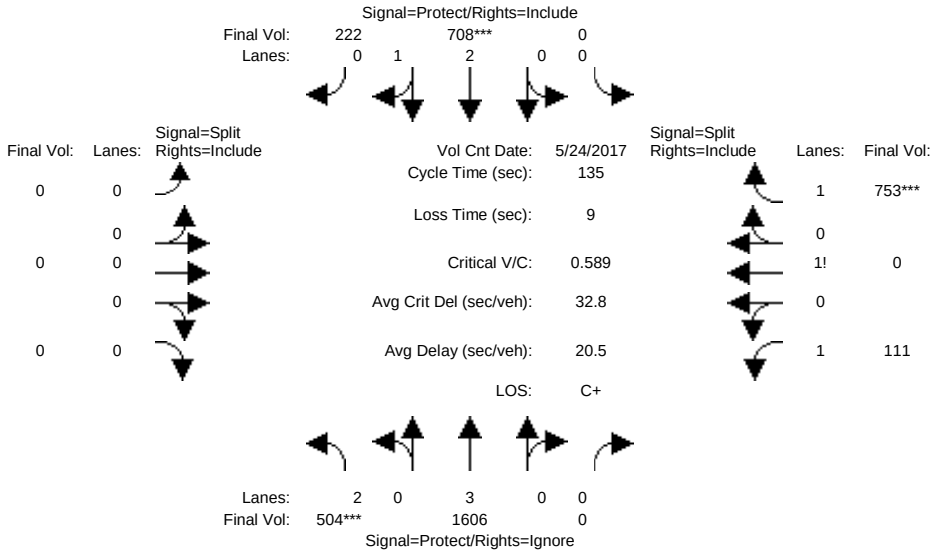
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	504	1606	0	0	708	222	0	0	0	111	0	753
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	1606	0	0	708	222	0	0	0	111	0	753
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	1606	0	0	708	222	0	0	0	111	0	753
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	1606	0	0	708	222	0	0	0	111	0	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	1606	0	0	708	222	0	0	0	111	0	753
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	1606	0	0	708	222	0	0	0	111	0	753
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.26	0.74	0.00	0.00	0.00	1.13	0.00	1.87
Final Sat.:	3150	5700	0	0	4261	1336	0	0	0	1980	0	3363
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.06	0.00	0.22
Crit Moves:	****				****							****
Green Time:	36.7	74.7	0.0	0.0	38.1	38.1	0.0	0.0	0.0	51.3	0.0	51.3
Volume/Cap:	0.59	0.51	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.15	0.00	0.59
Delay/Veh:	33.1	3.4	0.0	0.0	31.4	31.4	0.0	0.0	0.0	27.5	0.0	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	3.4	0.0	0.0	31.4	31.4	0.0	0.0	0.0	27.5	0.0	34.1
LOS by Move:	C-	A	A	A	C	C	A	A	A	C	A	C-
DesignQueue:	17	19	0	0	18	18	0	0	0	5	0	21

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

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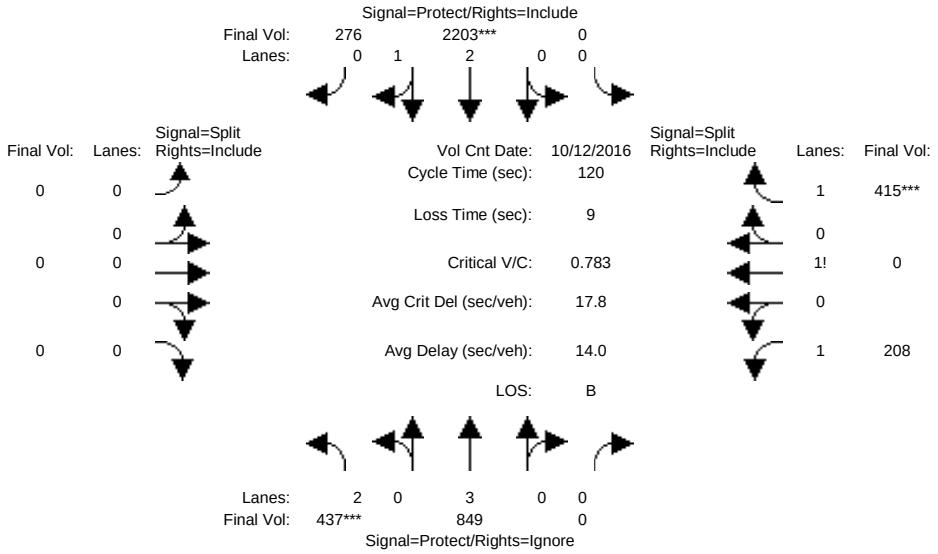
Existing PM

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15-6:15												
Base Vol:	437	849	0	0	2203	276	0	0	0	208	0	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	849	0	0	2203	276	0	0	0	208	0	519
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	849	0	0	2203	276	0	0	0	208	0	519
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	849	0	0	2203	276	0	0	0	208	0	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	849	0	0	2203	276	0	0	0	208	0	415
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	849	0	0	2203	276	0	0	0	208	0	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.65	0.35	0.00	0.00	0.00	1.33	0.00	1.67
Final Sat.:	3150	5700	0	0	4976	623	0	0	0	2334	0	2916
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.09	0.00	0.14
Crit Moves:	****				****							****
Green Time:	21.3	89.2	0.0	0.0	67.9	67.9	0.0	0.0	0.0	21.8	0.0	21.8
Volume/Cap:	0.78	0.20	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.49	0.00	0.78
Delay/Veh:	47.5	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	44.4	0.0	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	44.4	0.0	51.9
LOS by Move:	D	A	A	A	A	A	A	A	A	D	A	D-
DesignQueue:	15	5	0	0	28	28	0	0	0	9	0	15

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

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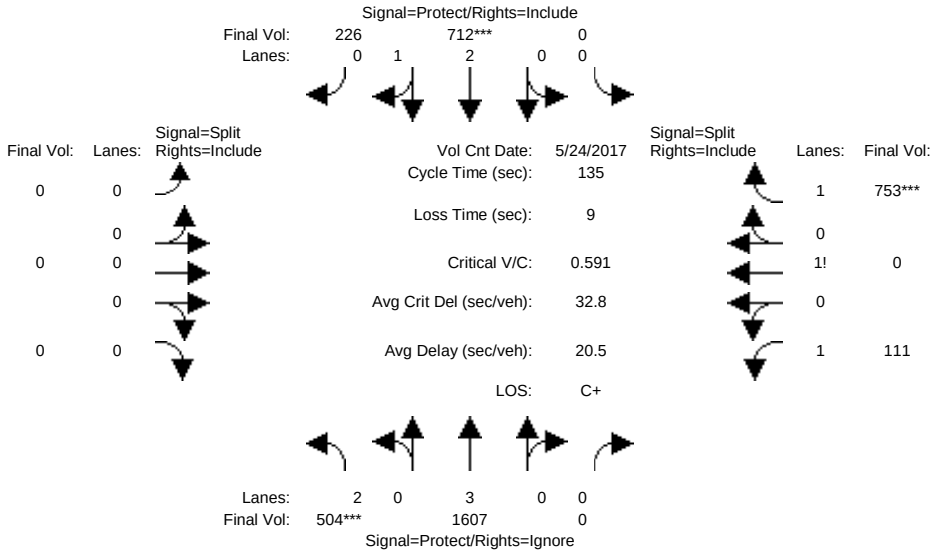
Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



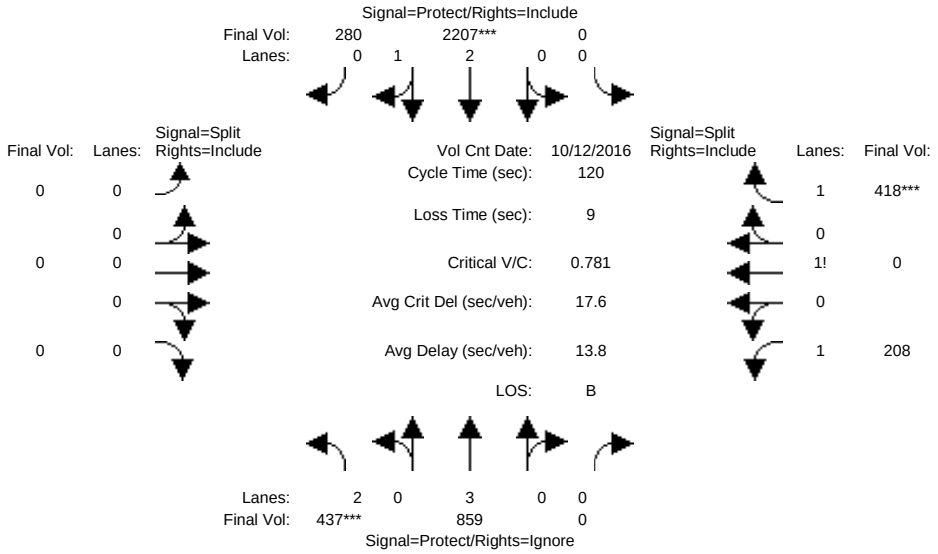
Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	504	1606	0	0	708	222	0	0	0	111	0	753
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	1606	0	0	708	222	0	0	0	111	0	753
Added Vol:	0	1	0	0	4	4	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	1607	0	0	712	226	0	0	0	111	0	753
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	1607	0	0	712	226	0	0	0	111	0	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	1607	0	0	712	226	0	0	0	111	0	753
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	1607	0	0	712	226	0	0	0	111	0	753
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.25	0.75	0.00	0.00	0.00	1.13	0.00	1.87
Final Sat.:	3150	5700	0	0	4249	1349	0	0	0	1980	0	3363
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.06	0.00	0.22
Crit Moves:	****				****							****
Green Time:	36.6	74.8	0.0	0.0	38.3	38.3	0.0	0.0	0.0	51.2	0.0	51.2
Volume/Cap:	0.59	0.51	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.15	0.00	0.59
Delay/Veh:	33.3	3.3	0.0	0.0	31.2	31.2	0.0	0.0	0.0	27.6	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	3.3	0.0	0.0	31.2	31.2	0.0	0.0	0.0	27.6	0.0	34.2
LOS by Move:	C-	A	A	A	C	C	A	A	A	C	A	C-
DesignQueue:	17	19	0	0	18	18	0	0	0	5	0	21

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Project PM

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15-6:15												
Base Vol:	437	849	0	0	2203	276	0	0	0	208	0	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	849	0	0	2203	276	0	0	0	208	0	519
Added Vol:	0	10	0	0	4	4	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	859	0	0	2207	280	0	0	0	208	0	522
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	859	0	0	2207	280	0	0	0	208	0	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	859	0	0	2207	280	0	0	0	208	0	418
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	859	0	0	2207	280	0	0	0	208	0	418
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.65	0.35	0.00	0.00	0.00	1.34	0.00	1.66
Final Sat.:	3150	5700	0	0	4969	630	0	0	0	2343	0	2990
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.09	0.00	0.14
Crit Moves:	****				****							****
Green Time:	21.3	89.5	0.0	0.0	68.2	68.2	0.0	0.0	0.0	21.5	0.0	21.5
Volume/Cap:	0.78	0.20	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.50	0.00	0.78
Delay/Veh:	47.3	0.0	0.0	0.0	3.7	3.7	0.0	0.0	0.0	44.7	0.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	0.0	0.0	0.0	3.7	3.7	0.0	0.0	0.0	44.7	0.0	52.0
LOS by Move:	D	A	A	A	A	A	A	A	A	D	A	D-
DesignQueue:	15	5	0	0	27	27	0	0	0	9	0	15

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

Bark Lane Residential
85 Apartment Units
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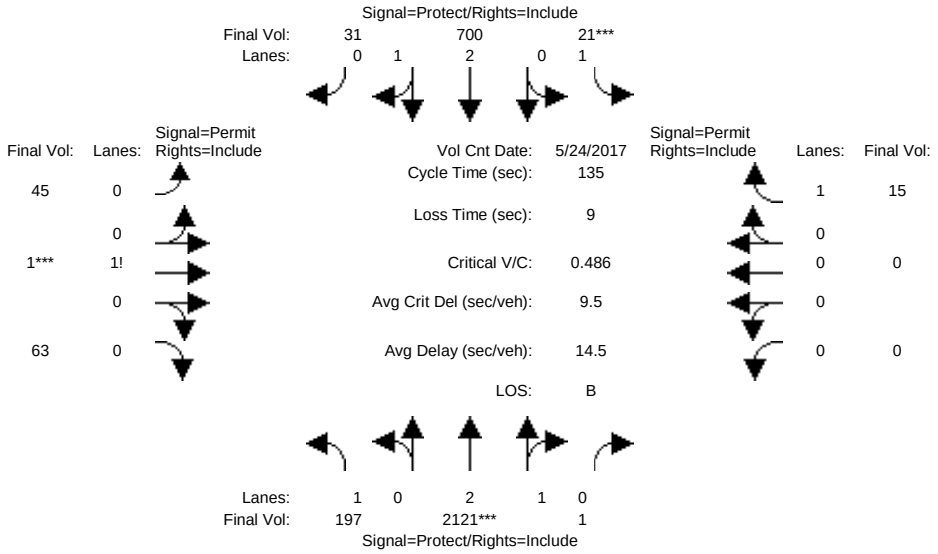
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #212: De Anza Blvd/Kentwood Av



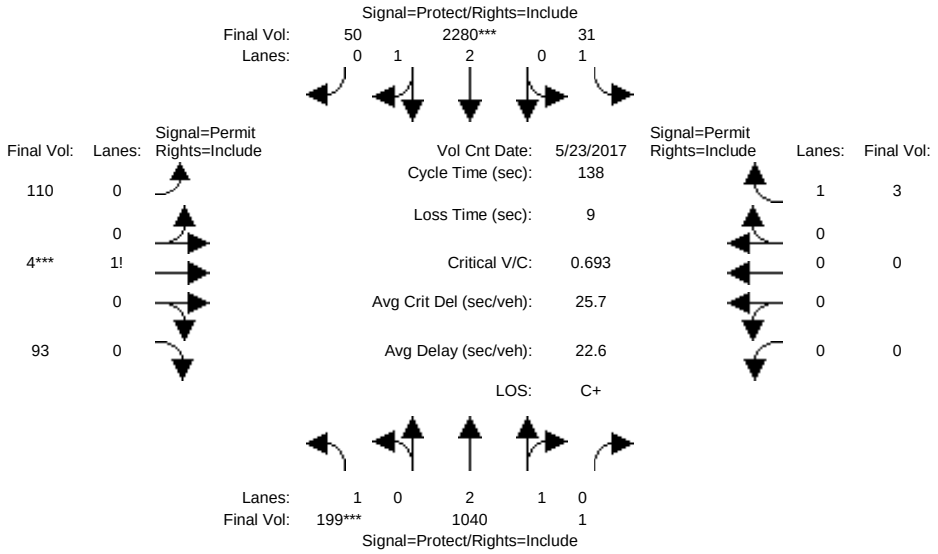
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	197	2121	1	21	700	31	45	1	63	0	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2121	1	21	700	31	45	1	63	0	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	2121	1	21	700	31	45	1	63	0	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	2121	1	21	700	31	45	1	63	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	2121	1	21	700	31	45	1	63	0	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	2121	1	21	700	31	45	1	63	0	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.87	0.13	0.41	0.01	0.58	0.00	0.00	1.00
Final Sat.:	1750	5597	3	1750	5362	237	722	16	1011	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.01	0.13	0.13	0.06	0.06	0.06	0.00	0.00	0.01
Crit Moves:		****		****				****				
Green Time:	50.6	102	102.2	7.0	58.6	58.6	16.8	16.8	16.8	0.0	0.0	16.8
Volume/Cap:	0.30	0.50	0.50	0.23	0.30	0.30	0.50	0.50	0.50	0.00	0.00	0.07
Delay/Veh:	30.0	6.5	6.5	62.7	24.9	24.9	57.0	57.0	57.0	0.0	0.0	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	6.5	6.5	62.7	24.9	24.9	57.0	57.0	57.0	0.0	0.0	52.3
LOS by Move:	C	A	A	E	C	C	E+	E+	E+	A	A	D-
DesignQueue:	10	15	15	2	11	11	8	8	8	0	0	1

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #212: De Anza Blvd/Kentwood Av



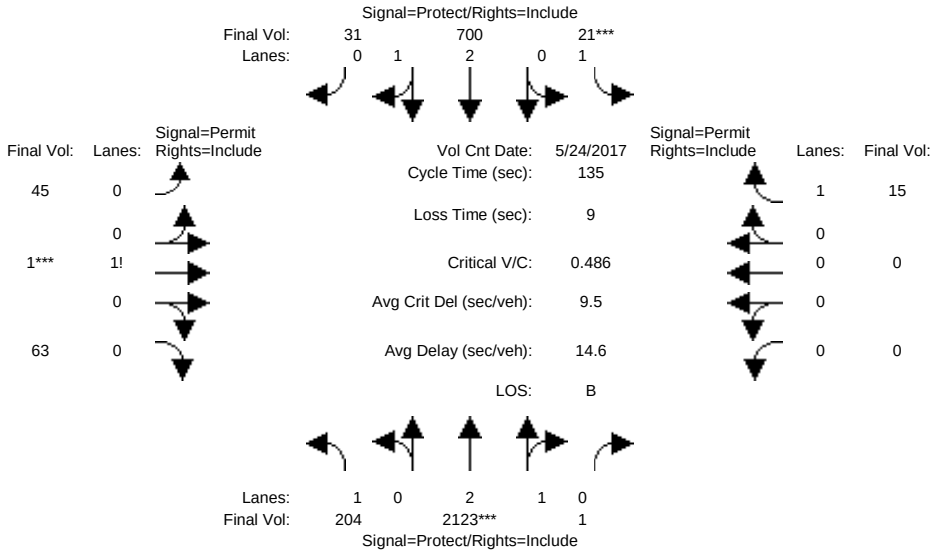
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 May 2017 <<												
Base Vol:	199	1040	1	31	2280	50	110	4	93	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	1040	1	31	2280	50	110	4	93	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	1040	1	31	2280	50	110	4	93	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	1040	1	31	2280	50	110	4	93	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1040	1	31	2280	50	110	4	93	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	1040	1	31	2280	50	110	4	93	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.53	0.02	0.45	0.00	0.00	1.00
Final Sat.:	1750	5595	5	1750	5480	120	930	34	786	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.02	0.42	0.42	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	22.6	82.8	82.8	22.6	82.8	82.8	23.5	23.5	23.5	0.0	0.0	23.5
Volume/Cap:	0.69	0.31	0.31	0.11	0.69	0.69	0.69	0.69	0.69	0.00	0.00	0.01
Delay/Veh:	61.5	13.6	13.6	49.3	19.5	19.5	60.7	60.7	60.7	0.0	0.0	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	13.6	13.6	49.3	19.5	19.5	60.7	60.7	60.7	0.0	0.0	47.6
LOS by Move:	E	B	B	D	B-	B-	E	E	E	A	A	D
DesignQueue:	14	11	11	2	27	27	15	15	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Project AM

Intersection #212: De Anza Blvd/Kentwood Av



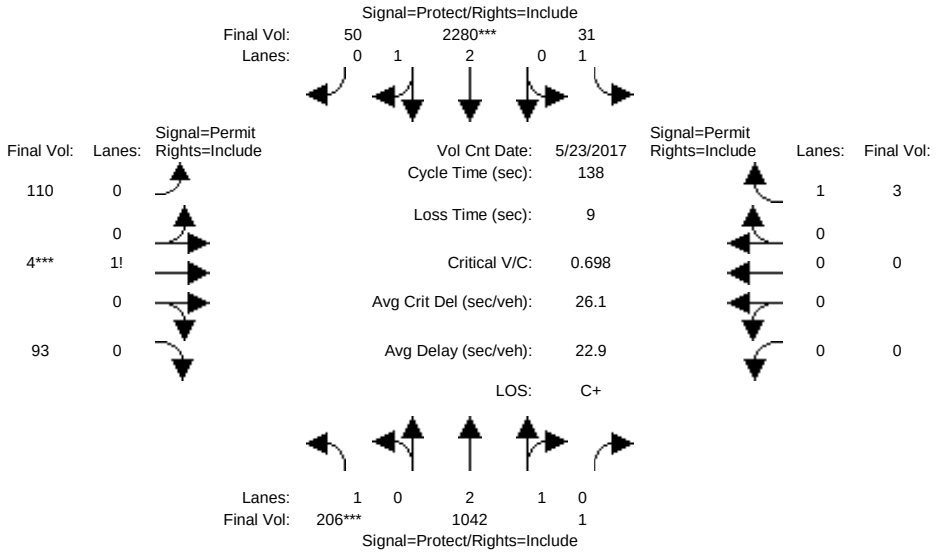
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	197	2121	1	21	700	31	45	1	63	0	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2121	1	21	700	31	45	1	63	0	0	15
Added Vol:	7	2	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2123	1	21	700	31	45	1	63	0	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2123	1	21	700	31	45	1	63	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2123	1	21	700	31	45	1	63	0	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2123	1	21	700	31	45	1	63	0	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.87	0.13	0.41	0.01	0.58	0.00	0.00	1.00
Final Sat.:	1750	5597	3	1750	5362	237	722	16	1011	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.01	0.13	0.13	0.06	0.06	0.06	0.00	0.00	0.01
Crit Moves:		****		****				****				
Green Time:	51.5	102	102.2	7.0	57.7	57.7	16.8	16.8	16.8	0.0	0.0	16.8
Volume/Cap:	0.31	0.50	0.50	0.23	0.31	0.31	0.50	0.50	0.50	0.00	0.00	0.07
Delay/Veh:	29.5	6.5	6.5	62.7	25.5	25.5	57.0	57.0	57.0	0.0	0.0	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	6.5	6.5	62.7	25.5	25.5	57.0	57.0	57.0	0.0	0.0	52.3
LOS by Move:	C	A	A	E	C	C	E+	E+	E+	A	A	D-
DesignQueue:	11	15	15	2	11	11	8	8	8	0	0	1

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist+Project PM

Intersection #212: De Anza Blvd/Kentwood Av



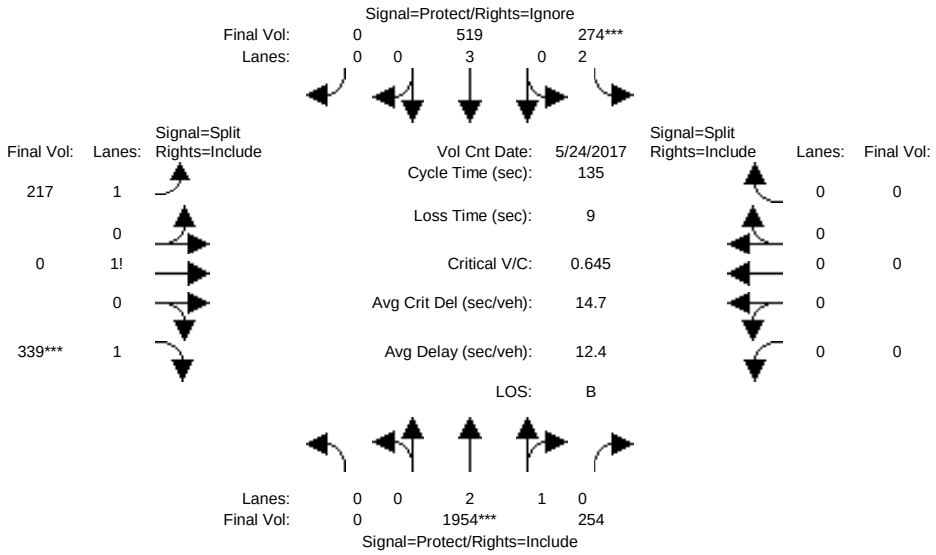
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 May 2017 <<												
Base Vol:	199	1040	1	31	2280	50	110	4	93	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	1040	1	31	2280	50	110	4	93	0	0	3
Added Vol:	7	2	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	1042	1	31	2280	50	110	4	93	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	1042	1	31	2280	50	110	4	93	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1042	1	31	2280	50	110	4	93	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	1042	1	31	2280	50	110	4	93	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.53	0.02	0.45	0.00	0.00	1.00
Final Sat.:	1750	5595	5	1750	5480	120	930	34	786	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.02	0.42	0.42	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	23.3	83.0	83.0	22.6	82.3	82.3	23.4	23.4	23.4	0.0	0.0	23.4
Volume/Cap:	0.70	0.31	0.31	0.11	0.70	0.70	0.70	0.70	0.70	0.00	0.00	0.01
Delay/Veh:	61.2	13.5	13.5	49.3	19.9	19.9	61.1	61.1	61.1	0.0	0.0	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	13.5	13.5	49.3	19.9	19.9	61.1	61.1	61.1	0.0	0.0	47.7
LOS by Move:	E	B	B	D	B-	B-	E	E	E	A	A	D
DesignQueue:	15	11	11	2	27	27	15	15	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



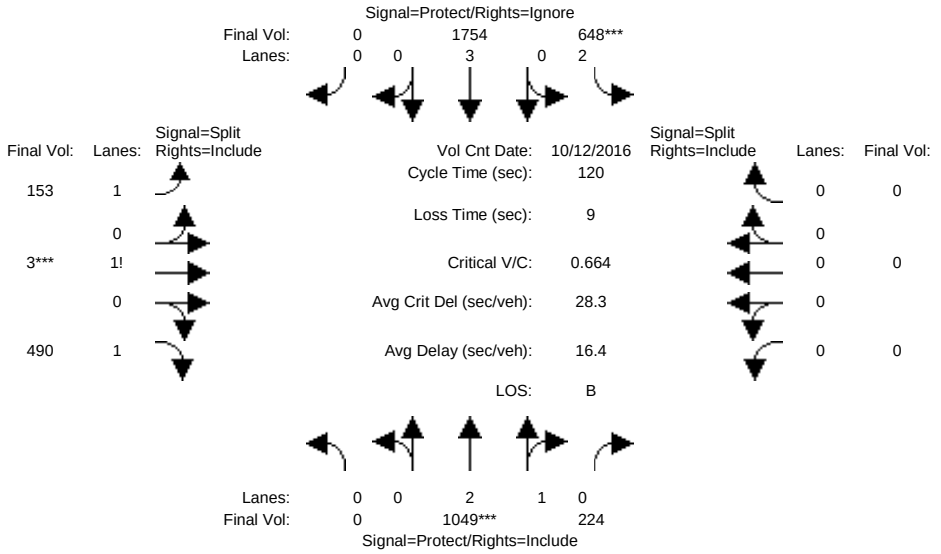
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	0	1954	254	274	519	0	217	0	339	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1954	254	274	519	0	217	0	339	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1954	254	274	519	0	217	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1954	254	274	519	0	217	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1954	254	274	519	0	217	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1954	254	274	519	0	217	0	339	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.64	0.36	2.00	3.00	0.00	1.39	0.00	1.61	0.00	0.00	0.00
Final Sat.:	0	4955	644	3150	5700	0	2433	0	2817	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.09	0.09	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	82.6	82.6	18.2	101	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.64	0.12	0.00	0.48	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	53.0	0.0	0.0	49.3	0.0	52.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	53.0	0.0	0.0	49.3	0.0	52.5	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D	A	D-	A	A	A
DesignQueue:	0	24	24	11	3	0	11	0	14	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



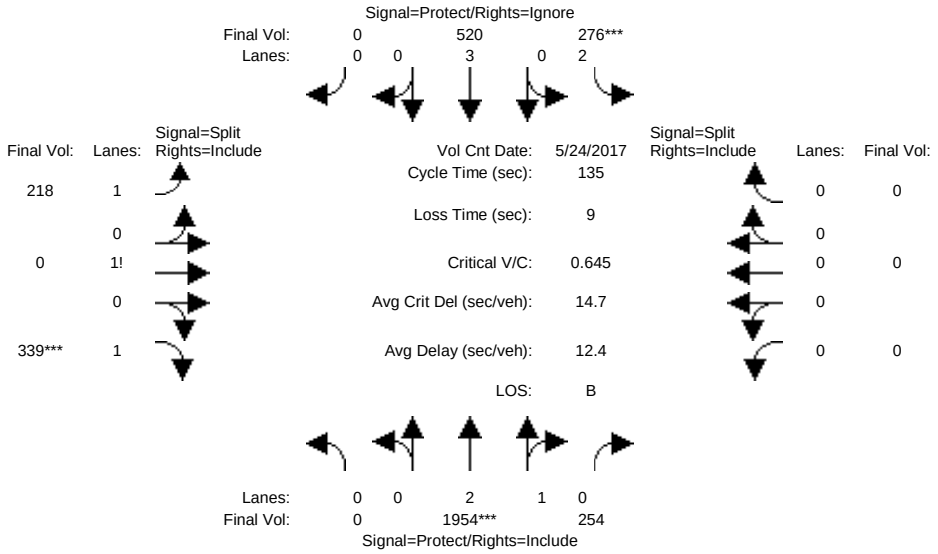
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:30 - 6:30 PM												
Base Vol:	0	1049	224	648	1754	0	153	3	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	224	648	1754	0	153	3	490	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1049	224	648	1754	0	153	3	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1049	224	648	1754	0	153	3	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1049	224	648	1754	0	153	3	490	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1049	224	648	1754	0	153	3	490	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.45	0.55	2.00	3.00	0.00	1.24	0.01	1.75	0.00	0.00	0.00
Final Sat.:	0	4613	985	3150	5700	0	2172	17	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.21	0.31	0.00	0.07	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	41.1	41.1	37.2	78.2	0.0	32.8	32.8	32.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.47	0.00	0.26	0.66	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	22.8	22.8	27.0	0.1	0.0	34.2	40.5	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	22.8	27.0	0.1	0.0	34.2	40.5	38.2	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	C-	D	D+	A	A	A
DesignQueue:	0	20	20	19	15	0	7	18	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



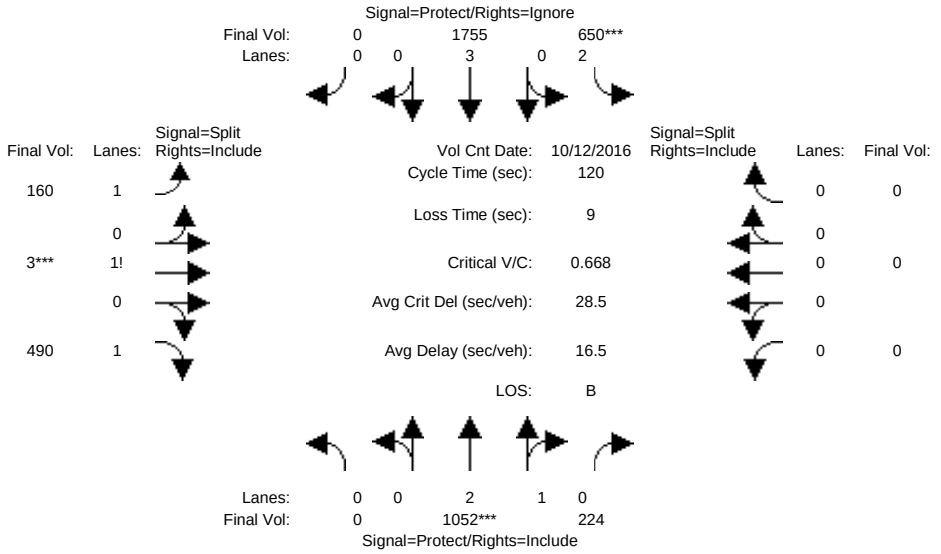
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	0	1954	254	274	519	0	217	0	339	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1954	254	274	519	0	217	0	339	0	0	0
Added Vol:	0	0	0	2	1	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1954	254	276	520	0	218	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1954	254	276	520	0	218	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1954	254	276	520	0	218	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1954	254	276	520	0	218	0	339	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.64	0.36	2.00	3.00	0.00	1.39	0.00	1.61	0.00	0.00	0.00
Final Sat.:	0	4955	644	3150	5700	0	2435	0	2815	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.09	0.09	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	82.5	82.5	18.3	101	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.65	0.65	0.12	0.00	0.48	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	52.9	0.0	0.0	49.4	0.0	52.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	52.9	0.0	0.0	49.4	0.0	52.5	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D	A	D-	A	A	A
DesignQueue:	0	24	24	11	3	0	11	0	14	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



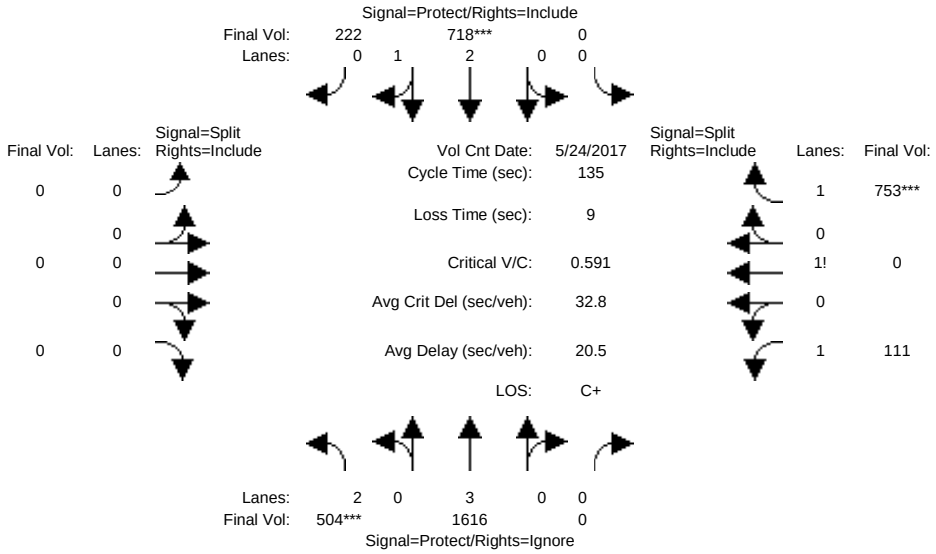
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:30 - 6:30 PM												
Base Vol:	0	1049	224	648	1754	0	153	3	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	224	648	1754	0	153	3	490	0	0	0
Added Vol:	0	3	0	2	1	0	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1052	224	650	1755	0	160	3	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1052	224	650	1755	0	160	3	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1052	224	650	1755	0	160	3	490	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1052	224	650	1755	0	160	3	490	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.45	0.55	2.00	3.00	0.00	1.25	0.01	1.74	0.00	0.00	0.00
Final Sat.:	0	4616	983	3150	5700	0	2186	16	3135	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.21	0.31	0.00	0.07	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	41.0	41.0	37.1	78.0	0.0	33.0	33.0	33.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.47	0.00	0.27	0.67	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	23.0	23.0	27.1	0.1	0.0	34.1	40.4	38.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	23.0	27.1	0.1	0.0	34.1	40.4	38.1	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	C-	D	D+	A	A	A
DesignQueue:	0	20	20	19	15	0	7	18	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



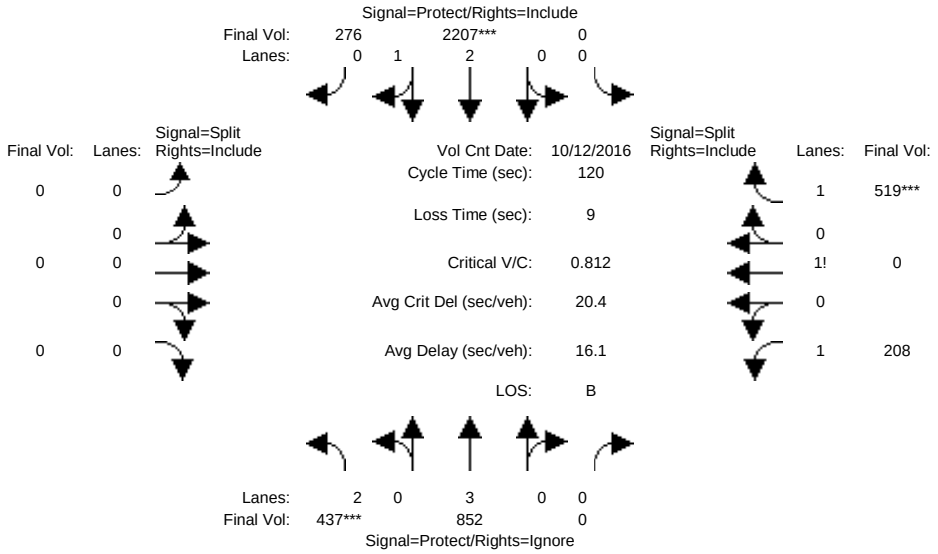
Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	504	1616	0	0	718	222	0	0	0	111	0	753
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	1616	0	0	718	222	0	0	0	111	0	753
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	1616	0	0	718	222	0	0	0	111	0	753
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	1616	0	0	718	222	0	0	0	111	0	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	1616	0	0	718	222	0	0	0	111	0	753
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	1616	0	0	718	222	0	0	0	111	0	753
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.27	0.73	0.00	0.00	0.00	1.13	0.00	1.87
Final Sat.:	3150	5700	0	0	4276	1322	0	0	0	1980	0	3363
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.06	0.00	0.22
Crit Moves:	****				****							****
Green Time:	36.5	74.9	0.0	0.0	38.3	38.3	0.0	0.0	0.0	51.1	0.0	51.1
Volume/Cap:	0.59	0.51	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.15	0.00	0.59
Delay/Veh:	33.3	3.3	0.0	0.0	31.2	31.2	0.0	0.0	0.0	27.6	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	3.3	0.0	0.0	31.2	31.2	0.0	0.0	0.0	27.6	0.0	34.2
LOS by Move:	C-	A	A	A	C	C	A	A	A	C	A	C-
DesignQueue:	17	19	0	0	18	18	0	0	0	5	0	21

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



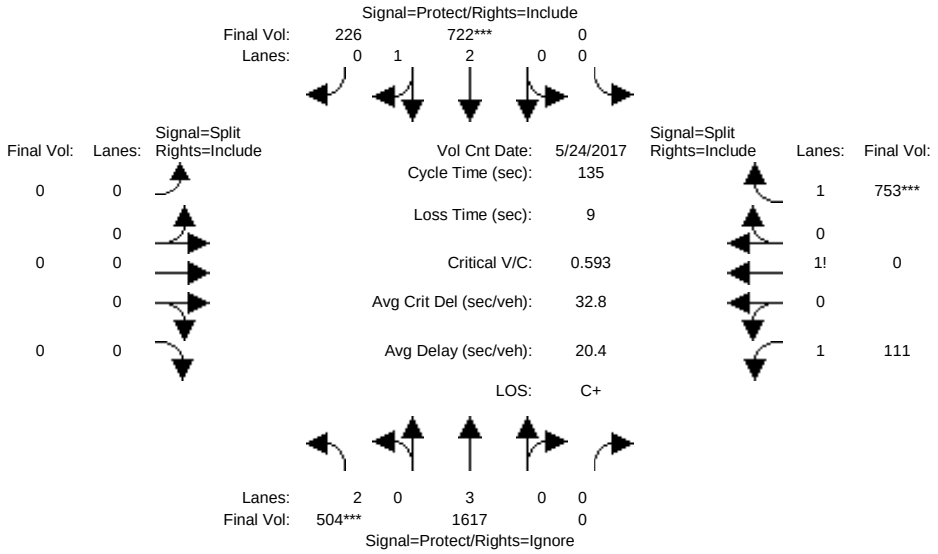
Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15-6:15												
Base Vol:	437	852	0	0	2207	276	0	0	0	208	0	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	852	0	0	2207	276	0	0	0	208	0	519
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	852	0	0	2207	276	0	0	0	208	0	519
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	852	0	0	2207	276	0	0	0	208	0	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	852	0	0	2207	276	0	0	0	208	0	519
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	852	0	0	2207	276	0	0	0	208	0	519
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.65	0.35	0.00	0.00	0.00	1.29	0.00	1.71
Final Sat.:	3150	5700	0	0	4977	622	0	0	0	2261	0	3075
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.09	0.00	0.17
Crit Moves:	****				****							****
Green Time:	20.5	86.1	0.0	0.0	65.5	65.5	0.0	0.0	0.0	24.9	0.0	24.9
Volume/Cap:	0.81	0.21	0.00	0.00	0.81	0.81	0.00	0.00	0.00	0.44	0.00	0.81
Delay/Veh:	50.4	0.0	0.0	0.0	6.1	6.1	0.0	0.0	0.0	41.6	0.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	0.0	0.0	0.0	6.1	6.1	0.0	0.0	0.0	41.6	0.0	51.0
LOS by Move:	D	A	A	A	A	A	A	A	A	D	A	D
DesignQueue:	15	6	0	0	29	29	0	0	0	9	0	18

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



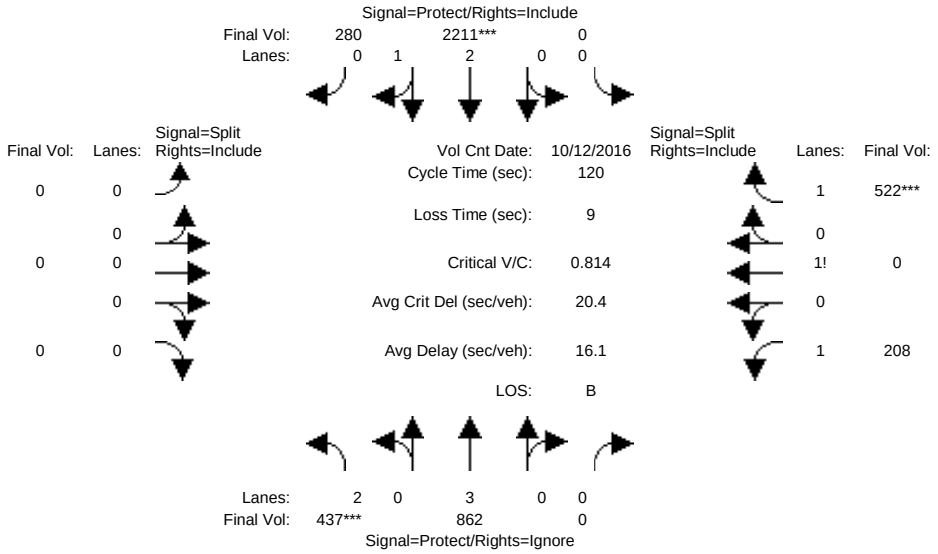
Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	504	1616	0	0	718	222	0	0	0	111	0	753
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	1616	0	0	718	222	0	0	0	111	0	753
Added Vol:	0	1	0	0	4	4	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	1617	0	0	722	226	0	0	0	111	0	753
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	1617	0	0	722	226	0	0	0	111	0	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	1617	0	0	722	226	0	0	0	111	0	753
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	1617	0	0	722	226	0	0	0	111	0	753
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.26	0.74	0.00	0.00	0.00	1.13	0.00	1.87
Final Sat.:	3150	5700	0	0	4263	1334	0	0	0	1980	0	3363
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.06	0.00	0.22
Crit Moves:	****				****							****
Green Time:	36.4	75.0	0.0	0.0	38.6	38.6	0.0	0.0	0.0	51.0	0.0	51.0
Volume/Cap:	0.59	0.51	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.15	0.00	0.59
Delay/Veh:	33.4	3.2	0.0	0.0	31.0	31.0	0.0	0.0	0.0	27.7	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	3.2	0.0	0.0	31.0	31.0	0.0	0.0	0.0	27.7	0.0	34.3
LOS by Move:	C-	A	A	A	C	C	A	A	A	C	A	C-
DesignQueue:	17	19	0	0	18	18	0	0	0	5	0	21

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



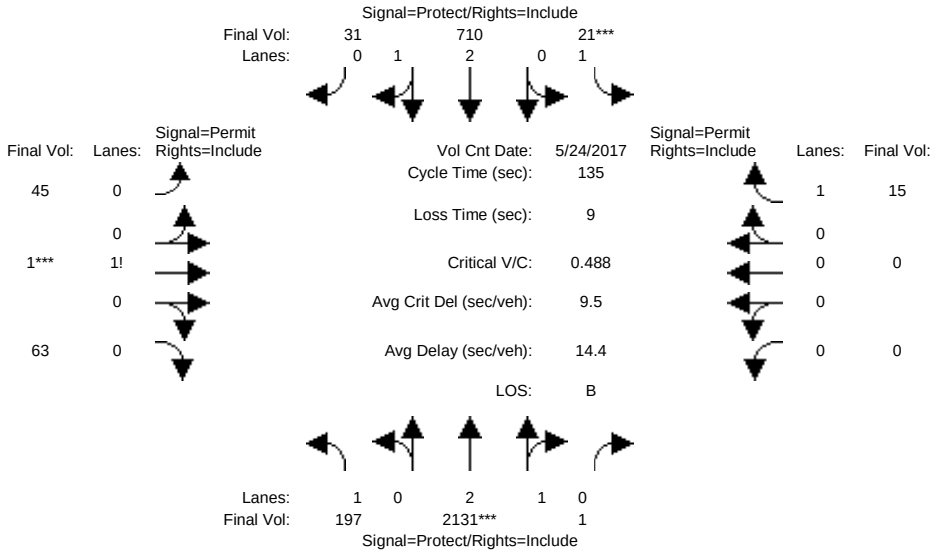
Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15-6:15												
Base Vol:	437	852	0	0	2207	276	0	0	0	208	0	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	852	0	0	2207	276	0	0	0	208	0	519
Added Vol:	0	10	0	0	4	4	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	862	0	0	2211	280	0	0	0	208	0	522
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	862	0	0	2211	280	0	0	0	208	0	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	862	0	0	2211	280	0	0	0	208	0	522
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	862	0	0	2211	280	0	0	0	208	0	522
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.65	0.35	0.00	0.00	0.00	1.29	0.00	1.71
Final Sat.:	3150	5700	0	0	4970	629	0	0	0	2259	0	3077
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.09	0.00	0.17
Crit Moves:	****				****							****
Green Time:	20.4	86.0	0.0	0.0	65.6	65.6	0.0	0.0	0.0	25.0	0.0	25.0
Volume/Cap:	0.81	0.21	0.00	0.00	0.81	0.81	0.00	0.00	0.00	0.44	0.00	0.81
Delay/Veh:	50.7	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0	41.6	0.0	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0	41.6	0.0	51.1
LOS by Move:	D	A	A	A	A	A	A	A	A	D	A	D-
DesignQueue:	15	6	0	0	29	29	0	0	0	9	0	18

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #212: De Anza Blvd/Kentwood Av



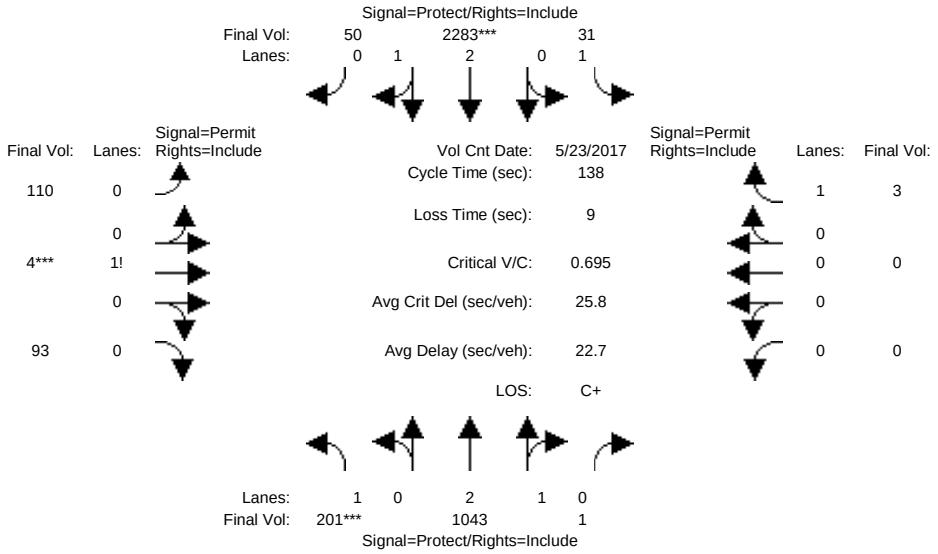
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	197	2131	1	21	710	31	45	1	63	0	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2131	1	21	710	31	45	1	63	0	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	2131	1	21	710	31	45	1	63	0	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	2131	1	21	710	31	45	1	63	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	2131	1	21	710	31	45	1	63	0	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	2131	1	21	710	31	45	1	63	0	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.87	0.13	0.41	0.01	0.58	0.00	0.00	1.00
Final Sat.:	1750	5597	3	1750	5365	234	722	16	1011	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.01	0.13	0.13	0.06	0.06	0.06	0.00	0.00	0.01
Crit Moves:		****		****				****				
Green Time:	50.2	102	102.3	7.0	59.0	59.0	16.7	16.7	16.7	0.0	0.0	16.7
Volume/Cap:	0.30	0.50	0.50	0.23	0.30	0.30	0.50	0.50	0.50	0.00	0.00	0.07
Delay/Veh:	30.3	6.5	6.5	62.7	24.7	24.7	57.1	57.1	57.1	0.0	0.0	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	6.5	6.5	62.7	24.7	24.7	57.1	57.1	57.1	0.0	0.0	52.4
LOS by Move:	C	A	A	E	C	C	E+	E+	E+	A	A	D-
DesignQueue:	10	15	15	2	11	11	8	8	8	0	0	1

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #212: De Anza Blvd/Kentwood Av



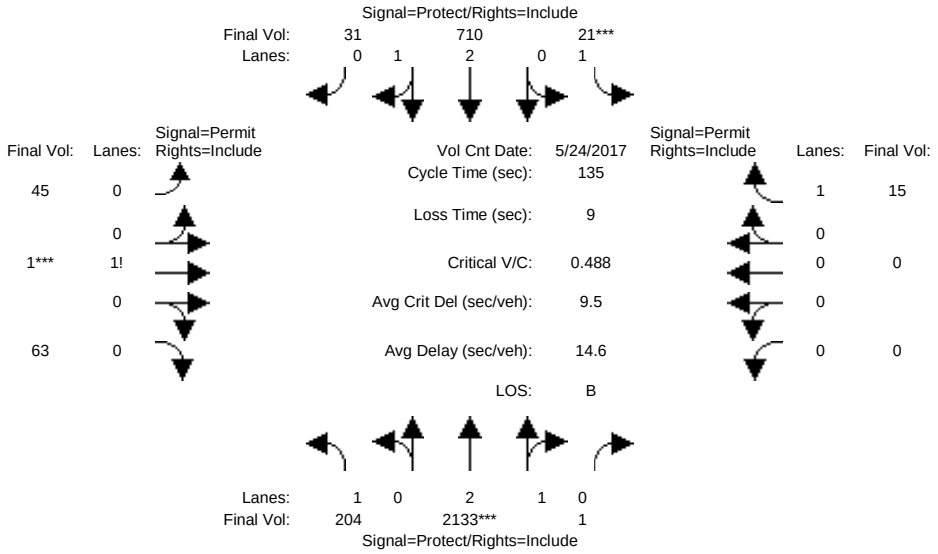
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 May 2017 <<												
Base Vol:	201	1043	1	31	2283	50	110	4	93	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1043	1	31	2283	50	110	4	93	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1043	1	31	2283	50	110	4	93	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1043	1	31	2283	50	110	4	93	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1043	1	31	2283	50	110	4	93	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1043	1	31	2283	50	110	4	93	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.53	0.02	0.45	0.00	0.00	1.00
Final Sat.:	1750	5595	5	1750	5480	120	930	34	786	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.02	0.42	0.42	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	22.8	82.9	82.9	22.6	82.7	82.7	23.5	23.5	23.5	0.0	0.0	23.5
Volume/Cap:	0.70	0.31	0.31	0.11	0.70	0.70	0.70	0.70	0.70	0.00	0.00	0.01
Delay/Veh:	61.5	13.6	13.6	49.3	19.6	19.6	60.9	60.9	60.9	0.0	0.0	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	13.6	13.6	49.3	19.6	19.6	60.9	60.9	60.9	0.0	0.0	47.6
LOS by Move:	E	B	B	D	B-	B-	E	E	E	A	A	D
DesignQueue:	14	11	11	2	27	27	15	15	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #212: De Anza Blvd/Kentwood Av



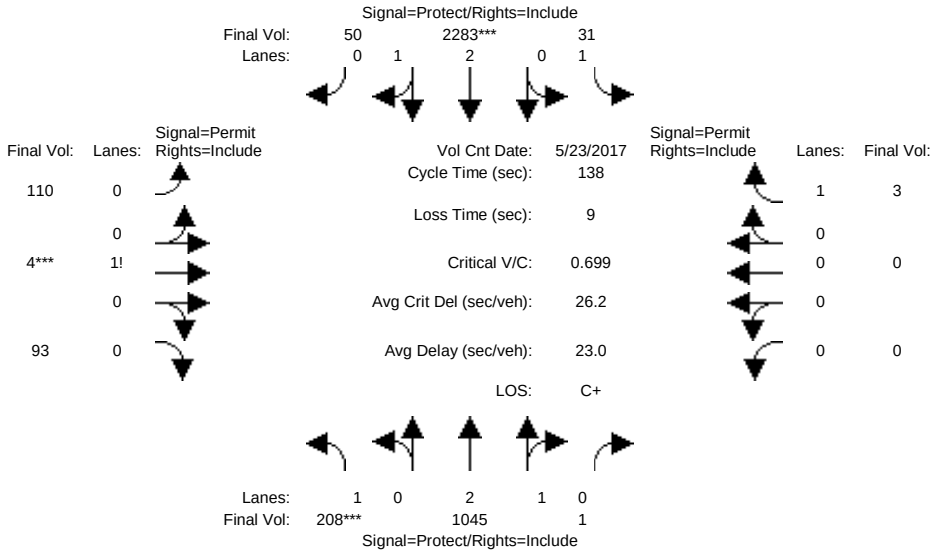
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 <<												
Base Vol:	197	2131	1	21	710	31	45	1	63	0	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2131	1	21	710	31	45	1	63	0	0	15
Added Vol:	7	2	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2133	1	21	710	31	45	1	63	0	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2133	1	21	710	31	45	1	63	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2133	1	21	710	31	45	1	63	0	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2133	1	21	710	31	45	1	63	0	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.87	0.13	0.41	0.01	0.58	0.00	0.00	1.00
Final Sat.:	1750	5597	3	1750	5365	234	722	16	1011	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.01	0.13	0.13	0.06	0.06	0.06	0.00	0.00	0.01
Crit Moves:		****		****				****				
Green Time:	51.2	102	102.3	7.0	58.1	58.1	16.7	16.7	16.7	0.0	0.0	16.7
Volume/Cap:	0.31	0.50	0.50	0.23	0.31	0.31	0.50	0.50	0.50	0.00	0.00	0.07
Delay/Veh:	29.7	6.5	6.5	62.7	25.3	25.3	57.1	57.1	57.1	0.0	0.0	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	6.5	6.5	62.7	25.3	25.3	57.1	57.1	57.1	0.0	0.0	52.4
LOS by Move:	C	A	A	E	C	C	E+	E+	E+	A	A	D-
DesignQueue:	11	15	15	2	11	11	8	8	8	0	0	1

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #212: De Anza Blvd/Kentwood Av



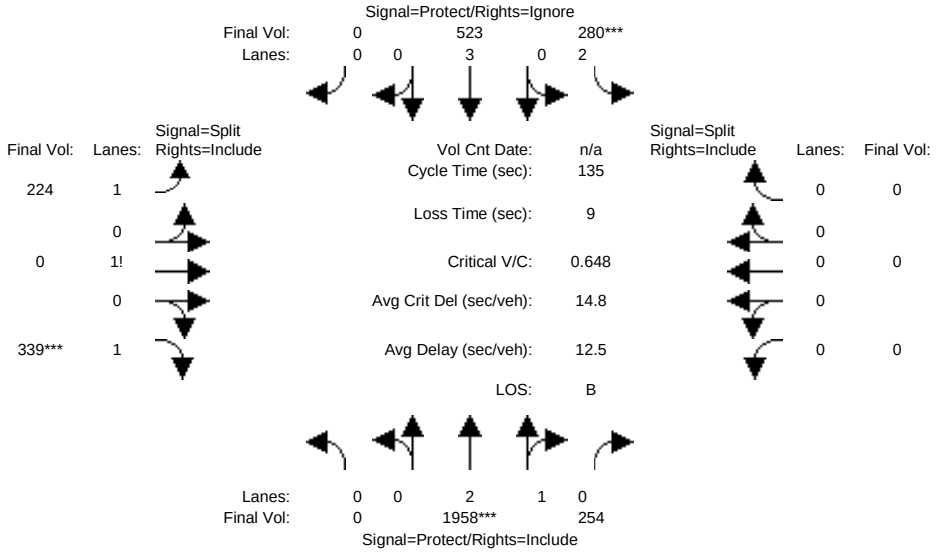
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 May 2017 <<												
Base Vol:	201	1043	1	31	2283	50	110	4	93	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1043	1	31	2283	50	110	4	93	0	0	3
Added Vol:	7	2	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1045	1	31	2283	50	110	4	93	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1045	1	31	2283	50	110	4	93	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1045	1	31	2283	50	110	4	93	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	1045	1	31	2283	50	110	4	93	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.53	0.02	0.45	0.00	0.00	1.00
Final Sat.:	1750	5595	5	1750	5480	120	930	34	786	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.02	0.42	0.42	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	23.5	83.1	83.1	22.6	82.2	82.2	23.3	23.3	23.3	0.0	0.0	23.3
Volume/Cap:	0.70	0.31	0.31	0.11	0.70	0.70	0.70	0.70	0.70	0.00	0.00	0.01
Delay/Veh:	61.2	13.5	13.5	49.3	20.0	20.0	61.3	61.3	61.3	0.0	0.0	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	13.5	13.5	49.3	20.0	20.0	61.3	61.3	61.3	0.0	0.0	47.7
LOS by Move:	E	B	B	D	C+	C+	E	E	E	A	A	D
DesignQueue:	15	11	11	2	28	28	15	15	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



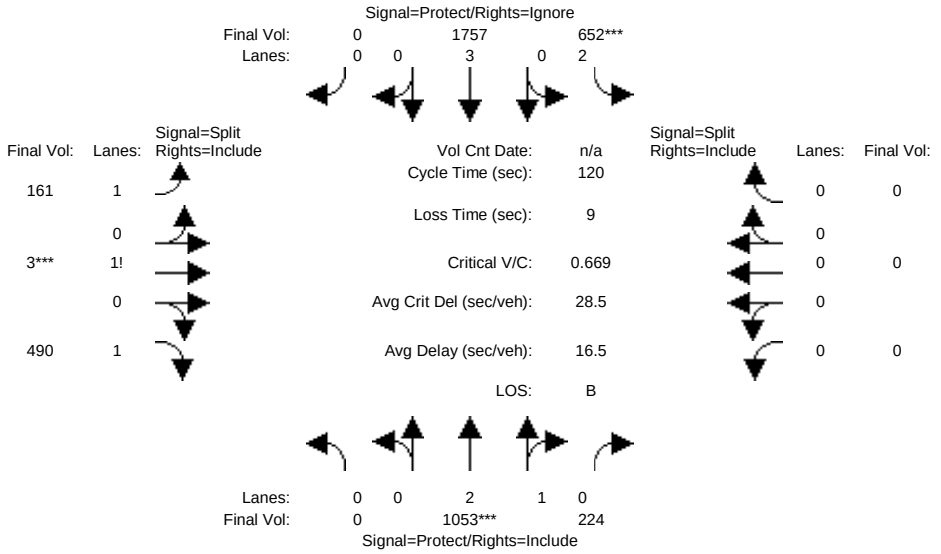
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1958	254	280	523	0	224	0	339	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1958	254	280	523	0	224	0	339	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1958	254	280	523	0	224	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1958	254	280	523	0	224	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1958	254	280	523	0	224	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1958	254	280	523	0	224	0	339	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.64	0.36	2.00	3.00	0.00	1.40	0.00	1.60	0.00	0.00	0.00
Final Sat.:	0	4956	643	3150	5700	0	2446	0	2804	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.09	0.09	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	82.3	82.3	18.5	101	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.65	0.65	0.12	0.00	0.49	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	52.7	0.0	0.0	49.5	0.0	52.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	52.7	0.0	0.0	49.5	0.0	52.5	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D	A	D-	A	A	A
DesignQueue:	0	25	25	11	3	0	11	0	14	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



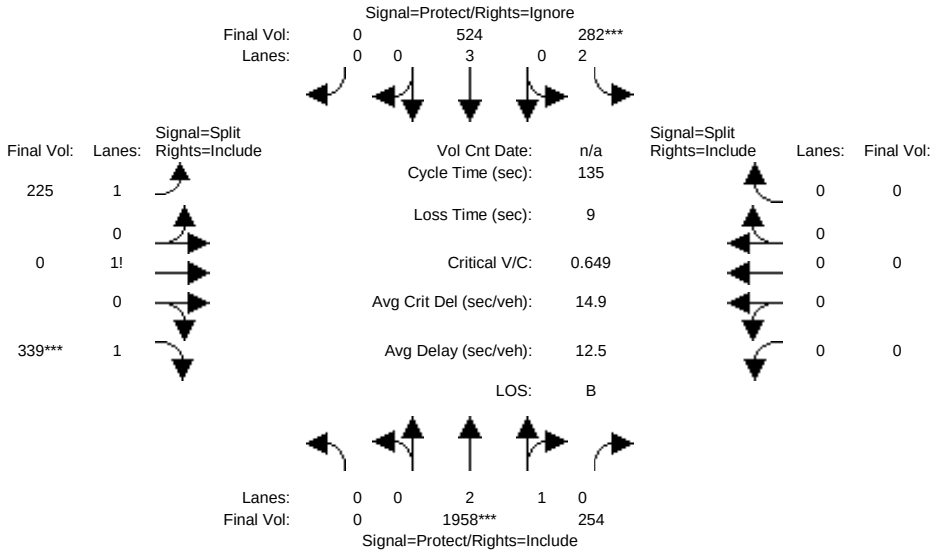
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1053	224	652	1757	0	161	3	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1053	224	652	1757	0	161	3	490	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1053	224	652	1757	0	161	3	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1053	224	652	1757	0	161	3	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1053	224	652	1757	0	161	3	490	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1053	224	652	1757	0	161	3	490	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.45	0.55	2.00	3.00	0.00	1.25	0.01	1.74	0.00	0.00	0.00
Final Sat.:	0	4616	982	3150	5700	0	2188	16	3133	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.21	0.31	0.00	0.07	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	40.9	40.9	37.1	78.0	0.0	33.0	33.0	33.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.47	0.00	0.27	0.67	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	23.0	23.0	27.1	0.1	0.0	34.1	40.5	38.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	23.0	27.1	0.1	0.0	34.1	40.5	38.1	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C-	D	D+	A	A	A
DesignQueue:	0	20	20	19	15	0	7	18	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



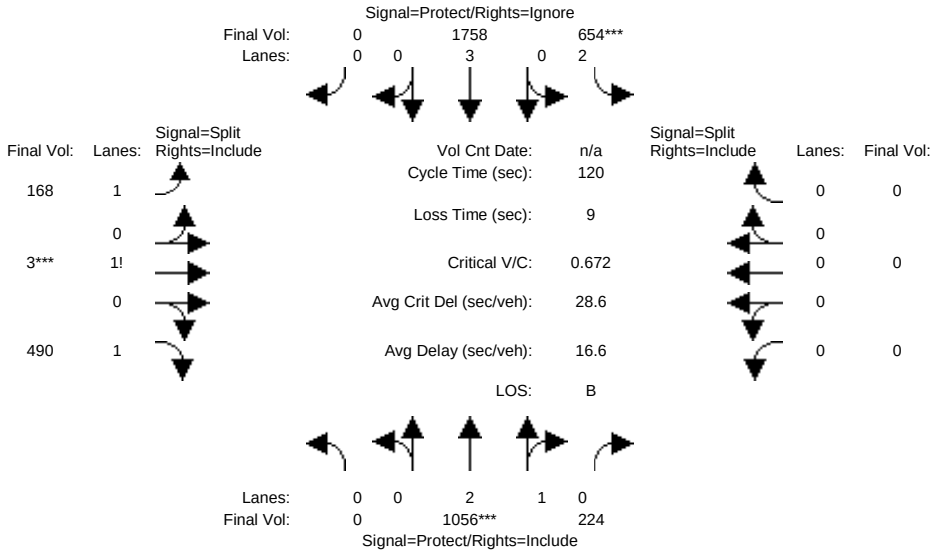
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1958	254	280	523	0	224	0	339	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1958	254	280	523	0	224	0	339	0	0	0
Added Vol:	0	0	0	2	1	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1958	254	282	524	0	225	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1958	254	282	524	0	225	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1958	254	282	524	0	225	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1958	254	282	524	0	225	0	339	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.64	0.36	2.00	3.00	0.00	1.40	0.00	1.60	0.00	0.00	0.00
Final Sat.:	0	4956	643	3150	5700	0	2448	0	2802	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.09	0.09	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	82.2	82.2	18.6	101	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.65	0.65	0.12	0.00	0.49	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	52.6	0.0	0.0	49.5	0.0	52.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	52.6	0.0	0.0	49.5	0.0	52.6	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D	A	D-	A	A	A
DesignQueue:	0	25	25	11	3	0	11	0	14	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #208: SR 85 S Ramps/De Anza Blvd 1655-208



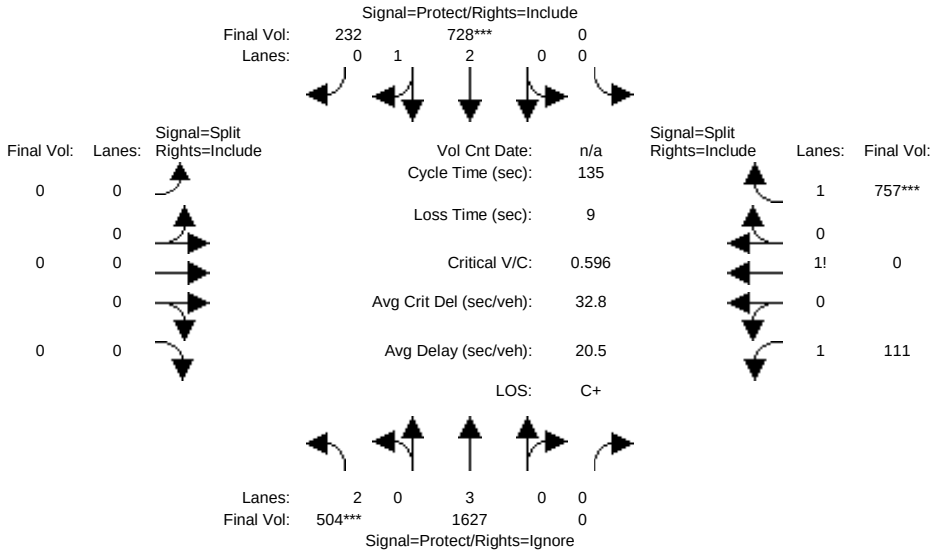
Street Name:	De Anza Boulevard						SR 85 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1053	224	652	1757	0	161	3	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1053	224	652	1757	0	161	3	490	0	0	0
Added Vol:	0	3	0	2	1	0	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1056	224	654	1758	0	168	3	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1056	224	654	1758	0	168	3	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1056	224	654	1758	0	168	3	490	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1056	224	654	1758	0	168	3	490	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.46	0.54	2.00	3.00	0.00	1.26	0.01	1.73	0.00	0.00	0.00
Final Sat.:	0	4619	980	3150	5700	0	2202	16	3119	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.21	0.31	0.00	0.08	0.19	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	40.8	40.8	37.0	77.8	0.0	33.2	33.2	33.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.48	0.00	0.28	0.67	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	23.2	23.2	27.3	0.1	0.0	34.1	40.4	38.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	23.2	27.3	0.1	0.0	34.1	40.4	38.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C-	D	D+	A	A	A
DesignQueue:	0	20	20	19	15	0	7	18	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



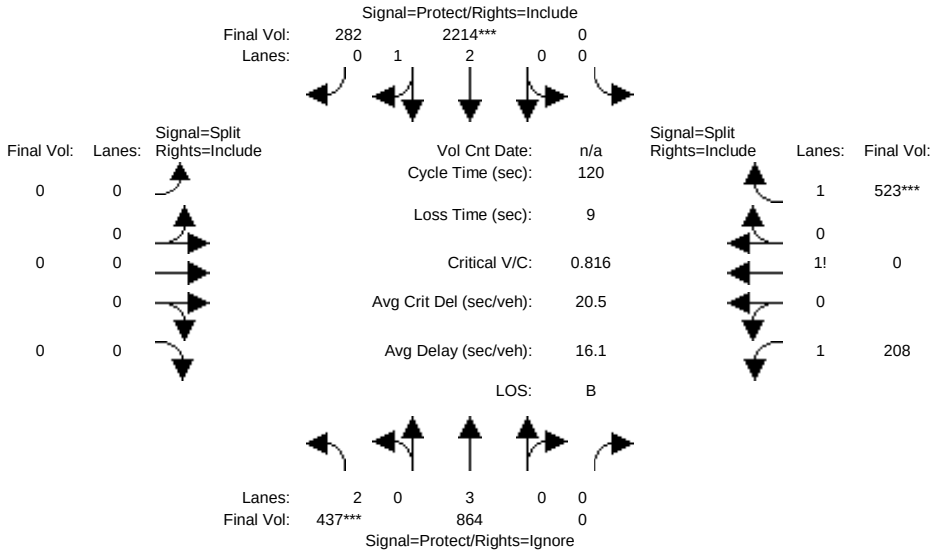
Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	504	1627	0	0	728	232	0	0	0	111	0	757
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	1627	0	0	728	232	0	0	0	111	0	757
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	1627	0	0	728	232	0	0	0	111	0	757
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	1627	0	0	728	232	0	0	0	111	0	757
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	1627	0	0	728	232	0	0	0	111	0	757
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	1627	0	0	728	232	0	0	0	111	0	757
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.25	0.75	0.00	0.00	0.00	1.13	0.00	1.87
Final Sat.:	3150	5700	0	0	4245	1353	0	0	0	1979	0	3364
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.06	0.00	0.23
Crit Moves:	****				****							****
Green Time:	36.2	75.1	0.0	0.0	38.8	38.8	0.0	0.0	0.0	50.9	0.0	50.9
Volume/Cap:	0.60	0.51	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.15	0.00	0.60
Delay/Veh:	33.7	3.2	0.0	0.0	30.8	30.8	0.0	0.0	0.0	27.7	0.0	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	3.2	0.0	0.0	30.8	30.8	0.0	0.0	0.0	27.7	0.0	34.4
LOS by Move:	C-	A	A	A	C	C	A	A	A	C	A	C-
DesignQueue:	17	20	0	0	18	18	0	0	0	5	0	21

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



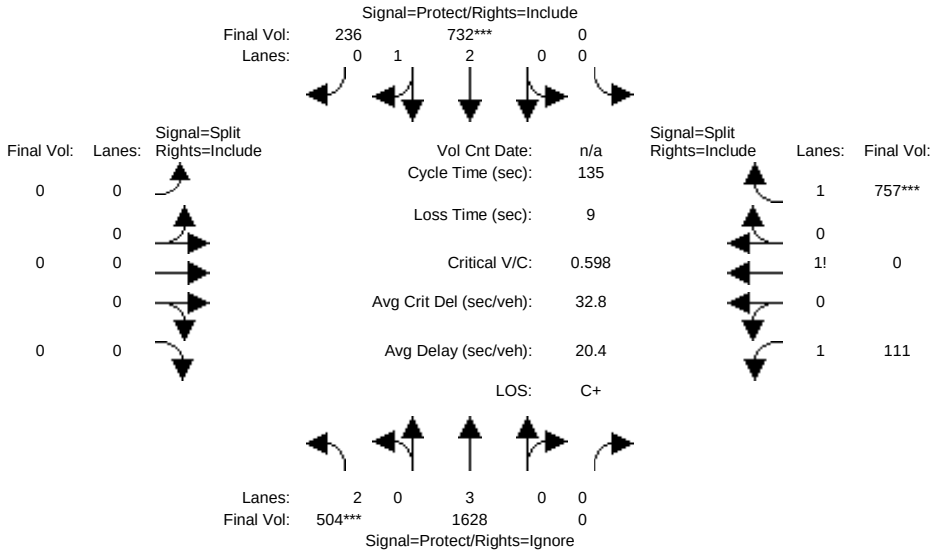
Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	437	864	0	0	2214	282	0	0	0	208	0	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	864	0	0	2214	282	0	0	0	208	0	523
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	864	0	0	2214	282	0	0	0	208	0	523
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	864	0	0	2214	282	0	0	0	208	0	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	864	0	0	2214	282	0	0	0	208	0	523
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	864	0	0	2214	282	0	0	0	208	0	523
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.65	0.35	0.00	0.00	0.00	1.29	0.00	1.71
Final Sat.:	3150	5700	0	0	4966	633	0	0	0	2258	0	3077
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.09	0.00	0.17
Crit Moves:	****				****							****
Green Time:	20.4	86.0	0.0	0.0	65.6	65.6	0.0	0.0	0.0	25.0	0.0	25.0
Volume/Cap:	0.82	0.21	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.44	0.00	0.82
Delay/Veh:	50.8	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0	41.6	0.0	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0	41.6	0.0	51.2
LOS by Move:	D	A	A	A	A	A	A	A	A	D	A	D-
DesignQueue:	15	6	0	0	29	29	0	0	0	9	0	18

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



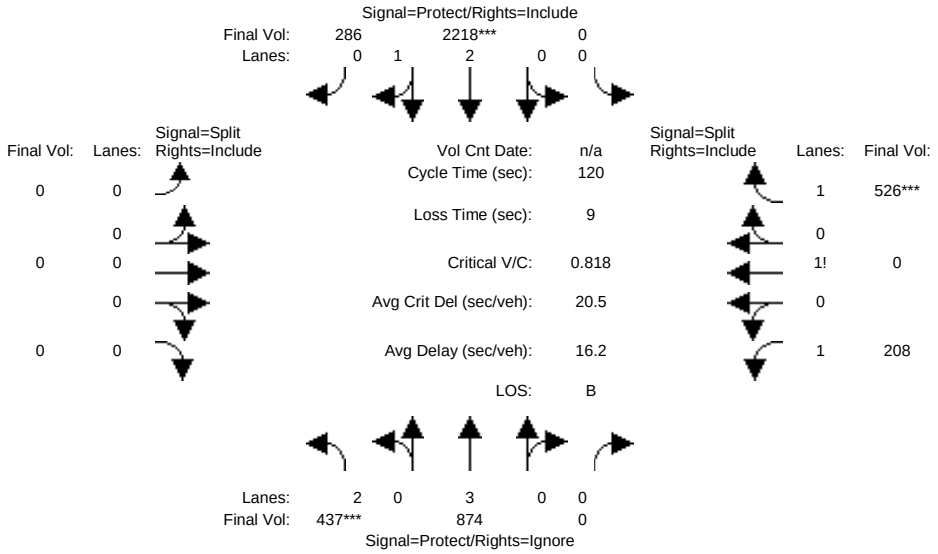
Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	504	1627	0	0	728	232	0	0	0	111	0	757
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	1627	0	0	728	232	0	0	0	111	0	757
Added Vol:	0	1	0	0	4	4	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	1628	0	0	732	236	0	0	0	111	0	757
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	1628	0	0	732	236	0	0	0	111	0	757
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	1628	0	0	732	236	0	0	0	111	0	757
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	1628	0	0	732	236	0	0	0	111	0	757
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.24	0.76	0.00	0.00	0.00	1.13	0.00	1.87
Final Sat.:	3150	5700	0	0	4233	1365	0	0	0	1979	0	3364
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.06	0.00	0.23
Crit Moves:	****				****							****
Green Time:	36.1	75.2	0.0	0.0	39.1	39.1	0.0	0.0	0.0	50.8	0.0	50.8
Volume/Cap:	0.60	0.51	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.15	0.00	0.60
Delay/Veh:	33.8	3.1	0.0	0.0	30.7	30.7	0.0	0.0	0.0	27.8	0.0	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	3.1	0.0	0.0	30.7	30.7	0.0	0.0	0.0	27.8	0.0	34.6
LOS by Move:	C-	A	A	A	C	C	A	A	A	C	A	C-
DesignQueue:	17	20	0	0	18	18	0	0	0	5	0	21

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #209: SR 85 N Ramps/De Anza Blvd 1654-209



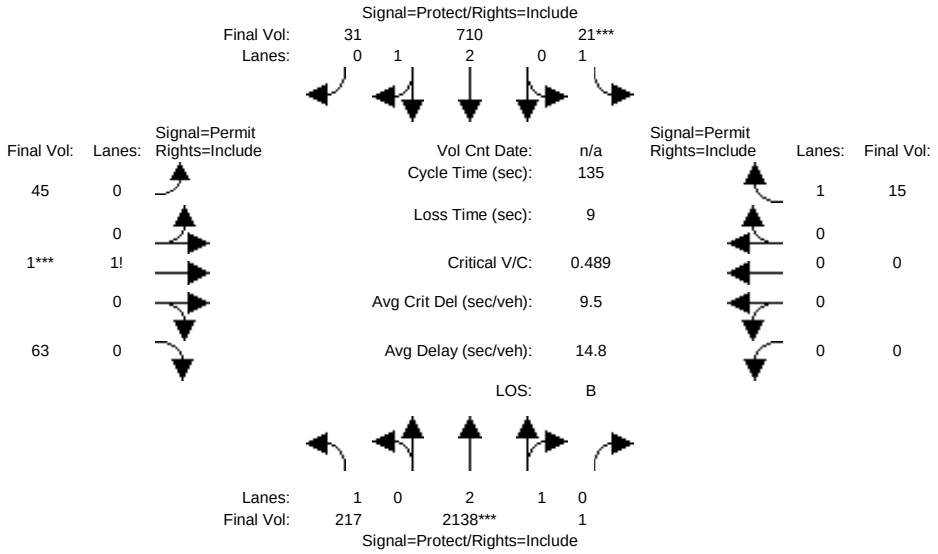
Street Name:	De Anza Boulevard						SR 85 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	437	864	0	0	2214	282	0	0	0	208	0	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	864	0	0	2214	282	0	0	0	208	0	523
Added Vol:	0	10	0	0	4	4	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	874	0	0	2218	286	0	0	0	208	0	526
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	874	0	0	2218	286	0	0	0	208	0	526
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	874	0	0	2218	286	0	0	0	208	0	526
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	874	0	0	2218	286	0	0	0	208	0	526
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.64	0.36	0.00	0.00	0.00	1.29	0.00	1.71
Final Sat.:	3150	5700	0	0	4960	640	0	0	0	2256	0	3080
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.09	0.00	0.17
Crit Moves:	****				****							****
Green Time:	20.3	85.9	0.0	0.0	65.6	65.6	0.0	0.0	0.0	25.1	0.0	25.1
Volume/Cap:	0.82	0.21	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.44	0.00	0.82
Delay/Veh:	51.1	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0	41.6	0.0	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0	41.6	0.0	51.3
LOS by Move:	D-	A	A	A	A	A	A	A	A	D	A	D-
DesignQueue:	15	6	0	0	29	29	0	0	0	9	0	18

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #212: De Anza Blvd/Kentwood Av



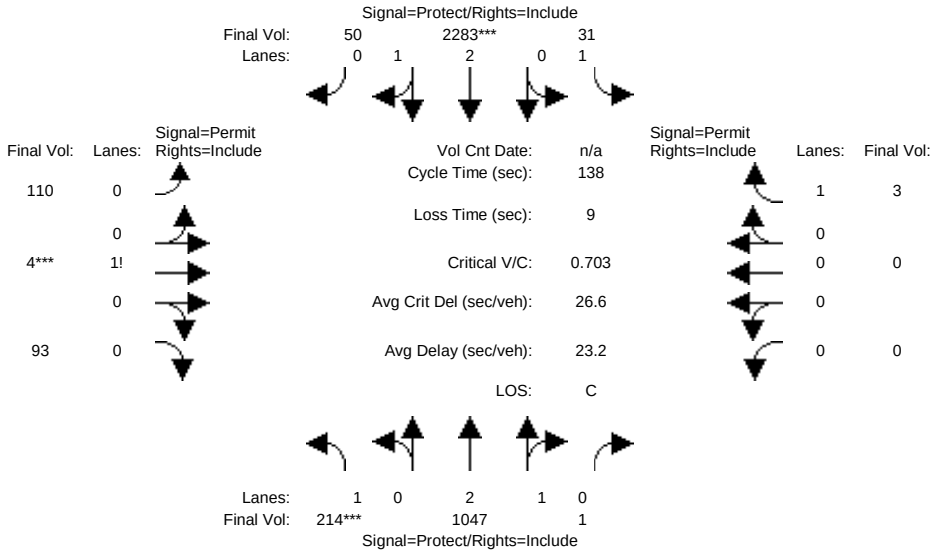
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	2138	1	21	710	31	45	1	63	0	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	2138	1	21	710	31	45	1	63	0	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	2138	1	21	710	31	45	1	63	0	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	2138	1	21	710	31	45	1	63	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	2138	1	21	710	31	45	1	63	0	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	2138	1	21	710	31	45	1	63	0	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.87	0.13	0.41	0.01	0.58	0.00	0.00	1.00
Final Sat.:	1750	5597	3	1750	5365	234	722	16	1011	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.01	0.13	0.13	0.06	0.06	0.06	0.00	0.00	0.01
Crit Moves:		****		****				****				
Green Time:	52.9	102	102.3	7.0	56.4	56.4	16.7	16.7	16.7	0.0	0.0	16.7
Volume/Cap:	0.32	0.50	0.50	0.23	0.32	0.32	0.50	0.50	0.50	0.00	0.00	0.07
Delay/Veh:	28.8	6.5	6.5	62.7	26.4	26.4	57.2	57.2	57.2	0.0	0.0	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	6.5	6.5	62.7	26.4	26.4	57.2	57.2	57.2	0.0	0.0	52.4
LOS by Move:	C	A	A	E	C	C	E+	E+	E+	A	A	D-
DesignQueue:	11	15	15	2	11	11	8	8	8	0	0	1

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #212: De Anza Blvd/Kentwood Av



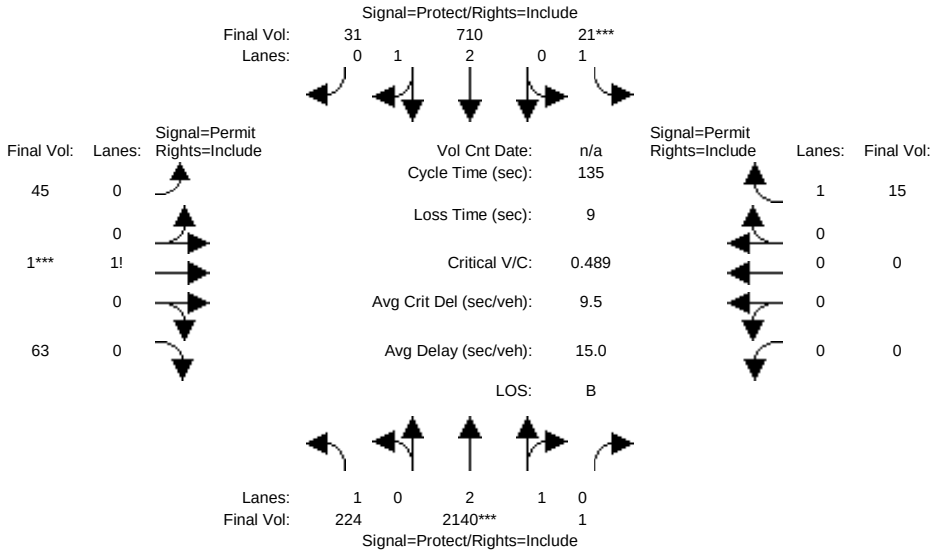
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	214	1047	1	31	2283	50	110	4	93	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1047	1	31	2283	50	110	4	93	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1047	1	31	2283	50	110	4	93	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1047	1	31	2283	50	110	4	93	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1047	1	31	2283	50	110	4	93	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	1047	1	31	2283	50	110	4	93	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.53	0.02	0.45	0.00	0.00	1.00
Final Sat.:	1750	5595	5	1750	5480	120	930	34	786	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.02	0.42	0.42	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	24.0	83.2	83.2	22.6	81.8	81.8	23.2	23.2	23.2	0.0	0.0	23.2
Volume/Cap:	0.70	0.31	0.31	0.11	0.70	0.70	0.70	0.70	0.70	0.00	0.00	0.01
Delay/Veh:	60.9	13.4	13.4	49.3	20.3	20.3	61.6	61.6	61.6	0.0	0.0	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	13.4	13.4	49.3	20.3	20.3	61.6	61.6	61.6	0.0	0.0	47.8
LOS by Move:	E	B	B	D	C+	C+	E	E	E	A	A	D
DesignQueue:	15	11	11	2	28	28	15	15	15	0	0	0

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #212: De Anza Blvd/Kentwood Av



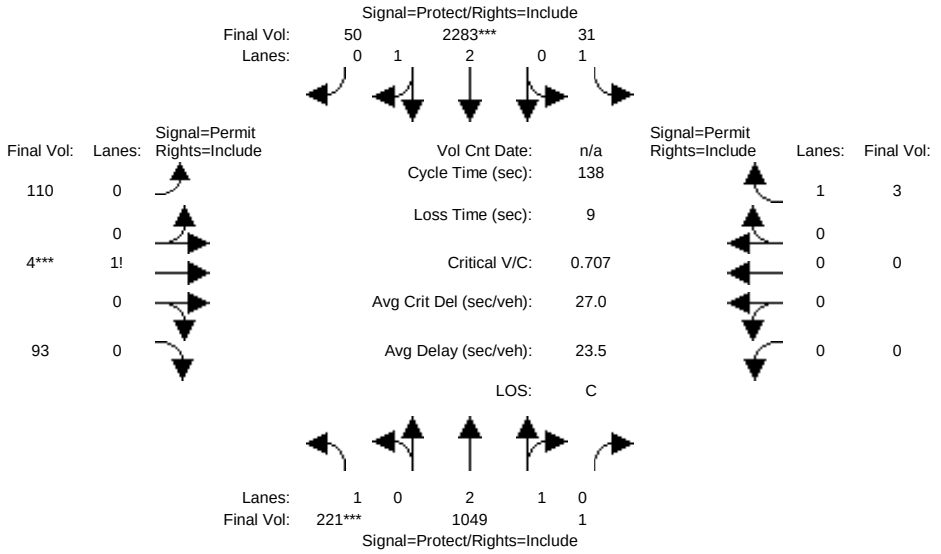
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	2138	1	21	710	31	45	1	63	0	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	2138	1	21	710	31	45	1	63	0	0	15
Added Vol:	7	2	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	2140	1	21	710	31	45	1	63	0	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	2140	1	21	710	31	45	1	63	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	2140	1	21	710	31	45	1	63	0	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	2140	1	21	710	31	45	1	63	0	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.87	0.13	0.41	0.01	0.58	0.00	0.00	1.00
Final Sat.:	1750	5597	3	1750	5365	234	722	16	1011	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.38	0.01	0.13	0.13	0.06	0.06	0.06	0.00	0.00	0.01
Crit Moves:		****		****				****				
Green Time:	53.8	102	102.3	7.0	55.6	55.6	16.7	16.7	16.7	0.0	0.0	16.7
Volume/Cap:	0.32	0.50	0.50	0.23	0.32	0.32	0.50	0.50	0.50	0.00	0.00	0.07
Delay/Veh:	28.3	6.5	6.5	62.7	27.0	27.0	57.2	57.2	57.2	0.0	0.0	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	6.5	6.5	62.7	27.0	27.0	57.2	57.2	57.2	0.0	0.0	52.4
LOS by Move:	C	A	A	E	C	C	E+	E+	E+	A	A	D-
DesignQueue:	11	15	15	2	11	11	8	8	8	0	0	1

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

Bark Lane Residential
85 Apartment Units
San Jose, CA

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

Intersection #212: De Anza Blvd/Kentwood Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	214	1047	1	31	2283	50	110	4	93	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1047	1	31	2283	50	110	4	93	0	0	3
Added Vol:	7	2	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1049	1	31	2283	50	110	4	93	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1049	1	31	2283	50	110	4	93	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1049	1	31	2283	50	110	4	93	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1049	1	31	2283	50	110	4	93	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.53	0.02	0.45	0.00	0.00	1.00
Final Sat.:	1750	5595	5	1750	5480	120	930	34	786	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.02	0.42	0.42	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	24.6	83.4	83.4	22.6	81.3	81.3	23.1	23.1	23.1	0.0	0.0	23.1
Volume/Cap:	0.71	0.31	0.31	0.11	0.71	0.71	0.71	0.71	0.71	0.00	0.00	0.01
Delay/Veh:	60.6	13.4	13.4	49.3	20.7	20.7	62.0	62.0	62.0	0.0	0.0	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	13.4	13.4	49.3	20.7	20.7	62.0	62.0	62.0	0.0	0.0	47.9
LOS by Move:	E	B	B	D	C+	C+	E	E	E	A	A	D
DesignQueue:	16	11	11	2	28	28	15	15	15	0	0	0

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