Appendix C: Local Transportation Analysis – Redlined Version

Hexagon Transportation Consultants, Inc.

Memorandum

Date: April 29, 2020

To: Manjit Banwait, City of San Jose

From: Robert Del Rio, T.E.

Subject: Cityview Office Development Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed Cityview office development in Downtown San Jose. The site is bounded by San Fernando Street to the north, Park Avenue to the south, Almaden Boulevard to the west, and Market Street to the east. The project, as proposed, will consist of 3,631,533 square feet of office space and 32,500 s.f. of ground floor retail replacing approximately 758,000 s.f. of office space and 27,000 s.f. of retail/restaurant space currently on-site. Approximately 6,230 parking spaces will be provided within an on-site parking garage. Site access to the parking garage is proposed via two signalized driveways located along San Fernando Street (at its intersections with Almaden Avenue and San Pedro Street), one full-access signalized driveway along Almaden Boulevard, and one right-in, right-out reversible driveway along Market Street (inbound only during the AM peak-hour and outbound only during the PM peak-hour). Access to on-site loading/trash collection areas are proposed via one two-way driveway along Almaden Boulevard and two one-way drive aisles adjacent to each of the San Fernando Street driveways. The loading area access driveway along Almaden Boulevard also will provide access to 15 additional parking spaces at the ground-floor level of the 190 Park Center plaza easement, located at the northwest corner of the site. Figure 1 shows the project site location.

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required. The project, however, must perform an LTA to identify operational issues.

Scope of Study

The purpose of the LTA was to identify any potential operational issues that could occur as a result of the project and to recommend necessary improvements to ensure adequate access to the site is provided. Based on the proposed project size, site-generated traffic was estimated. Vehicular site access was evaluated based on the proposed driveway locations. Truck access, including trash pickup and loading activities, was evaluated. Parking and on-site vehicular circulation also was analyzed. Lastly, bicycle and pedestrian access and safety were evaluated.

Existing Conditions

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

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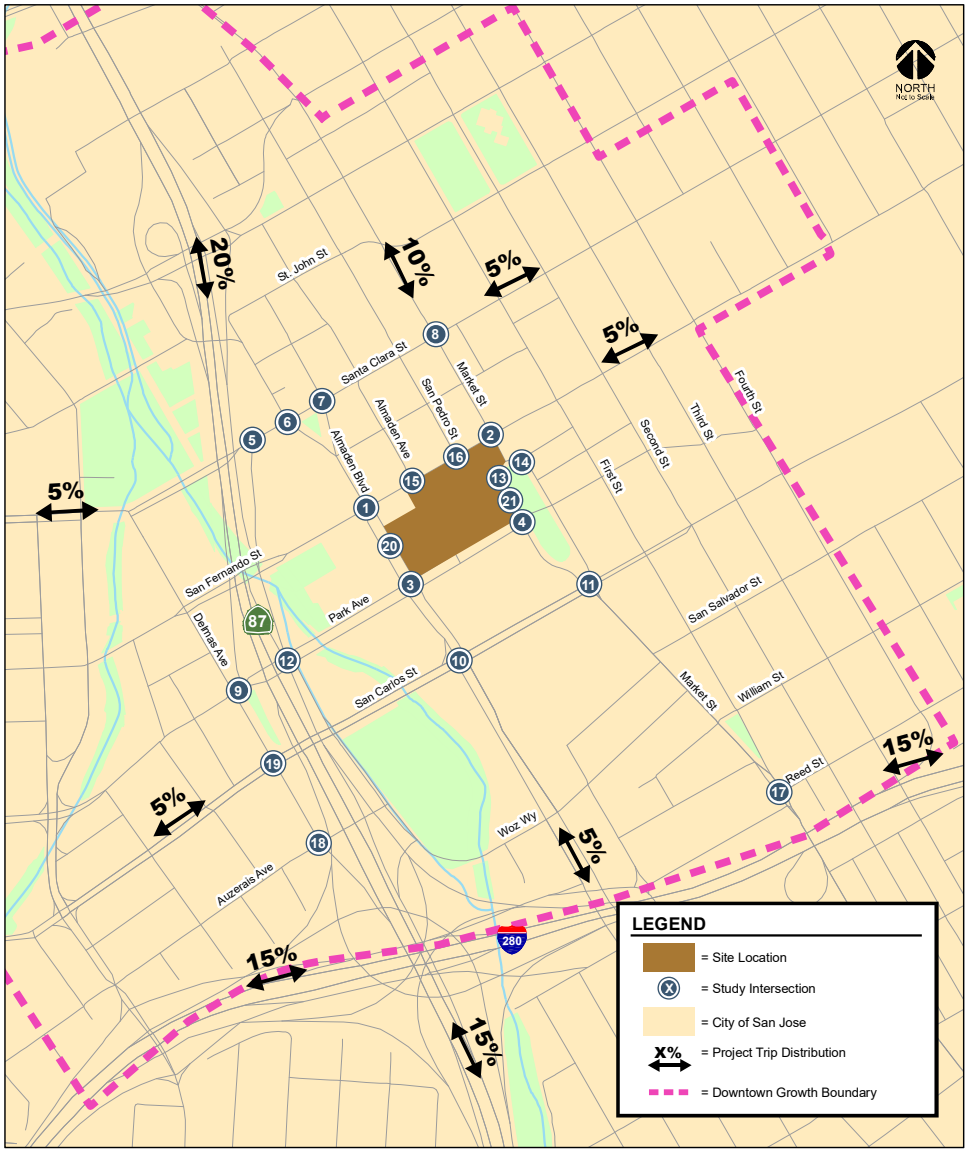
Figure 1
Site Location, Study Intersections, and Project Trip Distribution



Existing Roadway Network

Regional access to the project site is provided by State Route 87 and the Interstate 280/680 freeway. Local site access is provided by Almaden Boulevard, San Fernando Street, Market Street, Park Avenue, Almaden Avenue, and San Pedro Street. The freeways and local roadways are described below.

State Route 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Connections from SR-87 to the project site are provided via partial interchanges at Park Avenue (ramps to and from north), Auzerais Avenue (ramps to south only), and Woz Way (ramp from south only). SR 87 provides access to I-280/I-680 and US-101.

Interstate 280 connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to the project site are provided via partial interchanges at First Street (ramps to east only), Almaden Boulevard (ramps to west only), Vine Street (ramps from west), and Seventh Street (ramps from east).

Almaden Boulevard is a north-south four-lane divided arterial that runs along the project's west frontage. It extends between St. John Street and Grant Street, just south of I-280, and includes bicycle lanes along both sides of the street. Direct access along Almaden Boulevard to the project site's parking garage will be provided via a proposed new signalized intersection.

San Fernando Street is an east-west two-lane street that runs along the northern project frontage and extends through the heart of downtown between Autumn Street to the west and 17th Street to the east. San Fernando Street has sidewalks on both sides and ~~buffered~~ protected bike lanes in both directions. ~~A center median provides space for L~~left-turn pockets ~~and two-way left-turn lanes~~are provided at signalized intersections east of Almaden Boulevard. Access to the project site would be provided via two signalized driveways located along San Fernando Street, at its intersections with Almaden Avenue and San Pedro Street.

Market Street is a north-south four-lane street located along the east project frontage. In the vicinity of the project site, the northbound and southbound lanes of Market Street are divided by Plaza de Cesar Chavez, between San Fernando Street and San Carlos Street. Market Street transitions into First Street south of its intersection with Reed Street. Market Street provides direct access to and from the project garage via one right-in and right-out driveway.

Park Avenue is two- to four-lane roadway that extends from Market Street (Plaza de Cesar Chavez) westward to Meridian Avenue then northwestward to The Alameda, just south of Santa Clara University, where it terminates. Park Avenue runs along the project's south frontage and consists of one travel lane in the eastbound direction and two travel lanes in the westbound direction plus a bicycle lane in each direction of travel.

Almaden Avenue is a two-lane roadway that extends from San Fernando Street north to St. John Street, where is transitions to Terraine Street. A project driveway is proposed to form the fourth leg of the Almaden Avenue/San Fernando Street intersection.

San Pedro Street is a two-lane roadway that extends from San Fernando Street north to Julian Street. A project driveway is proposed to form the fourth leg of the San Pedro Street/San Fernando Street intersection.

Existing Bicycle Facilities

Class II bicycle facilities (striped bike lanes) are provided along Almaden Boulevard and Park Avenue (along the south project frontage). Additional Class II bicycle facilities are provided along the following roadways within the project area:

- Almaden Boulevard, between Woz Way and Carlysle Street (including along the west project frontage)
- Park Avenue, west of Market Street (including along the south project frontage)
- Woz Way, between San Carlos Street and Almaden Avenue
- Santa Clara Street, west of Almaden Boulevard
- San Salvador Street, between Market Street and Fourth Street ~~Seventh Street~~
- Second Street, ~~south of~~between ~~William~~ Taylor Street and San Carlos Street
- Third Street, ~~north of~~between Jackson Street and St. James Street
- Fourth Street, between Jackson Street and Santa Clara Street; between San Salvador Street and Reed Street ~~between Jackson Street and Reed Street~~
- Almaden Avenue, between Alma Avenue and Grant Street
- Vine Street, between Alma Avenue and Grant Street

Designated Class III bike routes with "sharrow" or shared-lane pavement markings and signage are provided along the following roadways:

- San Carlos Street, between Woz Way and Fourth Street
- San Fernando Street, east of 10th Street
- Second Street, between San Carlos Street and Julian Street
- First Street, between San Salvador Street and St. John Street
- San Salvador Street, between Fourth Street and Tenth Street (eastbound)
- William Street, between First Street and McLaughlin Avenue

Class IV bicycle facilities (protected bike lanes) are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

- San Fernando Street, between Cahill Street ~~Almaden Boulevard~~ and Tenth Street (including along the north project frontage)
- Second Street, between San Carlos Street and William Street
- Third Street, between St. James Street and Reed Street
- Fourth Street, between Santa Clara Street and San Salvador Street
- San Salvador Street, between Fourth Street and Tenth Street (westbound)
- Autumn Street, between Santa Clara Street and St. John Street
- Cahill Street, between San Fernando Street and Santa Clara Street

The existing bicycle facilities are shown on Figure 2.

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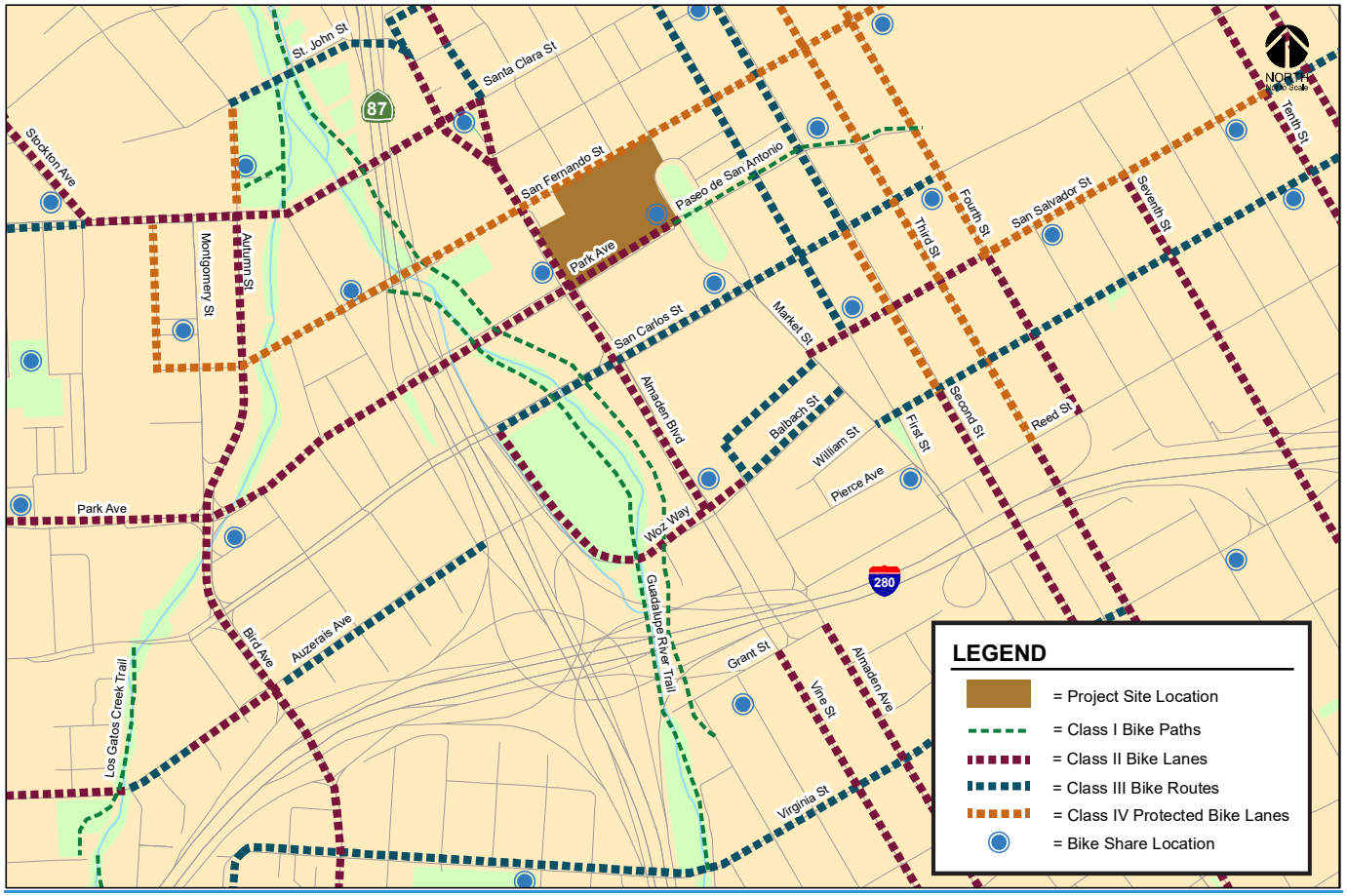
Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The ~~Guadalupe River Park Trail~~

~~The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along both San Fernando Street and Park Avenue, located approximately 700 feet west of the project site's Almaden Boulevard frontage.~~

Figure 2
Existing Bicycle Facilities


St. John St
Santa Clara St
Stockton Ave
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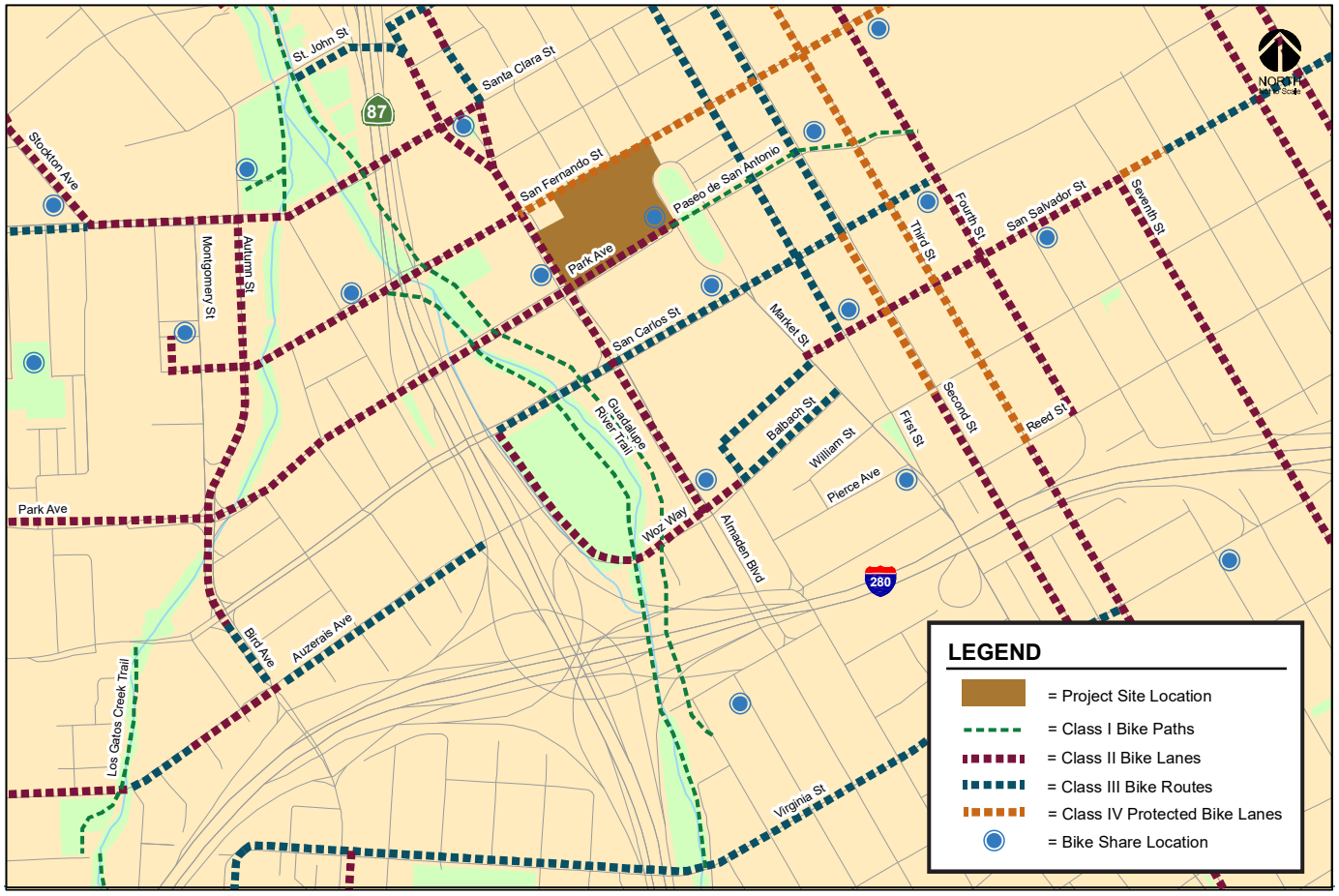
San Fernando St
Paseo de San Antonio
Park Ave
Tenth St
Fourth St
San Salvador St
Seventh St
Third St
Montgomery St
Autumn St
San Carlos St
Market St
Almaden Blvd
Balbach St
Second St
First St
Reed St
William St
Pierce Ave
Park Ave
Woz Way
280
Guadalupe River Trail
Bird Ave
Auzerais Ave
Los Gatos Creek Trail
Grant St
Vine St
Almaden Ave
Virginia St
NORTH
LEGEND
= Project Site Location
= Class I Bike Paths
= Class II Bike Lanes
= Class III Bike Routes
= Class IV Protected Bike Lanes
= Bike Share Location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LEGEND
= Project Site Location
= Class I Bike Paths
= Class II Bike Lanes
= Class III Bike Routes
= Class IV Protected Bike Lanes
= Bike Share Location

Guadalupe River trail is an 11-mile Class I bikeway from Curtner Avenue to Willow Street, and between Virginia Street and Palm Street to Alviso. This trail system can be accessed via trailheads along both San Fernando Street and Park Avenue, located approximately 700 feet west of the project site's Almaden Boulevard frontage.

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Bike and Scooter Share Services

Lyft operates the Bay Wheels (formerly Ford Go Bike) bike share program that allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. In addition, dockless bike and scooter rentals are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere. Two bike share stations are located within 100 feet of the project site: along the west side of Almaden Boulevard, mid-block between San Fernando Street and Park Avenue (directly across from the west project frontage) and at the northwest corner of the Market Street and Park Avenue intersection.

Existing Pedestrian Facilities

Pedestrian facilities in the study area (shown in Figure 3) consist of sidewalks along all the surrounding streets, including all project frontages. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. The majority of the crosswalks at signalized intersections in the vicinity of the project site consist of high visibility crosswalks and countdown signal heads that enhance pedestrian visibility and safety while crossing the intersections. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network.

An approximately 50 feet wide pedestrian walkway (paseo) extends between San Carlos Street and Park Avenue. The paseo serves as a direct connection for pedestrians and bicyclist between the project site, the Tech Museum and Civic Center, San Jose Convention Center, and Convention Center LRT Station. A high-visibility mid-block crosswalk, which includes a pedestrian refuge in the center median, is located across Park Avenue and provides access to the paseo from the project site's south frontage. The paseo terminates at San Carlos Street at its southern end. Access to the Convention Center LRT Station is provided via a signalized crosswalk along San Carlos Street that is located approximately 250 feet east of the paseo.

Mid-block crossings also exist across the northbound side of Market Street, providing access from the Plaza de Cesar Chavez Park to the Paseo de San Antonio Walk. This paseo provides pedestrian-only access to shops and business along the Paseo de San Antonio Walk between Market Street and San Jose State University. A mid-block crossing of San Fernando Street and the Guadalupe River Trail, just east of SR 87, provide a bicycle and pedestrian route between Park Avenue and San Fernando Street.

Overall, the existing sidewalks and paseos provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations, including the nearby Convention Center and Plaza de Cesar Chavez Park, as well as various businesses and restaurants surrounding the project site.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Santa Cruz METRO, Monterey Salinas Transit MST, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located approximately 600 feet north of the Convention Center Light Rail Station and approximately 0.75-mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 4 shows the existing transit facilities.

Figure 3
Existing Pedestrian Facilities

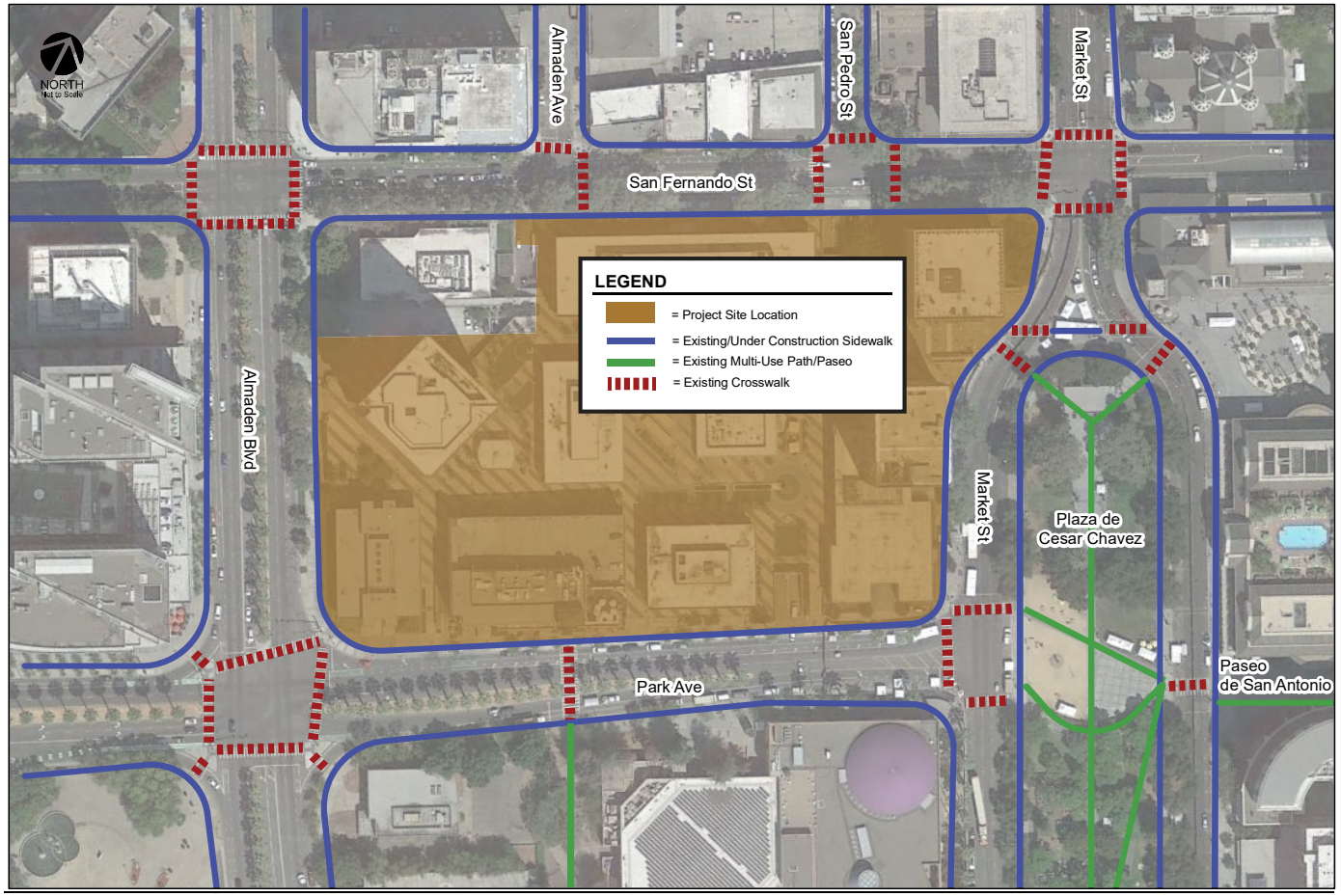
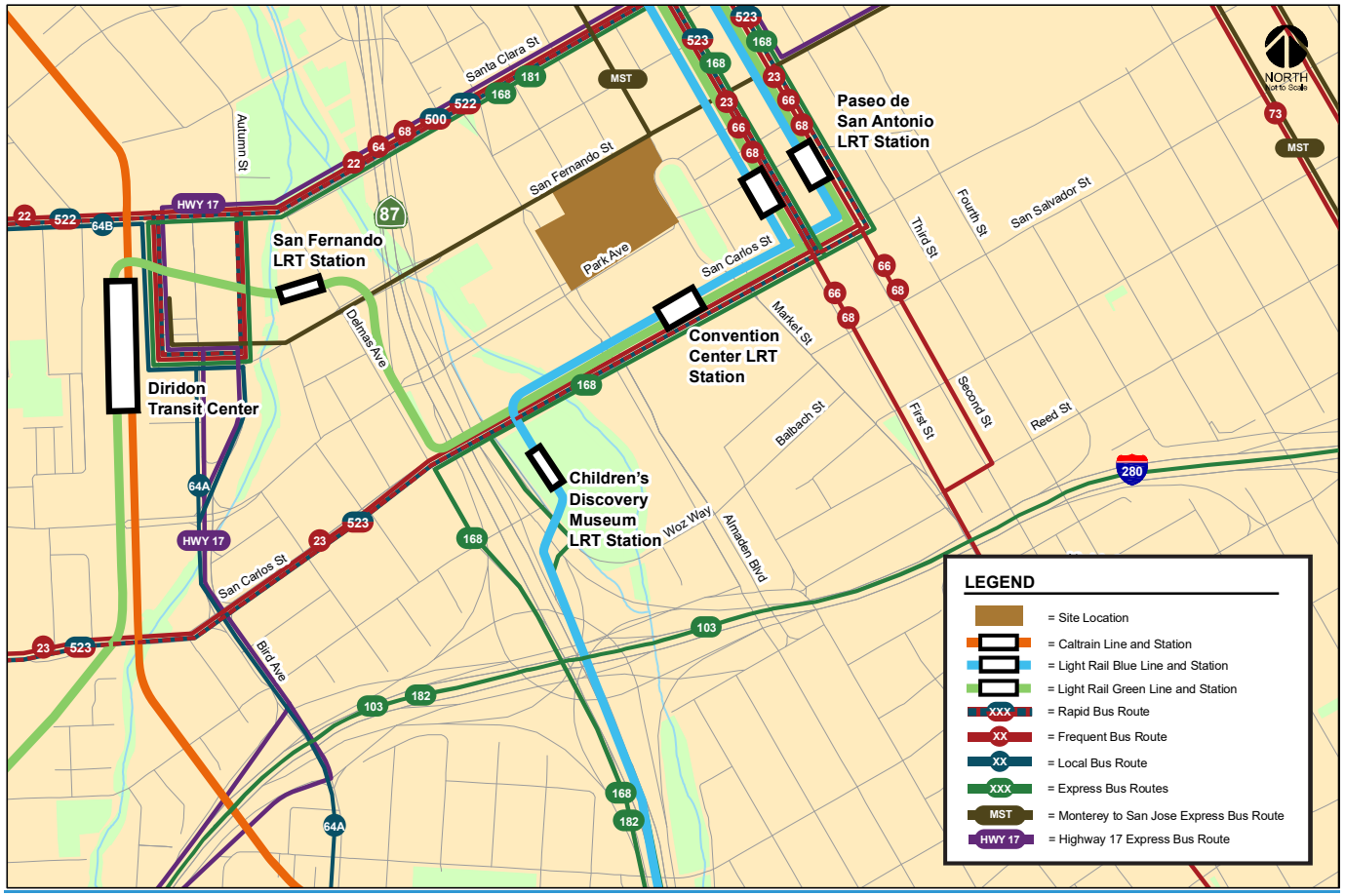
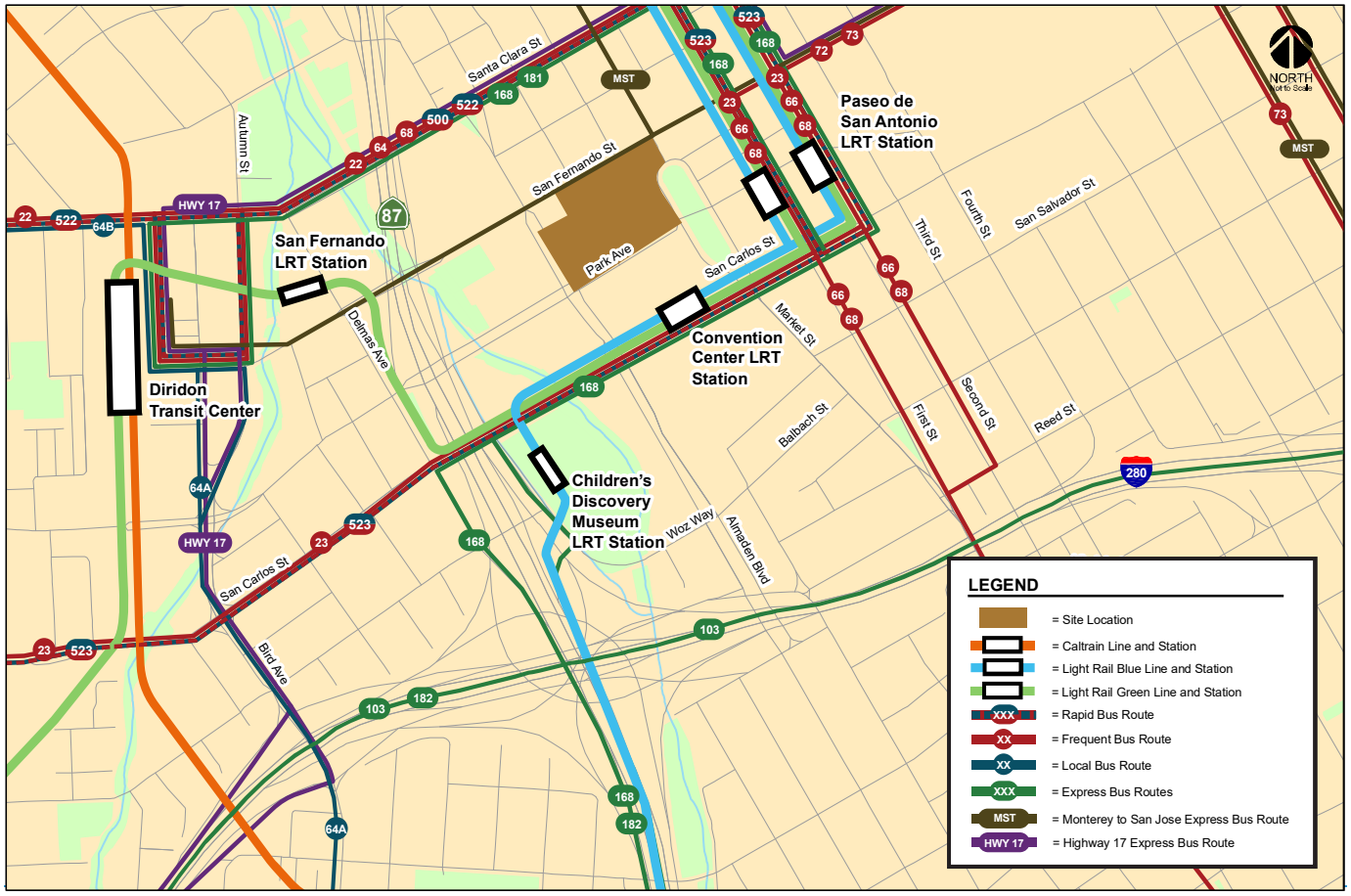


Figure 4
Existing Transit Facilities


Paseo de
San Antonio
LRT Station
San Fernando
LRT Station
Diridon
Transit Center
Convention
Center LRT
Station
Children's
Discovery
Museum
LRT Station
Santa Clara St
San Fernando St
Park Ave
San Carlos St
Market St
Balbach St
Woz Way
Almaden Blvd
Bird Ave
Autumn St
Delmas Ave
Third St
Fourth St
San Salvador St
First St
Second St
Reed St
HWY 17
MST
280
NORTH
LEGEND
= Site Location
= Caltrain Line and Station
= Light Rail Blue Line and Station
= Light Rail Green Line and Station
= Rapid Bus Route
= Frequent Bus Route
= Local Bus Route
= Express Bus Routes
= Monterey to San Jose Express Bus Route
= Highway 17 Express Bus Route


Paseo de San Antonio LRT Station
San Fernando LRT Station
Diridon Transit Center
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LEGEND
= Site Location
= Caltrain Line and Station
= Light Rail Blue Line and Station
= Light Rail Green Line and Station
= Rapid Bus Route
= Frequent Bus Route
= Local Bus Route
= Express Bus Routes
= Monterey to San Jose Express Bus Route
= Highway 17 Express Bus Route

Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 522 and 523 run along Santa Clara Street and San Carlos Street, respectively. Additionally, Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours. Express Bus services provide direct service to and from major employment centers during peak commute hours only.

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located along First Street, San Carlos Street and Santa Clara Street. The DASH shuttle service, which previously served the bus stop located at Almaden Boulevard/Park Avenue along the west project frontage, was discontinued at the beginning of 2020. The bus stop is no longer served by any existing VTA bus routes and will be removed.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day.

The Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along San Carlos Street and along First and Second Streets, north of San Carlos Street. The San Antonio LRT station platforms on First and Second Street are located less than 700 feet walking distance of the project site via Paseo de San Antonio. The Convention Center LRT station along San Carlos Street, is located less than 600 feet walking distance via the Museum Place Paseo that runs between Park Avenue and San Carlos Street. The San Jose Diridon station is located along the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

~~The Mountain View–Winchester and Alum Rock–Santa Teresa LRT lines operate along San Carlos Street and along First and Second Streets, north of San Carlos Street. The San Antonio LRT station platforms on First and Second Street are located less than 700 feet walking distance of the project site via Paseo de San Antonio. The Convention Center LRT station along San Carlos Street, is located less than 600 feet walking distance via the Museum Place Paseo that runs between Park Avenue and San Carlos Street. The San Jose Diridon station is located along the Mountain View–Winchester LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.~~

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The project site is located about 3/4-mile from the San Jose Diridon station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and

four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville,

Table 1
Existing Bus Service Near the Project Site

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Almaden	15 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	San Carlos/Market	12 - 15 min
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Santa Clara/Almaden	30 min [2]
Local Route 64B	McKee & White to Almaden Expressway & Camden	Santa Clara/Almaden	30 min [2]
Frequent Route 66	North Milpitas to Kaiser San Jose	First/Paseo de San Antonio	12 - 15 min
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	First/Paseo de San Antonio	15 - 20 min
Frequent Route 72	Downtown San Jose to Senter & Monterey via McLaughlin	First/Santa Clara	5 - 20 min
Frequent Route 73	Downtown San Jose to Senter & Monterey via Senter	First/Santa Clara	10 - 15 min
Express Route 168	Gilroy/Morgan Hill to San Jose Diridon Station	San Carlos/Market	15 - 40 min
Express Route 181	San Jose Diridon Station to Warm Springs BART	First/Santa Clara	15 - 20 min
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Santa Clara/Almaden	15 - 20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/First	10 - 15 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	Santa Clara/First	15 - 20 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Santa Clara/Almaden	20 - 35 min

Notes:
[1] Approximate headways during peak commute periods.
[2] Local Routes 64A and 64B provide frequent service between San Jose Diridon Station and McKee/White, with approximately 15-minute headways during peak commute periods.

Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

Project Trip Generation

The trip generation analysis estimates the number of external vehicle-trips that will be generated by the proposed project. Baseline (or gross) vehicle-trips were estimated by using average vehicle-trip rates from the *ITE Trip Generation Manual, 10th Edition* for the proposed office and shopping center land uses. The baseline trip estimates were reduced to account for the predicted vehicle mode share of the project based on its location and surrounding transportation system and land uses.

Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the VMT Tool, the project site is located within a designated urban high-transit area. Therefore, the baseline project trips were adjusted to reflect an urban high-transit mode share. Urban high-transit is characterized as an area with high density, good accessibility, high public transit access, low single-family homes, middle-aged and older housing stock. Office uses within urban high-transit areas have a vehicle mode share of 69 percent. Thus, a 31 percent reduction was applied to the baseline trips estimated to be generated by the proposed project.

Internal Trip Reduction Adjustment

A mixed-use development with complementary land uses such as office and commercial, will result in a reduction of external site trips. Thus, the number of vehicle trips generated for each use may be reduced, since a portion of the trips would not require entering or exiting the site. Based on VTA's recommended mixed-use reduction, a maximum three percent trip reduction may be applied for the office and commercial uses, based on the office component. However, the application of a reduction equivalent to three percent of the office trips would exceed the total number of trips estimated to be generated by the commercial use. However, it is likely that the retail use will generate some external trips. Therefore, as a conservative measure, the estimated retail trips were reduced by only a 50 percent during the AM and PM peak-hours.

Gross Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed mixed-use project would generate 24,491 daily trips, with 2,908 trips (2,503 inbound and 405 outbound) occurring during the AM peak hour and 2,891 trips (464 inbound and 2,427 outbound) occurring during the PM peak hour. It should be noted that only trips generated by the office use will utilize the on-site parking garage. The office use is expected to generate 23,982 daily trips, with 2,896 trips (2,496 inbound and 400 outbound) occurring during the AM peak hour and 2,839 trips (439 inbound and 2,400 outbound) occurring during the PM peak hour. These trips were used in the evaluation of operations at project site access points. The trip generation estimates for the proposed project are shown in Table 2.

Net Project Trip Generation

The project site is currently occupied by an existing parking garage served by one driveway on San Fernando Street, one driveway along Almaden Boulevard, and two driveways along Park Avenue. Driveway counts conducted at the existing site driveways show that the site currently generates approximately 270 trips (260 inbound and 10 outbound) during the AM peak hour and 307 trips (153 inbound and 154 outbound) during the PM peak hour.

Based on the trip generation rates and reductions it is estimated that the proposed mixed-use project would generate a net additional 2,638 trips (2,243 inbound and 395 outbound) during the AM peak hour and 2,584 trips (311 inbound and 2,273 outbound) during the PM peak hour. These net trips were used in the evaluation of queues at each of the study intersections (not including the site access points) and for the transit delay evaluation.

Project Trip Distribution and Trip Assignment

The trip distribution pattern for the project was based on those used in previous traffic studies prepared for similar projects in downtown San Jose, including the 200 Park Avenue and Museum Place office developments located just south of the project site. The project trips were assigned to the roadway network based on the proposed project driveway location, existing travel patterns in the area, freeway access, and the relative locations of complementary land uses. The project trip distribution pattern is shown on Figure 1. The project trip assignment is shown on Figure 5.

Table 2
Project Trip Generation Estimates

Land Use	ITE Land Use Code	Location	% of Vehicle Mode Share	% Reduction	Size	Daily		AM Peak Hour						PM Peak Hour					
								Pk-Hr	Split		Trip			Pk-Hr	Split		Trip		
						Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Use																			
General Office Building[1]	710				3,631,533 Square Feet	9.74	35,371	1.160	86%	14%	3,623	590	4,213	1.15	16%	84%	668	3,508	4,176
- Office - Retail Internal Reduction[2]							*-614*				*-6*	*-10*	*-16*				*-32*	*-30*	*-62*
- Location Based Reduction[3]		*Urban High-Transit*	*69%*	*31%*			*-10,775*				*-1,121*	*-180*	*-1,301*				*-197*	*-1,078*	*-1,275*
Shopping Center[1]	820				32,500 Square Feet	37.75	1,227	0.940	62%	38%	19	12	31	3.81	48%	52%	60	64	124
- Office - Retail Internal Reduction[2]				*50%*			*-614*				*-10*	*-6*	*-16*				*-30*	*-32*	*-62*
- Location Based Reduction[3]		*Urban High-Transit*	*83%*	*17%*			*-104*				*-2*	*-1*	*-3*				*-5*	*-5*	*-11*
Baseline Vehicle Trips (Before Reductions)							36,598				3,642	602	4,244				728	3,572	4,300
Gross Project Trips After Reductions							**24,491**				**2,503**	**405**	**2,908**				**464**	**2,427**	**2,891**
Existing Land Use																			
General Office Building[4]	710				758,000 Square Feet	9.74	N/A				-260	-10	-270				-153	-154	-307
Net Project Trips							**N/A**				**2,243**	**395**	**2,638**				**311**	**2,273**	**2,584**
Project Trips at Driveways																			
Total Project Trips at Site Driveways[5]							**23,982**				**2,496**	**400**	**2,896**				**439**	**2,400**	**2,839**

Notes:

[1] Source: ITE *Trip Generation Manual*, 10th Edition 2017, average trip generation rates.

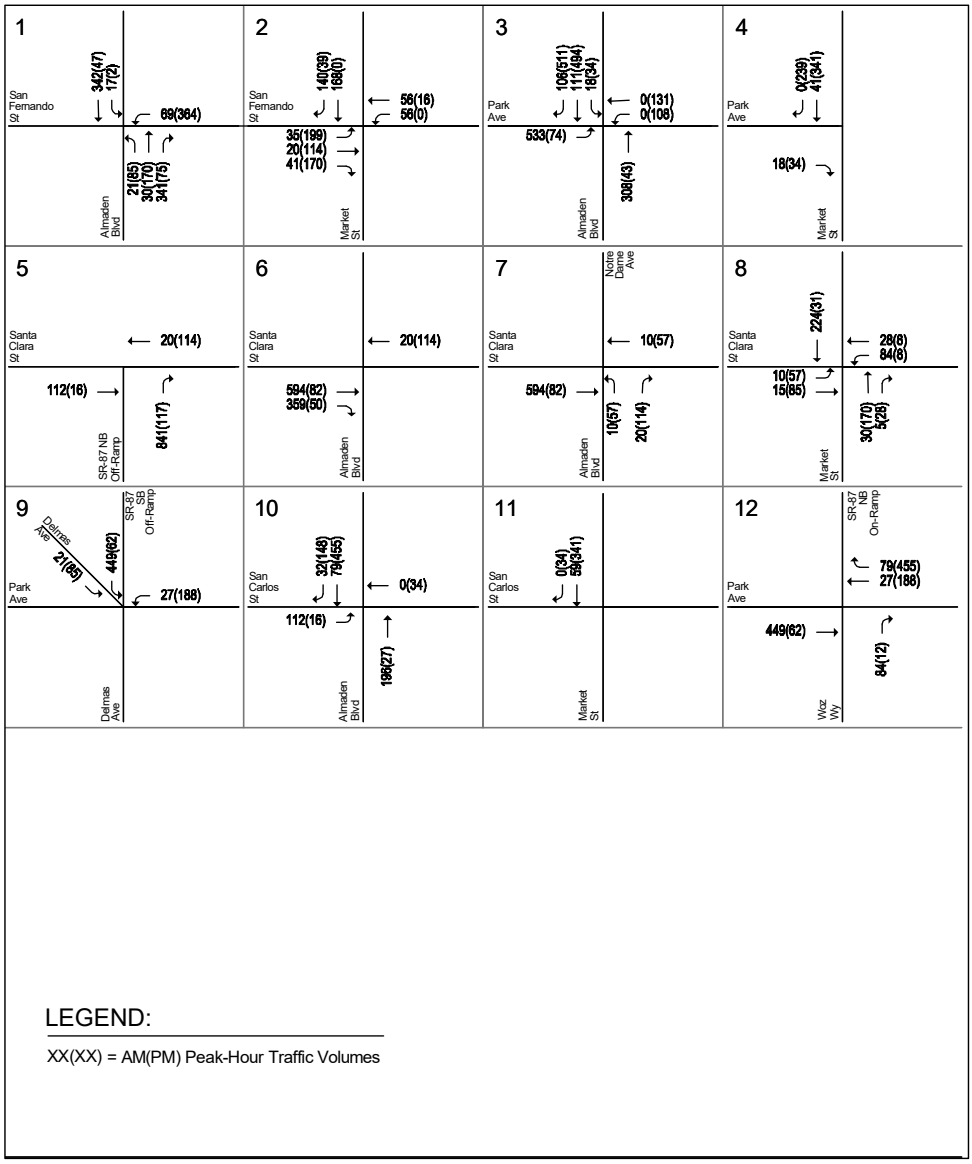
[2] As prescribed by the Transportation Impact Analysis Guidelines from VTA (October 2014), the maximum trip reduction for a mixed-use development project with employment and employee-serving retail uses is equal to 3% off the office component. A 3% reduction of office trips would result in a full reduction of all trips generated by the retail use. However, it is likely that retail use will generate some external trips. As a conservative measure, only a 50 percent reduction of retail trips during the AM and PM peak-hours was applied instead of a full reduction of all retail trips.

[3] The project site is located within an urban high-transit area based on the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2018). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

[4] Peak-hour trips based on driveway counts conducted May 22, 2019.

[5] Per City code 20.70.100 (Table 20-140), the project is not required to provide on-site parking for the proposed retail use. Therefore, project trips at site driveways will consist of traffic generated by the office use only.

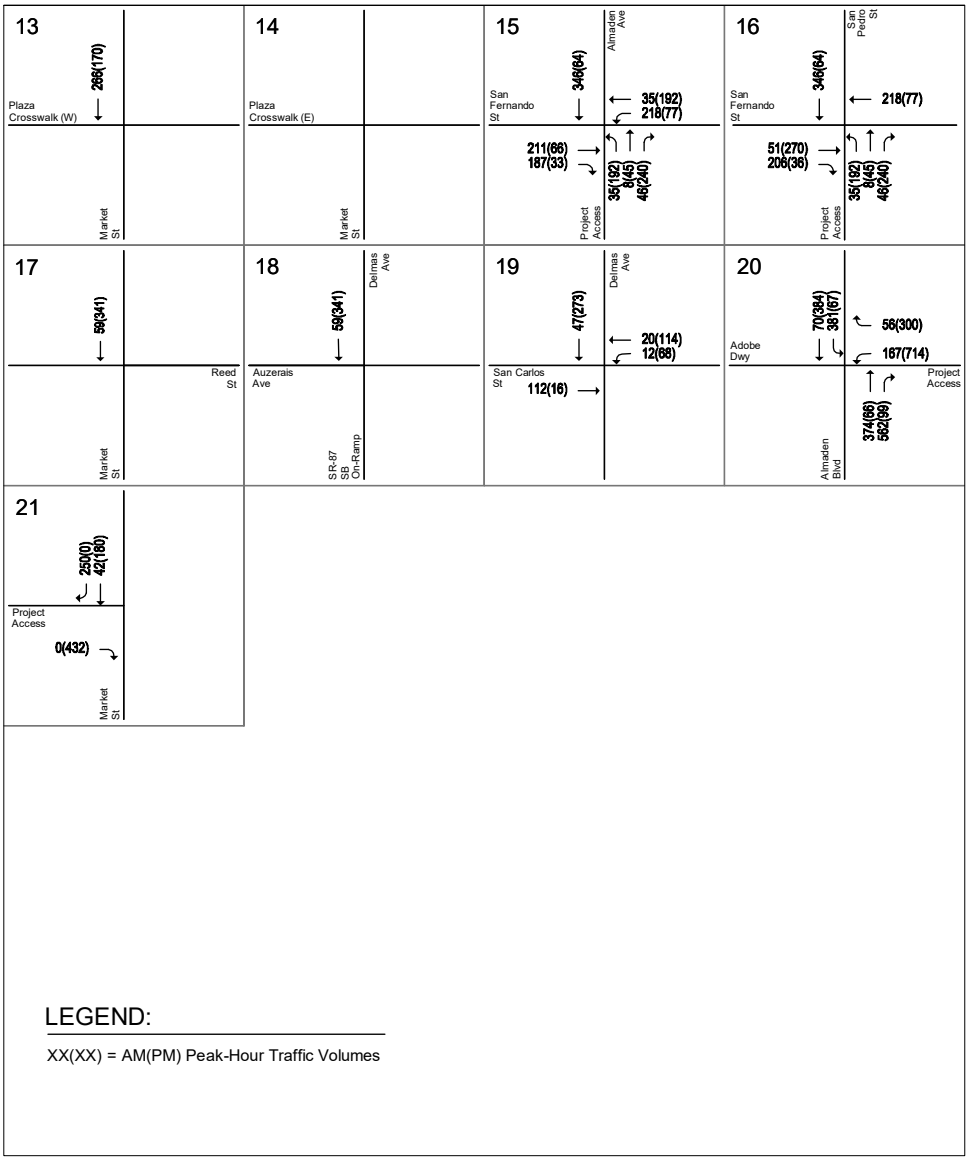
Figure 5
Project Trip Assignment



LEGEND:

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 5 (continued)
Project Trip Assignment



Vehicular Site Access and Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on site plans dated February 13, 2020 prepared by Gensler, and in accordance with generally accepted traffic engineering standards and City of San Jose design standards. The street level site plan is shown on Figure 6.

Project Driveway/Site Access Design

Parking Garage Access

Site access to the on-site parking garage is proposed via two full-access driveways located along San Fernando Street, one full-access signalized driveway along Almaden Boulevard, and one right-in, right-out reversible driveway along Market Street (inbound only during the AM peak-hour and outbound only during the PM peak-hour). The San Pedro Street/San Fernando Street driveway is proposed to consist of one vehicular inbound lane, one loading dock inbound lane, and one vehicular outbound lane. The Almaden Avenue/San Fernando Street driveway is proposed to consist of one vehicular inbound lane, one loading dock outbound lane, and one vehicular outbound lane. The Almaden Boulevard driveway would consist of one inbound lane and one outbound vehicular lane.

Based on the site plan, the proposed two-way driveways along San Fernando Street would measure 43 feet wide and the driveway along Almaden Boulevard would be 24 feet wide. As proposed, the Almaden Boulevard driveway width will require an additional two feet of width to meet the City's minimum 26-foot driveway width requirement.

The one-way reversible driveway on Market Street, proposed to be 14 feet wide, would typically need to meet the City's 16-foot width requirement for one-way commercial driveways. However, the Complete Streets Design Guidelines allow for a minimum width of 12 feet at driveways located within the Downtown area. Project driveways that do not meet the City's standard guidelines will require City review and approval.

San Fernando Street Driveways

The two project driveways along San Fernando Street are proposed to form the south leg of the currently unsignalized intersections of Almaden Avenue/San Fernando Street and San Pedro Street/San Fernando Street. Based on the site plan, the project intends to install signals at these two intersections. Full inbound and outbound access are proposed at each driveway, with the exception of the San Pedro Street driveway at which inbound access will not be provided from westbound San Fernando Street. The westbound left-turn movement will be prohibited by signage attached to a new signal mast arm.

The project is proposing to provide an inbound lane into an on-site loading dock at the San Pedro Street driveway and an outbound lane at the Almaden Avenue driveway. An evaluation of the operations of these proposed truck access lanes is provided within the truck site access and circulation discussion below.

Bicycle and pedestrian improvements to the San Fernando Street corridor have been installed as part of the City's Better Bikeways program. These improvements (discussed within the pedestrian and bicycle circulation discussion below) essentially narrowed the traveled way along San Fernando Street

Figure 6
Ground-Level Site Plan and Trips at Project Driveways

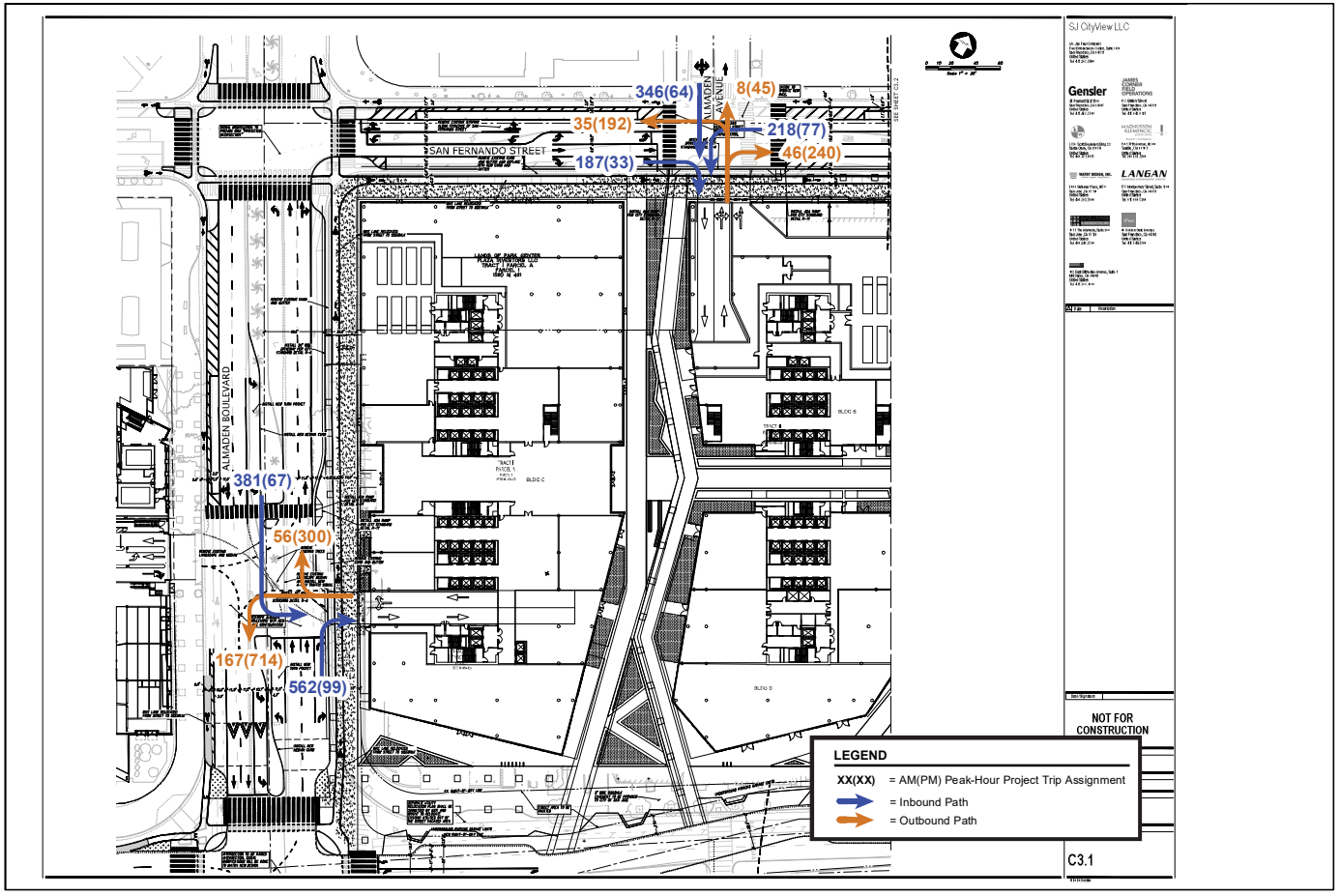
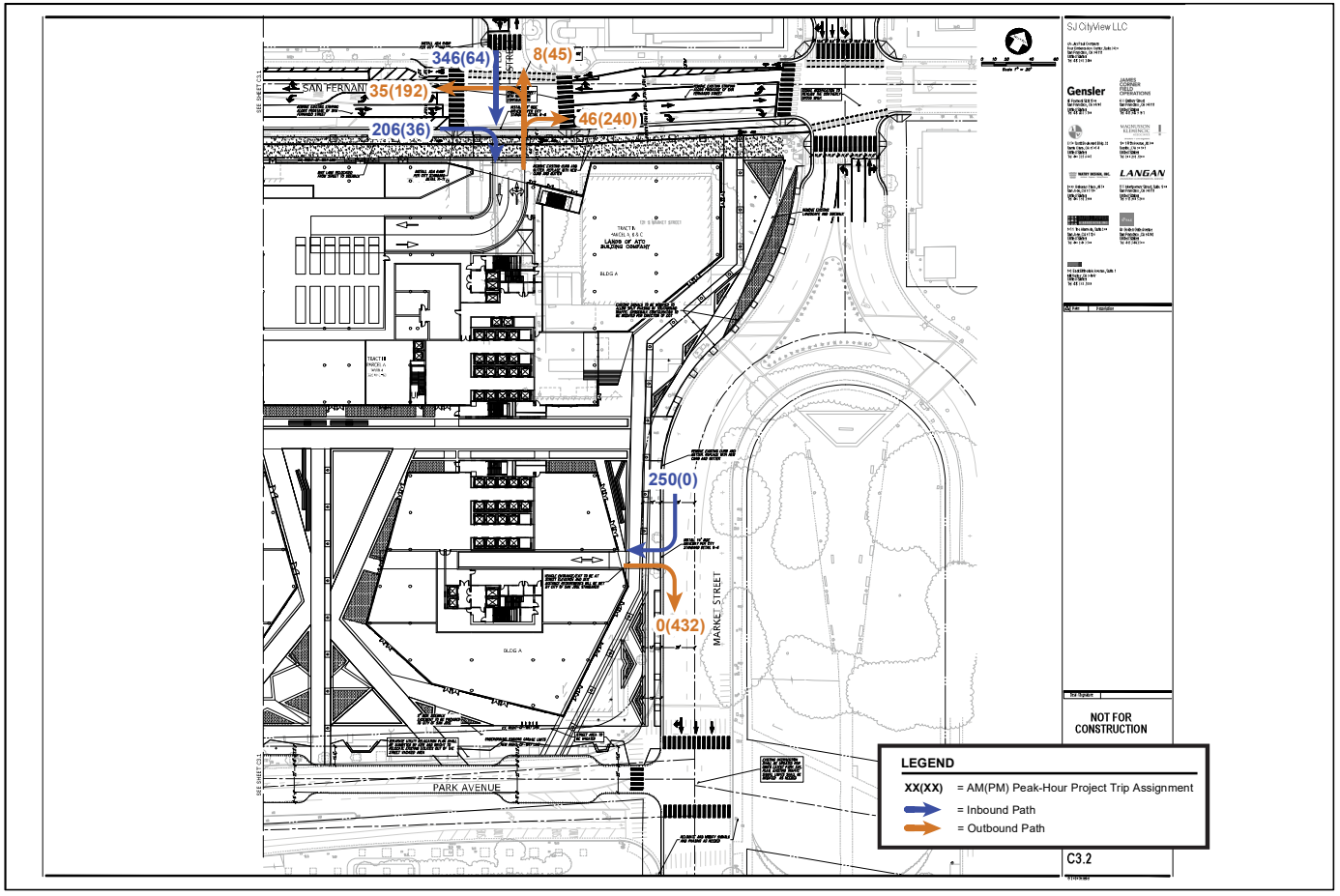


Figure 6
Ground-Level Site Plan and Trips at Project Driveways (continued)



by removing existing eastbound left-turn pockets at both the Almaden Avenue and San Pedro Street intersections. The improvements resulted in shorter crossing distances for pedestrians and bicycle-users. As shown on the site plan, however, the project proposes to reconfigure the existing single-lane eastbound approach at the San Pedro Street intersection to provide an eastbound left-turn pocket and shared though-right lane. Similarly, the project proposes to reconfigure the existing single-lane eastbound approach at the Almaden Avenue intersection to provide a left-turn pocket, through-lane, and a right-turn lane into the project driveway. These changes would require removal of an existing freight loading zone at the southwest corner of the intersection. Moreover, the City also is not supportive of providing an eastbound right-turn pocket at either of the San Fernando project driveways because they prefer not to install bike signals at these locations. Therefore, the implementation of eastbound right-trun lanes in the San Fernando Street driveways will not be permitted. Installing eastbound right-turn lanes into the San Fernando driveways would require implementation of bike signals.

A new westbound left-turn pocket serving the Almaden Avenue driveway would require removal of an existing bus stop located at the southeast corner of the Almaden Avenue/San Fernando Street intersection. The bus stop is no longer served by any VTA bus routes and is proposed to be removed as part of planned hardscape improvements along the project's San Fernando Street frontage (discussed further below). With the removal of the bus stop, the City is planning to provide buffer space to maintain the existing crossing distance of the crosswalk along the intersection's east approach. Alternatively, the eastbound lane of San Fernando Street could be shifted south to accommodate a new westbound left-turn pocket into the Almaden Avenue project driveway. However, doing so will increase the crossing distance of the crosswalk and would require alignment of the through-movement at the west approach of the intersection.

The project will need to work with the City to develop detailed site access improvements and design along San Fernando Street at each of its access points consistent with the existing Better Bikeways improvements and planned San Fernando Street hardscape improvements (discussed below).

Almaden Boulevard Driveway

The project also proposes a new two-way driveway along Almaden Boulevard approximately 150 feet north of Park Avenue. Based on the site plan, the project would provide full access to the proposed driveway by removing an approximately 100-foot portion of the landscape median along Almaden Boulevard directly in front of the proposed driveway and would signalize the newly formed intersection. Additionally, an approximately 100-foot southbound left-turn pocket into the project driveway would be constructed by removing a portion of the existing median. A 60-foot northbound left-turn pocket also would be constructed to provide inbound access to a parking garage entrance located along the west side of Almaden Boulevard (Adobe site).

As shown on Figure 6, the new project driveway would be adjacent to the south approach of the intersection whereas the existing driveway at the Adobe site would be adjacent to the north approach of the intersection. The northbound and southbound left-turn movements would operate as concurrent protected left-turn movements. The applicant has provided turning templates that indicate that the eastbound and westbound left-turns could also operate concurrently. However, it is expected that outbound right-turns from the Adobe driveway will conflict with outbound left-turns from the project driveway during the PM peak-hour. Therefore, the City will likely implement split-phasing on the east and west approaches.

The proposed 150-foot distance between the proposed Almaden Boulevard driveway and existing alignment of Park Avenue would meet the minimum 150-foot separation required by the Complete Street Guidelines. However, the southbound left-turn pocket serving the Almaden Boulevard/Park

Avenue intersection would be decreased by approximately 100 feet (from an existing turn pocket length of 200 feet to a proposed length of 100 feet). The separation between the Almaden Boulevard driveway intersection and Park Avenue would increase with the implementation of the Park Avenue Multimodal Improvements (described in further detail below), which would narrow Park Avenue and provide an additional 50 feet of separation space between the driveway and Park Avenue. With the Park Avenue improvements, the southbound left-turn pocket serving the Almaden Boulevard/Park Avenue intersection would be increased by approximately 25 feet (from a length of 100 feet to 125 feet).

Finally, it should be noted that the proposed width of Almaden Boulevard would allow trucks to perform southbound U-turns at the proposed new driveway intersection. Although the proposed curb along the west project frontage would be extended into Almaden Boulevard to accommodate a protected bikeway and sidewalk, the reduction of the travel way along northbound Almaden Boulevard would be minimal. Per AASHTO guidelines, a 48-foot roadway width is required to allow U-turns for trucks. Based on the project site plan, approximately 50 feet of roadway width would be provided between the median curb of the proposed left-turn pocket and the proposed northbound curb along Almaden Boulevard. Therefore, truck U-turns would be physically possible at the proposed driveway intersection.

Market Street Driveway

The proposed project driveway on Market Street will be a reversible driveway providing inbound only access during the morning (including the AM peak-hour) and outbound only access during the afternoon (including the PM peak-hour). The driveway is located along the southbound side of Market Street, west of Cesar Chavez Plaza. Therefore, turn-movements at the driveway will be restricted to right-in only operations during the morning hours and right-out only operations during the evening hours.

Access to the Market Street driveway from northbound Market Street will be difficult due to its close spacing to the left-turn (slip) lane at the Market Street/Cesar Chavez crosswalk intersection. The left-turn slip lane merges with southbound Market Street immediately north of the proposed location of the project driveway. The current solid-striping separating the left-turn lane from the two other southbound lanes on Market Street will require drivers bound for the project driveway from the left-turn lane to merge across the two southbound travel lanes on Market Street within less than 100 feet to access the proposed driveway. It may be possible to modify the operations of the Market Street/Cesar Chavez Park (West) traffic signal to provide a separate phase for the northbound left-turn movement that would allow for traffic gaps in southbound Market Street to provide access the project driveway. However, a separate left-turn phase at the Market Street/Cesar Chavez Park (West) intersection would likely cause the southbound queue from the intersection to extend back to and through the San Fernando Street/Market Street intersection which is located only 150 feet to the north. Additionally, the southbound queues at Market Street/Park Avenue intersection currently extend back to the approximate location of the project driveway. With the implementation of the Park Avenue plan line, which will result in a reduction of vehicular capacity and serve to create a multi-modal street with increased pedestrian/bicycle travel through the Market Street/Park Avenue intersection, will likely result in a worsening of the southbound Market Street queues on the project frontage. Therefore, accommodating right-turning traffic into the project driveway from northbound Market Street would have an adverse effect on vehicular operations along Market Street between San Fernando Street and Park Avenue. It should also be noted that the use of northbound Market Street by project traffic is anticipated to be minimal due to it providing limited access to the project site from freeways.

Providing continuous two-way access at the Market Street driveway (i.e. one inbound and one outbound lane at all times) would reduce outbound traffic demand at the other project driveways during the morning hours and would reduce inbound traffic demand at other driveways during the evening hours. However, the proposed office use will not generate a significant number of outbound trips during the AM peak-hour nor will it generate a significant number of inbound trips during the PM peak-hour, as indicated by the trip generation estimates. In addition, providing two lanes at the Market Street driveway would require widening the proposed 15-foot driveway cut to at least 26 feet along a busy pedestrian corridor. Therefore, providing two lanes at the Market Street driveway would conflict with the goals outlined in the Complete Streets Guidelines and is not recommended.

Loading Areas Access

Loading areas are proposed at two separate locations accessible via one two-way driveway along Almaden Boulevard and two one-way drive aisles adjacent to each of the San Fernando Street driveways. Access to the loading area along Almaden Boulevard will be provided from northbound Almaden Boulevard only due to the median along Almaden Boulevard. Truck turning templates for an SU-30 design vehicle (shown on Figure 7) indicate that trucks will need to reverse into the loading area from Almaden Boulevard. Maneuvering into the loading driveway will require trucks to momentarily block northbound traffic along Almaden Boulevard. It may be necessary to restrict access to the Almaden Boulevard loading area during off-peak hours only.

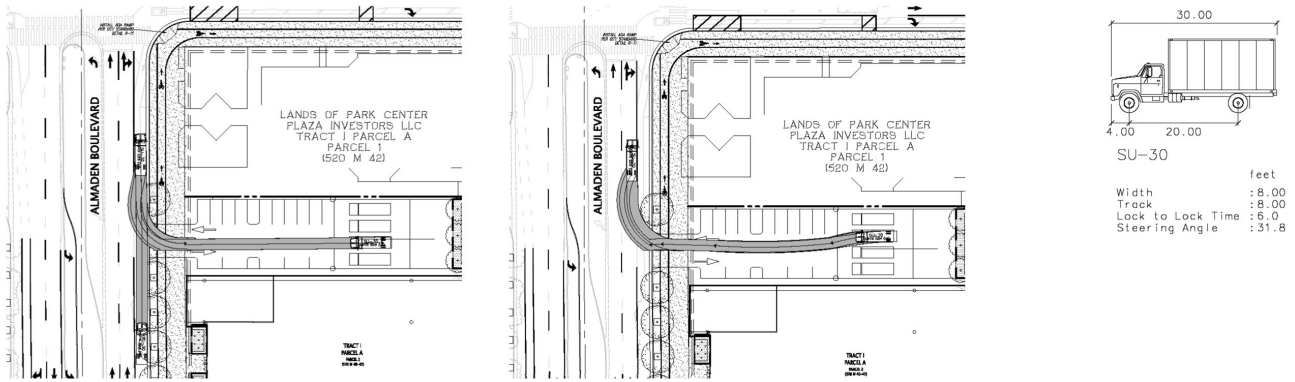
Access to the loading area along San Fernando Street is proposed via an inbound lane at the San Pedro Street driveway and an outbound lane at the Almaden Avenue driveway, adjacent to the inbound and outbound lane for vehicles entering and exiting the parking garage at each driveway. Egress from the loading area at the Almaden Avenue driveway could conflict with outbound vehicular right-turns if a single phase is provided for both vehicle and truck lanes. A separate signal phase for outbound trucks would prevent the conflict. However, operation of such signal phasing may create further congestion along San Fernando Street which is intended to provide for improved multi-modal travel with the planned streetscape improvements. The applicant will need to coordinate the planned operations and design of the loading area ingress and egress points.

Sight Distance at the Driveways Serving the Project

The project access points should be designed to be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Almaden Boulevard, San Fernando Street, and Market Street. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Egress at all project driveways should be constructed at-grade to allow exiting vehicles to see pedestrians and bicycles crossing the driveway. Ramps leading down to/from the below-ground parking levels should be located away from the driveway cuts provided access to the parking garage entrances.

Adequate sight distance (sight distance triangles) should be provided at the project driveways in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. 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 and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Market Street and San Fernando Street have a posted speed limit of 25 miles per hour (mph), while Almaden Boulevard has a speed limit of 30

Figure 7
Truck Turning Template



mph. The AASHTO stopping sight distance for facilities with posted speed limits of 25 mph and 30 mph are 155 feet and 200 feet, respectively. Thus, drivers making a right-turn from the Market Street and San Fernando Street project driveways must be able to see 155 feet to the north along Market Street, and 155 feet to the west along San Fernando Street, respectively, in order to stop and avoid a collision. Drivers making a right-turn from the Almaden Boulevard driveway must be able to see 200 feet to the south in order to stop and avoid a collision.

Based on the project site plan and observations in the field, vehicles making a right-turn exit from any of the project site driveways would be able to see approaching traffic at least 200 feet from the project driveways. Therefore, it can be concluded that the project driveways would meet the AASHTO minimum stopping sight distance standards.

Project Driveway Operations

The gross project trip assignment at the proposed project driveways is shown in Figure 6.

Inbound Traffic

Based on the estimated project trips, it is projected that a maximum of 2,496 inbound trips (during the AM peak-hour) would enter the parking garage. The estimated inbound trips at each of the site's driveways and average arrival rate are shown on Table 3. The Almaden Boulevard driveway is projected to have the greatest number of inbound trips (943 trips), based on the project trip assignment.

The proposed number of entry gates serving each of the project driveways is shown on Table 3. With one inbound gate serving approximately 752 peak-hour inbound trips (a rate of approximately 13 vehicles per minute), the San Fernando Street/Almaden Avenue garage entrance is projected to have the greatest per gate demand out of all project driveways. The single-entry gate at the San Fernando Street/Almaden Avenue driveway must have the ability to process a minimum of 13 vehicles per minute on average to avoid inbound queueing at the driveway. At the remaining driveways, gates will need to process vehicles at rates ranging from an average of two to eight vehicles per minute per gate to avoid inbound queueing.

The flow rate at which vehicles enter the garage will depend primarily on the processing ability, or service rate, of the entry gates located at Level B1. Based on previous parking design information, parking garage entry gates that utilize a transponder style device are capable of servicing between 600 to 800 vehicles per hour or up to 13 vehicles per minute. Standard card readers or ticket machines have service rates of much less at approximately 4 to 6 vehicles per minute. Therefore, queues could form at the Almaden Boulevard and San Fernando/Almaden entrances should the standard card readers be used. It is recommended that the more efficient transponder style operations be considered for implementation at each of the gates.

The projected flow rate at each of the project entries resumes an evenly distributed arrival rate. However, it is unlikely that inbound project traffic would be spread out evenly throughout the peak-hour. There would likely be instances where multiple vehicles (two to three vehicles for example) would arrive at the same time. A short queue could form if a large number of vehicles arrives within a short period of time. However, on-site queuing space for at least seven vehicles will be provided at each of the project entrances. Therefore, adequate storage space for queued vehicles at the gates will be provided within the garage. Storage space within drive aisles between the inbound gates and each of the project driveways is shown on Table 3.

Table 3
Inbound Project Trips at Site Driveways

Driveway	AM Peak-Hour Inbound Trips	Arrival Rate (veh/min)	Proposed No. of Entry Gates	Arrival Rate per Gate (veh/min/gate)	Total Storage Space between Gates and Driveway (veh)
Almaden Boulevard	942	16	2	8	9
San Fernando/Almaden Avenue	752	13	1	13	7
San Fernando/San Pedro Street	552	9	2	5	10
Market Street	250	4	2	2	7

Queuing Analysis

Projected queues were evaluated at the three proposed signalized driveways along Almaden Boulevard and San Fernando Street. The projected queues are shown on Table 4.

It should be noted that the analysis may identify excessively long queues which are not likely to occur, since drivers attempting to access the on-site garage may choose to utilize other entrances or park elsewhere in the Downtown area. Given the scale of the proposed project and anticipated traffic associated with the parking garage, it is also likely that non-project traffic currently utilizing Almaden Boulevard and San Fernando Street will utilize alternative routes to access their destinations when encountering congestion along San Fernando Street and Almaden Boulevard near the project driveways.

Almaden Boulevard Driveway

Implementation of a full-access signalized driveway along Almaden Boulevard would cause deficiencies along the following intersection approaches:

- Northbound approach – The through movement queues, consisting of two travel lanes, will extend past Park Avenue during both peak-hours. The right-turn queue into the project parking garage will exceed the proposed 60-foot right-turn pocket and would merge with the through-movement queues to extend past Park Avenue during both peak-hours.

- Southbound approach – The through movement queues, consisting of two travel lanes, will extend past San Fernando Street during both peak-hours. The left-turn queue into the project parking garage will exceed the proposed 125-foot turn pocket and would merge with the through-movement queues to extend past San Fernando Street during both peak-hours.

Almaden Avenue/San Fernando Street Driveway

Implementation of a signalized driveway at the Almaden Avenue/San Fernando Street intersection would cause deficiencies along the following intersection approaches:

- Westbound approach – The left-turn movement queue providing access to the project site is projected to exceed the 250-foot storage space between Almaden Avenue and San Pedro Street during the AM peak-hour. The shared through-right turn movement also will exceed the 250-foot storage space during both peak-hours and would merge with the left-turn queue to extend past the San Pedro Street/San Fernando Street intersection during both peak-hours.
- Southbound approach – The left-turn movement queue could be fully accommodated by a 125-foot turn pocket. However, the shared through-right turn queue is projected to extend past the left-turn pocket entrance during both peak-hours and would exceed the 350-foot storage space

Table 4
Projected Inbound Queues at Signalized Project Site Driveways

Movement	NBT		NBR		SBL		SBT	
Peak-Hour	AM	PM	AM	PM	AM	PM	AM	PM
Almaden Boulevard Driveway								
95th %. Queue (ft./ln) [1]	950	425	750	175	550	150	500	975
Storage (ft./ ln.)	130	130	60	60	125	125	250	250
Adequate (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO

Movement	SBL		SBT/R		SL/BT/R		EBL		EBT		EBR		EBT/R		WBL		WBT/R	
Peak-Hour	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Almaden Avenue/San Fernando Driveway																		
95th %. Queue (ft./ln) [1]	50	125	475	200	500	275	75	50	650	425	275	75	825	450	300	150	300	600
Storage (ft./ ln.)	125	125	350	350	350	350	100	100	275	275	125	125	275	275	250	250	250	250
Adequate (Y/N)	YES	YES	NO	YES	NO	YES	YES	YES	NO	NO	NO	YES	NO	NO	NO	YES	NO	NO

Movement	SBL		SBT/R		SL/BT/R		EBL		EBT/R		WBT/R	
Peak-Hour	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
San Pedro Street/San Fernando Driveway												
95th %. Queue (ft./ln) [1]	50	100	450	225	475	275	75	50	625	700	525	425
Storage (ft./ ln.)	125	125	350	350	350	350	100	100	250	250	175	175
Adequate (Y/N)	YES	YES	NO	YES	NO	YES	YES	YES	NO	NO	NO	NO

[1] Vehicle queue calculations based on cycle length for signalized intersections. It is assumed that the proposed signalized intersection at the Almaden Boulevard driveway would be coordinated with the Almaden/Park intersection which has a cycle length of 140 seconds. The San Fernando Street driveways are assumed to be coordinated with the Almaden Boulevard/San Fernando and Market/San Fernando intersectons, which have cycle lengths of 140 seconds and 100 seconds, respectively. An average cycle length of 120 seconds was assumed for both of the proposed new signalized intersections on San Fernando Street.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

between San Fernando Street and Post Street during the AM peak-hour (however, it is not expected to extend to Santa Clara Street). If a single shared lane were to be provided, the single queue would still extend past Post Street during the AM peak-hour.

- Eastbound approach – The left-turn movement queue could be fully accommodated by the proposed 100-foot turn pocket during both peak-hours. However, the through-movement queue is projected to exceed the 275-foot storage space between Almaden Avenue and Almaden Boulevard during both peak-hours. Additionally, the right-turn queue into the parking garage would extend out of the proposed turn pocket and merge with the through-movement queue. If a single shared through- and right-turn lane were to be provided, the queue would extend past the upstream intersection of Almaden Boulevard/San Fernando Street during both peak-hours. It should be noted that the City is proposing to provide a single eastbound lane, with no turn pockets, along San Fernando Street to accommodate planned bicycle facility improvements. With a single eastbound lane, the queue would extend past the upstream intersection of Almaden Boulevard/San Fernando Street during both peak-hours.

San Pedro Street/San Fernando Street Driveway

Implementation of a signalized driveway at the San Pedro Street/San Fernando Street intersection would cause deficiencies along the following intersection approaches:

- Westbound approach – The shared through-right turn movement queue will exceed the 175-foot spacing provided between San Pedro Street and Market Street during both peak-hours. Westbound traffic will likely extend back to the upstream intersection of Market Street/San Fernando Street during both peak-hours.
- Southbound approach – The left-turn movement queue could be fully accommodated by a 100-foot turn pocket. However, the shared through-right turn queue is projected to extend past the left-turn pocket entrance during both peak-hours and would exceed the 350-foot storage space between San Fernando Street and Post Street during the AM peak-hour (however, it is not expected to extend to Santa Clara Street). If a single shared lane were to be provided, the single queue would still extend past Post Street during the AM peak-hour.
- Eastbound approach – The left-turn movement queue could be fully accommodated by the proposed 100-foot turn pocket during both peak-hours. However, the shared through- and right-turn movement queue is projected to exceed the 250-foot spacing between San Pedro Street and Almaden Avenue during both peak-hours. It should be noted that the City is proposing to provide a single eastbound lane, with no turn pockets, for all movements to accommodate planned bicycle facility improvements. With a single eastbound lane, the queue would extend past the Almaden Avenue project driveway during both peak-hours.

Outbound Queuing Analysis

Projected outbound queues were evaluated at the three proposed signalized driveways along Almaden Boulevard and San Fernando Street. The evaluation was completed assuming one shared outbound lane (as proposed on the site plan) and two lanes consisting of a left-turn/through-movement lane and a right-turn only lane. The projected queues are shown on Table 5.

The evaluation shows that providing two outbound lanes at each of the project driveways would result in shorter outbound queues at the garage exits, when compared to the single outbound lane. In addition, a second outbound lane would provide greater capacity for the outbound movements and allow for a reduction in green time required to serve the outbound project traffic, thus improving intersection operations and queues along San Fernando Street.

Table 5
Projected Outbound Queues at Signalized Project Site Driveways

Driveway	Peak-Hour	95th %. Queue (ft./ln) [1] 1-Lane (L/T/R)	2-Lane L/T	2-Lane R
Almaden Boulevard	AM	350	275	125
	PM	1275	925	475
Almaden Avenue/San Fernando Street	AM	150	100	100
	PM	575	325	325
San Pedro Street/San Fernando Street	AM	150	100	100
	PM	600	325	350

[1] Vehicle queue calculations based on cycle length for signalized intersections. It is assumed that the proposed signalized intersection at the Almaden Boulevard driveway would be coordinated with the Almaden/Park intersection which has a cycle length of 140 seconds. The San Fernando Street driveways are assumed to be coordinated with the Almaden Boulevard/San Fernando and Market/San Fernando intersectons, which have cycle lengths of 140 seconds and 100 seconds, respectively. An average cycle length of 120 seconds was assumed for both of the proposed new signalized intersections on San Fernando Street.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

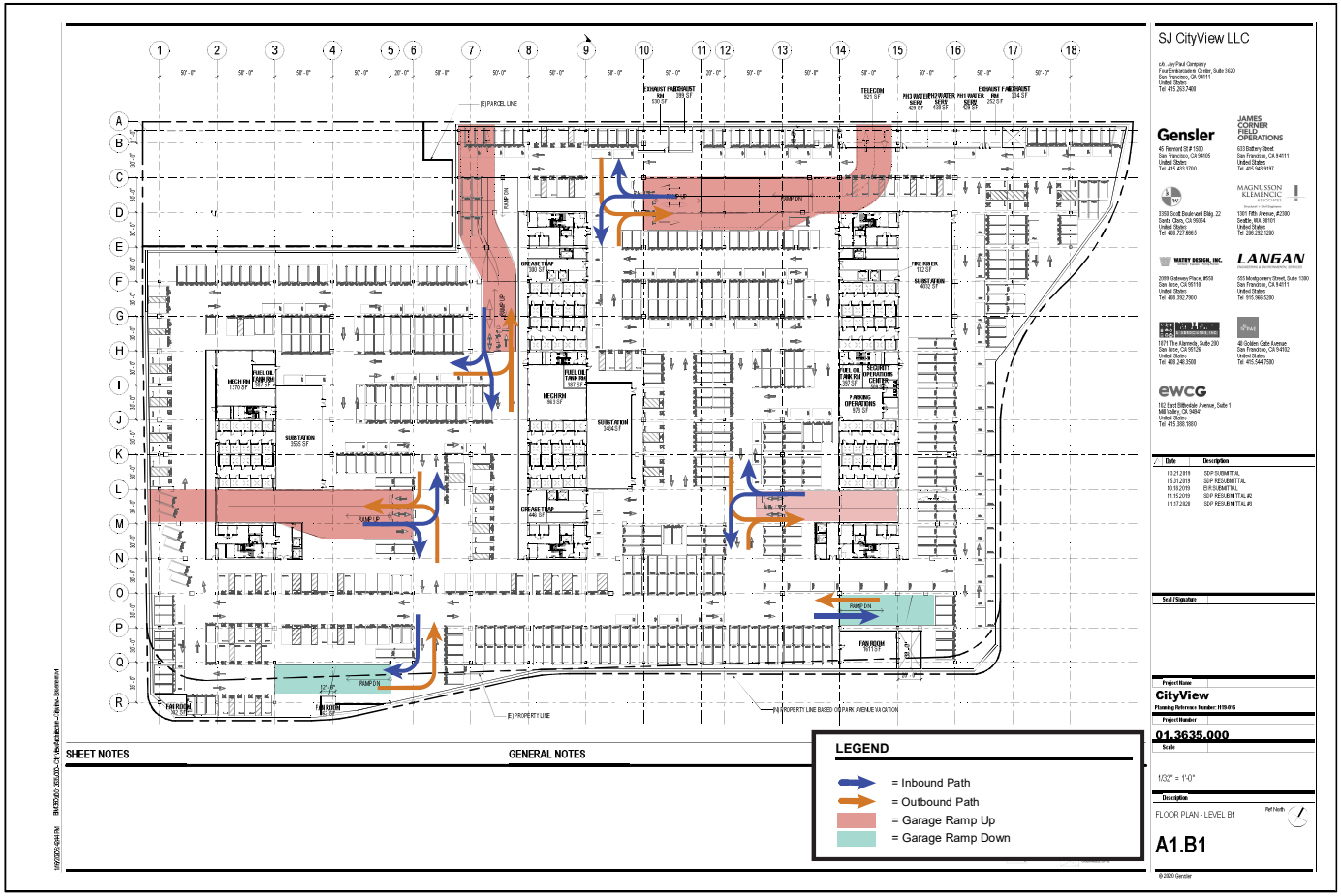
Vehicular On-Site Circulation

The project would provide mostly 90-degree parking stalls and some parallel parking stalls within the parking garage. The site plan does not indicate the proposed drive aisle widths within the parking garage. All drive aisles will need to meet the City's minimum width of 26 feet for two-way drive aisles (both 90-degree and parallel parking stalls) and 20 feet for one-way drive aisles with 90-degree parking stalls. One-way drive aisles adjacent to parallel parking spaces must be at least 12 feet wide.

Mostly continuous drive aisles run throughout all parking levels. In general, the layout provides opportunities for circulating vehicles to loop around without requiring U-turns. However, several dead-end drive aisles are located at each parking level. Dead-end aisles are undesirable because drivers may enter the aisle, and upon discovering that there is no available parking, will be required to back out or conduct three-point turns. There are several short dead-end aisles (less than 50 feet long) located at each parking level which would be short enough for most drivers to back down. However, reversing out of the longer dead-end aisles could be challenging if all parking spaces adjacent to the dead-end are occupied. It is recommended that clear space be provided at the dead-ends of longer drive aisles, which will require removal of planned parking spaces.

Valet-assisted tandem and parallel parking spaces are proposed within the first three below-ground parking levels (Levels B1 to B3), shown in Figure 8. Valets will need to monitor and operate the use of tandem and parallel parking spaces to allow access and retrieval of all parked vehicles. Valet staging areas on each of the first three below-ground parking levels are identified on the site plan, near building entrances.

Figure 8
Level B1 Circulation



Stacked parking spaces and over-aisle lifts are proposed within the fourth and fifth below-ground parking levels (Levels B4 and B5). The circulation proposed for Level B4 is shown in Figure 9. A parking operations narrative (included within the site plan set) indicates that drivers will self-park in the stacked parking stalls during the morning hours. When all stacked parking spaces are occupied, valets will guide vehicles to over-aisle lifts. Parking and retrieving vehicles from the over-aisle lifts would momentarily interfere with vehicular circulation as the drive aisle would be blocked by the extended lift. The parking operations narrative indicates that Levels B4 and B5 will have several valets, each of whom will be assigned an area containing 200-250 vehicles. These valets will be responsible for the operation of the parking stall lifts, retrieving and moving vehicles as needed, and collection and storage of vehicles keys. Valet staging areas should be identified within Levels B4 and B5 to provide easy access to vehicle keys. The project should work with City staff to ensure that specific requirements for the valet operations and mechanical lifts are met.

Loading Area Circulation

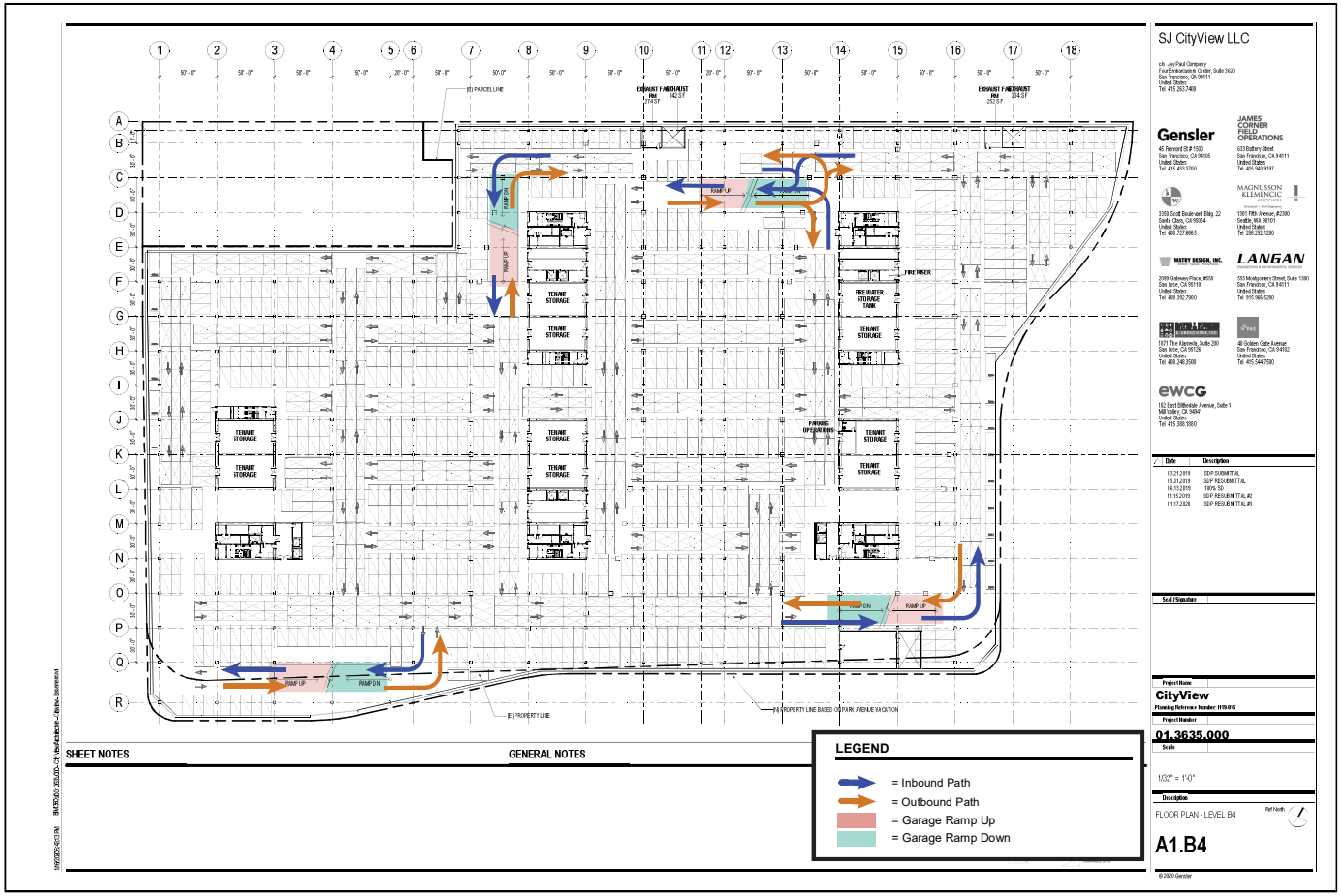
As discussed previously, access to loading areas are proposed via one two-way driveway along Almaden Boulevard and two one-way drive aisles adjacent to each of the San Fernando Street driveways.

Waste disposal within large office developments (such as the proposed project) typically utilize trash compactors with roll-off containers that can be hauled away by trucks. However, the proposed site plan does not show detail within the waste bin area. If trash compactors are to be installed, adequate space should be provided for collection trucks. At the San Fernando Street loading area, trash collection trucks will enter the ground-floor level via the San Pedro Street driveway, maneuver within the loading area for trash pick-up, then exit via the Almaden Avenue driveway. Smaller waste bins may need to be wheeled out to San Fernando Street for collection by municipal waste collection trucks. Waste bins placed along the project frontage should not impede pedestrian or bicycle traffic along San Fernando Street. The Almaden Boulevard loading area will not be enclosed, which will allow access to larger municipal waste collection trucks. As shown on Figure 7, SU-30-type trucks will be provided sufficient space to back-into the proposed Almaden Boulevard loading area. However, it should be noted that truck access to the two outer loading docks (furthest away from the central drive aisle) will be constrained if parking spaces adjacent to the docks are occupied.

Based on the City of San Jose off-street loading standards within the Downtown Area (20.70.420), office offices with 100,000 to 175,000 square feet of total gross floor area shall provide one loading space. One additional loading space shall be included for each one hundred thousand square feet of total gross floor area in excess of 175,000 square feet. The proposed development will have office uses totaling 3,631,533 square feet. Therefore, the project would be required to provide a total of 36 off-street loading spaces. Per section 20.70.450 of the Downtown Zoning Regulations, the Planning Director may authorize the reduction of two on-site loading spaces to one on-site loading space in connection with the issuance of a development permit if the Director finds that sufficient on-street loading space exists to accommodate circulation and manipulation of freight. All loading spaces should be designed to be no less than 10 feet wide, 30 feet long, and 15 feet high per the City code (20.90.420).

A total of 12 loading spaces will be provided on-site: eight will be located within the San Fernando Street loading area and four will be located along the Almaden Boulevard loading area. Although the project will not meet the City's minimum requirement for the number of loading docks, providing 12 loading docks may be sufficient. The project should work with City staff to identify the required off-street loading spaces.

Figure 9
Level B4 Circulation



Pedestrian and Bicycle Access and Circulation

Pedestrian Circulation

Existing pedestrian and bicycle facilities throughout downtown provide connections to surrounding downtown destinations. Crosswalks are available at all signalized intersections. Wide sidewalks are provided along all project frontages on Market Street, San Fernando Street, Almaden Boulevard, and Park Avenue.

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 10, there are many designated Downtown Pedestrian Network Street (DPNS) in the vicinity of the project site, which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the downtown that is safe and comfortable for pedestrians and connects all major downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

The Streetscape Master Plan requires all sidewalks in the Downtown area to provide a minimum 5-foot wide Pedestrian Through Zone (an area clear of tree grates, street light poles, or any vertical element that impedes pedestrian flow). Based on the site plan, Almaden Boulevard would have a through-zone width of 14 feet, San Fernando Street would have a through-zone width of 7.1 feet, Park Avenue would have a through-zone width of 19 feet, and Market Street would have a through-zone width of at least 10 feet. Therefore, all proposed frontage sidewalks would provide sufficient through-zone width.

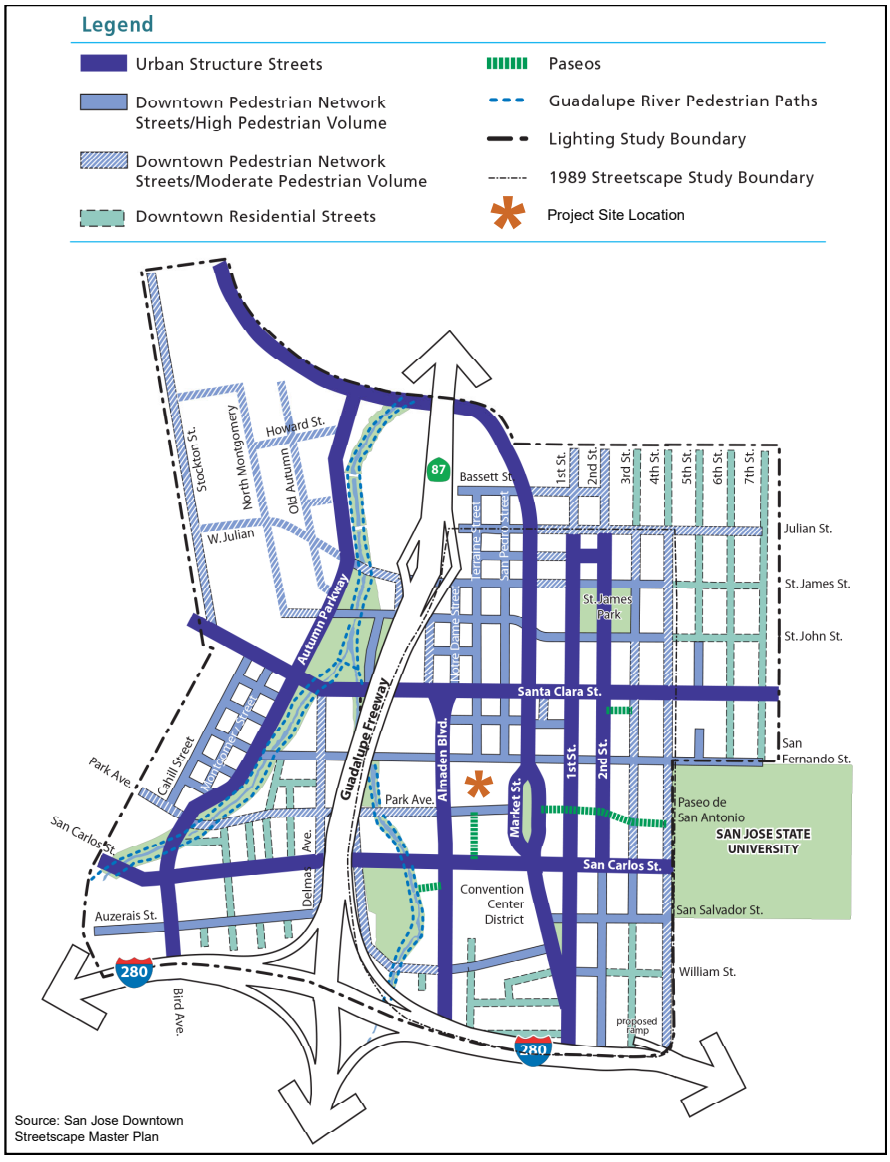
An approximately 50-foot wide pedestrian walkway (paseo) extends between San Carlos Street and Park Avenue. The paseo serves as a direct connection for pedestrians and bicyclist between the project site, the Tech Museum and Civic Center, San Jose Convention Center, and Convention Center LRT Station. A high-visibility mid-block crosswalk, which includes a pedestrian refuge in the center median, is located across Park Avenue and provides access to the paseo from the project site's south frontage. The paseo terminates at San Carlos Street at its southern end. Access to the Convention Center LRT Station is provided via a signalized crosswalk along San Carlos Street that is located approximately 250 feet east of the paseo.

Mid-block crossings also exist across the northbound side of Market Street, providing access from the Plaza de Cesar Chavez Park to the Paseo de San Antonio Walk. This paseo provides pedestrian-only access to shops and business along the Paseo de San Antonio Walk between Market Street and San Jose State University. A mid-block crossing of San Fernando Street and the Guadalupe River Trail, just east of SR 87, provide a bicycle and pedestrian route between Park Avenue and San Fernando Street.

At the proposed Almaden Boulevard driveway, the project proposes to install crosswalks along the north and south approaches across Almaden Boulevard. As discussed above, however, the eastbound right-turn movement from the Adobe site and the westbound left-turn movement from the project driveway would experience high vehicular volumes during the PM peak-hour. Therefore, the City is not supportive of a crosswalk across the south approach of the new intersection. Pedestrian and bicycle crossings across Almaden Boulevard would be adequately served by a crosswalk with protected crossing phase across the north side of the proposed intersection.

Overall, the existing sidewalks and paseos provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations, including nearby transit stops, the Convention Center and Plaza de Cesar Chavez Park, as well as various businesses and restaurants surrounding the project site.

Figure 10
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan

Pedestrian Volume Estimates

The Downtown Strategy 2040 EIR identifies the following pedestrian mode shares by the Year 2040:

- 49.2% for trips starting and ending within Downtown
- 10.0% for trips to and from Downtown

An average of these pedestrian mode shares (29.6%) was assumed in this analysis. Additionally, the Downtown Strategy 2040 EIR identifies the following vehicle mode shares (single-occupancy and carpools) by the Year 2040:

- 38.3% for trips starting and ending within Downtown
- 70.5% for trips to and from Downtown

An average of these vehicular mode shares (54.4%) was assumed in this analysis. Based on the trip generation analysis, the project is estimated to generate 2,908 vehicle-trips during the AM peak-hour and 2,891 vehicle-trips during the PM peak-hour. Using a proportion of the pedestrian and vehicular mode shares, it is estimated that the project will generate 1,582 pedestrian trips during the AM peak-hour and 1,573 trips during the PM peak-hour. Assuming that pedestrians are spread evenly throughout all four project frontage sidewalks, each sidewalk would serve approximately 396 pedestrians during the AM peak-hour and 393 pedestrians during the PM peak-hour. Using the proposed area of each frontage sidewalk (calculated from through-zone widths shown above) and the trip generation estimates, the following densities were calculated:

- 1 pedestrian per 17 square feet along Almaden Boulevard
- 1 pedestrian per 15 square feet along San Fernando Street
- 1 pedestrian per 12 square feet along Market Street

The analysis indicates that pedestrian densities would not exceed the City's ratio of 1 pedestrian per 10 square feet. Therefore, the proposed sidewalk widths would adequately serve the projected pedestrian volumes. It should be noted, however, that the calculation does not account for existing pedestrian volumes, nor does it account for projected increases in pedestrian traffic due to future growth within the Downtown Area. Additionally, the project proposes many internal walkways within the project site which would provide publicly-accessible pedestrian routes. These cut-through routes would provide an alternative to sidewalks and could reduce pedestrian volumes along the project's frontage sidewalks.

Bicycle Circulation

Class II bicycle facilities (striped bike lanes) are provided along the Almaden Boulevard (west) and Park Avenue (south) project frontages. Additionally, Class IV protected bike lanes have been implemented along San Fernando Street (along the north project frontage) as part of the City's Better Bikeways program. Further improvements along San Fernando Street along the north project frontage are proposed as part of the San Fernando Street Hardscape Improvement project, discussed below. Many additional bicycle facilities are located along surrounding roadways in the vicinity of the project site.

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile Class I bikeway from Curtner Avenue to Willow Street, and between Virginia Street and Palm Street to Alviso. ~~The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north~~. This trail system can be accessed via trailheads along both San Fernando Street and Park Avenue, located approximately 700 feet west of the project site's Almaden Boulevard frontage.

City of San Jose Proposed Improvements

Almaden Boulevard and San Fernando Street Bikeway Improvements

As part of the Better Bikeways program, the City is proposing improvements along San Fernando Street from Almaden Boulevard and 11th Street, in an effort to enhance safety and increase accessibility of the protected bike lanes along San Fernando Street.

The City will require the project to install raised protected bike lanes along its Almaden Boulevard and San Fernando Street frontages (shown on Figure 11). The site plan shows a 6-foot wide raised bike lane located between landscaping (trees) and a pedestrian walkway. The proposed bike lanes would replace the existing protected bike lane along eastbound San Fernando Street and existing buffered bike lane along northbound Almaden Boulevard.

Additionally, there are proposed signal modifications which include:

- Implementing a Class IV raised bikeway and protected intersection at Almaden Boulevard/San Fernando Street intersection. This includes striped bike lanes adjacent to all crosswalks and installation of corner islands.
- At the Market Street/San Fernando Street intersection, realignment of the southerly curbline along the eastbound San Fernando Street approach to Market Street, installation of bulbouts at all corners of the intersection, realignment of southerly crosswalk, providing protected eastbound and westbound left-turns (currently permitted phased), and maintenance of eastbound right-turn lane.

Existing bus stop islands located at the southeast corner of the Almaden Avenue intersection and at the northwest corner of the San Pedro Street intersection are proposed to be removed and replaced with buffered striping. These bus stops currently do not serve any existing bus routes, as a result of changes to VTA's bus services at the beginning of 2020. The bus stop located at the northwest corner of the San Fernando Street/San Pedro Street intersection will be replaced by a bulb-out, which would help increase visibility of crossing pedestrians and bicycle-users to drivers along westbound San Fernando Street. The project will be required to make a fair-share contribution towards these improvements.

Market Street/Cesar Chavez Park Crosswalks

There are currently four crosswalks across Market Street at the northern end of Cesar Chavez Park, two of which are located across the northbound side, while the other two are located across the southbound side. There is a planned improvement to split the signal operations of the southbound side of Market Street and combine the existing four crosswalks into two crosswalks (one along the northbound side and the other along the southbound side). The planned improvement would maintain a protected pedestrian crossing across Market Street, while potentially providing improvements to vehicular operations on Market Street.

Proposed Park Avenue Paseo

In addition, the project will be required to conform to planned improvements at the Almaden Boulevard/Park Avenue and Market Street/Park Avenue intersections and along the project's Park Avenue frontage that are part of a plan line for the reduction in width of Park Avenue between Market Street and Almaden Boulevard. The proposed improvements (shown in Figure 12) include narrowing

Figure 11
San Fernando Street Hardscape Improvements Plan Line

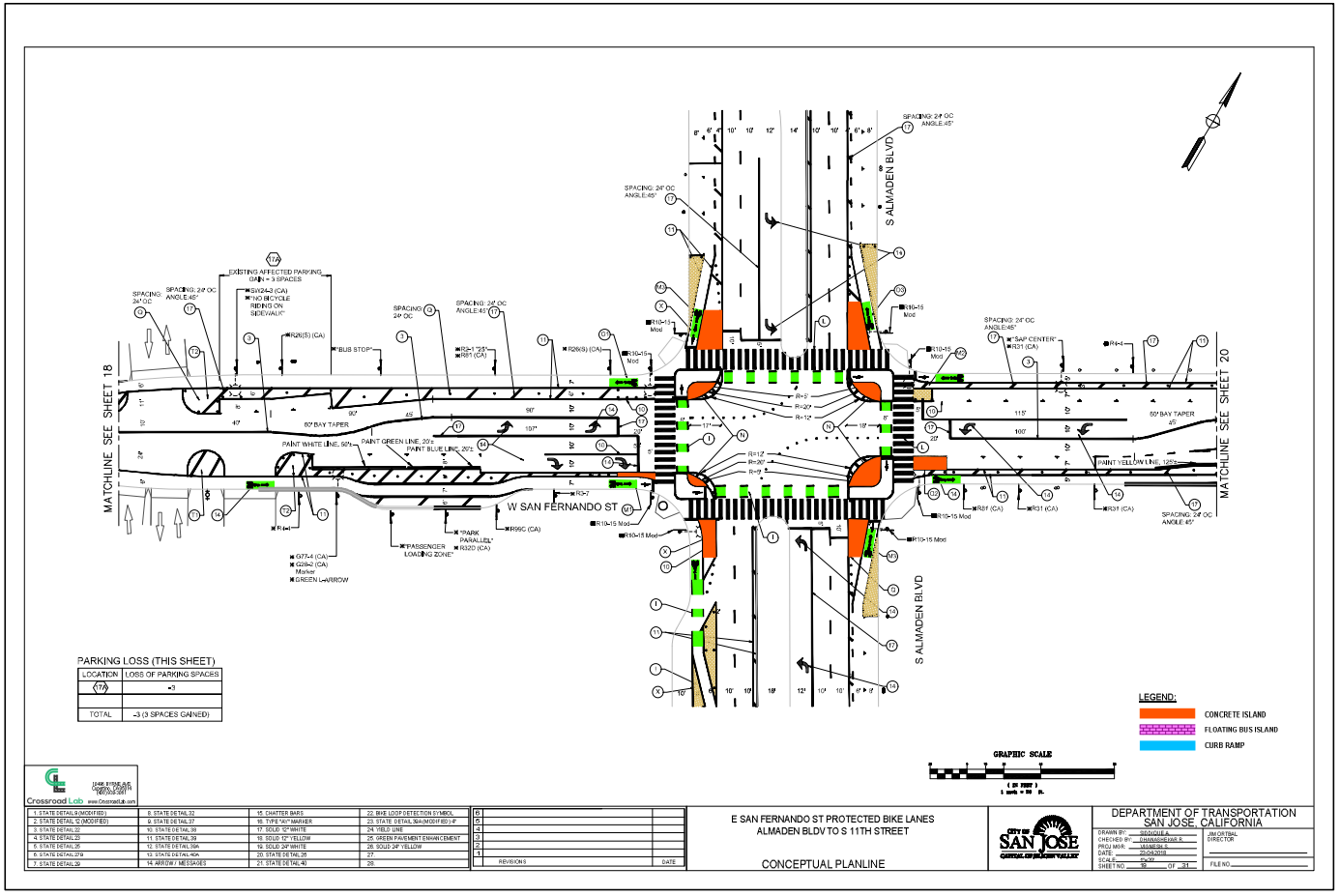


Figure 11 (continued)
San Fernando Street Hardscape Improvements Plan Line

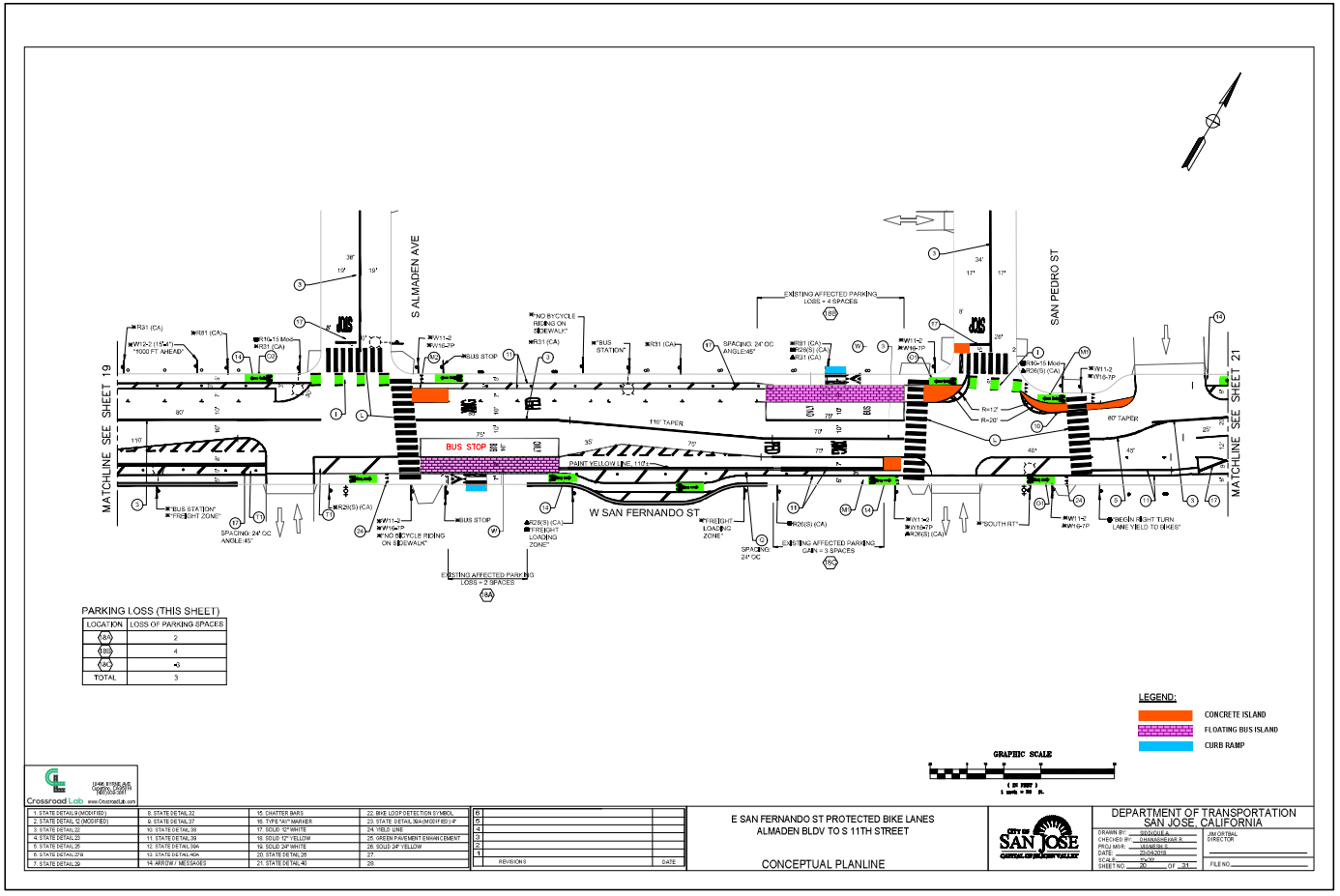


Figure 11 (continued)
San Fernando Street Hardscape Improvements Plan Line

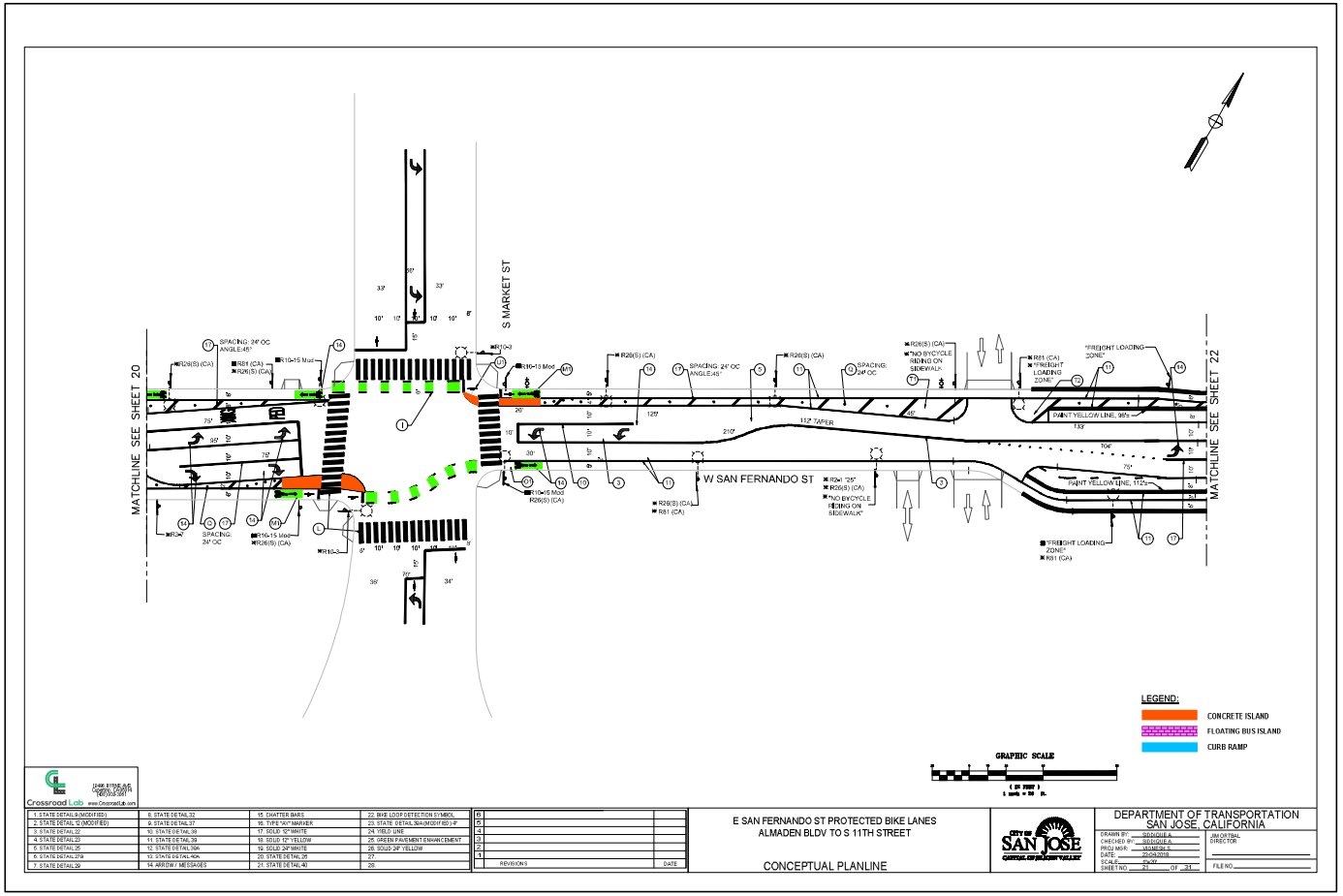
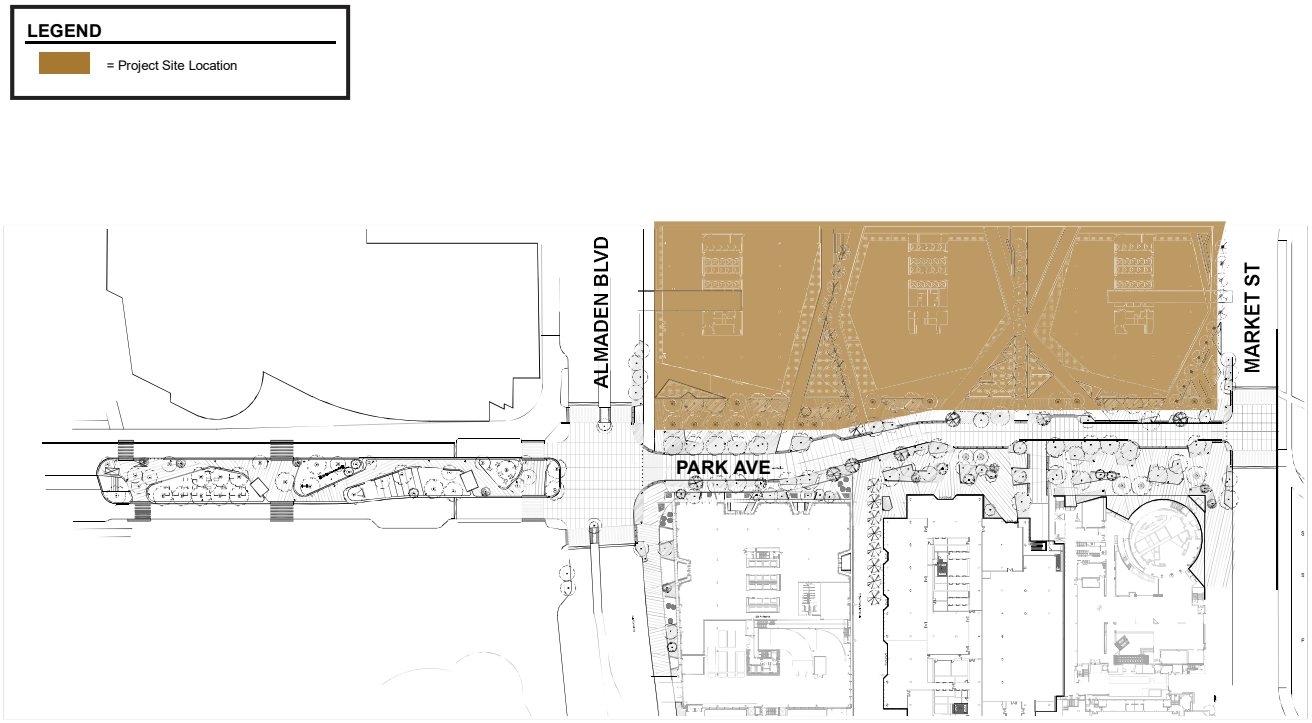


Figure 12
Park Avenue Improvements Plan Line



Park Avenue to a curb-less roadway with one vehicular travel lane in each direction, removal of the existing median island, and signal modifications at the Almaden Boulevard/Park Avenue and Market Street/Park Avenue intersections. As shown on the plan, narrowing Park Avenue would allow sidewalks to be widened (including along the south project frontage), providing additional space for pedestrians and bicyclists and reducing crossing distances at intersection and mid-block crosswalks across Park Avenue. There are also duc-outs proposed along the north side of Park Avenue, which would serve as passenger drop-off areas and freight loading zones.

At the intersection of Almaden Boulevard/Park Avenue, slip lanes and right-turn islands located at the southeast, southwest, and northeast corners of the intersection would be removed and sidewalks extended into the intersection to provide shorter crossing distances across Almaden Boulevard. Additionally, curb radii at all corners of the intersection would be reduced. To accommodate the proposed changes, the following vehicle lanes will be removed:

- one northbound left-turn lane on Almaden Boulevard
- one eastbound left-turn lane on Park Avenue
- one westbound right-turn lane on Park Avenue
- one westbound travel lane on Park Avenue (east and west of Almaden Boulevard)

It should be noted, however, that funding has not been secured for the proposed improvements west of Almaden Boulevard. Therefore, the existing two northbound left-turn lanes on Almaden Boulevard and two eastbound left-turn lanes on Park Avenue will be maintained.

The proposed intersection improvements typically increase visibility of pedestrians at crosswalks and encourage drivers to slow down before making a right-turn. Similar improvements would be made at the northwest and southwest corners of the Market Street/Park Avenue intersection. The proposed improvements will improve safety and connectivity of pedestrian and bicycle networks within the vicinity of the proposed office development.

Transit Facilities

The project is in close proximity to major transit services that will provide the opportunity for multi-modal travel to and from the project site. The nearest bus stops are located along First Street, San Carlos Street and Santa Clara Street. The Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines ~~. The Mountain View–Winchester and Alum Rock–Santa Teresa LRT lines~~ operate along San Carlos Street and along First and Second Streets, north of San Carlos Street. The San Antonio LRT station platforms on First and Second Street are located less than 700 feet walking distance of the project site via Paseo de San Antonio. The Convention Center LRT station along San Carlos Street, is located less than 600 feet walking distance via the Museum Place Paseo that runs between Park Avenue and San Carlos Street. The San Jose Diridon station is located along the ~~Mountain View–Winchester~~Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

The pedestrian and bicycle facilities located adjacent to the project site provide access to major transit stations and provide for a balanced transportation system as outline in the Envision 2040 General Plan goals and policies.

Transit Delay Analysis

An evaluation of the effects of project traffic on transit vehicle delay also was completed and shown in Table 6. The analysis was completed for all transit routes that travel through the study intersections with focus on the San Carlos Street and Santa Clara Street corridors, utilizing peak hour intersection level of service analysis.

Table 6
Transit Delay Analysis

Bus Route #	Study Area Street(s)	Direction	Transit Delay[1] (sec/veh)					
			Background		Background Plus Project		Change	
			AM	PM	AM	PM	AM	PM
22, 64, 68, 181, 500,522	Park Avenue, Meridian Avenue, San Carlos Street	Eastbound	173.5	163.2	189.5	167.4	+16.0	+4.2
		Westbound	178.2	165.6	190.4	168.1	+12.2	+2.5
23, 523	San Carlos Street	Eastbound	180.0	170.4	178.8	207.4	-1.2	+37.0
		Westbound	183.3	167.4	194.4	179.0	+11.1	+11.6
168	San Carlos Street, Woz Way, Delmas Avenue, Santa Clara Street	Northbound	1197.6	1166.9	1208.2	1200.0	+10.6	+33.1
		Southbound	1587.5	1570.7	1615.0	1646.2	+27.5	+75.5

Notes:
[1] Represents the total movement delay each bus is projected to experience as it passes through all of the relevant study intersections. Delays were obtained from TRAFFIX.

Within the project vicinity, bus routes primarily travel along San Carlos Street and Santa Clara Street in the immediate project vicinity. The analysis shows that the project traffic would result in a minor increase, less than 76 seconds or less, in delay of some buses and result in a decrease in delay for other transit vehicles. The decreases in delay are attributed to the fact that the addition of traffic can cause a reallocation of green time, which results in less delay for certain movements and more delay for others. The City does not currently have established policies or significance criteria related to transit vehicle delay. However, the City is currently reviewing potential policies that could require development projects to contribute towards the implementation of transit improvements along the Santa Clara Street and San Carlos Street corridors. Thus, this data is presented for informational purposes only.

Parking

Projects in the downtown area are located in close proximity to residences, recreation, and retail services, allowing individuals to live and satisfy their daily needs near their place of employment. The availability of bicycle lanes and sidewalks throughout downtown and the project's close proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel and demand for on-site parking described below.

Vehicle Parking

According to the City of San Jose Downtown Zoning Regulations (Table 20-140), the project is required to provide 2.5 off-street vehicle parking spaces per 1,000 square feet of office use. The project consists of 3,631,533 square feet of office space. Using a floor area ratio of 0.85, the office use is calculated to contain 3,086,803 square feet of floor area. Based on the City's off-street parking requirements, the office use would be required to provide a total of 7,718 off-street parking spaces. No additional parking spaces are required for the commercial retail space. The project proposes to provide a total of 6,230 on-site parking spaces. This represents a 19% percent reduction from the required 7,718 off-street parking spaces for the office use.

Reduction in Required Off-Street Parking Spaces

Based on City Code 20.90.220.A.1, the project may receive up to a 50 percent reduction in the required off-street parking spaces with a development permit or a development exception if no development permit is required. For an off-street parking reduction of up to 20 percent, the following provisions must be met:

1. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220.G; and
2. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.

The project site is located within the Downtown Core and is within 600 feet walking distance of the Convention Center LRT Station along San Carlos Street. Assuming that the project will meet the City Bicycle Parking requirements per Table 20-90, the project will conform to Code 20.90.220.A.1 Subsections A and B and may be granted up to a 20 percent reduction in off-street parking spaces. Therefore, the required number of parking spaces is reduced from 7,718 spaces to 6,175 spaces and the project will provide sufficient on-site parking.

However, the project should submit and have approved a TDM program to reduce operational issues (i.e. queuing) along roadways in the vicinity of the project site and site access points.

ADA Compliance

Per the 2016 California Building Code (CBC) Table 11B-208.2, projects providing more than 1,001 parking spaces are required to provide accessible parking spaces at a rate of 20 accessible spaces plus one accessible space for each 100 total spaces over 1,000 spaces. The proposed project will be required to provide a total of 72 accessible parking spaces. Of the required accessible parking spaces, 12 van accessible spaces are required.

The project proposes to provide a total of 67 accessible spaces, all located within the B1 parking garage level. Of the provided ADA accessible spaces, 12 spaces are shown to be designated van accessible. As proposed, the project will need to provide an additional five accessible parking spaces to meet accessible parking space requirements. Based on the site plan, the proposed accessible parking spaces are generally located within 150 feet walking distance of building entrances.

Bicycle Parking

Based on the project's downtown location, it is likely that employees of the proposed office use will be able to live in close proximity to the site or will be able to quickly access transit to reach their place of residence. Therefore, the project is required to meet the City's Bicycle Parking requirements. The City Municipal Code (Table 20-190) requires one bicycle parking space per 4,000 square feet of office use. Bicycle parking spaces shall consist of at least eighty percent short-term and at most twenty percent long-term spaces. Per Code 20.70.485, uses which are not required to provide vehicle parking spaces (i.e. the ground-floor commercial use) are required to provide only two short-term bicycle parking spaces and one long-term bicycle parking spaces. Thus, the proposed mixed-use project is required to provide a total of 775 bicycle parking spaces: 620 short-term bicycle parking spaces and 155 long-term bicycle parking spaces to meet the City standards. The City's definition of short-term and long-term bicycle parking is described below.

City of San Jose Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants/employees of a building that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with short-term bicycle parking facilities,
- An access-controlled room with short-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities are accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

The project is proposing a total of 776 parking spaces, which will meet the City's bicycle parking requirement. The site plan indicates that bicycle parking will be located within three separate storage rooms at ground level with direct access provided via sidewalks along the San Fernando Street and Almaden Boulevard project frontages. As described above, the San Fernando Street and Almaden Boulevard project frontages have existing and planned bicycle lanes which will directly serve the project.

Vehicular Queuing Analysis

A vehicle queuing analysis was completed for high-demand movements at the study intersections. The study locations were selected based on the number of projected project trips at utilizing left-turning lanes at surrounding intersections. The vehicle queuing analysis was 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 number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. The results of the queue analysis are summarized in Table 7. Queueing analysis at project driveways is presented within the Driveway Operations section.

Table 7
Intersection Queueing Analysis Summary

	1. Almaden Blvd/ San Fernando						2. Market/ San Fernando										3. Almaden Blvd/ Park					
Measurement	WBL AM	WBL PM	NBL AM	NBL PM	SBL AM	SBL PM	EBL AM	EBL PM	WBL AM	WBL PM	EBR AM	EBR PM	EBT AM	EBT PM	EBT/R AM	EBT/R PM	SBL AM	SBL PM	WBL AM	WBL PM	EBL AM	EBL PM
Existing Conditions																						
Cycle/Delay[1] (sec)	140	140	140	140	140	140	100	100	100	100	100	100	100	100			140	140	140	140	140	140
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1	1	2	2
Volume (vph)	46	213	95	49	92	80	30	18	33	65	33	161	183	187			10	58	11	206	332	132
Volume (vphpl)	46	213	95	49	92	80	30	18	33	65	33	161	183	187			10	58	11	206	166	66
Avg. Queue (veh/ln.)	2	8	4	2	4	3	1	1	1	2	1	4	5	5			0	2	0	8	6	3
Avg. Queue[2] (ft./ln)	45	207	92	48	89	78	21	13	23	45	23	112	127	130			10	56	11	200	161	64
95th %. Queue (veh/ln.)	4	13	7	4	7	6	3	2	3	4	3	8	9	9			2	5	2	13	11	5
95th %. Queue (ft./ln)	100	325	175	100	175	150	75	50	75	100	75	200	225	225			50	125	50	325	275	125
Storage (ft./ ln.)	150	150	150	150	125	125	150	150	100	100	125	125	165	165			200	200	100	100	500	500
Adequate (Y/N)	YES	NO	NO	YES	NO	NO	YES	YES	YES	YES	YES	NO	NO	NO			YES	YES	YES	NO	YES	YES
Background Conditions																						
Cycle/Delay[1] (sec)	140	140	140	140	140	140	100	100	100	100	100	100	100	100	100	100	140	140	140	140	140	140
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2
Volume (vph)	46	218	102	49	92	84	33	20	35	70	35	169	198	200	233	369	17	83	17	252	375	159
Volume (vphpl)	46	218	102	49	92	84	33	20	35	70	35	169	198	200	233	369	17	83	17	252	188	80
Avg. Queue (veh/ln.)	2	8	4	2	4	3	1	1	1	2	1	5	6	6	6	10	1	3	1	10	7	3
Avg. Queue[2] (ft./ln)	45	212	99	48	89	82	23	14	24	49	24	117	138	139	162	256	17	81	17	245	182	77
95th %. Queue (veh/ln.)	4	14	7	4	7	6	3	2	3	4	3	8	10	10	11	16	2	6	2	15	12	6
95th %. Queue (ft./ln)	100	350	175	100	175	150	75	50	75	100	75	200	250	250	275	400	50	150	50	375	300	150
Storage (ft./ ln.)	150	150	150	150	125	125	150	150	100	100	125	125	165	165	165	165	200	200	100	100	500	500
Adequate (Y/N)	YES	NO	NO	YES	NO	NO	YES	YES	YES	YES	YES	NO	NO	NO	NO	NO	YES	YES	YES	NO	YES	YES
Background Plus Project Conditions																						
Cycle/Delay[1] (sec)	140	140	140	140	140	140	100	100	100	100	100	100	100	100	100	100	140	140	140	140	140	140
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2
Volume (vph)	115	582	123	134	109	86	68	219	91	70	76	339	218	314	294	653	35	117	17	360	908	233
Volume (vphpl)	115	582	123	134	109	86	68	219	91	70	76	339	218	314	294	653	35	117	17	360	454	117
Avg. Queue (veh/ln.)	4	23	5	5	4	3	2	6	3	2	2	9	6	9	8	18	1	5	1	14	18	5
Avg. Queue[2] (ft./ln)	112	566	120	130	106	84	47	152	63	49	53	235	151	218	204	453	34	114	17	350	441	113
95th %. Queue (veh/ln.)	8	31	9	9	8	7	4	10	5	4	5	15	10	14	13	25	3	8	2	20	25	8
95th %. Queue (ft./ln)	200	775	225	225	200	175	100	250	125	100	125	375	250	350	325	625	75	200	50	500	625	200
Storage (ft./ ln.)	150	150	150	150	125	125	150	150	100	100	125	125	165	165	165	165	100	100	100	100	500	500
Adequate (Y/N)	NO	NO	NO	NO	NO	NO	YES	NO	NO	YES	YES	NO	NO	NO	NO	NO	YES	NO	YES	NO	NO	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

Table 7 (continued)
Intersection Queueing Analysis Summary

Measurement	7. Almaden Blvd (Notre Dame)/ Santa Clara		8. Market/ Santa Clara				9. Delmas/ Park				10. Almaden/ San Carlos		19. Delmas/ San Carlos	
	NBL AM	NBL PM	EBL AM	EBL PM	WBL AM	WBL PM	WBL AM	WBL PM	SBL/T/R AM	SBL/T/R PM	EBL AM	EBL PM	WBL AM	WBL PM
Existing Conditions														
Cycle/Delay[1] (sec)	100	100	100	100	100	100	100	100	100	100	140	140	120	120
Lanes	1	1	1	1	1	1	1	1	3	3	1	1	1	1
Volume (vph)	115	105	106	65	64	82	14	121	82	393	69	85	21	63
Volume (vphpl)	115	105	106	65	64	82	14	121	27	131	69	85	21	63
Avg. Queue (veh/ln.)	3	3	3	2	2	2	0	3	1	4	3	3	1	2
Avg. Queue[2] (ft./ln)	80	73	74	45	44	57	10	84	19	91	67	83	18	53
95th %. Queue (veh/ln.)	6	6	6	4	4	5	2	7	2	7	6	7	2	5
95th %. Queue (ft./ln)	150	150	150	100	100	125	50	175	50	175	150	175	50	125
Storage (ft./ ln.)	300	300	100	100	150	150	75	75	600	600	150	150	125	125
Adequate (Y/N)	YES	YES	**NO**	YES	YES	YES	YES	**NO**	YES	YES	YES	**NO**	YES	YES
Background Conditions														
Cycle/Delay[1] (sec)	100	100	100	100	100	100	100	100	100	100	140	140	120	120
Lanes	1	1	1	1	1	1	1	1	3	3	1	1	1	1
Volume (vph)	138	140	116	71	68	94	16	128	100	438	79	97	37	197
Volume (vphpl)	138	140	116	71	68	94	16	128	33	146	79	97	37	197
Avg. Queue (veh/ln.)	4	4	3	2	2	3	0	4	1	4	3	4	1	7
Avg. Queue[2] (ft./ln)	96	97	81	49	47	65	11	89	23	101	77	94	31	164
95th %. Queue (veh/ln.)	7	7	6	5	4	5	2	7	3	8	6	7	3	11
95th %. Queue (ft./ln)	175	175	150	125	100	125	50	175	75	200	150	175	75	275
Storage (ft./ ln.)	300	300	100	100	150	150	75	75	600	600	150	150	125	125
Adequate (Y/N)	YES	YES	**NO**	**NO**	YES	YES	YES	**NO**	YES	YES	YES	**NO**	YES	**NO**
Background Plus Project Conditions														
Cycle/Delay[1] (sec)	100	100	100	100	100	100	100	100	100	100	140	140	120	120
Lanes	1	1	1	1	1	1	1	1	3	3	1	1	1	1
Volume (vph)	148	197	126	128	152	102	43	316	549	500	191	113	49	265
Volume (vphpl)	148	197	126	128	152	102	43	316	183	167	191	113	49	265
Avg. Queue (veh/ln.)	4	5	4	4	4	3	1	9	5	5	7	4	2	9
Avg. Queue[2] (ft./ln)	103	137	88	89	106	71	30	219	127	116	186	110	41	221
95th %. Queue (veh/ln.)	8	10	7	7	8	6	3	14	9	8	12	8	4	14
95th %. Queue (ft./ln)	200	250	175	175	200	150	75	350	225	200	300	200	100	350
Storage (ft./ ln.)	300	300	100	100	150	150	75	75	600	600	150	150	125	125
Adequate (Y/N)	YES	YES	**NO**	**NO**	**NO**	YES	YES	**NO**	YES	YES	**NO**	**NO**	YES	**NO**

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

1. Almaden Boulevard/San Fernando Street

The queuing analysis shows that the following turn movements currently experience vehicular queue lengths (under existing conditions) or are projected to experience (under background conditions) vehicular queue lengths that exceed the existing storage capacity during at least one peak-hour and would continue to do so under project conditions.

- Westbound left-turn (PM peak-hour)
- Northbound left-turn (AM peak-hour)
- Southbound left-turn (AM and PM peak-hours)

Additionally, the queueing analysis shows that the following turn movements would be accommodated within the existing storage capacity under existing and background conditions, but are projected to exceed the storage capacity with the addition of project traffic during at least one peak-hour:

- Westbound left-turn (AM peak-hour)
- Northbound left-turn (PM peak-hour)

It may be feasible to extend the existing 125-foot southbound left-turn pocket by an additional 75 feet to accommodate the projected 200-foot maximum queue during the AM peak-hour. It may also be feasible to extend the existing 150-foot northbound left-turn pocket by an additional 75 feet to accommodate the projected 225-foot maximum queue during the AM and PM peak-hours. These improvements will require narrowing the existing landscape median along Almaden Boulevard and removal of several trees.

However, there are no feasible improvements for the westbound left-turn movement. The left-turn movement requires 775 feet of storage space to accommodate the PM peak-hour queues exiting the project site (the queue would theoretically extend back from Almaden Boulevard to just before Market Street). Additionally, extending the westbound turn-lane would require shortening the opposing eastbound turn lane serving Almaden Avenue/San Fernando Street.

2. Market Street/San Fernando Street

The queuing analysis shows that the following turn movement currently experiences vehicular queue lengths (under existing conditions) or is projected to experience (under background conditions) vehicular queue lengths that exceed the existing storage capacity during at least one peak-hour and would continue to do so under project conditions.

- Eastbound right-turn (PM peak-hour)

Additionally, the queueing analysis shows that the following turn movements would be accommodated within the existing storage capacity under existing and background conditions, but are projected to exceed the storage capacity with the addition of project traffic during at least one peak-hour:

- Eastbound left-turn (PM peak-hour)
- Westbound left-turn (AM peak-hour)

Furthermore, an analysis was conducted to determine projected eastbound queue lengths with the elimination of the existing eastbound right-turn lane. The eastbound through movement queue is expected to extend to San Pedro Street, with or without a dedicated right-turn pocket. No feasible improvements are available for the westbound movement.

There also are no feasible improvements for the eastbound and westbound left-turn movements. Extending the westbound left turn-lane would require removal of existing bike lanes along San Fernando Street. The eastbound left-turn pocket already extends to the upstream intersection of San Pedro Street/San Fernando Street.

3. Almaden Boulevard/Park Avenue

The queuing analysis shows that the following turn movement currently experiences vehicular queue lengths (under existing conditions) or is projected to experience (under background conditions)

vehicular queue lengths that exceed the existing storage capacity during at least one peak-hour and would continue to do so under project conditions.

- Westbound left-turn (PM peak-hour)

Additionally, the queueing analysis shows that the following turn movements would be accommodated within the existing storage capacity under existing and background conditions, but are projected to exceed the storage capacity with the addition of project traffic during at least one peak-hour:

- Southbound left-turn (PM peak-hour)
- Eastbound left-turn (AM peak-hour)

The existing 200-foot southbound left-turn pocket will be shortened to approximately 100 feet with the installation of the signalized Almaden Boulevard project driveway. No feasible improvements exist that would accommodate the 200-foot queue during the PM peak-hour. The westbound left-turn also cannot be extended since the Park Avenue Plan line will narrow Park Avenue to a two-lane roadway between Almaden Boulevard and Market Street.

8. Market Street/Santa Clara Street

The queuing analysis shows that the following turn movement currently experiences vehicular queue lengths (under existing conditions) or is projected to experience (under background conditions) vehicular queue lengths that exceed the existing storage capacity during at least one peak-hour and would continue to do so under project conditions.

- Eastbound left-turn (AM and PM peak-hours)

Additionally, the queueing analysis shows that the following turn movement would be accommodated within the existing storage capacity under existing and background conditions, but is projected to exceed the storage capacity with the addition of project traffic during at least one peak-hour:

- Westbound left-turn (AM peak-hour)

There also are no feasible improvements for the eastbound and westbound left-turn movements. Extending the eastbound turn pocket would require shortening the opposing westbound turn pocket serving San Pedro Street/Santa Clara Street. Extending the westbound turn-lane would require shortening the opposing eastbound turn lane serving First Street/Santa Clara Street.

9. Delmas Avenue/Park Avenue

The queuing analysis shows that the following turn movement currently experiences vehicular queue lengths (under existing conditions) or is projected to experience (under background conditions)

vehicular queue lengths that exceed the existing storage capacity during at least one peak-hour and would continue to do so under project conditions.

- Westbound left-turn (PM peak-hour)

The westbound turn-lane cannot be feasibly extended due to the presence of SR-87 overpass columns which are located within the median of Park Avenue.

10. Almaden Boulevard/San Carlos Street

The queuing analysis shows that the following turn movement currently experiences vehicular queue lengths (under existing conditions) or is projected to experience (under background conditions) vehicular queue lengths that exceed the existing storage capacity during at least one peak-hour and would continue to do so under project conditions.

- Eastbound left-turn (PM peak-hour)

Additionally, the queueing analysis shows that the following turn movements would be accommodated within the existing storage capacity under existing and background conditions, but are projected to exceed the storage capacity with the addition of project traffic during at least one peak-hour:

- Eastbound left-turn (AM peak-hour)

The eastbound turn-lane cannot be feasibly extended due to the presence of light rail tracks which are located within the median of San Carlos Street.

19. Delmas Avenue/San Carlos Street

The queuing analysis shows that the following turn movement currently experiences vehicular queue lengths (under existing conditions) or is projected to experience (under background conditions) vehicular queue lengths that exceed the existing storage capacity during at least one peak-hour and would continue to do so under project conditions.

- Westbound left-turn (PM peak-hour)

There also are no feasible improvements for the westbound left-turn movement. Extending the westbound turn pocket would require shortening the opposing eastbound turn pocket serving Woz Way/San Carlos Street.

Conclusions

The project, as proposed, will consist of 3,631,533 square feet of office space and 32,500 s.f. of ground floor retail replacing approximately 758,000 s.f. of office space and 27,000 s.f. of retail/restaurant space currently on-site. Approximately 6,230 parking spaces will be provided within an on-site parking garage. Site access to the parking garage is proposed via two signalized driveways located along San Fernando Street (at its intersections with Almaden Avenue and San Pedro Street), one full-access signalized driveway along Almaden Boulevard, and one right-in, right-out reversible driveway along Market Street (inbound only during the AM peak-hour and outbound only during the PM peak-hour). Access to on-site loading/trash collection areas are proposed via one two-way driveway along Almaden Boulevard and two one-way drive aisles adjacent to each of the San Fernando Street driveways. The loading area access driveway along Almaden Boulevard also will provide access to 15 additional parking spaces at the ground-floor level of the 190 Park Center plaza easement, located at the northwest corner of the site.

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required.

The availability of bicycle lanes and sidewalks throughout downtown and the project's proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. It is expected that the auto trips ultimately generated by the project would be less and the identified operational issues reduced with the use of the multi-modal transportation system within the Downtown area.

A summary of the site access and circulation review along with recommended adjustments is provided below.

Recommendations

- Based on the site plan, the proposed two-way driveways along San Fernando Street would measure 43 feet wide and the driveway along Almaden Boulevard would be 24 feet wide. As proposed, the Almaden Boulevard driveway width will require an additional two feet of width to meet the City's minimum 26-foot driveway width requirement.
- The one-way reversible driveway on Market Street, proposed to be 14 feet wide, would typically need to meet the City's 16-foot width requirement for one-way commercial driveways. However, the Complete Streets Design Guidelines allow for a minimum width of 12 feet at driveways located within the Downtown area. Project driveways that do not meet the City's standard guidelines will require City review and approval.
- Within the on-site parking garage, it is recommended that clear space be provided at the dead-ends of longer drive aisles, which will require removal of planned parking spaces.
- Valet staging areas should be identified within Levels B4 and B5 to provide easy access to vehicle keys. The project should work with City staff to ensure that specific requirements for the valet operations and mechanical lifts are met.
- The project would be required to provide a total of 36 off-street loading spaces per the City code. Although the project will not meet the City's minimum requirement for the number of loading docks, providing 12 loading docks may be sufficient. The project should work with City staff to identify the required off-street loading spaces.
- Per the City, a raised bikeway will be conditioned to be implemented along the project's San Fernando Street and Almaden Boulevard frontages. Additionally, the project may be required to make a fair-share contribution towards proposed signal modifications at the intersections of Almaden Boulevard/San Fernando Street and Market Street/San Fernando Street.
- The project will be required to conform to planned improvements at the Almaden Boulevard/Park Avenue and Market Street/Park Avenue intersections and along the project's Park Avenue frontage that are part of a plan line for the reduction in width of Park Avenue between Market Street and Almaden Boulevard.
- As proposed, the project will need to provide an additional five accessible parking spaces to meet accessible parking space requirements.
- Although the project will be provide sufficient on-site parking per City code, it should submit and have approved a TDM program to reduce operational issues (i.e. queuing) along roadways in the vicinity of the project site and site access points.

Cityview Mixed-Use Development LTA

Technical Appendices

April 29, 2020

Appendix A

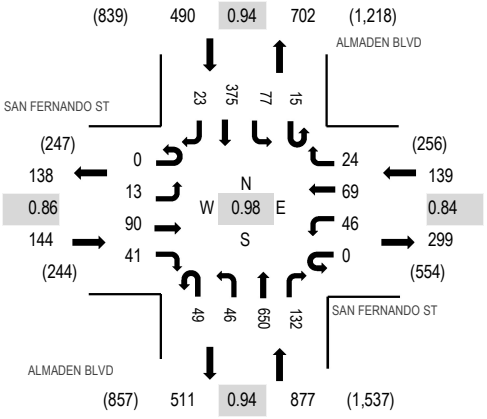
Turning Movement Counts

All Traffic Data Services Inc.

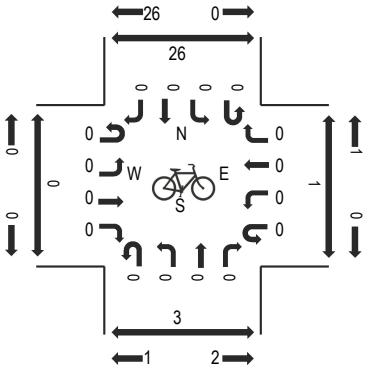
(303) 216-2439
www.alltrafficdata.net

Location: 1 ALMADEN BLVD & SAN FERNANDO ST AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

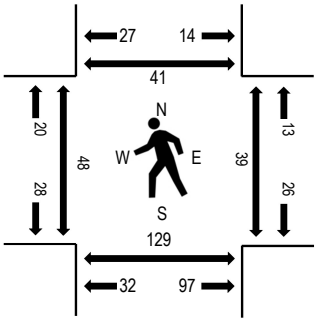
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN FERNANDO ST Eastbound				SAN FERNANDO ST Westbound				ALMADEN BLVD Northbound				ALMADEN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	14	3	0	6	14	1	5	7	78	18	0	11	47	7	212	1,226	3	3	10	5
7:15 AM	1	4	16	1	0	10	9	3	4	8	132	17	5	21	59	4	294	1,437	2	4	8	4
7:30 AM	0	2	19	3	0	8	18	5	7	6	149	35	2	16	53	2	325	1,561	6	10	29	8
7:45 AM	0	3	23	11	0	10	24	4	11	13	155	28	2	23	80	8	395	1,650	12	9	20	17
8:00 AM	0	5	23	6	0	16	18	5	10	15	172	37	2	16	92	6	423	1,650	11	6	41	10
8:15 AM	0	3	18	10	0	13	15	4	14	13	159	36	7	21	99	6	418		18	14	48	10
8:30 AM	0	2	26	14	0	7	12	11	14	5	164	31	4	17	104	3	414		7	10	20	4
8:45 AM	0	2	21	13	0	19	13	11	19	14	117	44	4	23	89	6	395		11	7	22	12

Peak Rolling Hour Flow Rates

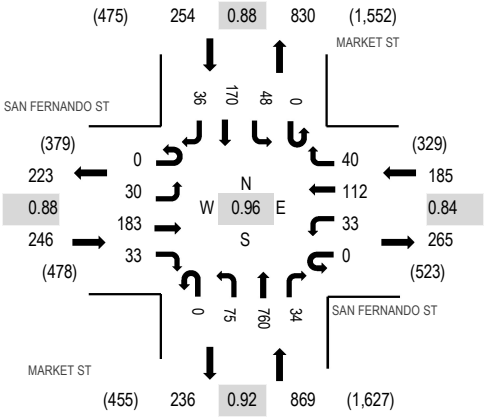
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	13	68	40	0	43	56	22	49	38	646	130	15	75	372	20	1,587
Mediums	0	0	22	1	0	3	13	2	0	8	4	2	0	2	3	2	62
Total	0	13	90	41	0	46	69	24	49	46	650	132	15	77	375	23	1,650

All Traffic Data Services Inc.

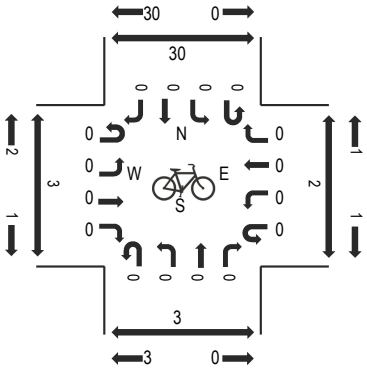
(303) 216-2439
www.alltrafficdata.net

Location: 2 MARKET ST & SAN FERNANDO ST AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

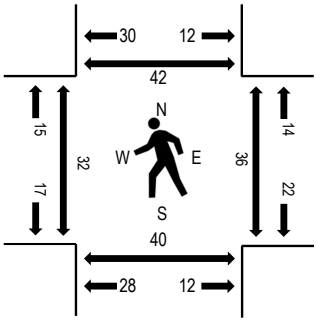
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN FERNANDO ST Eastbound				SAN FERNANDO ST Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	24	8	0	7	15	4	0	9	155	8	0	7	35	2	283	1,399	7	8	7	7
7:15 AM	0	7	42	6	0	6	19	10	1	7	189	5	1	5	27	4	329	1,517	1	16	4	10
7:30 AM	0	4	40	11	0	7	27	5	0	21	199	1	0	12	46	8	381	1,554	11	7	10	6
7:45 AM	0	7	43	7	0	6	33	10	0	15	213	8	0	13	41	10	406	1,519	8	12	8	16
8:00 AM	0	10	53	8	0	4	24	14	0	22	178	14	0	12	50	12	401	1,510	5	16	19	9
8:15 AM	0	9	47	7	0	16	28	11	0	17	170	11	0	11	33	6	366		8	1	3	11
8:30 AM	0	2	48	9	0	7	28	4	0	14	156	13	0	20	38	7	346		4	12	14	5
8:45 AM	0	5	62	10	0	8	26	10	0	19	170	12	0	12	57	6	397		4	8	9	9

Peak Rolling Hour Flow Rates

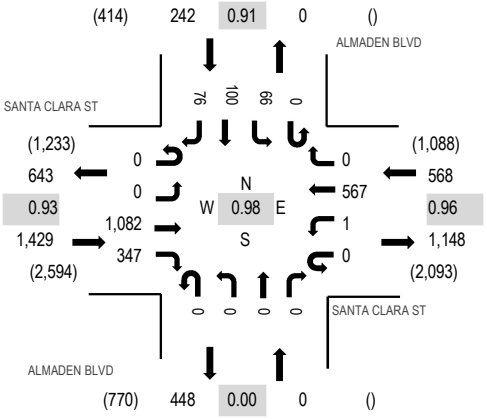
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	30	161	32	0	31	97	38	0	75	752	33	0	48	155	33	1,485
Mediums	0	0	22	1	0	2	15	2	0	0	8	1	0	0	14	3	68
Total	0	30	183	33	0	33	112	40	0	75	760	34	0	48	170	36	1,554

All Traffic Data Services Inc.

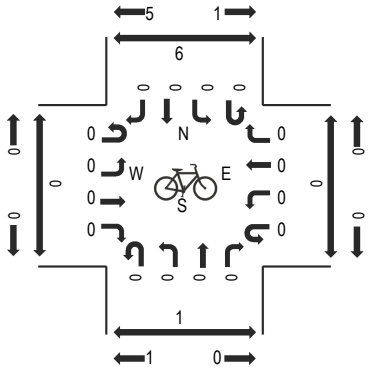
(303) 216-2439
www.alltrafficdata.net

Location: 3 ALMADEN BLVD & SANTA CLARA ST AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

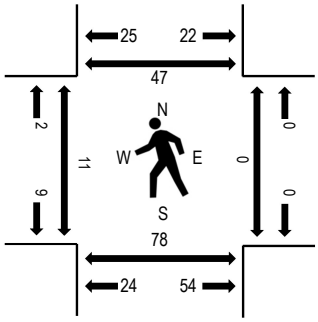
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SANTA CLARA ST Eastbound				SANTA CLARA ST Westbound				ALMADEN BLVD Northbound				ALMADEN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	172	55	0	0	98	0	0	0	0	0	0	4	17	16	362	1,890	4	0	8	10
7:15 AM	0	0	224	59	0	0	144	0	0	0	0	0	0	5	10	16	458	2,100	6	0	10	10
7:30 AM	0	0	249	69	0	0	155	0	0	0	0	0	0	9	14	17	513	2,194	1	0	23	16
7:45 AM	0	0	272	72	0	0	162	0	0	0	0	0	0	18	17	16	557	2,239	3	0	20	12
8:00 AM	0	0	262	87	0	0	160	0	0	0	0	0	0	15	19	29	572	2,206	2	0	14	12
8:15 AM	0	0	265	88	0	1	140	0	0	0	0	0	0	14	27	17	552		6	0	23	14
8:30 AM	0	0	283	100	0	0	105	0	0	0	0	0	0	19	37	14	558		0	0	21	9
8:45 AM	0	0	267	70	0	1	122	0	0	0	0	0	0	15	27	22	524		3	0	20	22

Peak Rolling Hour Flow Rates

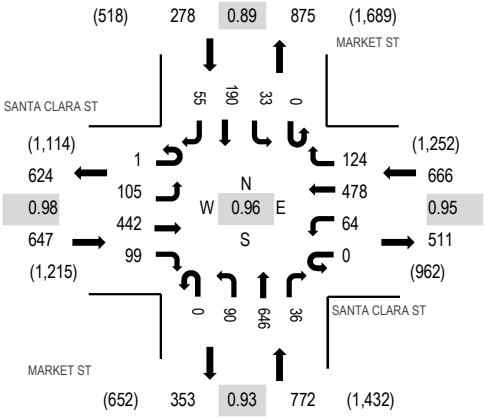
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	1,053	344	0	1	536	0	0	0	0	0	0	64	97	74	2,169
Mediums	0	0	27	2	0	0	31	0	0	0	0	0	0	2	3	1	66
Total	0	0	1,082	347	0	1	567	0	0	0	0	0	0	66	100	76	2,239

All Traffic Data Services Inc.

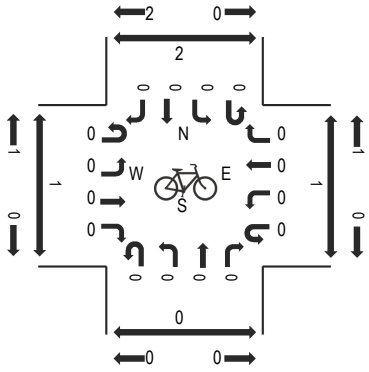
(303) 216-2439
www.alltrafficdata.net

Location: 4 MARKET ST & SANTA CLARA ST AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

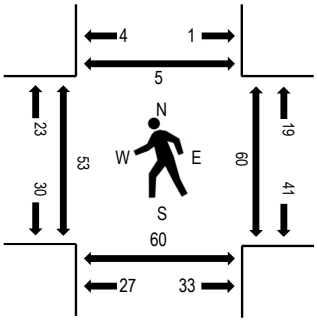
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SANTA CLARA ST Eastbound				SANTA CLARA ST Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	13	72	14	0	13	82	24	0	10	158	5	0	4	28	6	429	2,131	11	8	9	2
7:15 AM	0	15	92	18	0	8	109	43	0	22	154	7	0	7	24	15	514	2,306	9	3	10	0
7:30 AM	0	22	106	24	0	12	106	36	0	20	165	6	0	9	48	18	572	2,363	12	10	17	1
7:45 AM	1	25	117	21	0	13	130	32	0	18	181	13	0	5	48	12	616	2,334	16	11	12	4
8:00 AM	0	33	99	26	0	20	121	28	0	38	153	9	0	8	51	18	604	2,286	9	24	14	0
8:15 AM	0	25	120	28	0	19	121	28	0	14	147	8	0	11	43	7	571		16	15	17	0
8:30 AM	0	31	113	27	0	16	90	45	0	12	120	6	0	10	60	13	543		20	25	19	2
8:45 AM	0	26	121	26	0	10	103	43	0	17	142	7	0	7	55	11	568		18	22	23	2

Peak Rolling Hour Flow Rates

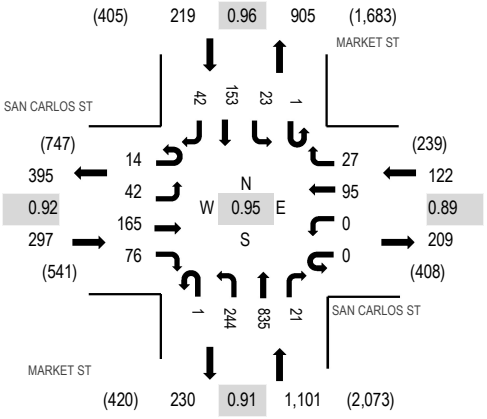
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	103	421	97	0	60	450	121	0	85	639	36	0	29	181	52	2,275
Mediums	0	2	21	2	0	4	28	2	0	4	7	0	0	3	8	3	84
Total	1	105	442	99	0	64	478	124	0	90	646	36	0	33	190	55	2,363

All Traffic Data Services Inc.

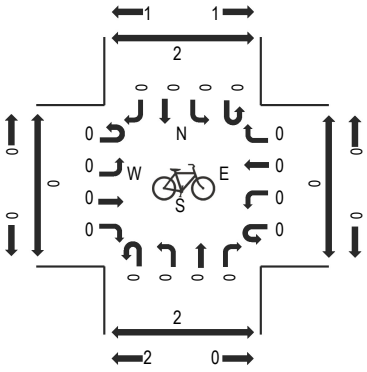
(303) 216-2439
www.alltrafficdata.net

Location: 5 MARKET ST & SAN CARLOS ST AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

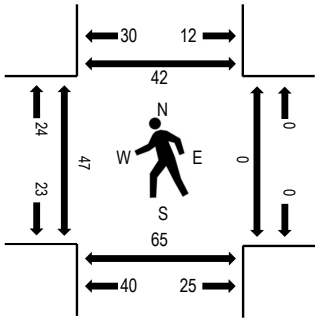
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN CARLOS ST Eastbound				SAN CARLOS ST Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	20	14	0	0	15	7	0	53	158	4	0	12	23	8	319	1,591	9	0	17	2
7:15 AM	3	9	26	13	0	0	26	1	0	55	197	8	0	2	27	9	376	1,728	9	0	15	5
7:30 AM	1	5	37	15	0	0	25	4	0	70	241	3	0	4	36	13	454	1,739	14	0	15	8
7:45 AM	5	15	35	26	0	0	21	9	0	72	199	4	1	6	40	9	442	1,713	11	0	14	12
8:00 AM	3	13	45	16	0	0	20	6	1	60	228	7	0	5	45	7	456	1,667	13	0	13	12
8:15 AM	5	9	48	19	0	0	29	8	0	42	167	7	0	8	32	13	387		9	0	23	10
8:30 AM	4	7	40	18	0	1	21	10	0	61	203	14	0	8	35	6	428		8	0	17	11
8:45 AM	5	9	51	20	0	0	30	6	0	47	166	6	0	8	39	9	396		9	0	17	31

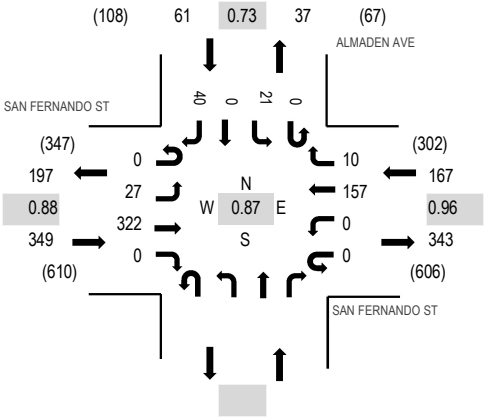
Peak Rolling Hour Flow Rates

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	1	0	0	0	1	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	14	42	142	74	0	0	68	26	0	239	825	19	1	23	141	40	1,654
Mediums	0	0	23	2	0	0	27	1	1	5	9	2	0	0	11	2	83
Total	14	42	165	76	0	0	95	27	1	244	835	21	1	23	153	42	1,739

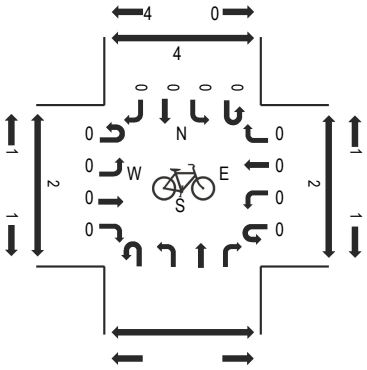
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 6 ALMADEN AVE & SAN FERNANDO ST AM
Date: Wednesday, May 22, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

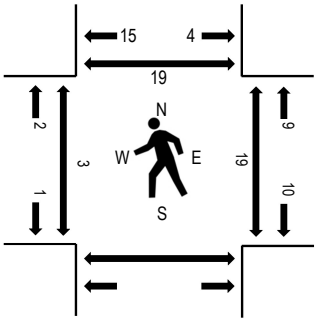
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN FERNANDO ST Eastbound				SAN FERNANDO ST Westbound				Northbound				ALMADEN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	41	0	0	0	19	2					0	5	0	7	76	443	1	2		4
7:15 AM	0	4	57	0	0	0	24	1					0	3	0	8	97	509	0	5		5
7:30 AM	0	4	71	0	0	0	35	9					0	3	0	8	130	543	1	2		4
7:45 AM	0	6	76	0	0	0	43	2					0	7	0	6	140	552	1	3		5
8:00 AM	0	7	79	0	0	0	43	1					0	4	0	8	142	577	0	6		6
8:15 AM	0	6	75	0	0	0	39	0					0	6	0	5	131		1	6		7
8:30 AM	0	7	76	0	0	0	27	8					0	7	0	14	139		2	3		2
8:45 AM	0	7	92	0	0	0	48	1					0	4	0	13	165		0	4		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	0	0	0	0	0	0	0					0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	27	302	0	0	0	141	10					0	21	0	40	541
Mediums	0	0	20	0	0	0	16	0					0	0	0	0	36
Total	0	27	322	0	0	0	157	10					0	21	0	40	577

All Traffic Data Services Inc.

(303) 216-2439
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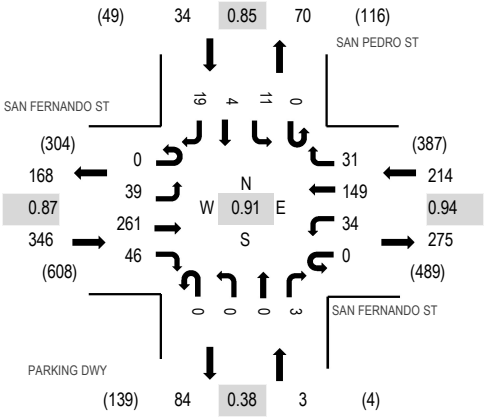
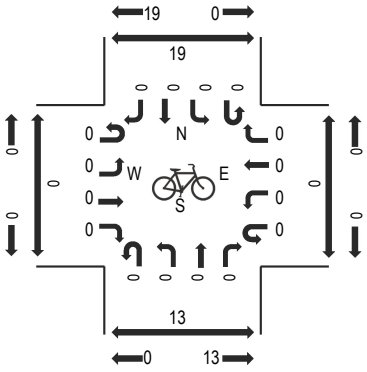
Location: 7 PARKING DWY & SAN FERNANDO ST AM
Date: Wednesday, May 22, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

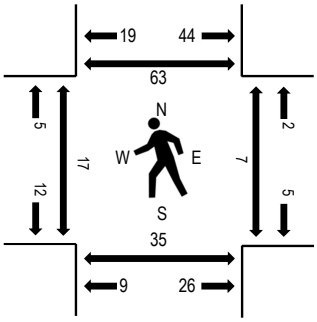
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN FERNANDO ST Eastbound				SAN FERNANDO ST Westbound				PARKING DWY Northbound				SAN PEDRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	36	7	0	1	20	3	0	0	0	0	0	3	0	1	74	451	1	7	9	7
7:15 AM	0	1	54	5	0	3	24	3	0	0	0	0	0	3	0	1	94	526	0	6	5	5
7:30 AM	0	13	54	6	0	8	43	7	0	0	0	0	0	2	0	1	134	577	6	2	13	8
7:45 AM	0	7	62	14	0	10	42	9	0	1	0	0	0	0	1	3	149	582	3	8	12	12
8:00 AM	0	11	65	9	0	7	38	9	0	0	0	0	0	3	1	6	149	597	6	0	6	12
8:15 AM	0	10	59	10	0	12	36	8	0	0	0	2	0	5	0	3	145		7	4	14	38
8:30 AM	0	9	57	16	0	10	32	9	0	0	0	0	0	1	2	3	139		1	0	7	4
8:45 AM	0	9	80	11	0	5	43	5	0	0	0	1	0	2	1	7	164		3	3	8	9

Peak Rolling Hour Flow Rates

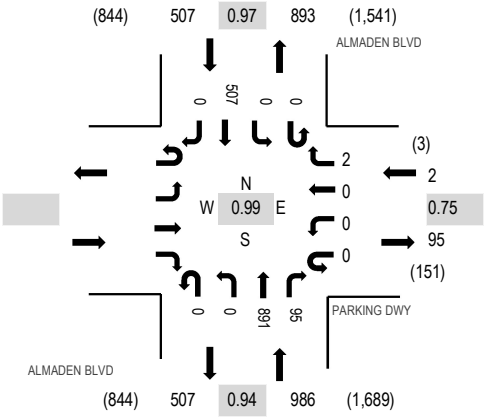
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	39	235	46	0	34	133	30	0	0	0	3	0	10	4	18	552
Mediums	0	0	26	0	0	0	16	1	0	0	0	0	0	1	0	1	45
Total	0	39	261	46	0	34	149	31	0	0	0	3	0	11	4	19	597

All Traffic Data Services Inc.

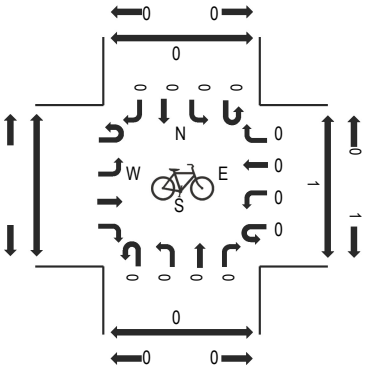
(303) 216-2439
www.alltrafficdata.net

Location: 8 ALMADEN BLVD & PARKING DWY AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

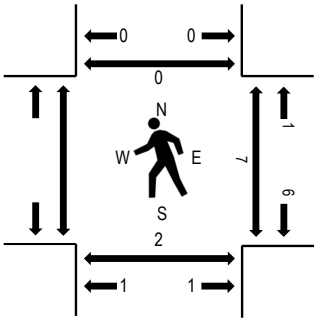
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				PARKING DWY Westbound				ALMADEN BLVD Northbound				ALMADEN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM					0	0	0	0	0	0	98	11	0	0	57	0	166	1,075		1	0	1
7:15 AM					0	0	0	0	0	0	160	9	0	0	70	0	239	1,278		0	1	0
7:30 AM					0	0	0	0	0	0	205	17	0	0	73	0	295	1,417		1	0	0
7:45 AM					0	0	0	0	0	0	229	33	0	0	113	0	375	1,495		0	1	0
8:00 AM					0	0	0	1	0	0	226	22	0	0	120	0	369	1,461		4	1	0
8:15 AM					0	0	0	0	0	0	222	19	0	0	137	0	378			2	0	0
8:30 AM					0	0	0	1	0	0	214	21	0	0	137	0	373			1	0	0
8:45 AM					0	0	0	1	0	0	184	19	0	0	137	0	341			1	0	0

Peak Rolling Hour Flow Rates

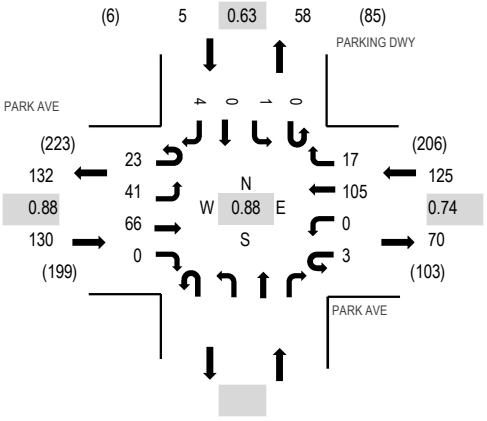
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	0	0	2	0	0	875	95	0	0	497	0	1,469
Mediums					0	0	0	0	0	0	16	0	0	0	10	0	26
Total					0	0	0	2	0	0	891	95	0	0	507	0	1,495

All Traffic Data Services Inc.

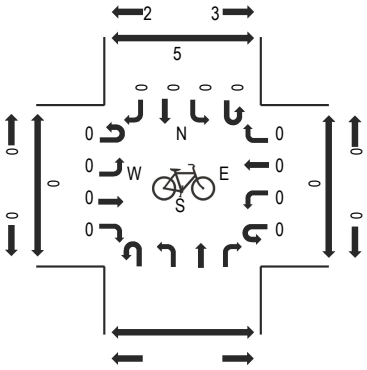
(303) 216-2439
www.alltrafficdata.net

Location: 9 PARKING DWY & PARK AVE AM
Date: Wednesday, May 22, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

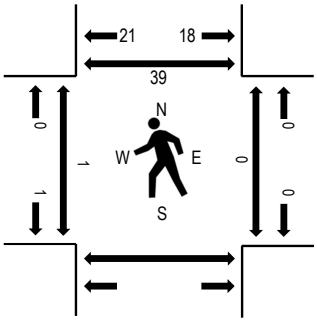
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PARK AVE Eastbound				PARK AVE Westbound				Northbound				PARKING DWY Southbound				Total	Rolling Hour	Pedestrian 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	3	2	5	0	0	0	18	1					0	0	0	0	29	151	0	0		5
7:15 AM	2	5	8	0	0	0	24	1					0	0	0	0	40	175	0	0		3
7:30 AM	4	6	13	0	0	0	14	2					0	0	0	0	39	196	0	0		14
7:45 AM	8	7	6	0	0	0	18	3					0	1	0	0	43	231	0	0		12
8:00 AM	3	11	13	0	1	0	22	2					0	1	0	0	53	260	0	0		9
8:15 AM	8	10	17	0	1	0	23	1					0	0	0	1	61		0	0		9
8:30 AM	7	10	14	0	1	0	32	9					0	0	0	1	74		0	0		13
8:45 AM	5	10	22	0	0	0	28	5					0	0	0	2	72		1	0		8

Peak Rolling Hour Flow Rates

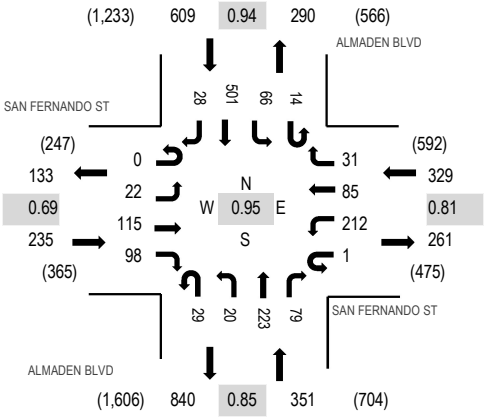
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	23	41	62	0	3	0	102	17					0	1	0	4	253
Mediums	0	0	4	0	0	0	3	0					0	0	0	0	7
Total	23	41	66	0	3	0	105	17					0	1	0	4	260

All Traffic Data Services Inc.

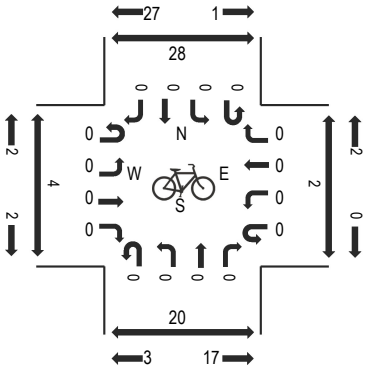
(303) 216-2439
www.alltrafficdata.net

Location: 1 ALMADEN BLVD & SAN FERNANDO ST PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

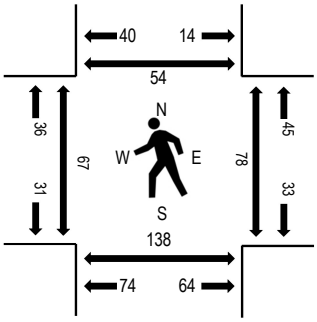
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN FERNANDO ST Eastbound				SAN FERNANDO ST Westbound				ALMADEN BLVD Northbound				ALMADEN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	12	6	0	46	14	12	8	8	52	24	1	19	143	6	354	1,397	24	15	10	29
4:15 PM	0	6	14	10	0	45	21	6	7	8	41	14	1	11	121	7	312	1,443	10	10	21	14
4:30 PM	0	5	12	12	0	43	17	8	10	2	58	19	6	18	143	7	360	1,496	12	9	16	12
4:45 PM	0	5	24	9	0	47	23	7	4	3	52	22	2	17	147	9	371	1,524	15	14	28	11
5:00 PM	0	5	27	36	1	75	18	7	8	4	57	19	4	16	121	2	400	1,497	17	19	41	19
5:15 PM	0	9	41	39	0	41	30	6	6	3	53	11	4	20	92	10	365		12	25	48	14
5:30 PM	0	3	23	14	0	49	14	11	11	10	61	27	4	13	141	7	388		23	20	21	10
5:45 PM	0	2	31	17	0	29	15	7	8	6	68	20	0	20	118	3	344		11	20	30	8

Peak Rolling Hour Flow Rates

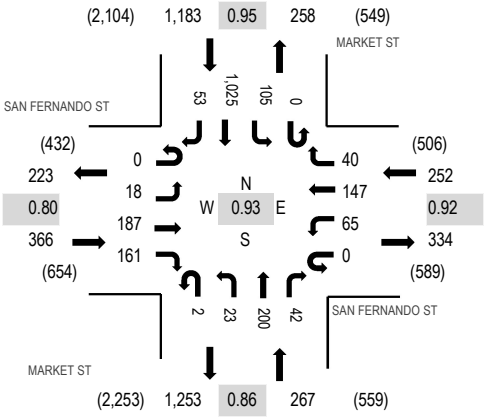
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	97	94	1	210	75	29	29	12	219	79	14	64	497	28	1,469
Mediums	0	1	18	4	0	1	10	2	0	8	4	0	0	2	4	0	54
Total	0	22	115	98	1	212	85	31	29	20	223	79	14	66	501	28	1,524

All Traffic Data Services Inc.

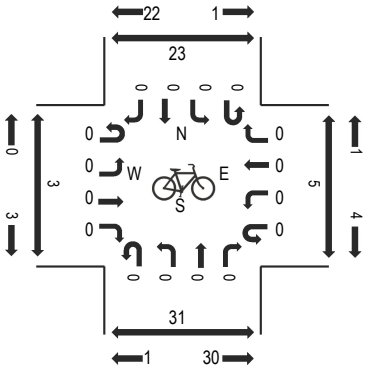
(303) 216-2439
www.alltrafficdata.net

Location: 2 MARKET ST & SAN FERNANDO ST PM
Date: Wednesday, May 22, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

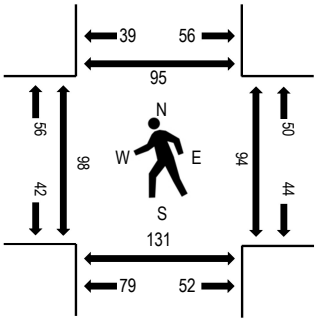
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN FERNANDO ST Eastbound				SAN FERNANDO ST Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	47	31	0	19	42	11	0	5	61	11	0	23	173	9	433	1,755	13	27	18	16
4:15 PM	0	2	26	28	0	14	26	10	0	5	61	7	0	16	195	10	400	1,853	14	17	9	19
4:30 PM	0	7	31	34	0	16	44	8	0	10	65	10	0	17	226	6	474	2,010	21	6	22	7
4:45 PM	0	6	47	28	0	11	41	12	0	3	47	7	0	13	225	8	448	2,050	19	27	15	17
5:00 PM	0	3	44	41	0	16	50	6	2	8	49	10	0	24	263	15	531	2,068	42	14	24	11
5:15 PM	0	3	57	55	0	18	30	14	0	6	51	11	0	26	271	15	557		14	22	23	22
5:30 PM	0	7	43	30	0	21	36	11	0	4	55	11	0	19	266	11	514		21	28	22	39
5:45 PM	0	5	43	35	0	10	31	9	0	5	45	10	0	36	225	12	466		21	30	62	23

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	1	0	0	0	1	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	18	169	160	0	65	133	40	2	23	197	42	0	105	1,019	51	2,024
Mediums	0	0	18	1	0	0	14	0	0	0	2	0	0	0	5	2	42
Total	0	18	187	161	0	65	147	40	2	23	200	42	0	105	1,025	53	2,068

All Traffic Data Services Inc.

(303) 216-2439
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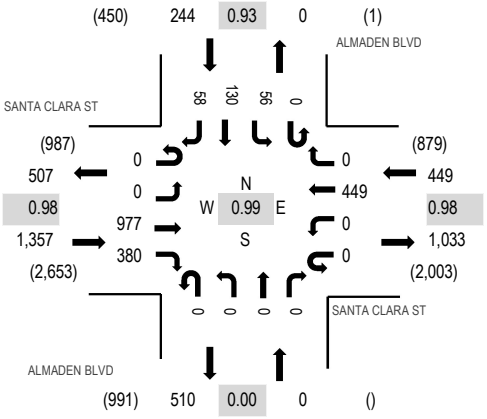
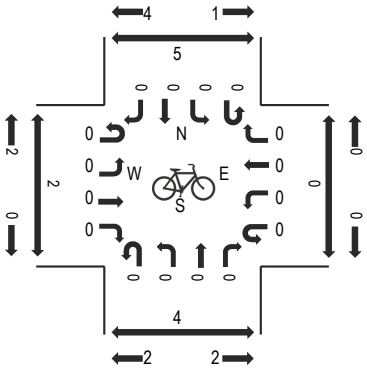
Location: 3 ALMADEN BLVD & SANTA CLARA ST PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

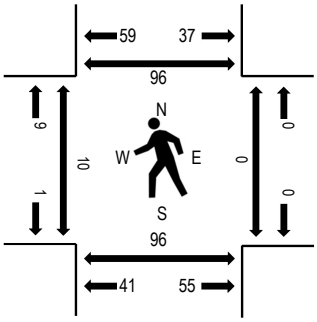
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SANTA CLARA ST Eastbound				SANTA CLARA ST Westbound				ALMADEN BLVD Northbound				ALMADEN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	214	107	0	0	100	0	0	0	0	0	0	10	34	15	480	1,970	5	0	20	22
4:15 PM	0	0	223	91	0	1	109	0	0	0	0	0	0	14	26	13	477	2,010	6	1	22	16
4:30 PM	0	0	221	113	0	0	115	0	0	0	0	0	0	14	30	10	503	2,050	2	0	16	10
4:45 PM	0	0	252	94	0	0	105	0	0	0	0	0	0	16	31	12	510	2,030	3	0	13	26
5:00 PM	0	0	253	88	0	0	114	0	0	0	0	0	0	9	40	16	520	2,012	3	0	52	25
5:15 PM	0	0	251	85	0	0	115	0	0	0	0	0	0	17	29	20	517		2	0	15	35
5:30 PM	0	0	227	86	0	0	114	1	0	0	0	0	0	15	22	18	483		5	0	21	24
5:45 PM	0	0	256	92	0	0	105	0	0	0	0	0	0	11	22	6	492		5	0	15	27

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	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	950	376	0	0	429	0	0	0	0	0	0	54	128	58	1,995
Mediums	0	0	26	4	0	0	20	0	0	0	0	0	0	1	2	0	53
Total	0	0	977	380	0	0	449	0	0	0	0	0	0	56	130	58	2,050

All Traffic Data Services Inc.

(303) 216-2439
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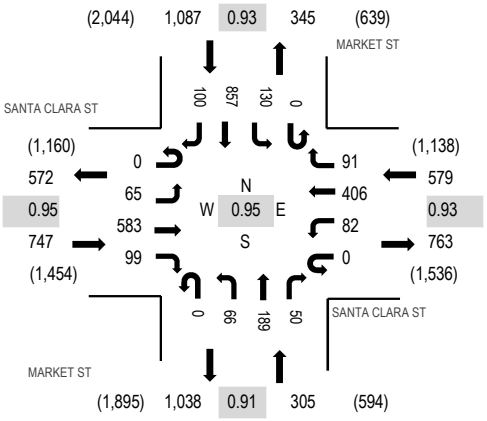
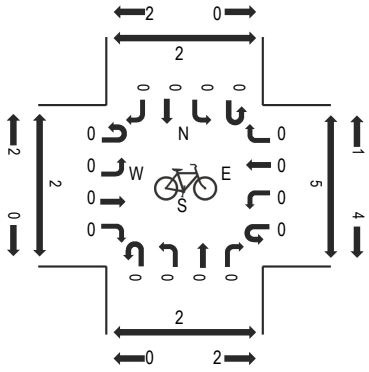
Location: 4 MARKET ST & SANTA CLARA ST PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

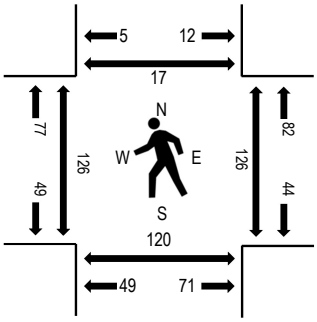
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SANTA CLARA ST Eastbound				SANTA CLARA ST Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	16	129	26	0	18	102	16	0	17	42	14	0	44	150	24	598	2,546	22	33	32	12
4:15 PM	0	18	144	17	0	18	103	19	0	16	47	14	0	43	166	26	631	2,600	13	21	36	3
4:30 PM	0	20	137	27	0	17	123	19	0	28	39	13	0	31	171	31	656	2,681	25	13	30	4
4:45 PM	0	15	155	26	0	20	86	20	0	14	42	12	0	33	203	35	661	2,718	12	32	19	6
5:00 PM	0	14	134	21	0	27	104	26	0	21	44	9	0	29	204	19	652	2,684	49	32	28	2
5:15 PM	0	21	144	23	0	15	111	22	0	12	57	15	0	33	230	29	712		30	33	45	3
5:30 PM	0	15	150	29	0	20	105	23	0	19	46	14	0	35	220	17	693		35	29	28	6
5:45 PM	0	14	137	22	1	22	90	11	0	10	33	16	0	50	203	18	627		36	26	61	6

Peak Rolling Hour Flow Rates

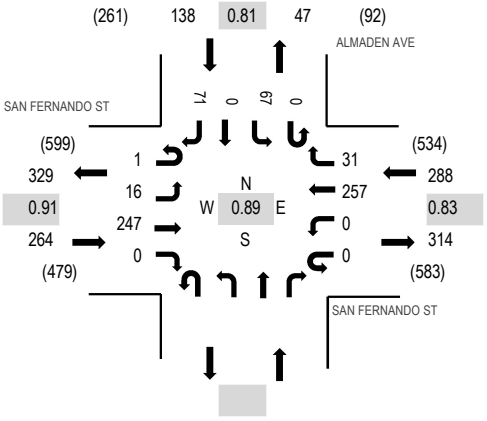
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	64	559	97	0	81	386	89	0	66	187	50	0	129	847	100	2,655
Mediums	0	1	24	2	0	1	20	2	0	0	2	0	0	1	10	0	63
Total	0	65	583	99	0	82	406	91	0	66	189	50	0	130	857	100	2,718

All Traffic Data Services Inc.

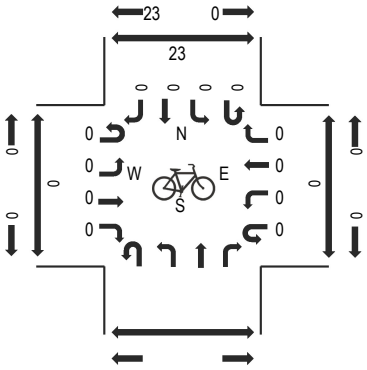
(303) 216-2439
www.alltrafficdata.net

Location: 6 ALMADEN AVE & SAN FERNANDO ST PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

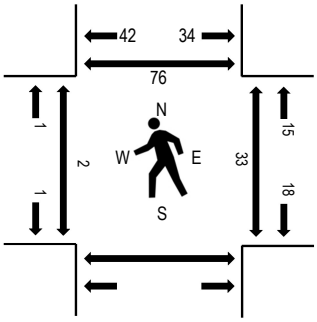
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN FERNANDO ST Eastbound				SAN FERNANDO ST Westbound				Northbound				ALMADEN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	53	0	0	0	58	10					0	20	0	18	162	591	0	8		15
4:15 PM	1	2	37	0	0	0	56	4					1	20	0	12	133	623	1	7		11
4:30 PM	0	4	46	0	0	0	60	10					0	16	0	14	150	682	0	16		12
4:45 PM	1	2	57	0	0	0	54	6					0	11	0	15	146	690	0	6		20
5:00 PM	0	2	63	0	0	0	83	4					0	17	0	25	194	683	0	11		28
5:15 PM	0	9	66	0	0	0	58	15					0	24	0	20	192		1	11		18
5:30 PM	0	3	61	0	0	0	62	6					0	15	0	11	158		1	5		10
5:45 PM	0	5	64	0	0	0	42	6					0	13	0	9	139		0	3		10

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	1	16	228	0	0	0	244	27					0	65	0	70	651
Mediums	0	0	19	0	0	0	13	4					0	2	0	1	39
Total	1	16	247	0	0	0	257	31					0	67	0	71	690

All Traffic Data Services Inc.

(303) 216-2439
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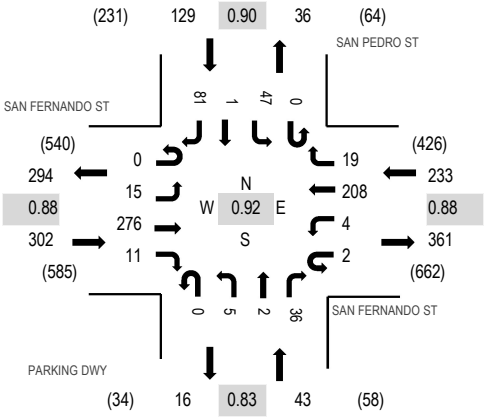
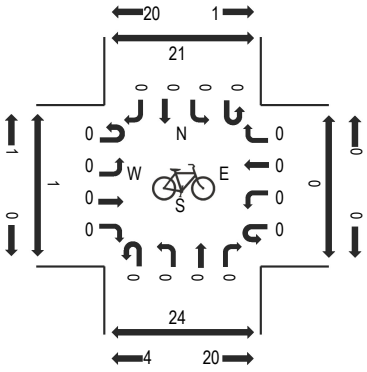
Location: 7 PARKING DWY & SAN FERNANDO ST PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

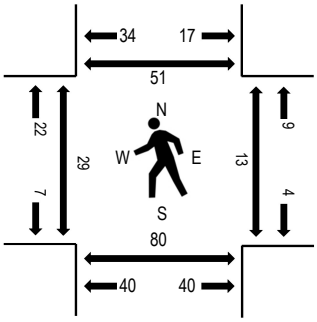
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN FERNANDO ST Eastbound				SAN FERNANDO ST Westbound				PARKING DWY Northbound				SAN PEDRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	62	5	0	1	52	3	0	0	0	3	0	14	0	17	163	608	6	2	13	12
4:15 PM	0	3	52	1	0	1	39	1	0	0	1	3	0	4	0	19	124	638	9	0	15	11
4:30 PM	0	7	56	0	0	0	57	4	0	0	1	7	0	12	0	19	163	707	12	6	25	6
4:45 PM	0	4	61	1	0	1	47	4	0	2	0	11	0	10	1	16	158	700	4	1	12	13
5:00 PM	0	1	73	6	0	1	61	4	0	2	1	9	0	9	0	26	193	692	11	3	20	14
5:15 PM	0	3	86	4	2	2	43	7	0	1	0	9	0	16	0	20	193		2	3	23	18
5:30 PM	0	5	67	3	0	0	49	1	0	0	0	5	0	7	1	18	156		10	0	19	7
5:45 PM	0	1	75	3	0	3	36	7	0	0	0	3	0	6	0	16	150		15	13	29	19

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	15	255	11	2	4	192	19	0	5	2	36	0	47	1	80	669
Mediums	0	0	21	0	0	0	16	0	0	0	0	0	0	0	0	1	38
Total	0	15	276	11	2	4	208	19	0	5	2	36	0	47	1	81	707

All Traffic Data Services Inc.

(303) 216-2439
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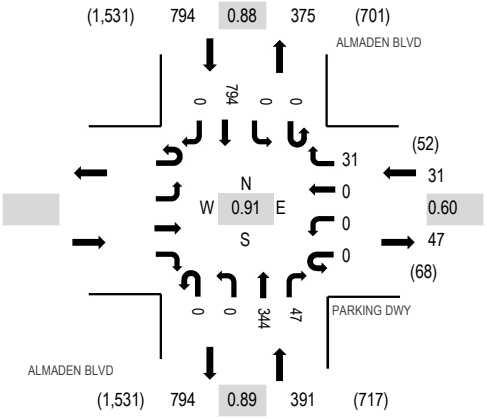
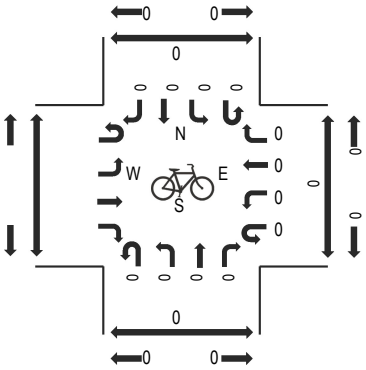
Location: 8 ALMADEN BLVD & PARKING DWY PM
Date: Wednesday, May 22, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

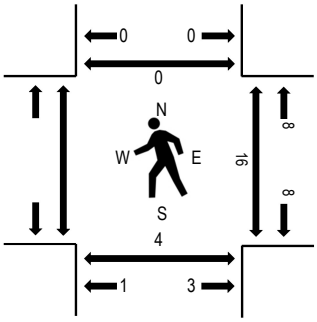
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PARKING DWY Eastbound				PARKING DWY Westbound				ALMADEN BLVD Northbound				ALMADEN BLVD Southbound					Rolling Hour	Pedestrian Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM					0	0	0	10	0	0	79	6	0	0	201	0	296	1,084		4	6	0
4:15 PM					0	0	0	5	0	0	72	4	0	0	168	0	249	1,121		5	4	3
4:30 PM					0	0	0	4	0	0	80	4	0	0	185	0	273	1,134		2	1	0
4:45 PM					0	0	0	2	0	0	74	7	0	0	183	0	266	1,190		5	2	1
5:00 PM					0	0	0	13	0	0	81	9	0	0	230	0	333	1,216		4	0	0
5:15 PM					0	0	0	4	0	0	75	12	0	0	171	0	262			5	1	0
5:30 PM					0	0	0	4	0	0	95	9	0	0	221	0	329			3	2	0
5:45 PM					0	0	0	10	0	0	93	17	0	0	172	0	292			4	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	0	0	31	0	0	334	47	0	0	787	0	1,199
Mediums					0	0	0	0	0	0	10	0	0	0	7	0	17
Total					0	0	0	31	0	0	344	47	0	0	794	0	1,216

All Traffic Data Services Inc.

(303) 216-2439
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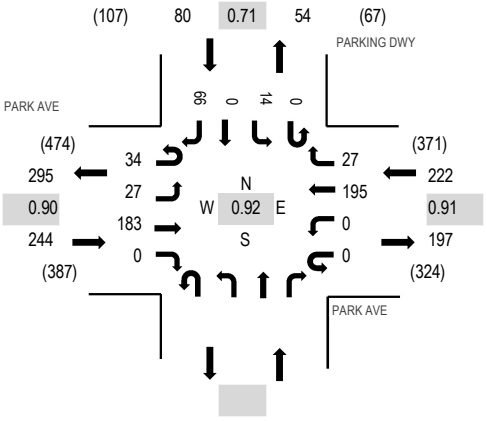
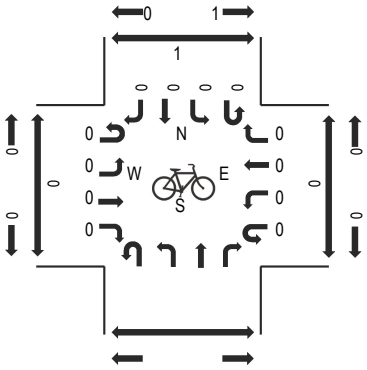
Location: 9 PARKING DWY & PARK AVE PM
Date: Wednesday, May 22, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

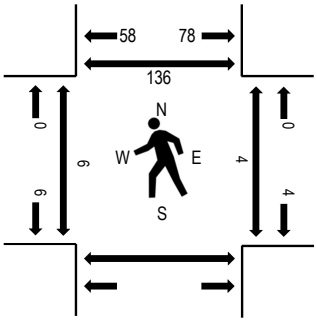
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PARK AVE Eastbound				PARK AVE Westbound				Northbound				PARKING DWY Southbound				Total	Rolling Hour	Pedestrian 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	3	3	36	0	0	0	30	1					0	2	0	5	80	319	2	0		23
4:15 PM	4	0	26	0	0	0	39	1					0	0	0	5	75	378	0	0		14
4:30 PM	3	4	23	0	0	0	44	1					0	3	0	5	83	434	0	0		20
4:45 PM	4	3	34	0	0	0	33	0					0	3	0	4	81	500	0	0		15
5:00 PM	2	8	53	0	0	0	44	4					0	6	0	22	139	546	0	0		24
5:15 PM	6	1	48	0	0	0	51	3					0	4	0	18	131		0	0		33
5:30 PM	12	5	51	0	0	0	49	12					0	2	0	18	149		6	3		43
5:45 PM	14	13	31	0	0	0	51	8					0	2	0	8	127		0	1		36

Peak Rolling Hour Flow Rates

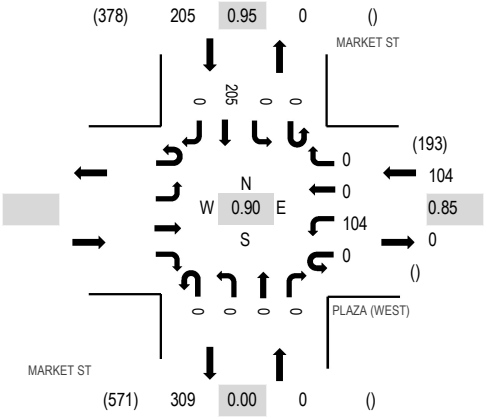
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0					0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	34	27	181	0	0	0	194	27					0	14	0	66	543
Mediums	0	0	2	0	0	0	0	0					0	0	0	0	2
Total	34	27	183	0	0	0	195	27					0	14	0	66	546

All Traffic Data Services Inc.

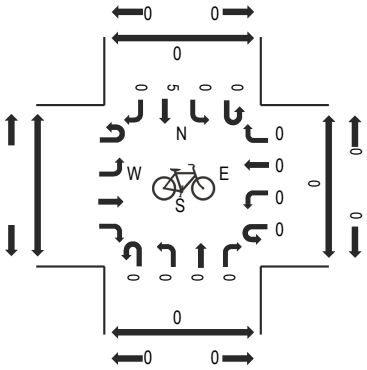
(303) 216-2439
www.alltrafficdata.net

Location: 1 MARKET ST & PLAZA (WEST) AM
Date: Tuesday, August 27, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

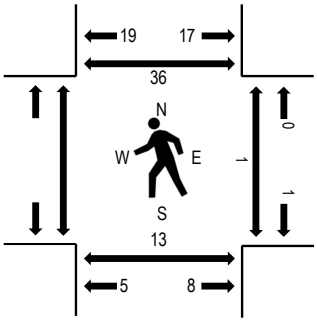
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				PLAZA (WEST) Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM					0	10	0	0	0	0	0	0	0	0	37	0	47	264	0	3	4	
7:15 AM					0	26	0	0	0	0	0	0	0	0	46	0	72	303	0	5	6	
7:30 AM					0	19	0	0	0	0	0	0	0	0	50	0	69	309	0	8	9	
7:45 AM					0	22	0	0	0	0	0	0	0	0	54	0	76	306	0	3	14	
8:00 AM					0	34	0	0	0	0	0	0	0	0	52	0	86	307	1	1	10	
8:15 AM					0	29	0	0	0	0	0	0	0	0	49	0	78		0	1	3	
8:30 AM					0	26	0	0	0	0	0	0	0	0	40	0	66		1	2	7	
8:45 AM					0	27	0	0	0	0	0	0	0	0	50	0	77		1	4	7	

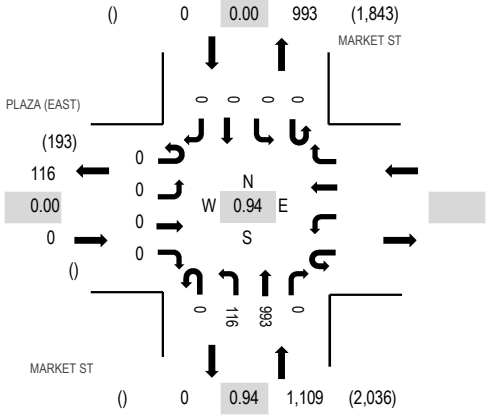
Peak Rolling Hour Flow Rates

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	3	0	4
Lights					0	102	0	0	0	0	0	0	0	0	192	0	294
Mediums					0	1	0	0	0	0	0	0	0	0	10	0	11
Total					0	104	0	0	0	0	0	0	0	0	205	0	309

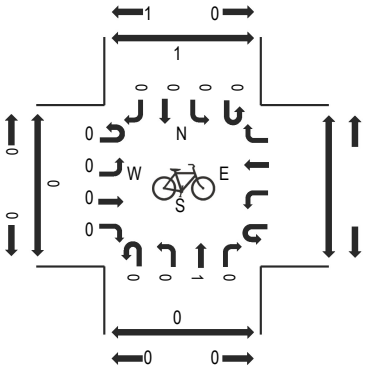
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 2 MARKET ST & PLAZA (EAST) AM
Date: Tuesday, August 27, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

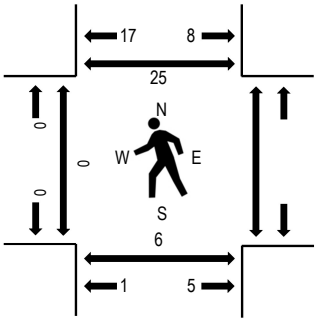
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PLAZA (EAST) Eastbound				Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0					0	10	163	0	0	0	0	0	173	927	0		1	2
7:15 AM	0	0	0	0					0	26	184	0	0	0	0	0	210	1,039	0		2	6
7:30 AM	0	0	0	0					0	19	242	0	0	0	0	0	261	1,084	1		3	9
7:45 AM	0	0	0	0					0	22	261	0	0	0	0	0	283	1,097	0		2	15
8:00 AM	0	0	0	0					0	34	251	0	0	0	0	0	285	1,109	0		1	9
8:15 AM	0	0	0	0					0	29	226	0	0	0	0	0	255		0		3	4
8:30 AM	0	0	0	0					0	26	248	0	0	0	0	0	274		0		2	6
8:45 AM	0	0	0	0					0	27	268	0	0	0	0	0	295		0		0	6

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	1	6	0	0	0	0	0	7
Lights	0	0	0	0					0	114	976	0	0	0	0	0	1,090
Mediums	0	0	0	0					0	1	11	0	0	0	0	0	12
Total	0	0	0	0					0	116	993	0	0	0	0	0	1,109

All Traffic Data Services Inc.

(303) 216-2439
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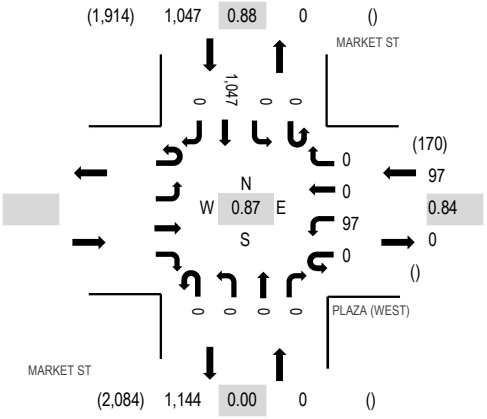
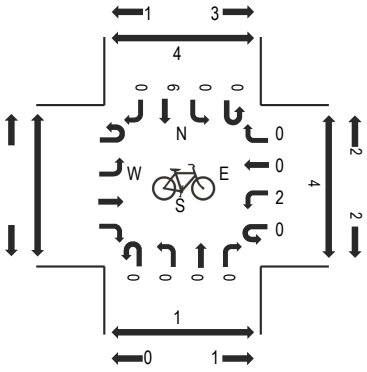
Location: 1 MARKET ST & PLAZA (WEST) PM
Date: Tuesday, August 27, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

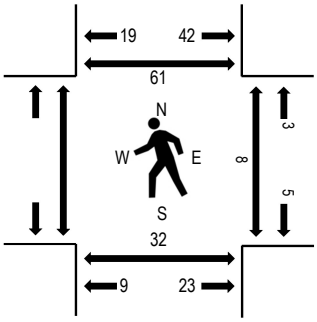
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				PLAZA (WEST) Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM					0	14	0	0	0	0	0	0	0	0	211	0	225	940	1	2	11	
4:15 PM					0	16	0	0	0	0	0	0	0	0	182	0	198	1,042	0	3	11	
4:30 PM					0	16	0	0	0	0	0	0	0	0	239	0	255	1,121	0	5	2	
4:45 PM					0	27	0	0	0	0	0	0	0	0	235	0	262	1,139	2	10	10	
5:00 PM					0	29	0	0	0	0	0	0	0	0	298	0	327	1,144	1	10	20	
5:15 PM					0	18	0	0	0	0	0	0	0	0	259	0	277		6	12	19	
5:30 PM					0	22	0	0	0	0	0	0	0	0	251	0	273		0	10	11	
5:45 PM					0	28	0	0	0	0	0	0	0	0	239	0	267		1	0	11	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	97	0	0	0	0	0	0	0	0	1,039	0	1,136
Mediums					0	0	0	0	0	0	0	0	0	0	8	0	8
Total					0	97	0	0	0	0	0	0	0	0	1,047	0	1,144

All Traffic Data Services Inc.
(303) 216-2439
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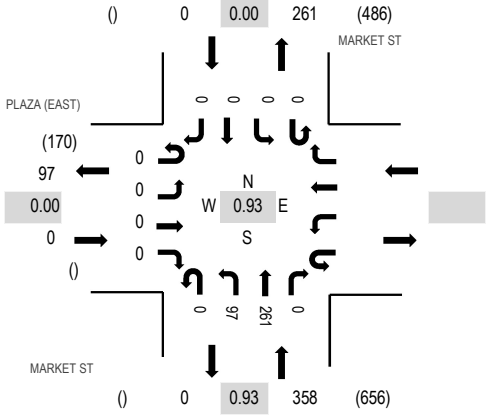
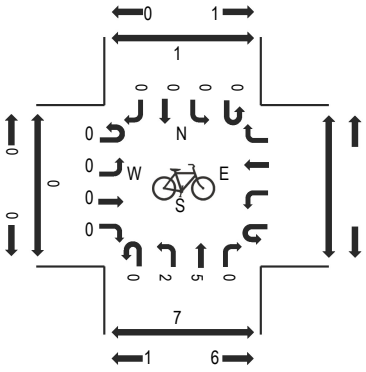
Location: 2 MARKET ST & PLAZA (EAST) PM
Date: Tuesday, August 27, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

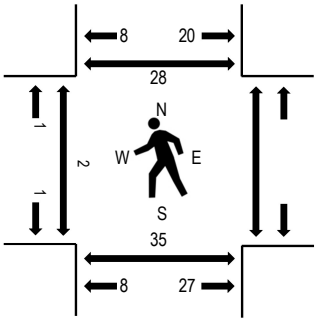
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PLAZA (EAST) Eastbound				Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0					0	14	57	0	0	0	0	0	71	298	0		9	9
4:15 PM	0	0	0	0					0	16	63	0	0	0	0	0	79	320	0		8	10
4:30 PM	0	0	0	0					0	16	56	0	0	0	0	0	72	331	1		13	3
4:45 PM	0	0	0	0					0	27	49	0	0	0	0	0	76	355	2		7	6
5:00 PM	0	0	0	0					0	29	64	0	0	0	0	0	93	358	0		7	9
5:15 PM	0	0	0	0					0	18	72	0	0	0	0	0	90		1		11	6
5:30 PM	0	0	0	0					0	22	74	0	0	0	0	0	96		1		6	3
5:45 PM	0	0	0	0					0	28	51	0	0	0	0	0	79		0		11	10

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	0	0	0					0	97	255	0	0	0	0	0	352
Mediums	0	0	0	0					0	0	6	0	0	0	0	0	6
Total	0	0	0	0					0	97	261	0	0	0	0	0	358

Appendix B

Volumes Summary

Intersection Number: 1
Traffix Node Number: 3251
Intersection Name: Almaden Boulevard and San Fernando Street
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**23**	**375**	**92**	**24**	**69**	**46**	**132**	**650**	**95**	**41**	**90**	**13**	**1650**
ATI	0	92	0	0	0	0	10	38	7	0	0	0	147
Background Conditions	**23**	**467**	**92**	**24**	**69**	**46**	**142**	**688**	**102**	**41**	**90**	**13**	**1797**
Proposed Project Trips	0	342	17	0	0	69	341	30	21	0	0	0	820
Background Plus Project Conditions	**23**	**809**	**109**	**24**	**69**	**115**	**483**	**718**	**123**	**41**	**90**	**13**	**2617**

Intersection Number: 2
Traffix Node Number: 3667
Intersection Name: Market Street and San Fernando Street
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**36**	**170**	**48**	**40**	**112**	**33**	**34**	**760**	**75**	**33**	**183**	**30**	**1554**
ATI	4	40	3	2	7	2	5	78	12	2	15	3	173
Background Conditions	**40**	**210**	**51**	**42**	**119**	**35**	**39**	**838**	**87**	**35**	**198**	**33**	**1727**
Proposed Project Trips	140	168	0	0	56	56	0	0	0	41	20	35	516
Background Plus Project Conditions	**180**	**378**	**51**	**42**	**175**	**91**	**39**	**838**	**87**	**76**	**218**	**68**	**2243**

Intersection Number: 3
Traffix Node Number: 3249
Intersection Name: Almaden Boulevard and Park Avenue
Peak Hour: AM
Count Date: 10/30/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**134**	**111**	**10**	**28**	**57**	**11**	**38**	**933**	**274**	**118**	**73**	**332**	**2119**
ATI	7	118	7	5	8	6	11	180	26	7	17	43	435
Background Conditions	**141**	**229**	**17**	**33**	**65**	**17**	**49**	**1113**	**300**	**125**	**90**	**375**	**2554**
Proposed Project Trips	106	111	18	0	0	0	0	308	0	0	0	533	1076
Background Plus Project Conditions	**247**	**340**	**35**	**33**	**65**	**17**	**49**	**1421**	**300**	**125**	**90**	**908**	**3630**

Intersection Number: 4
Traffix Node Number: 3668
Intersection Name: Market Street and Park Avenue
Peak Hour: AM
Count Date: 10/30/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**103**	**189**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**0**	**341**
ATI	0	28	0	0	0	0	0	0	0	6	0	0	34
Background Conditions	**103**	**217**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**375**
Proposed Project Trips	0	41	0	0	0	0	0	0	0	18	0	0	59
Background Plus Project Conditions	**103**	**258**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73**	**0**	**0**	**434**

Intersection Number: 5
Traffix Node Number: 3015
Intersection Name: SR-87 NB Off-Ramp and Santa Clara Street *
Peak Hour: AM
Count Date: 2/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**650**	**0**	**985**	**0**	**512**	**0**	**499**	**0**	**2646**
ATI	0	0	0	0	29	0	120	0	36	0	76	0	261
Background Conditions	**0**	**0**	**0**	**0**	**679**	**0**	**1105**	**0**	**548**	**0**	**575**	**0**	**2907**
Proposed Project Trips	0	0	0	0	20	0	841	0	0	0	112	0	973
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**699**	**0**	**1946**	**0**	**548**	**0**	**687**	**0**	**3880**

Intersection Number: 6
Traffix Node Number: 3253
Intersection Name: Almaden Boulevard and Santa Clara Street
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**76**	**100**	**66**	**0**	**567**	**0**	**0**	**0**	**0**	**347**	**1082**	**0**	**2238**
ATI	1	44	2	0	35	0	0	0	0	61	107	0	250
Background Conditions	**77**	**144**	**68**	**0**	**602**	**0**	**0**	**0**	**0**	**408**	**1189**	**0**	**2488**
Proposed Project Trips	0	0	0	0	20	0	0	0	0	359	594	0	973
Background Plus Project Conditions	**77**	**144**	**68**	**0**	**622**	**0**	**0**	**0**	**0**	**767**	**1783**	**0**	**3461**

Intersection Number: 7
Traffix Node Number: 3252
Intersection Name: Notre Dame Avenue/Almaden Boulevard and Santa Clara Street
Peak Hour: AM
Count Date: 1/23/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**121**	**370**	**37**	**113**	**476**	**115**	**0**	**982**	**174**	**2388**
ATI	0	0	0	0	39	31	27	79	23	0	124	13	336
Background Conditions	**0**	**0**	**0**	**121**	**409**	**68**	**140**	**555**	**138**	**0**	**1106**	**187**	**2724**
Proposed Project Trips	0	0	0	0	10	0	20	0	10	0	594	0	634
Background Plus Project Conditions	**0**	**0**	**0**	**121**	**419**	**68**	**160**	**555**	**148**	**0**	**1700**	**187**	**3358**

Intersection Number: 8
Traffix Node Number: 3670
Intersection Name: Market Street and Santa Clara Street
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**55**	**190**	**33**	**124**	**478**	**64**	**36**	**646**	**90**	**99**	**442**	**106**	**2363**
ATI	6	50	12	21	41	4	4	100	11	14	55	10	328
Background Conditions	**61**	**240**	**45**	**145**	**519**	**68**	**40**	**746**	**101**	**113**	**497**	**116**	**2691**
Proposed Project Trips	0	224	0	0	28	84	5	30	0	0	15	10	396
Background Plus Project Conditions	**61**	**464**	**45**	**145**	**547**	**152**	**45**	**776**	**101**	**113**	**512**	**126**	**3087**

Intersection Number: 9
Traffix Node Number: 3445
Intersection Name: Delmas Avenue/SR-87 SB Off-Ramp and Park Avenue
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**6**	**61**	**15**	**0**	**79**	**14**	**532**	**141**	**80**	**58**	**354**	**0**	**1340**
ATI	9	8	1	1	27	2	142	11	13	13	109	0	336
Background Conditions	**15**	**69**	**16**	**1**	**106**	**16**	**674**	**152**	**93**	**71**	**463**	**0**	**1676**
Proposed Project Trips	0	0	449	0	0	27	0	0	21	0	0	0	497
Background Plus Project Conditions	**15**	**69**	**465**	**1**	**106**	**43**	**674**	**152**	**114**	**71**	**463**	**0**	**2173**

Intersection Number: 10
Traffix Node Number: 3061
Intersection Name: Almaden Boulevard and San Carlos Street*
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**33**	**217**	**158**	**75**	**288**	**58**	**193**	**1083**	**64**	**33**	**247**	**69**	**2518**
ATI	4	150	4	7	23	77	37	131	24	139	28	10	634
Background Conditions	**37**	**367**	**162**	**82**	**311**	**135**	**230**	**1214**	**88**	**172**	**275**	**79**	**3152**
Proposed Project Trips	32	79	0	0	0	0	0	196	0	0	0	112	419
Background Plus Project Conditions	**69**	**446**	**162**	**82**	**311**	**135**	**230**	**1410**	**88**	**172**	**275**	**191**	**3571**

Intersection Number: 11
Traffix Node Number: 3107
Intersection Name: Market Street and San Carlos Street*
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**42**	**153**	**24**	**27**	**95**	**0**	**21**	**835**	**245**	**76**	**165**	**56**	**1739**
ATI	33	14	4	5	58	0	4	92	25	20	38	15	308
Background Conditions	**75**	**167**	**28**	**32**	**153**	**0**	**25**	**927**	**270**	**96**	**203**	**71**	**2047**
Proposed Project Trips	0	59	0	0	0	0	0	0	0	0	0	0	59
Background Plus Project Conditions	**75**	**226**	**28**	**32**	**153**	**0**	**25**	**927**	**270**	**96**	**203**	**71**	**2106**

Intersection Number: 12
Traffix Node Number: 3731
Intersection Name: Woz Way/SR-87 NB On-Ramp and Park Avenue
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**97**	**63**	**18**	**78**	**231**	**31**	**168**	**613**	**164**	**1463**
ATI	0	0	0	4	22	7	16	70	9	12	74	52	266
Background Conditions	**0**	**0**	**0**	**101**	**85**	**25**	**94**	**301**	**40**	**180**	**687**	**216**	**1729**
Proposed Project Trips	0	0	0	79	27	0	84	0	0	0	449	0	639
Background Plus Project Conditions	**0**	**0**	**0**	**180**	**112**	**25**	**178**	**301**	**40**	**180**	**1136**	**216**	**2368**

Intersection Number: 13
Traffix Node Number: 9000
Intersection Name: Market Street and Cesar Chavez Park (West)
Peak Hour: AM
Count Date: 8/27/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**205**	**0**	**0**	**0**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**309**
ATI	0	28	0	0	0	0	0	0	0	0	0	0	28
Background Conditions	**0**	**233**	**0**	**0**	**0**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**337**
Proposed Project Trips	0	266	0	0	0	0	0	0	0	0	0	0	266
Background Plus Project Conditions	**0**	**499**	**0**	**0**	**0**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**603**

Intersection Number: 14
Traffix Node Number: 9001
Intersection Name: Market Street and Cesar Chavez Park (East)
Peak Hour: AM
Count Date: 8/27/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**993**	**116**	**0**	**0**	**0**	**1109**
ATI	0	0	0	0	0	0	0	95	0	0	0	0	95
Background Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1088**	**116**	**0**	**0**	**0**	**1204**
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1088**	**116**	**0**	**0**	**0**	**1204**

Intersection Number: 15
Traffix Node Number: 41
Intersection Name: Almaden Avenue/Project Access and San Fernando Street (unsignalized)
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**40**	**0**	**21**	**10**	**157**	**0**	**0**	**0**	**0**	**0**	**322**	**27**	**577**
ATI	0	0	0	0	23	0	0	0	0	0	20	0	43
Background Conditions	**40**	**0**	**21**	**10**	**180**	**0**	**0**	**0**	**0**	**0**	**342**	**27**	**620**
Proposed Project Trips	0	346	0	0	35	218	46	8	35	187	211	0	1086
Background Plus Project Conditions	**40**	**346**	**21**	**10**	**215**	**218**	**46**	**8**	**35**	**187**	**553**	**27**	**1706**

Intersection Number: 16
Traffix Node Number: 42
Intersection Name: San Pedro Street/Project Access and San Fernando Street (unsignalized)
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**19**	**4**	**11**	**31**	**149**	**34**	**3**	**0**	**0**	**46**	**261**	**39**	**597**
ATI	0	0	0	0	23	0	0	0	0	0	20	0	43
Background Conditions	**19**	**4**	**11**	**31**	**172**	**34**	**3**	**0**	**0**	**46**	**281**	**39**	**640**
Existing Adjustment	0	-4	0	0	0	-34	-3	0	0	-46	0	0	-87
Proposed Project Trips	0	346	0	0	218	0	46	8	35	206	51	0	910
Background Plus Project Conditions	**19**	**346**	**11**	**31**	**390**	**0**	**46**	**8**	**35**	**206**	**332**	**39**	**1463**

Intersection Number: 18
Traffix Node Number: 3267
Intersection Name: Delmas Avenue and Auzerais Avenue
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**22**	**187**	**58**	**0**	**86**	**23**	**0**	**0**	**0**	**166**	**75**	**0**	**617**
ATI	32	42	44	0	38	5	0	0	0	33	51	0	245
Background Conditions	**54**	**229**	**102**	**0**	**124**	**28**	**0**	**0**	**0**	**199**	**126**	**0**	**862**
Proposed Project Trips	0	59	0	0	0	0	0	0	0	0	0	0	59
Background Plus Project Conditions	**54**	**288**	**102**	**0**	**124**	**28**	**0**	**0**	**0**	**199**	**126**	**0**	**921**

Intersection Number: 19
Traffix Node Number: 3446
Intersection Name: Delmas Avenue and San Carlos Street
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**64**	**149**	**63**	**0**	**306**	**21**	**0**	**0**	**0**	**74**	**543**	**0**	**1220**
ATI	10	29	73	0	37	16	0	0	0	22	99	0	286
Background Conditions	**74**	**178**	**136**	**0**	**343**	**37**	**0**	**0**	**0**	**96**	**642**	**0**	**1506**
Proposed Project Trips	0	47	0	0	20	12	0	0	0	0	112	0	191
Background Plus Project Conditions	**74**	**225**	**136**	**0**	**363**	**49**	**0**	**0**	**0**	**96**	**754**	**0**	**1697**

Intersection Number: 20
Traffix Node Number: 50
Intersection Name: Almaden Boulevard and Project Access
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**507**	**0**	**2**	**0**	**0**	**95**	**891**	**0**	**0**	**0**	**0**	**1495**
ATI	0	132	0	0	0	0	0	228	0	0	0	0	360
Background Conditions	**0**	**639**	**0**	**2**	**0**	**0**	**95**	**1119**	**0**	**0**	**0**	**0**	**1855**
Proposed Project Trips	0	70	381	56	0	167	562	374	0	0	0	0	1610
Background Plus Project Conditions	**0**	**709**	**381**	**58**	**0**	**167**	**657**	**1493**	**0**	**0**	**0**	**0**	**3465**

Intersection Number: 21
Traffix Node Number: 52
Intersection Name: Market Street and Project Access
Peak Hour: AM
Count Date: 10/30/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**292**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**292**
ATI	0	28	0	0	0	0	0	0	0	0	0	0	28
Background Conditions	**0**	**320**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**320**
Proposed Project Trips	250	42	0	0	0	0	0	0	0	0	0	0	292
Background Plus Project Conditions	**250**	**362**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**612**

Intersection Number: 1
Traffix Node Number: 3251
Intersection Name: Almaden Boulevard and San Fernando Street
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**28**	**501**	**80**	**31**	**85**	**213**	**79**	**223**	**49**	**98**	**115**	**22**	**1524**
ATI	1	43	4	0	5	5	0	67	0	0	0	0	125
Background Conditions	**29**	**544**	**84**	**31**	**90**	**218**	**79**	**290**	**49**	**98**	**115**	**22**	**1649**
Proposed Project Trips	0	47	2	0	0	364	75	170	85	0	0	0	743
Background Plus Project Conditions	**29**	**591**	**86**	**31**	**90**	**582**	**154**	**460**	**134**	**98**	**115**	**22**	**2392**

Intersection Number: 2
Traffix Node Number: 3667
Intersection Name: Market Street and San Fernando Street
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**53**	**1025**	**105**	**40**	**147**	**65**	**42**	**200**	**25**	**161**	**187**	**18**	**2068**
ATI	10	98	8	3	17	5	3	36	2	8	13	2	205
Background Conditions	**63**	**1123**	**113**	**43**	**164**	**70**	**45**	**236**	**27**	**169**	**200**	**20**	**2273**
Proposed Project Trips	39	0	0	0	16	0	0	0	0	170	114	199	538
Background Plus Project Conditions	**102**	**1123**	**113**	**43**	**180**	**70**	**45**	**236**	**27**	**339**	**314**	**219**	**2811**

Intersection Number: 3
Traffix Node Number: 3249
Intersection Name: Almaden Boulevard and Park Avenue
Peak Hour: PM
Count Date: 10/30/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**129**	**743**	**58**	**41**	**113**	**206**	**32**	**195**	**58**	**282**	**67**	**132**	**2056**
ATI	17	322	25	13	27	46	7	118	10	29	23	27	664
Background Conditions	**146**	**1065**	**83**	**54**	**140**	**252**	**39**	**313**	**68**	**311**	**90**	**159**	**2720**
Proposed Project Trips	511	494	34	0	131	108	0	43	0	0	0	74	1395
Background Plus Project Conditions	**657**	**1559**	**117**	**54**	**271**	**360**	**39**	**356**	**68**	**311**	**90**	**233**	**4115**

Intersection Number: 4
Traffix Node Number: 3668
Intersection Name: Market Street and Park Avenue
Peak Hour: PM
Count Date: 10/30/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**178**	**1002**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**108**	**0**	**0**	**1288**
ATI	4	39	0	0	0	0	0	0	0	3	0	0	46
Background Conditions	**182**	**1041**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**111**	**0**	**0**	**1334**
Proposed Project Trips	239	341	0	0	0	0	0	0	0	34	0	0	614
Background Plus Project Conditions	**421**	**1382**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**145**	**0**	**0**	**1948**

Intersection Number: 5
Traffix Node Number: 3015
Intersection Name: SR-87 NB Off-Ramp and Santa Clara Street *
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**560**	**0**	**516**	**0**	**263**	**0**	**829**	**0**	**2168**
ATI	0	0	0	0	71	0	49	0	14	0	68	0	202
Background Conditions	**0**	**0**	**0**	**0**	**631**	**0**	**565**	**0**	**277**	**0**	**897**	**0**	**2370**
Proposed Project Trips	0	0	0	0	114	0	117	0	0	0	16	0	247
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**745**	**0**	**682**	**0**	**277**	**0**	**913**	**0**	**2617**

Intersection Number: 6
Traffix Node Number: 3253
Intersection Name: Almaden Boulevard and Santa Clara Street
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**58**	**130**	**56**	**0**	**449**	**0**	**0**	**0**	**0**	**380**	**977**	**0**	**2050**
ATI	11	22	20	0	113	0	0	0	0	53	155	0	374
Background Conditions	**69**	**152**	**76**	**0**	**562**	**0**	**0**	**0**	**0**	**433**	**1132**	**0**	**2424**
Proposed Project Trips	0	0	0	0	114	0	0	0	0	50	82	0	246
Background Plus Project Conditions	**69**	**152**	**76**	**0**	**676**	**0**	**0**	**0**	**0**	**483**	**1214**	**0**	**2670**

Intersection Number: 7
Traffix Node Number: 3252
Intersection Name: Notre Dame Avenue/Almaden Boulevard and Santa Clara Street
Peak Hour: PM
Count Date: 1/23/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**185**	**397**	**112**	**68**	**244**	**105**	**3**	**851**	**211**	**2176**
ATI	0	0	0	20	120	97	37	68	35	0	154	24	555
Background Conditions	**0**	**0**	**0**	**205**	**517**	**209**	**105**	**312**	**140**	**3**	**1005**	**235**	**2731**
Proposed Project Trips	0	0	0	0	57	0	114	0	57	0	82	0	310
Background Plus Project Conditions	**0**	**0**	**0**	**205**	**574**	**209**	**219**	**312**	**197**	**3**	**1087**	**235**	**3041**

Intersection Number: 8
Traffix Node Number: 3670
Intersection Name: Market Street and Santa Clara Street
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**100**	**857**	**130**	**91**	**406**	**82**	**50**	**189**	**66**	**99**	**583**	**65**	**2718**
ATI	29	116	66	10	81	12	5	48	7	12	68	6	460
Background Conditions	**129**	**973**	**196**	**101**	**487**	**94**	**55**	**237**	**73**	**111**	**651**	**71**	**3178**
Proposed Project Trips	0	31	0	0	8	8	28	170	0	0	85	57	387
Background Plus Project Conditions	**129**	**1004**	**196**	**101**	**495**	**102**	**83**	**407**	**73**	**111**	**736**	**128**	**3565**

Intersection Number: 9
Traffix Node Number: 3445
Intersection Name: Delmas Avenue/SR-87 SB Off-Ramp and Park Avenue
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**16**	**313**	**64**	**0**	**276**	**121**	**101**	**70**	**64**	**92**	**298**	**0**	**1415**
ATI	13	27	5	3	73	7	116	29	24	8	51	0	356
Background Conditions	**29**	**340**	**69**	**3**	**349**	**128**	**217**	**99**	**88**	**100**	**349**	**0**	**1771**
Proposed Project Trips	0	0	62	0	0	188	0	0	85	0	0	0	335
Background Plus Project Conditions	**29**	**340**	**131**	**3**	**349**	**316**	**217**	**99**	**173**	**100**	**349**	**0**	**2106**

Intersection Number: 10
Traffix Node Number: 3061
Intersection Name: Almaden Boulevard and San Carlos Street*
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**55**	**1132**	**181**	**52**	**213**	**84**	**81**	**153**	**41**	**194**	**530**	**85**	**2801**
ATI	22	217	24	10	70	36	249	91	212	35	68	12	1046
Background Conditions	**77**	**1349**	**205**	**62**	**283**	**120**	**330**	**244**	**253**	**229**	**598**	**97**	**3847**
Proposed Project Trips	148	455	0	0	34	0	0	27	0	0	0	16	680
Background Plus Project Conditions	**225**	**1804**	**205**	**62**	**317**	**120**	**330**	**271**	**253**	**229**	**598**	**113**	**4527**

Intersection Number: 11
Traffix Node Number: 3107
Intersection Name: Market Street and San Carlos Street*
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**63**	**744**	**149**	**75**	**158**	**0**	**88**	**304**	**86**	**319**	**384**	**130**	**2500**
ATI	12	73	10	1	18	0	1	10	7	219	18	30	399
Background Conditions	**75**	**817**	**159**	**76**	**176**	**0**	**89**	**314**	**93**	**538**	**402**	**160**	**2899**
Proposed Project Trips	34	341	0	0	0	0	0	0	0	0	0	0	375
Background Plus Project Conditions	**109**	**1158**	**159**	**76**	**176**	**0**	**89**	**314**	**93**	**538**	**402**	**160**	**3274**

Intersection Number: 12
Traffix Node Number: 3731
Intersection Name: Woz Way/SR-87 NB On-Ramp and Park Avenue
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**286**	**364**	**144**	**83**	**300**	**35**	**26**	**292**	**148**	**1678**
ATI	0	0	0	20	101	41	11	120	17	18	87	39	454
Background Conditions	**0**	**0**	**0**	**306**	**465**	**185**	**94**	**420**	**52**	**44**	**379**	**187**	**2132**
Proposed Project Trips	0	0	0	455	188	0	12	0	0	0	62	0	717
Background Plus Project Conditions	**0**	**0**	**0**	**761**	**653**	**185**	**106**	**420**	**52**	**44**	**441**	**187**	**2849**

Intersection Number: 13
Traffix Node Number: 9000
Intersection Name: Market Street and Cesar Chavez Park (West)
Peak Hour: PM
Count Date: 8/27/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**1047**	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**1144**
ATI	0	43	0	0	0	0	0	0	0	0	0	0	43
Background Conditions	**0**	**1090**	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**1187**
Proposed Project Trips	0	170	0	0	0	0	0	0	0	0	0	0	170
Background Plus Project Conditions	**0**	**1260**	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**1357**

Intersection Number: 14
Traffix Node Number: 9001
Intersection Name: Market Street and Cesar Chavez Park (East)
Peak Hour: PM
Count Date: 8/27/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**261**	**97**	**0**	**0**	**0**	**358**
ATI	0	0	0	0	0	0	0	41	0	0	0	0	41
Background Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**302**	**97**	**0**	**0**	**0**	**399**
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**302**	**97**	**0**	**0**	**0**	**399**

Intersection Number: 15
Traffix Node Number: 41
Intersection Name: Almaden Avenue/Project Access and San Fernando Street (unsignalized)
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**71**	**0**	**67**	**31**	**257**	**0**	**0**	**0**	**0**	**0**	**247**	**17**	**690**
ATI	0	0	0	0	29	0	0	0	0	0	23	0	52
Background Conditions	**71**	**0**	**67**	**31**	**286**	**0**	**0**	**0**	**0**	**0**	**270**	**17**	**742**
Proposed Project Trips	0	64	0	0	192	77	240	45	192	33	66	0	909
Background Plus Project Conditions	**71**	**64**	**67**	**31**	**478**	**77**	**240**	**45**	**192**	**33**	**336**	**17**	**1651**

Intersection Number: 16
Traffix Node Number: 42
Intersection Name: San Pedro Street/Project Access and San Fernando Street (unsignalized)
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**81**	**1**	**47**	**19**	**208**	**6**	**36**	**2**	**5**	**11**	**276**	**15**	**707**
ATI	0	0	0	0	29	0	0	0	0	0	23	0	52
Background Conditions	**81**	**1**	**47**	**19**	**237**	**6**	**36**	**2**	**5**	**11**	**299**	**15**	**759**
Existing Adjustment	0	-1	0	0	0	-6	-36	-2	-5	-11	0	0	-61
Proposed Project Trips	0	64	0	0	77	0	240	45	192	36	270	0	924
Background Plus Project Conditions	**81**	**64**	**47**	**19**	**314**	**0**	**240**	**45**	**192**	**36**	**569**	**15**	**1622**

Intersection Number: 18
Traffix Node Number: 3267
Intersection Name: Delmas Avenue and Auzerais Avenue
Peak Hour: PM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**31**	**519**	**95**	**0**	**127**	**68**	**0**	**0**	**0**	**205**	**194**	**0**	**1239**
ATI	22	173	55	0	44	14	0	10	1	19	32	0	370
Background Conditions	**53**	**692**	**150**	**0**	**171**	**82**	**0**	**10**	**1**	**224**	**226**	**0**	**1609**
Proposed Project Trips	0	341	0	0	0	0	0	0	0	0	0	0	341
Background Plus Project Conditions	**53**	**1033**	**150**	**0**	**171**	**82**	**0**	**10**	**1**	**224**	**226**	**0**	**1950**

Intersection Number: 19
Traffix Node Number: 3446
Intersection Name: Delmas Avenue and San Carlos Street
Peak Hour: PM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**104**	**462**	**32**	**0**	**382**	**63**	**0**	**0**	**0**	**126**	**633**	**0**	**1802**
ATI	4	62	31	0	85	134	0	0	0	41	74	0	431
Background Conditions	**108**	**524**	**63**	**0**	**467**	**197**	**0**	**0**	**0**	**167**	**707**	**0**	**2233**
Proposed Project Trips	0	273	0	0	114	68	0	0	0	0	16	0	471
Background Plus Project Conditions	**108**	**797**	**63**	**0**	**581**	**265**	**0**	**0**	**0**	**167**	**723**	**0**	**2704**

Intersection Number: 20
Traffix Node Number: 50
Intersection Name: Almaden Boulevard and Project Access
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**794**	**0**	**31**	**0**	**0**	**47**	**344**	**0**	**0**	**0**	**0**	**1216**
ATI	0	364	0	0	0	0	0	158	0	0	0	0	522
Background Conditions	**0**	**1158**	**0**	**31**	**0**	**0**	**47**	**502**	**0**	**0**	**0**	**0**	**1738**
Proposed Project Trips	0	384	67	300	0	714	99	66	0	0	0	0	1630
Background Plus Project Conditions	**0**	**1542**	**67**	**331**	**0**	**714**	**146**	**568**	**0**	**0**	**0**	**0**	**3368**

Intersection Number: 21
Traffix Node Number: 52
Intersection Name: Market Street and Project Access
Peak Hour: PM
Count Date: 10/30/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**1180**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1180**
ATI	0	43	0	0	0	0	0	0	0	0	0	0	43
Background Conditions	**0**	**1223**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1223**
Proposed Project Trips	0	180	0	0	0	0	0	0	0	432	0	0	612
Background Plus Project Conditions	**0**	**1403**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**432**	**0**	**0**	**1835**

Appendix C

Intersection Vehicle Queue Analysis

20. Almaden/Project Dwy
NBT
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 29.1
Percentile = 0.95 38

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0000	9
0.0000	0.0000	10
0.0001	0.0001	11
0.0002	0.0003	12
0.0004	0.0007	13
0.0008	0.0015	14
0.0016	0.0031	15
0.0029	0.0061	16
0.0050	0.0111	17
0.0081	0.0191	18
0.0124	0.0315	19
0.0180	0.0495	20
0.0249	0.0744	21
0.0330	0.1074	22
0.0417	0.1491	23
0.0505	0.1996	24
0.0588	0.2584	25
0.0658	0.3242	26
0.0709	0.3951	27
0.0736	0.4687	28
0.0739	0.5426	29
0.0716	0.6142	30
0.0672	0.6814	31
0.0611	0.7425	32
0.0538	0.7964	33
0.0461	0.8424	34
0.0383	0.8807	35
0.0309	0.9117	36
0.0243	0.9360	37
0.0186	0.9546	38
0.0139	0.9685	39
0.0101	0.9786	40
0.0072	0.9857	41
0.0050	0.9907	42
0.0034	0.9941	43
0.0022	0.9963	44
0.0014	0.9977	45

20. Almaden/Project Dwy
NBT
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.1
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0035	0.0046	3
0.0097	0.0143	4
0.0214	0.0357	5
0.0396	0.0753	6
0.0626	0.1379	7
0.0868	0.2247	8
0.1069	0.3315	9
0.1184	0.4500	10
0.1193	0.5693	11
0.1102	0.6795	12
0.0940	0.7735	13
0.0744	0.8479	14
0.0550	0.9029	15
0.0381	0.9410	16
0.0248	0.9658	17
0.0153	0.9811	18
0.0089	0.9900	19
0.0049	0.9949	20
0.0026	0.9975	21
0.0013	0.9989	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
NBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 22.0
Percentile = 0.95 30

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0001	6
0.0001	0.0002	7
0.0004	0.0006	8
0.0009	0.0015	9
0.0021	0.0036	10
0.0041	0.0077	11
0.0076	0.0153	12
0.0128	0.0281	13
0.0201	0.0482	14
0.0295	0.0777	15
0.0405	0.1182	16
0.0523	0.1704	17
0.0638	0.2343	18
0.0738	0.3081	19
0.0811	0.3892	20
0.0848	0.4740	21
0.0847	0.5587	22
0.0809	0.6397	23
0.0741	0.7138	24
0.0651	0.7789	25
0.0550	0.8340	26
0.0448	0.8787	27
0.0351	0.9139	28
0.0266	0.9405	29
0.0195	0.9600	30
0.0138	0.9739	31
0.0095	0.9833	32
0.0063	0.9897	33
0.0041	0.9938	34
0.0026	0.9963	35
0.0016	0.9979	36
0.0009	0.9988	37
0.0005	0.9993	38
0.0003	0.9997	39
0.0002	0.9998	40
0.0001	0.9999	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
NBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0189	0.0189	0
0.0751	0.0941	1
0.1490	0.2430	2
0.1970	0.4400	3
0.1953	0.6353	4
0.1550	0.7903	5
0.1025	0.8928	6
0.0581	0.9508	7
0.0288	0.9796	8
0.0127	0.9923	9
0.0050	0.9973	10
0.0018	0.9991	11
0.0006	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 14.9
Percentile = 0.95 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0002	0.0002	3
0.0007	0.0009	4
0.0021	0.0030	5
0.0052	0.0082	6
0.0110	0.0191	7
0.0204	0.0396	8
0.0338	0.0733	9
0.0503	0.1237	10
0.0682	0.1918	11
0.0846	0.2764	12
0.0969	0.3734	13
0.1031	0.4765	14
0.1024	0.5789	15
0.0953	0.6742	16
0.0835	0.7577	17
0.0691	0.8268	18
0.0542	0.8810	19
0.0403	0.9214	20
0.0286	0.9500	21
0.0194	0.9694	22
0.0125	0.9819	23
0.0078	0.9897	24
0.0046	0.9943	25
0.0027	0.9970	26
0.0015	0.9984	27
0.0008	0.9992	28
0.0004	0.9996	29
0.0002	0.9998	30
0.0001	0.9999	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.7
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0683	0.0683	0
0.1834	0.2517	1
0.2460	0.4977	2
0.2200	0.7178	3
0.1476	0.8654	4
0.0792	0.9446	5
0.0354	0.9800	6
0.0136	0.9936	7
0.0046	0.9982	8
0.0014	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
SBT
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 13.8
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0006	3
0.0015	0.0021	4
0.0042	0.0063	5
0.0097	0.0160	6
0.0192	0.0352	7
0.0331	0.0682	8
0.0507	0.1189	9
0.0700	0.1889	10
0.0879	0.2768	11
0.1011	0.3779	12
0.1073	0.4852	13
0.1058	0.5910	14
0.0974	0.6885	15
0.0841	0.7725	16
0.0683	0.8408	17
0.0524	0.8931	18
0.0380	0.9312	19
0.0263	0.9574	20
0.0173	0.9747	21
0.0108	0.9855	22
0.0065	0.9920	23
0.0037	0.9958	24
0.0021	0.9978	25
0.0011	0.9989	26
0.0006	0.9995	27
0.0003	0.9998	28
0.0001	0.9999	29
0.0001	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
SBT
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 30.1
Percentile = 0.95 39

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0000	9
0.0000	0.0000	10
0.0000	0.0001	11
0.0001	0.0002	12
0.0002	0.0004	13
0.0005	0.0009	14
0.0010	0.0019	15
0.0019	0.0038	16
0.0033	0.0071	17
0.0055	0.0126	18
0.0087	0.0213	19
0.0131	0.0345	20
0.0188	0.0533	21
0.0257	0.0790	22
0.0336	0.1126	23
0.0421	0.1547	24
0.0506	0.2052	25
0.0585	0.2637	26
0.0651	0.3289	27
0.0699	0.3988	28
0.0725	0.4713	29
0.0726	0.5439	30
0.0704	0.6143	31
0.0662	0.6805	32
0.0603	0.7408	33
0.0533	0.7941	34
0.0458	0.8398	35
0.0382	0.8781	36
0.0311	0.9091	37
0.0246	0.9337	38
0.0189	0.9526	39
0.0142	0.9668	40
0.0104	0.9773	41
0.0075	0.9847	42
0.0052	0.9899	43
0.0036	0.9935	44
0.0024	0.9959	45

15. Almaden Ave (Project Dwy)/San Fernando
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.3
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0048	0.0054	1
0.0176	0.0230	2
0.0429	0.0660	3
0.0787	0.1447	4
0.1155	0.2602	5
0.1411	0.4013	6
0.1479	0.5492	7
0.1355	0.6847	8
0.1104	0.7952	9
0.0810	0.8761	10
0.0540	0.9301	11
0.0330	0.9631	12
0.0186	0.9817	13
0.0097	0.9915	14
0.0048	0.9963	15
0.0022	0.9984	16
0.0009	0.9994	17
0.0004	0.9998	18
0.0001	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0718	0.0718	0
0.1892	0.2610	1
0.2491	0.5101	2
0.2186	0.7287	3
0.1439	0.8727	4
0.0758	0.9485	5
0.0333	0.9817	6
0.0125	0.9943	7
0.0041	0.9984	8
0.0012	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
WBT/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.5
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0041	0.0047	1
0.0156	0.0203	2
0.0389	0.0591	3
0.0729	0.1321	4
0.1094	0.2414	5
0.1367	0.3782	6
0.1465	0.5246	7
0.1373	0.6620	8
0.1144	0.7764	9
0.0858	0.8622	10
0.0585	0.9208	11
0.0366	0.9573	12
0.0211	0.9784	13
0.0113	0.9897	14
0.0057	0.9954	15
0.0026	0.9980	16
0.0012	0.9992	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
WBT/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 17.0
Percentile = 0.95 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0002	4
0.0005	0.0007	5
0.0014	0.0020	6
0.0033	0.0053	7
0.0070	0.0124	8
0.0133	0.0257	9
0.0227	0.0484	10
0.0351	0.0835	11
0.0499	0.1334	12
0.0653	0.1987	13
0.0795	0.2782	14
0.0903	0.3684	15
0.0961	0.4645	16
0.0963	0.5608	17
0.0911	0.6519	18
0.0817	0.7336	19
0.0696	0.8032	20
0.0564	0.8596	21
0.0437	0.9033	22
0.0324	0.9356	23
0.0230	0.9586	24
0.0156	0.9742	25
0.0102	0.9845	26
0.0065	0.9910	27
0.0039	0.9949	28
0.0023	0.9972	29
0.0013	0.9985	30
0.0007	0.9992	31
0.0004	0.9996	32
0.0002	0.9998	33
0.0001	0.9999	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.2
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1072	0.1072	0
0.2393	0.3465	1
0.2673	0.6138	2
0.1990	0.8128	3
0.1111	0.9238	4
0.0496	0.9735	5
0.0185	0.9919	6
0.0059	0.9978	7
0.0016	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
SBT/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.9
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0002	2
0.0009	0.0011	3
0.0028	0.0039	4
0.0073	0.0112	5
0.0157	0.0269	6
0.0290	0.0559	7
0.0469	0.1028	8
0.0674	0.1703	9
0.0872	0.2575	10
0.1025	0.3600	11
0.1105	0.4705	12
0.1099	0.5804	13
0.1015	0.6819	14
0.0876	0.7695	15
0.0708	0.8402	16
0.0538	0.8941	17
0.0387	0.9328	18
0.0263	0.9591	19
0.0170	0.9761	20
0.0105	0.9866	21
0.0062	0.9928	22
0.0035	0.9963	23
0.0019	0.9981	24
0.0010	0.9991	25
0.0005	0.9996	26
0.0002	0.9998	27
0.0001	0.9999	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
SBT/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0104	0.0104	0
0.0475	0.0579	1
0.1084	0.1662	2
0.1650	0.3312	3
0.1883	0.5195	4
0.1720	0.6915	5
0.1309	0.8224	6
0.0854	0.9078	7
0.0488	0.9566	8
0.0247	0.9813	9
0.0113	0.9926	10
0.0047	0.9973	11
0.0018	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
SBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 13.6
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0005	0.0006	3
0.0017	0.0024	4
0.0047	0.0071	5
0.0107	0.0178	6
0.0208	0.0386	7
0.0355	0.0741	8
0.0538	0.1279	9
0.0733	0.2013	10
0.0909	0.2922	11
0.1033	0.3955	12
0.1083	0.5038	13
0.1055	0.6092	14
0.0959	0.7051	15
0.0817	0.7868	16
0.0655	0.8523	17
0.0496	0.9019	18
0.0356	0.9375	19
0.0243	0.9618	20
0.0158	0.9775	21
0.0098	0.9873	22
0.0058	0.9931	23
0.0033	0.9964	24
0.0018	0.9982	25
0.0009	0.9991	26
0.0005	0.9996	27
0.0002	0.9998	28
0.0001	0.9999	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
SBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.8
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0076	0.0087	1
0.0258	0.0344	2
0.0584	0.0928	3
0.0992	0.1920	4
0.1349	0.3270	5
0.1529	0.4799	6
0.1486	0.6285	7
0.1263	0.7548	8
0.0954	0.8502	9
0.0649	0.9151	10
0.0401	0.9552	11
0.0227	0.9779	12
0.0119	0.9898	13
0.0058	0.9956	14
0.0026	0.9982	15
0.0011	0.9993	16
0.0004	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4066	0.4066	0
0.3659	0.7725	1
0.1647	0.9371	2
0.0494	0.9865	3
0.0111	0.9977	4
0.0020	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5674	0.5674	0
0.3215	0.8889	1
0.0911	0.9800	2
0.0172	0.9973	3
0.0024	0.9997	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
EBT
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 18.5
Percentile = 0.95 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0001	4
0.0002	0.0002	5
0.0005	0.0008	6
0.0014	0.0021	7
0.0032	0.0053	8
0.0066	0.0119	9
0.0121	0.0241	10
0.0204	0.0444	11
0.0314	0.0758	12
0.0445	0.1203	13
0.0588	0.1791	14
0.0723	0.2514	15
0.0835	0.3349	16
0.0907	0.4256	17
0.0930	0.5187	18
0.0904	0.6091	19
0.0835	0.6926	20
0.0734	0.7660	21
0.0616	0.8276	22
0.0495	0.8771	23
0.0381	0.9152	24
0.0281	0.9433	25
0.0200	0.9633	26
0.0137	0.9770	27
0.0090	0.9860	28
0.0057	0.9917	29
0.0035	0.9952	30
0.0021	0.9973	31
0.0012	0.9986	32
0.0007	0.9992	33
0.0004	0.9996	34
0.0002	0.9998	35
0.0001	0.9999	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
EBT
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.3
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0002	1
0.0008	0.0010	2
0.0030	0.0040	3
0.0086	0.0126	4
0.0194	0.0320	5
0.0363	0.0683	6
0.0585	0.1268	7
0.0824	0.2092	8
0.1031	0.3123	9
0.1162	0.4285	10
0.1190	0.5475	11
0.1117	0.6592	12
0.0968	0.7560	13
0.0779	0.8339	14
0.0585	0.8925	15
0.0412	0.9337	16
0.0273	0.9610	17
0.0171	0.9781	18
0.0101	0.9882	19
0.0057	0.9940	20
0.0031	0.9970	21
0.0016	0.9986	22
0.0008	0.9994	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
EBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.3
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0019	0.0019	0
0.0119	0.0138	1
0.0373	0.0511	2
0.0779	0.1289	3
0.1220	0.2509	4
0.1529	0.4039	5
0.1597	0.5636	6
0.1430	0.7065	7
0.1120	0.8185	8
0.0780	0.8965	9
0.0489	0.9454	10
0.0278	0.9732	11
0.0145	0.9877	12
0.0070	0.9948	13
0.0031	0.9979	14
0.0013	0.9992	15
0.0005	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
EBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3220	0.3220	0
0.3649	0.6868	1
0.2068	0.8936	2
0.0781	0.9717	3
0.0221	0.9939	4
0.0050	0.9989	5
0.0009	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
EBT/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 24.7
Percentile = 0.95 33

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0001	0.0001	8
0.0002	0.0003	9
0.0004	0.0007	10
0.0010	0.0017	11
0.0020	0.0036	12
0.0038	0.0074	13
0.0067	0.0141	14
0.0110	0.0251	15
0.0170	0.0421	16
0.0247	0.0668	17
0.0340	0.1008	18
0.0442	0.1450	19
0.0547	0.1997	20
0.0644	0.2641	21
0.0724	0.3366	22
0.0779	0.4144	23
0.0803	0.4947	24
0.0794	0.5741	25
0.0755	0.6497	26
0.0692	0.7189	27
0.0611	0.7800	28
0.0521	0.8321	29
0.0430	0.8751	30
0.0343	0.9094	31
0.0265	0.9359	32
0.0199	0.9558	33
0.0145	0.9702	34
0.0102	0.9804	35
0.0070	0.9874	36
0.0047	0.9921	37
0.0031	0.9952	38
0.0019	0.9971	39
0.0012	0.9983	40
0.0007	0.9990	41
0.0004	0.9995	42
0.0002	0.9997	43
0.0001	0.9998	44
0.0001	0.9999	45

15. Almaden Ave (Project Dwy)/San Fernando
EBT/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.4
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0003	0.0004	2
0.0013	0.0017	3
0.0041	0.0057	4
0.0101	0.0158	5
0.0208	0.0366	6
0.0368	0.0734	7
0.0571	0.1305	8
0.0787	0.2092	9
0.0975	0.3067	10
0.1100	0.4167	11
0.1136	0.5303	12
0.1084	0.6387	13
0.0960	0.7347	14
0.0794	0.8140	15
0.0615	0.8755	16
0.0449	0.9204	17
0.0309	0.9513	18
0.0202	0.9715	19
0.0125	0.9840	20
0.0074	0.9914	21
0.0042	0.9955	22
0.0022	0.9978	23
0.0012	0.9989	24
0.0006	0.9995	25
0.0003	0.9998	26
0.0001	0.9999	27
0.0001	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
WBT/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 14.1
Percentile = 0.95 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0004	3
0.0012	0.0017	4
0.0035	0.0052	5
0.0082	0.0134	6
0.0165	0.0299	7
0.0292	0.0591	8
0.0457	0.1047	9
0.0644	0.1691	10
0.0825	0.2517	11
0.0970	0.3487	12
0.1052	0.4539	13
0.1060	0.5598	14
0.0996	0.6594	15
0.0878	0.7472	16
0.0728	0.8200	17
0.0570	0.8770	18
0.0423	0.9193	19
0.0298	0.9492	20
0.0200	0.9692	21
0.0128	0.9820	22
0.0079	0.9899	23
0.0046	0.9945	24
0.0026	0.9971	25
0.0014	0.9986	26
0.0007	0.9993	27
0.0004	0.9997	28
0.0002	0.9998	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
WBT/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.2
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0033	0.0043	3
0.0092	0.0135	4
0.0205	0.0339	5
0.0381	0.0720	6
0.0607	0.1328	7
0.0848	0.2175	8
0.1052	0.3227	9
0.1174	0.4401	10
0.1192	0.5594	11
0.1109	0.6703	12
0.0953	0.7656	13
0.0760	0.8416	14
0.0566	0.8982	15
0.0395	0.9377	16
0.0259	0.9637	17
0.0161	0.9798	18
0.0095	0.9892	19
0.0053	0.9945	20
0.0028	0.9973	21
0.0014	0.9987	22
0.0007	0.9994	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6930	0.6930	0
0.2541	0.9472	1
0.0466	0.9937	2
0.0057	0.9994	3
0.0005	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2087	0.2087	0
0.3270	0.5358	1
0.2562	0.7919	2
0.1338	0.9257	3
0.0524	0.9781	4
0.0164	0.9945	5
0.0043	0.9988	6
0.0010	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
SBT/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.2
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0004	2
0.0015	0.0019	3
0.0045	0.0065	4
0.0111	0.0176	5
0.0226	0.0402	6
0.0396	0.0798	7
0.0605	0.1403	8
0.0823	0.2226	9
0.1007	0.3233	10
0.1119	0.4352	11
0.1141	0.5493	12
0.1074	0.6567	13
0.0938	0.7505	14
0.0765	0.8270	15
0.0585	0.8855	16
0.0421	0.9277	17
0.0286	0.9563	18
0.0184	0.9747	19
0.0113	0.9860	20
0.0066	0.9925	21
0.0037	0.9962	22
0.0019	0.9981	23
0.0010	0.9991	24
0.0005	0.9996	25
0.0002	0.9998	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
SBT/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.9
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0074	0.0074	0
0.0365	0.0439	1
0.0894	0.1333	2
0.1460	0.2793	3
0.1789	0.4582	4
0.1753	0.6335	5
0.1432	0.7767	6
0.1002	0.8769	7
0.0614	0.9382	8
0.0334	0.9717	9
0.0164	0.9880	10
0.0073	0.9953	11
0.0030	0.9983	12
0.0011	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
SBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.6
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0003	0.0003	2
0.0011	0.0014	3
0.0035	0.0050	4
0.0089	0.0139	5
0.0187	0.0326	6
0.0337	0.0664	7
0.0531	0.1195	8
0.0744	0.1939	9
0.0937	0.2876	10
0.1074	0.3950	11
0.1127	0.5077	12
0.1093	0.6169	13
0.0983	0.7153	14
0.0826	0.7978	15
0.0650	0.8629	16
0.0482	0.9111	17
0.0337	0.9448	18
0.0224	0.9672	19
0.0141	0.9813	20
0.0085	0.9898	21
0.0048	0.9946	22
0.0027	0.9973	23
0.0014	0.9987	24
0.0007	0.9994	25
0.0003	0.9997	26
0.0002	0.9999	27
0.0001	0.9999	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
SBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.5
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0016	0.0016	0
0.0101	0.0116	1
0.0325	0.0441	2
0.0701	0.1142	3
0.1133	0.2274	4
0.1465	0.3739	5
0.1579	0.5318	6
0.1458	0.6776	7
0.1179	0.7955	8
0.0847	0.8802	9
0.0548	0.9350	10
0.0322	0.9672	11
0.0174	0.9846	12
0.0086	0.9932	13
0.0040	0.9972	14
0.0017	0.9989	15
0.0007	0.9996	16
0.0003	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2725	0.2725	0
0.3543	0.6268	1
0.2303	0.8571	2
0.0998	0.9569	3
0.0324	0.9893	4
0.0084	0.9978	5
0.0018	0.9996	6
0.0003	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6065	0.6065	0
0.3033	0.9098	1
0.0758	0.9856	2
0.0126	0.9982	3
0.0016	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
EBT/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 18.0
Percentile = 0.95 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0002	0.0003	5
0.0007	0.0010	6
0.0019	0.0029	7
0.0042	0.0071	8
0.0083	0.0154	9
0.0150	0.0304	10
0.0245	0.0549	11
0.0368	0.0917	12
0.0509	0.1426	13
0.0655	0.2081	14
0.0786	0.2867	15
0.0884	0.3751	16
0.0936	0.4686	17
0.0936	0.5622	18
0.0887	0.6509	19
0.0798	0.7307	20
0.0684	0.7991	21
0.0560	0.8551	22
0.0438	0.8989	23
0.0328	0.9317	24
0.0237	0.9554	25
0.0164	0.9718	26
0.0109	0.9827	27
0.0070	0.9897	28
0.0044	0.9941	29
0.0026	0.9967	30
0.0015	0.9982	31
0.0009	0.9990	32
0.0005	0.9995	33
0.0002	0.9998	34
0.0001	0.9999	35
0.0001	0.9999	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
EBT/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 20.3
Percentile = 0.95 28

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0001	5
0.0001	0.0002	6
0.0004	0.0006	7
0.0011	0.0017	8
0.0025	0.0042	9
0.0050	0.0092	10
0.0092	0.0184	11
0.0156	0.0340	12
0.0244	0.0584	13
0.0353	0.0938	14
0.0478	0.1416	15
0.0607	0.2023	16
0.0725	0.2748	17
0.0817	0.3565	18
0.0873	0.4438	19
0.0886	0.5325	20
0.0857	0.6181	21
0.0791	0.6972	22
0.0698	0.7670	23
0.0590	0.8260	24
0.0479	0.8739	25
0.0374	0.9114	26
0.0281	0.9395	27
0.0204	0.9599	28
0.0143	0.9742	29
0.0097	0.9838	30
0.0063	0.9902	31
0.0040	0.9942	32
0.0025	0.9966	33
0.0015	0.9981	34
0.0009	0.9990	35
0.0005	0.9994	36
0.0003	0.9997	37
0.0001	0.9999	38
0.0001	0.9999	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
WBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.8
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0014	0.0015	1
0.0061	0.0076	2
0.0177	0.0253	3
0.0387	0.0640	4
0.0677	0.1317	5
0.0988	0.2305	6
0.1235	0.3540	7
0.1350	0.4890	8
0.1313	0.6203	9
0.1149	0.7352	10
0.0914	0.8266	11
0.0666	0.8932	12
0.0448	0.9380	13
0.0280	0.9661	14
0.0164	0.9824	15
0.0089	0.9914	16
0.0046	0.9960	17
0.0022	0.9982	18
0.0010	0.9992	19
0.0005	0.9997	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
WBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 40.6
Percentile = 0.95 51

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0000	9
0.0000	0.0000	10
0.0000	0.0000	11
0.0000	0.0000	12
0.0000	0.0000	13
0.0000	0.0000	14
0.0000	0.0000	15
0.0000	0.0000	16
0.0000	0.0000	17
0.0000	0.0001	18
0.0001	0.0001	19
0.0001	0.0003	20
0.0003	0.0005	21
0.0005	0.0010	22
0.0009	0.0019	23
0.0015	0.0034	24
0.0024	0.0058	25
0.0038	0.0096	26
0.0057	0.0153	27
0.0083	0.0235	28
0.0116	0.0351	29
0.0157	0.0508	30
0.0206	0.0714	31
0.0261	0.0975	32
0.0321	0.1296	33
0.0384	0.1680	34
0.0446	0.2127	35
0.0504	0.2630	36
0.0553	0.3183	37
0.0592	0.3775	38
0.0616	0.4391	39
0.0626	0.5018	40
0.0621	0.5638	41
0.0601	0.6239	42
0.0568	0.6807	43
0.0524	0.7331	44
0.0474	0.7805	45

20. Almaden/Project Dwy
WBL/T
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.5
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0098	0.0113	1
0.0319	0.0432	2
0.0690	0.1122	3
0.1121	0.2243	4
0.1456	0.3698	5
0.1575	0.5274	6
0.1462	0.6736	7
0.1187	0.7922	8
0.0856	0.8779	9
0.0556	0.9335	10
0.0328	0.9663	11
0.0178	0.9841	12
0.0089	0.9929	13
0.0041	0.9971	14
0.0018	0.9989	15
0.0007	0.9996	16
0.0003	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
WBL/T
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 27.8
Percentile = 0.95 37

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0000	9
0.0001	0.0001	10
0.0002	0.0003	11
0.0004	0.0006	12
0.0008	0.0015	13
0.0016	0.0031	14
0.0030	0.0061	15
0.0052	0.0113	16
0.0085	0.0198	17
0.0131	0.0329	18
0.0192	0.0521	19
0.0266	0.0788	20
0.0352	0.1140	21
0.0444	0.1584	22
0.0537	0.2121	23
0.0621	0.2742	24
0.0690	0.3431	25
0.0736	0.4167	26
0.0757	0.4925	27
0.0751	0.5676	28
0.0719	0.6395	29
0.0665	0.7060	30
0.0596	0.7656	31
0.0517	0.8173	32
0.0435	0.8609	33
0.0355	0.8964	34
0.0282	0.9246	35
0.0217	0.9464	36
0.0163	0.9627	37
0.0119	0.9746	38
0.0085	0.9831	39
0.0059	0.9890	40
0.0040	0.9930	41
0.0026	0.9956	42
0.0017	0.9973	43
0.0011	0.9984	44
0.0007	0.9991	45

20. Almaden/Project Dwy
WBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.3
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1048	0.1048	0
0.2364	0.3412	1
0.2666	0.6079	2
0.2005	0.8083	3
0.1130	0.9214	4
0.0510	0.9724	5
0.0192	0.9915	6
0.0062	0.9977	7
0.0017	0.9994	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

20. Almaden/Project Dwy
WBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.9
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0002	2
0.0009	0.0012	3
0.0029	0.0041	4
0.0076	0.0117	5
0.0162	0.0279	6
0.0298	0.0577	7
0.0480	0.1057	8
0.0687	0.1744	9
0.0884	0.2628	10
0.1034	0.3663	11
0.1110	0.4772	12
0.1099	0.5871	13
0.1010	0.6881	14
0.0867	0.7748	15
0.0697	0.8445	16
0.0528	0.8974	17
0.0378	0.9351	18
0.0256	0.9607	19
0.0165	0.9772	20
0.0101	0.9873	21
0.0059	0.9932	22
0.0033	0.9965	23
0.0018	0.9982	24
0.0009	0.9992	25
0.0005	0.9996	26
0.0002	0.9998	27
0.0001	0.9999	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
NBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0515	0.0515	0
0.1527	0.2042	1
0.2265	0.4307	2
0.2240	0.6547	3
0.1661	0.8208	4
0.0986	0.9194	5
0.0487	0.9681	6
0.0207	0.9888	7
0.0077	0.9965	8
0.0025	0.9990	9
0.0007	0.9997	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
NBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 15.9
Percentile = 0.95 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0003	0.0004	4
0.0011	0.0015	5
0.0028	0.0043	6
0.0063	0.0106	7
0.0126	0.0232	8
0.0223	0.0455	9
0.0354	0.0809	10
0.0512	0.1320	11
0.0678	0.1998	12
0.0829	0.2827	13
0.0942	0.3769	14
0.0998	0.4767	15
0.0992	0.5759	16
0.0928	0.6687	17
0.0819	0.7506	18
0.0686	0.8192	19
0.0545	0.8737	20
0.0413	0.9150	21
0.0298	0.9448	22
0.0206	0.9654	23
0.0137	0.9791	24
0.0087	0.9878	25
0.0053	0.9931	26
0.0031	0.9962	27
0.0018	0.9980	28
0.0010	0.9990	29
0.0005	0.9995	30
0.0003	0.9998	31
0.0001	0.9999	32
0.0001	0.9999	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
NBL/T
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2385	0.2385	0
0.3419	0.5804	1
0.2450	0.8254	2
0.1171	0.9424	3
0.0419	0.9844	4
0.0120	0.9964	5
0.0029	0.9993	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
NBL/T
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.9
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0029	0.0033	1
0.0116	0.0149	2
0.0305	0.0453	3
0.0602	0.1055	4
0.0951	0.2006	5
0.1252	0.3257	6
0.1413	0.4670	7
0.1395	0.6065	8
0.1224	0.7290	9
0.0967	0.8257	10
0.0695	0.8952	11
0.0457	0.9409	12
0.0278	0.9687	13
0.0157	0.9844	14
0.0083	0.9926	15
0.0041	0.9967	16
0.0019	0.9986	17
0.0008	0.9994	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
NBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2158	0.2158	0
0.3309	0.5467	1
0.2537	0.8004	2
0.1297	0.9301	3
0.0497	0.9798	4
0.0152	0.9951	5
0.0039	0.9990	6
0.0009	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Almaden Ave (Project Dwy)/San Fernando
NBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.0
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0027	0.0030	1
0.0107	0.0138	2
0.0286	0.0424	3
0.0573	0.0996	4
0.0916	0.1912	5
0.1221	0.3134	6
0.1396	0.4530	7
0.1396	0.5925	8
0.1241	0.7166	9
0.0993	0.8159	10
0.0722	0.8881	11
0.0481	0.9362	12
0.0296	0.9658	13
0.0169	0.9827	14
0.0090	0.9918	15
0.0045	0.9963	16
0.0021	0.9984	17
0.0009	0.9993	18
0.0004	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
NBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0466	0.0466	0
0.1428	0.1894	1
0.2190	0.4084	2
0.2239	0.6323	3
0.1716	0.8039	4
0.1053	0.9092	5
0.0538	0.9630	6
0.0236	0.9866	7
0.0090	0.9956	8
0.0031	0.9987	9
0.0009	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
NBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 17.3
Percentile = 0.95 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0004	0.0005	5
0.0011	0.0016	6
0.0028	0.0044	7
0.0060	0.0104	8
0.0115	0.0220	9
0.0200	0.0420	10
0.0315	0.0735	11
0.0455	0.1190	12
0.0607	0.1798	13
0.0752	0.2550	14
0.0869	0.3419	15
0.0941	0.4360	16
0.0960	0.5320	17
0.0924	0.6244	18
0.0843	0.7087	19
0.0731	0.7818	20
0.0603	0.8421	21
0.0475	0.8896	22
0.0358	0.9254	23
0.0259	0.9513	24
0.0179	0.9692	25
0.0120	0.9812	26
0.0077	0.9888	27
0.0048	0.9936	28
0.0028	0.9964	29
0.0016	0.9981	30
0.0009	0.9990	31
0.0005	0.9995	32
0.0003	0.9997	33
0.0001	0.9999	34
0.0001	0.9999	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
NBL/T
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2385	0.2385	0
0.3419	0.5804	1
0.2450	0.8254	2
0.1171	0.9424	3
0.0419	0.9844	4
0.0120	0.9964	5
0.0029	0.9993	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
NBL/T
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.1
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0024	0.0027	1
0.0097	0.0124	2
0.0263	0.0387	3
0.0535	0.0922	4
0.0871	0.1793	5
0.1180	0.2974	6
0.1371	0.4345	7
0.1394	0.5739	8
0.1260	0.6999	9
0.1025	0.8024	10
0.0758	0.8782	11
0.0514	0.9296	12
0.0321	0.9617	13
0.0187	0.9804	14
0.0101	0.9905	15
0.0051	0.9956	16
0.0025	0.9981	17
0.0011	0.9992	18
0.0005	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
NBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1953	0.1953	0
0.3190	0.5142	1
0.2605	0.7747	2
0.1418	0.9165	3
0.0579	0.9744	4
0.0189	0.9934	5
0.0051	0.9985	6
0.0012	0.9997	7
0.0002	0.9999	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

16. San Pedro Street (Project Dwy)/San Fernando
NBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 9.2
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0010	1
0.0043	0.0053	2
0.0131	0.0184	3
0.0302	0.0486	4
0.0555	0.1041	5
0.0851	0.1892	6
0.1118	0.3010	7
0.1286	0.4296	8
0.1315	0.5611	9
0.1210	0.6820	10
0.1012	0.7832	11
0.0776	0.8607	12
0.0549	0.9156	13
0.0361	0.9517	14
0.0221	0.9738	15
0.0127	0.9865	16
0.0069	0.9934	17
0.0035	0.9969	18
0.0017	0.9986	19
0.0008	0.9994	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1671	0.1671	0
0.2990	0.4662	1
0.2674	0.7336	2
0.1595	0.8931	3
0.0713	0.9644	4
0.0255	0.9899	5
0.0076	0.9975	6
0.0019	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1671	0.1671	0
0.2990	0.4662	1
0.2674	0.7336	2
0.1595	0.8931	3
0.0713	0.9644	4
0.0255	0.9899	5
0.0076	0.9975	6
0.0019	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.5
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0114	0.0114	0
0.0511	0.0625	1
0.1142	0.1767	2
0.1703	0.3470	3
0.1904	0.5374	4
0.1703	0.7077	5
0.1269	0.8346	6
0.0811	0.9157	7
0.0453	0.9610	8
0.0225	0.9835	9
0.0101	0.9936	10
0.0041	0.9977	11
0.0015	0.9992	12
0.0005	0.9998	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 8.3
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0021	0.0023	1
0.0087	0.0110	2
0.0239	0.0350	3
0.0496	0.0845	4
0.0821	0.1666	5
0.1134	0.2800	6
0.1342	0.4142	7
0.1389	0.5531	8
0.1278	0.6809	9
0.1059	0.7868	10
0.0797	0.8665	11
0.0550	0.9216	12
0.0351	0.9567	13
0.0208	0.9774	14
0.0115	0.9889	15
0.0059	0.9948	16
0.0029	0.9977	17
0.0013	0.9990	18
0.0006	0.9996	19
0.0002	0.9999	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 8.5
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0018	0.0020	1
0.0075	0.0094	2
0.0211	0.0306	3
0.0448	0.0754	4
0.0759	0.1513	5
0.1073	0.2586	6
0.1299	0.3885	7
0.1377	0.5262	8
0.1297	0.6559	9
0.1100	0.7658	10
0.0847	0.8506	11
0.0599	0.9104	12
0.0390	0.9495	13
0.0236	0.9731	14
0.0134	0.9865	15
0.0071	0.9935	16
0.0035	0.9971	17
0.0017	0.9987	18
0.0007	0.9995	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 22.6
Percentile = 0.95 31

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0001	0.0001	7
0.0003	0.0004	8
0.0006	0.0010	9
0.0014	0.0025	10
0.0030	0.0054	11
0.0056	0.0110	12
0.0097	0.0207	13
0.0157	0.0365	14
0.0237	0.0602	15
0.0336	0.0937	16
0.0447	0.1384	17
0.0562	0.1946	18
0.0669	0.2615	19
0.0757	0.3373	20
0.0816	0.4189	21
0.0840	0.5029	22
0.0826	0.5855	23
0.0779	0.6634	24
0.0706	0.7340	25
0.0614	0.7954	26
0.0515	0.8469	27
0.0416	0.8885	28
0.0325	0.9210	29
0.0245	0.9455	30
0.0179	0.9634	31
0.0127	0.9761	32
0.0087	0.9847	33
0.0058	0.9905	34
0.0037	0.9943	35
0.0023	0.9966	36
0.0014	0.9980	37
0.0009	0.9989	38
0.0005	0.9994	39
0.0003	0.9997	40
0.0002	0.9998	41
0.0001	0.9999	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0249	0.0249	0
0.0918	0.1167	1
0.1697	0.2864	2
0.2089	0.4953	3
0.1930	0.6883	4
0.1426	0.8309	5
0.0878	0.9187	6
0.0463	0.9650	7
0.0214	0.9864	8
0.0088	0.9952	9
0.0032	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0189	0.0189	0
0.0751	0.0941	1
0.1490	0.2430	2
0.1970	0.4400	3
0.1953	0.6353	4
0.1550	0.7903	5
0.1025	0.8928	6
0.0581	0.9508	7
0.0288	0.9796	8
0.0127	0.9923	9
0.0050	0.9973	10
0.0018	0.9991	11
0.0006	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.8
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0084	0.0084	0
0.0400	0.0484	1
0.0957	0.1441	2
0.1526	0.2968	3
0.1825	0.4793	4
0.1746	0.6539	5
0.1392	0.7931	6
0.0951	0.8883	7
0.0569	0.9451	8
0.0302	0.9754	9
0.0145	0.9898	10
0.0063	0.9961	11
0.0025	0.9986	12
0.0009	0.9995	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1487	0.1487	0
0.2834	0.4322	1
0.2700	0.7022	2
0.1715	0.8738	3
0.0817	0.9555	4
0.0311	0.9866	5
0.0099	0.9965	6
0.0027	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1487	0.1487	0
0.2834	0.4322	1
0.2700	0.7022	2
0.1715	0.8738	3
0.0817	0.9555	4
0.0311	0.9866	5
0.0099	0.9965	6
0.0027	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.2
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0055	0.0055	0
0.0284	0.0339	1
0.0741	0.1080	2
0.1287	0.2366	3
0.1676	0.4043	4
0.1747	0.5790	5
0.1517	0.7307	6
0.1130	0.8437	7
0.0736	0.9172	8
0.0426	0.9599	9
0.0222	0.9821	10
0.0105	0.9926	11
0.0046	0.9971	12
0.0018	0.9990	13
0.0007	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0279	0.0279	0
0.1000	0.1279	1
0.1788	0.3067	2
0.2132	0.5199	3
0.1907	0.7107	4
0.1365	0.8472	5
0.0814	0.9285	6
0.0416	0.9701	7
0.0186	0.9887	8
0.0074	0.9961	9
0.0026	0.9988	10
0.0009	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0279	0.0279	0
0.1000	0.1279	1
0.1788	0.3067	2
0.2132	0.5199	3
0.1907	0.7107	4
0.1365	0.8472	5
0.0814	0.9285	6
0.0416	0.9701	7
0.0186	0.9887	8
0.0074	0.9961	9
0.0026	0.9988	10
0.0009	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.2
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0144	0.0144	0
0.0611	0.0756	1
0.1296	0.2051	2
0.1831	0.3882	3
0.1940	0.5823	4
0.1645	0.7468	5
0.1162	0.8630	6
0.0704	0.9334	7
0.0373	0.9706	8
0.0176	0.9882	9
0.0074	0.9956	10
0.0029	0.9985	11
0.0010	0.9995	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0446	0.0446	0
0.1386	0.1832	1
0.2156	0.3988	2
0.2236	0.6224	3
0.1739	0.7963	4
0.1082	0.9045	5
0.0561	0.9606	6
0.0249	0.9855	7
0.0097	0.9952	8
0.0034	0.9986	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.3
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0381	0.0381	0
0.1246	0.1627	1
0.2035	0.3662	2
0.2215	0.5877	3
0.1809	0.7686	4
0.1182	0.8869	5
0.0644	0.9512	6
0.0300	0.9812	7
0.0123	0.9935	8
0.0045	0.9980	9
0.0015	0.9994	10
0.0004	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.3
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0353	0.0353	0
0.1180	0.1533	1
0.1973	0.3506	2
0.2200	0.5705	3
0.1839	0.7545	4
0.1230	0.8775	5
0.0686	0.9460	6
0.0328	0.9788	7
0.0137	0.9925	8
0.0051	0.9976	9
0.0017	0.9993	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4346	0.4346	0
0.3622	0.7968	1
0.1509	0.9477	2
0.0419	0.9896	3
0.0087	0.9983	4
0.0015	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3998	0.3998	0
0.3665	0.7664	1
0.1680	0.9344	2
0.0513	0.9857	3
0.0118	0.9975	4
0.0022	0.9996	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1512	0.1512	0
0.2857	0.4369	1
0.2698	0.7067	2
0.1699	0.8766	3
0.0802	0.9568	4
0.0303	0.9871	5
0.0095	0.9967	6
0.0026	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6065	0.6065	0
0.3033	0.9098	1
0.0758	0.9856	2
0.0126	0.9982	3
0.0016	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5738	0.5738	0
0.3188	0.8925	1
0.0885	0.9810	2
0.0164	0.9974	3
0.0023	0.9997	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.1
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0023	0.0023	0
0.0139	0.0162	1
0.0422	0.0584	2
0.0856	0.1439	3
0.1301	0.2741	4
0.1583	0.4324	5
0.1605	0.5929	6
0.1395	0.7324	7
0.1061	0.8385	8
0.0717	0.9102	9
0.0436	0.9538	10
0.0241	0.9780	11
0.0122	0.9902	12
0.0057	0.9959	13
0.0025	0.9984	14
0.0010	0.9994	15
0.0004	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3998	0.3998	0
0.3665	0.7664	1
0.1680	0.9344	2
0.0513	0.9857	3
0.0118	0.9975	4
0.0022	0.9996	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3782	0.3782	0
0.3677	0.7460	1
0.1788	0.9247	2
0.0579	0.9827	3
0.0141	0.9967	4
0.0027	0.9995	5
0.0004	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.5
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0798	0.0798	0
0.2018	0.2816	1
0.2551	0.5367	2
0.2149	0.7516	3
0.1358	0.8874	4
0.0687	0.9561	5
0.0289	0.9850	6
0.0104	0.9955	7
0.0033	0.9988	8
0.0009	0.9997	9
0.0002	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1644	0.1644	0
0.2968	0.4612	1
0.2679	0.7291	2
0.1613	0.8904	3
0.0728	0.9632	4
0.0263	0.9895	5
0.0079	0.9974	6
0.0020	0.9994	7
0.0005	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1431	0.1431	0
0.2782	0.4213	1
0.2705	0.6917	2
0.1753	0.8670	3
0.0852	0.9522	4
0.0331	0.9854	5
0.0107	0.9961	6
0.0030	0.9991	7
0.0007	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1431	0.1431	0
0.2782	0.4213	1
0.2705	0.6917	2
0.1753	0.8670	3
0.0852	0.9522	4
0.0331	0.9854	5
0.0107	0.9961	6
0.0030	0.9991	7
0.0007	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3998	0.3998	0
0.3665	0.7664	1
0.1680	0.9344	2
0.0513	0.9857	3
0.0118	0.9975	4
0.0022	0.9996	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3782	0.3782	0
0.3677	0.7460	1
0.1788	0.9247	2
0.0579	0.9827	3
0.0141	0.9967	4
0.0027	0.9995	5
0.0004	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.1
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1211	0.1211	0
0.2557	0.3768	1
0.2699	0.6466	2
0.1899	0.8365	3
0.1002	0.9368	4
0.0423	0.9791	5
0.0149	0.9940	6
0.0045	0.9985	7
0.0012	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.5
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0114	0.0114	0
0.0511	0.0625	1
0.1142	0.1767	2
0.1703	0.3470	3
0.1904	0.5374	4
0.1703	0.7077	5
0.1269	0.8346	6
0.0811	0.9157	7
0.0453	0.9610	8
0.0225	0.9835	9
0.0101	0.9936	10
0.0041	0.9977	11
0.0015	0.9992	12
0.0005	0.9998	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 4.7
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0091	0.0091	0
0.0429	0.0521	1
0.1008	0.1529	2
0.1577	0.3106	3
0.1851	0.4956	4
0.1738	0.6694	5
0.1360	0.8054	6
0.0912	0.8965	7
0.0535	0.9500	8
0.0279	0.9779	9
0.0131	0.9911	10
0.0056	0.9966	11
0.0022	0.9988	12
0.0008	0.9996	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 9.4
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0008	0.0008	1
0.0036	0.0045	2
0.0113	0.0158	3
0.0267	0.0424	4
0.0502	0.0926	5
0.0788	0.1714	6
0.1060	0.2774	7
0.1248	0.4022	8
0.1305	0.5327	9
0.1229	0.6556	10
0.1052	0.7608	11
0.0826	0.8434	12
0.0598	0.9032	13
0.0402	0.9434	14
0.0253	0.9687	15
0.0149	0.9835	16
0.0082	0.9918	17
0.0043	0.9961	18
0.0021	0.9982	19
0.0010	0.9992	20
0.0005	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.1
Percentile = 0.95 9

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.0062	0.0062	0
0.0315	0.0377	1
0.0801	0.1178	2
0.1357	0.2535	3
0.1725	0.4260	4
0.1753	0.6013	5
0.1486	0.7499	6
0.1079	0.8578	7
0.0685	0.9263	8
0.0387	0.9650	9
0.0197	0.9847	10
0.0091	0.9938	11
0.0039	0.9977	12
0.0015	0.9992	13
0.0005	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.5
Percentile = 0.95 10

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.0041	0.0041	0
0.0225	0.0266	1
0.0618	0.0884	2
0.1133	0.2017	3
0.1558	0.3575	4
0.1714	0.5289	5
0.1571	0.6860	6
0.1234	0.8095	7
0.0849	0.8944	8
0.0519	0.9462	9
0.0285	0.9747	10
0.0143	0.9890	11
0.0065	0.9955	12
0.0028	0.9983	13
0.0011	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.1
Percentile = 0.95 10

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.0023	0.0023	0
0.0142	0.0165	1
0.0430	0.0595	2
0.0868	0.1463	3
0.1314	0.2777	4
0.1591	0.4368	5
0.1606	0.5974	6
0.1389	0.7363	7
0.1052	0.8414	8
0.0708	0.9122	9
0.0428	0.9550	10
0.0236	0.9786	11
0.0119	0.9905	12
0.0055	0.9961	13
0.0024	0.9985	14
0.0010	0.9994	15
0.0004	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.2
Percentile = 0.95 9

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.0055	0.0055	0
0.0288	0.0344	1
0.0748	0.1092	2
0.1296	0.2388	3
0.1683	0.4071	4
0.1748	0.5819	5
0.1514	0.7332	6
0.1123	0.8455	7
0.0729	0.9185	8
0.0421	0.9606	9
0.0219	0.9824	10
0.0103	0.9927	11
0.0045	0.9972	12
0.0018	0.9990	13
0.0007	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.6
Percentile = 0.95 10

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.0039	0.0039	0
0.0215	0.0253	1
0.0597	0.0850	2
0.1105	0.1955	3
0.1534	0.3489	4
0.1705	0.5194	5
0.1579	0.6773	6
0.1253	0.8026	7
0.0870	0.8896	8
0.0537	0.9433	9
0.0298	0.9731	10
0.0151	0.9882	11
0.0070	0.9952	12
0.0030	0.9982	13
0.0012	0.9993	14
0.0004	0.9998	15
0.0002	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.7
Percentile = 0.95 14

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.0002	0.0002	0
0.0014	0.0016	1
0.0062	0.0078	2
0.0180	0.0258	3
0.0393	0.0651	4
0.0685	0.1336	5
0.0996	0.2333	6
0.1241	0.3574	7
0.1354	0.4928	8
0.1312	0.6240	9
0.1144	0.7384	10
0.0907	0.8291	11
0.0659	0.8950	12
0.0442	0.9393	13
0.0276	0.9669	14
0.0160	0.9829	15
0.0087	0.9916	16
0.0045	0.9961	17
0.0022	0.9983	18
0.0010	0.9993	19
0.0004	0.9997	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 171

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

2. Market/San Fernando
EBT/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 6.5
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0100	0.0116	1
0.0324	0.0439	2
0.0698	0.1138	3
0.1130	0.2268	4
0.1463	0.3731	5
0.1578	0.5309	6
0.1459	0.6768	7
0.1180	0.7949	8
0.0849	0.8798	9
0.0549	0.9347	10
0.0323	0.9670	11
0.0174	0.9845	12
0.0087	0.9931	13
0.0040	0.9972	14
0.0017	0.9989	15
0.0007	0.9996	16
0.0003	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.2
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0023	0.0026	1
0.0095	0.0121	2
0.0258	0.0379	3
0.0526	0.0905	4
0.0860	0.1764	5
0.1170	0.2934	6
0.1365	0.4299	7
0.1393	0.5693	8
0.1264	0.6957	9
0.1033	0.7990	10
0.0767	0.8757	11
0.0522	0.9278	12
0.0328	0.9606	13
0.0191	0.9797	14
0.0104	0.9902	15
0.0053	0.9955	16
0.0026	0.9980	17
0.0012	0.9992	18
0.0005	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 171

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

2. Market/San Fernando
EBT/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 10.3
Percentile = 0.95 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0019	0.0023	2
0.0063	0.0086	3
0.0163	0.0249	4
0.0333	0.0582	5
0.0569	0.1151	6
0.0834	0.1985	7
0.1068	0.3054	8
0.1217	0.4271	9
0.1247	0.5518	10
0.1162	0.6680	11
0.0993	0.7673	12
0.0783	0.8456	13
0.0573	0.9029	14
0.0392	0.9420	15
0.0251	0.9671	16
0.0151	0.9822	17
0.0086	0.9909	18
0.0046	0.9955	19
0.0024	0.9979	20
0.0012	0.9990	21
0.0005	0.9996	22
0.0002	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Market/San Fernando
EBT/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 18.1
Percentile = 0.95 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0002	0.0003	5
0.0007	0.0009	6
0.0017	0.0026	7
0.0039	0.0065	8
0.0078	0.0143	9
0.0141	0.0283	10
0.0232	0.0516	11
0.0351	0.0867	12
0.0490	0.1357	13
0.0635	0.1991	14
0.0767	0.2759	15
0.0870	0.3629	16
0.0928	0.4557	17
0.0935	0.5492	18
0.0893	0.6386	19
0.0810	0.7196	20
0.0700	0.7895	21
0.0577	0.8472	22
0.0455	0.8927	23
0.0344	0.9271	24
0.0249	0.9520	25
0.0174	0.9694	26
0.0117	0.9811	27
0.0076	0.9887	28
0.0047	0.9934	29
0.0029	0.9963	30
0.0017	0.9980	31
0.0010	0.9989	32
0.0005	0.9994	33
0.0003	0.9997	34
0.0001	0.9999	35
0.0001	0.9999	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6778	0.6778	0
0.2636	0.9414	1
0.0513	0.9927	2
0.0066	0.9993	3
0.0006	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5163	0.5163	0
0.3413	0.8576	1
0.1128	0.9704	2
0.0249	0.9953	3
0.0041	0.9994	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2564	0.2564	0
0.3490	0.6053	1
0.2375	0.8428	2
0.1077	0.9506	3
0.0367	0.9872	4
0.0100	0.9972	5
0.0023	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.3
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1048	0.1048	0
0.2364	0.3412	1
0.2666	0.6079	2
0.2005	0.8083	3
0.1130	0.9214	4
0.0510	0.9724	5
0.0192	0.9915	6
0.0062	0.9977	7
0.0017	0.9994	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0396	0.0396	0
0.1280	0.1676	1
0.2065	0.3741	2
0.2222	0.5963	3
0.1793	0.7756	4
0.1158	0.8914	5
0.0623	0.9537	6
0.0287	0.9824	7
0.0116	0.9940	8
0.0042	0.9981	9
0.0013	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0106	0.0106	0
0.0481	0.0586	1
0.1094	0.1680	2
0.1659	0.3339	3
0.1887	0.5226	4
0.1717	0.6944	5
0.1302	0.8246	6
0.0846	0.9092	7
0.0481	0.9574	8
0.0243	0.9817	9
0.0111	0.9928	10
0.0046	0.9974	11
0.0017	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6520	0.6520	0
0.2789	0.9308	1
0.0597	0.9905	2
0.0085	0.9990	3
0.0009	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5163	0.5163	0
0.3413	0.8576	1
0.1128	0.9704	2
0.0249	0.9953	3
0.0041	0.9994	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5163	0.5163	0
0.3413	0.8576	1
0.1128	0.9704	2
0.0249	0.9953	3
0.0041	0.9994	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 8.0
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0027	0.0030	1
0.0106	0.0136	2
0.0284	0.0421	3
0.0569	0.0990	4
0.0912	0.1902	5
0.1218	0.3120	6
0.1394	0.4514	7
0.1396	0.5910	8
0.1242	0.7152	9
0.0995	0.8148	10
0.0725	0.8873	11
0.0484	0.9357	12
0.0298	0.9655	13
0.0171	0.9826	14
0.0091	0.9917	15
0.0046	0.9962	16
0.0022	0.9984	17
0.0010	0.9993	18
0.0004	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 9.8
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0006	1
0.0027	0.0033	2
0.0087	0.0120	3
0.0213	0.0333	4
0.0418	0.0750	5
0.0682	0.1433	6
0.0955	0.2388	7
0.1170	0.3558	8
0.1274	0.4832	9
0.1249	0.6080	10
0.1112	0.7193	11
0.0908	0.8101	12
0.0685	0.8786	13
0.0479	0.9265	14
0.0313	0.9579	15
0.0192	0.9770	16
0.0111	0.9881	17
0.0060	0.9941	18
0.0031	0.9972	19
0.0015	0.9987	20
0.0007	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 14.0
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0005	3
0.0013	0.0018	4
0.0037	0.0055	5
0.0087	0.0142	6
0.0174	0.0316	7
0.0304	0.0621	8
0.0473	0.1094	9
0.0663	0.1757	10
0.0844	0.2600	11
0.0984	0.3585	12
0.1060	0.4644	13
0.1060	0.5704	14
0.0989	0.6694	15
0.0866	0.7559	16
0.0713	0.8272	17
0.0554	0.8826	18
0.0409	0.9235	19
0.0286	0.9521	20
0.0191	0.9712	21
0.0121	0.9833	22
0.0074	0.9907	23
0.0043	0.9950	24
0.0024	0.9974	25
0.0013	0.9987	26
0.0007	0.9994	27
0.0003	0.9997	28
0.0002	0.9999	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 6.5
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0016	0.0016	0
0.0101	0.0117	1
0.0328	0.0445	2
0.0705	0.1149	3
0.1137	0.2287	4
0.1469	0.3755	5
0.1580	0.5335	6
0.1457	0.6792	7
0.1176	0.7968	8
0.0843	0.8812	9
0.0544	0.9356	10
0.0320	0.9676	11
0.0172	0.9848	12
0.0085	0.9933	13
0.0039	0.9972	14
0.0017	0.9989	15
0.0007	0.9996	16
0.0003	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 7.3
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0050	0.0056	1
0.0181	0.0238	2
0.0440	0.0678	3
0.0802	0.1480	4
0.1170	0.2650	5
0.1422	0.4072	6
0.1481	0.5553	7
0.1350	0.6903	8
0.1094	0.7997	9
0.0798	0.8795	10
0.0529	0.9324	11
0.0321	0.9645	12
0.0180	0.9825	13
0.0094	0.9919	14
0.0046	0.9965	15
0.0021	0.9985	16
0.0009	0.9994	17
0.0004	0.9998	18
0.0001	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 17.7
Percentile = 0.95 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0003	0.0004	5
0.0009	0.0013	6
0.0023	0.0036	7
0.0050	0.0086	8
0.0099	0.0185	9
0.0174	0.0359	10
0.0280	0.0639	11
0.0412	0.1051	12
0.0559	0.1610	13
0.0705	0.2315	14
0.0830	0.3145	15
0.0916	0.4061	16
0.0951	0.5012	17
0.0933	0.5944	18
0.0867	0.6811	19
0.0765	0.7577	20
0.0643	0.8220	21
0.0516	0.8736	22
0.0396	0.9133	23
0.0292	0.9424	24
0.0206	0.9630	25
0.0140	0.9770	26
0.0091	0.9861	27
0.0058	0.9919	28
0.0035	0.9954	29
0.0021	0.9975	30
0.0012	0.9986	31
0.0006	0.9993	32
0.0003	0.9996	33
0.0002	0.9998	34
0.0001	0.9999	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0768	0.0768	0
0.1971	0.2739	1
0.2529	0.5268	2
0.2164	0.7432	3
0.1389	0.8821	4
0.0713	0.9534	5
0.0305	0.9839	6
0.0112	0.9950	7
0.0036	0.9986	8
0.0010	0.9997	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0454	0.0454	0
0.1404	0.1859	1
0.2171	0.4030	2
0.2237	0.6267	3
0.1729	0.7996	4
0.1069	0.9066	5
0.0551	0.9617	6
0.0243	0.9860	7
0.0094	0.9954	8
0.0032	0.9986	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Park
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.5
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0108	0.0108	0
0.0488	0.0596	1
0.1106	0.1702	2
0.1670	0.3372	3
0.1891	0.5263	4
0.1714	0.6977	5
0.1294	0.8271	6
0.0838	0.9109	7
0.0474	0.9583	8
0.0239	0.9822	9
0.0108	0.9930	10
0.0045	0.9975	11
0.0017	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Almaden Blvd (Notre Dame)/Santa Clara
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0410	0.0410	0
0.1309	0.1719	1
0.2091	0.3811	2
0.2227	0.6038	3
0.1778	0.7816	4
0.1136	0.8952	5
0.0605	0.9557	6
0.0276	0.9833	7
0.0110	0.9943	8
0.0039	0.9983	9
0.0012	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Almaden Blvd (Notre Dame)/Santa Clara
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.8
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0216	0.0216	0
0.0829	0.1046	1
0.1590	0.2636	2
0.2031	0.4667	3
0.1947	0.6614	4
0.1492	0.8106	5
0.0954	0.9060	6
0.0522	0.9582	7
0.0250	0.9832	8
0.0107	0.9939	9
0.0041	0.9979	10
0.0014	0.9994	11
0.0005	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Almaden Blvd (Notre Dame)/Santa Clara
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.1
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0164	0.0164	0
0.0674	0.0838	1
0.1385	0.2223	2
0.1898	0.4121	3
0.1951	0.6071	4
0.1604	0.7675	5
0.1099	0.8774	6
0.0645	0.9420	7
0.0332	0.9751	8
0.0152	0.9903	9
0.0062	0.9965	10
0.0023	0.9988	11
0.0008	0.9996	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Almaden Blvd (Notre Dame)/Santa Clara
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.9
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0541	0.0541	0
0.1578	0.2119	1
0.2302	0.4421	2
0.2238	0.6659	3
0.1632	0.8291	4
0.0952	0.9242	5
0.0463	0.9705	6
0.0193	0.9898	7
0.0070	0.9968	8
0.0023	0.9991	9
0.0007	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Almaden Blvd (Notre Dame)/Santa Clara
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.9
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0205	0.0205	0
0.0796	0.1001	1
0.1548	0.2548	2
0.2006	0.4555	3
0.1951	0.6505	4
0.1517	0.8022	5
0.0983	0.9006	6
0.0546	0.9552	7
0.0266	0.9818	8
0.0115	0.9932	9
0.0045	0.9977	10
0.0016	0.9993	11
0.0005	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Almaden Blvd (Notre Dame)/Santa Clara
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.5
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0042	0.0042	0
0.0230	0.0272	1
0.0629	0.0901	2
0.1148	0.2049	3
0.1570	0.3619	4
0.1718	0.5337	5
0.1567	0.6904	6
0.1225	0.8129	7
0.0838	0.8967	8
0.0510	0.9477	9
0.0279	0.9755	10
0.0139	0.9894	11
0.0063	0.9957	12
0.0027	0.9984	13
0.0010	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.9
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0526	0.0526	0
0.1550	0.2076	1
0.2282	0.4358	2
0.2239	0.6597	3
0.1648	0.8245	4
0.0971	0.9216	5
0.0476	0.9692	6
0.0200	0.9893	7
0.0074	0.9966	8
0.0024	0.9990	9
0.0007	0.9997	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0399	0.0399	0
0.1285	0.1683	1
0.2070	0.3753	2
0.2223	0.5976	3
0.1791	0.7766	4
0.1154	0.8920	5
0.0620	0.9540	6
0.0285	0.9825	7
0.0115	0.9940	8
0.0041	0.9981	9
0.0013	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0302	0.0302	0
0.1057	0.1359	1
0.1850	0.3208	2
0.2158	0.5366	3
0.1888	0.7254	4
0.1322	0.8576	5
0.0771	0.9347	6
0.0385	0.9733	7
0.0169	0.9901	8
0.0066	0.9967	9
0.0023	0.9990	10
0.0007	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1644	0.1644	0
0.2968	0.4612	1
0.2679	0.7291	2
0.1613	0.8904	3
0.0728	0.9632	4
0.0263	0.9895	5
0.0079	0.9974	6
0.0020	0.9994	7
0.0005	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.0
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1391	0.1391	0
0.2744	0.4136	1
0.2706	0.6842	2
0.1779	0.8621	3
0.0877	0.9498	4
0.0346	0.9844	5
0.0114	0.9958	6
0.0032	0.9990	7
0.0008	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0286	0.0286	0
0.1016	0.1301	1
0.1806	0.3107	2
0.2140	0.5247	3
0.1902	0.7149	4
0.1353	0.8502	5
0.0802	0.9303	6
0.0407	0.9711	7
0.0181	0.9892	8
0.0071	0.9963	9
0.0025	0.9988	10
0.0008	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1690	0.1690	0
0.3005	0.4695	1
0.2671	0.7366	2
0.1583	0.8948	3
0.0703	0.9652	4
0.0250	0.9902	5
0.0074	0.9976	6
0.0019	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1512	0.1512	0
0.2857	0.4369	1
0.2698	0.7067	2
0.1699	0.8766	3
0.0802	0.9568	4
0.0303	0.9871	5
0.0095	0.9967	6
0.0026	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.2
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0147	0.0147	0
0.0619	0.0766	1
0.1307	0.2073	2
0.1840	0.3913	3
0.1942	0.5855	4
0.1640	0.7495	5
0.1154	0.8649	6
0.0696	0.9345	7
0.0367	0.9713	8
0.0172	0.9885	9
0.0073	0.9958	10
0.0028	0.9986	11
0.0010	0.9995	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.3
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1025	0.1025	0
0.2335	0.3360	1
0.2659	0.6019	2
0.2019	0.8038	3
0.1150	0.9188	4
0.0524	0.9712	5
0.0199	0.9911	6
0.0065	0.9976	7
0.0018	0.9994	8
0.0005	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0735	0.0735	0
0.1918	0.2652	1
0.2504	0.5156	2
0.2179	0.7336	3
0.1423	0.8758	4
0.0743	0.9501	5
0.0323	0.9825	6
0.0121	0.9945	7
0.0039	0.9985	8
0.0011	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Market/Santa Clara
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0588	0.0588	0
0.1666	0.2255	1
0.2361	0.4615	2
0.2230	0.6845	3
0.1579	0.8424	4
0.0895	0.9319	5
0.0423	0.9742	6
0.0171	0.9913	7
0.0061	0.9974	8
0.0019	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6778	0.6778	0
0.2636	0.9414	1
0.0513	0.9927	2
0.0066	0.9993	3
0.0006	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6412	0.6412	0
0.2850	0.9261	1
0.0633	0.9895	2
0.0094	0.9989	3
0.0010	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3029	0.3029	0
0.3618	0.6646	1
0.2161	0.8807	2
0.0860	0.9667	3
0.0257	0.9924	4
0.0061	0.9985	5
0.0012	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.4
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0347	0.0347	0
0.1166	0.1513	1
0.1960	0.3473	2
0.2196	0.5669	3
0.1845	0.7514	4
0.1240	0.8754	5
0.0695	0.9449	6
0.0334	0.9783	7
0.0140	0.9923	8
0.0052	0.9975	9
0.0018	0.9993	10
0.0005	0.9998	11
0.0002	0.9999	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0286	0.0286	0
0.1016	0.1301	1
0.1806	0.3107	2
0.2140	0.5247	3
0.1902	0.7149	4
0.1353	0.8502	5
0.0802	0.9303	6
0.0407	0.9711	7
0.0181	0.9892	8
0.0071	0.9963	9
0.0025	0.9988	10
0.0008	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.8
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0014	0.0015	1
0.0059	0.0074	2
0.0174	0.0248	3
0.0381	0.0629	4
0.0669	0.1299	5
0.0979	0.2278	6
0.1228	0.3506	7
0.1347	0.4853	8
0.1314	0.6167	9
0.1153	0.7320	10
0.0920	0.8240	11
0.0673	0.8913	12
0.0455	0.9368	13
0.0285	0.9653	14
0.0167	0.9820	15
0.0091	0.9911	16
0.0047	0.9958	17
0.0023	0.9981	18
0.0011	0.9992	19
0.0005	0.9997	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
SBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4680	0.4680	0
0.3553	0.8234	1
0.1349	0.9583	2
0.0341	0.9924	3
0.0065	0.9989	4
0.0010	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
SBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3962	0.3962	0
0.3668	0.7630	1
0.1698	0.9328	2
0.0524	0.9852	3
0.0121	0.9974	4
0.0022	0.9996	5
0.0003	0.9999	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
SBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.1
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0062	0.0062	0
0.0315	0.0377	1
0.0801	0.1178	2
0.1357	0.2535	3
0.1725	0.4260	4
0.1753	0.6013	5
0.1486	0.7499	6
0.1079	0.8578	7
0.0685	0.9263	8
0.0387	0.9650	9
0.0197	0.9847	10
0.0091	0.9938	11
0.0039	0.9977	12
0.0015	0.9992	13
0.0005	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
SBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0263	0.0263	0
0.0956	0.1219	1
0.1740	0.2959	2
0.2111	0.5070	3
0.1920	0.6990	4
0.1397	0.8387	5
0.0847	0.9235	6
0.0441	0.9675	7
0.0200	0.9876	8
0.0081	0.9957	9
0.0029	0.9986	10
0.0010	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
SBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 4.1
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0173	0.0173	0
0.0703	0.0876	1
0.1425	0.2301	2
0.1926	0.4227	3
0.1953	0.6180	4
0.1584	0.7764	5
0.1071	0.8835	6
0.0620	0.9455	7
0.0314	0.9769	8
0.0142	0.9911	9
0.0057	0.9969	10
0.0021	0.9990	11
0.0007	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas/Park
SBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0098	0.0098	0
0.0452	0.0549	1
0.1046	0.1595	2
0.1614	0.3209	3
0.1868	0.5077	4
0.1730	0.6806	5
0.1335	0.8141	6
0.0883	0.9024	7
0.0511	0.9534	8
0.0263	0.9797	9
0.0122	0.9919	10
0.0051	0.9970	11
0.0020	0.9990	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. Almaden/San Carlos
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.7
Percentile = 0.95 6

Individual ProbaBKlity	Cumulative ProbaBKlity	Number of Queued Vehicles
0.0683	0.0683	0
0.1834	0.2517	1
0.2460	0.4977	2
0.2200	0.7178	3
0.1476	0.8654	4
0.0792	0.9446	5
0.0354	0.9800	6
0.0136	0.9936	7
0.0046	0.9982	8
0.0014	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. Almaden/San Carlos
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Individual ProbaBKlity	Cumulative ProbaBKlity	Number of Queued Vehicles
0.0463	0.0463	0
0.1423	0.1886	1
0.2186	0.4072	2
0.2239	0.6311	3
0.1719	0.8030	4
0.1056	0.9086	5
0.0541	0.9627	6
0.0237	0.9865	7
0.0091	0.9956	8
0.0031	0.9987	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. Almaden/San Carlos
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.4
Percentile = 0.95 12

Individual ProbaBKlity	Cumulative ProbaBKlity	Number of Queued Vehicles
0.0006	0.0006	0
0.0044	0.0050	1
0.0164	0.0214	2
0.0406	0.0620	3
0.0754	0.1374	4
0.1120	0.2494	5
0.1387	0.3881	6
0.1471	0.5352	7
0.1366	0.6719	8
0.1128	0.7846	9
0.0837	0.8684	10
0.0566	0.9249	11
0.0350	0.9599	12
0.0200	0.9799	13
0.0106	0.9905	14
0.0053	0.9958	15
0.0024	0.9982	16
0.0011	0.9993	17
0.0004	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. Almaden/San Carlos
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.3
Percentile = 0.95 7

Individual ProbaBMlity	Cumulative ProbaBMlity	Number of Queued Vehicles
0.0367	0.0367	0
0.1212	0.1579	1
0.2004	0.3583	2
0.2208	0.5791	3
0.1825	0.7616	4
0.1206	0.8822	5
0.0665	0.9487	6
0.0314	0.9800	7
0.0130	0.9930	8
0.0048	0.9978	9
0.0016	0.9994	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. Almaden/San Carlos
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.8
Percentile = 0.95 7

Individual ProbaBMlity	Cumulative ProbaBMlity	Number of Queued Vehicles
0.0230	0.0230	0
0.0868	0.1098	1
0.1636	0.2734	2
0.2058	0.4792	3
0.1941	0.6732	4
0.1464	0.8196	5
0.0920	0.9117	6
0.0496	0.9613	7
0.0234	0.9847	8
0.0098	0.9945	9
0.0037	0.9982	10
0.0013	0.9994	11
0.0004	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. Almaden/San Carlos
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.4
Percentile = 0.95 8

Individual ProbaBMlity	Cumulative ProbaBMlity	Number of Queued Vehicles
0.0123	0.0123	0
0.0543	0.0666	1
0.1192	0.1858	2
0.1746	0.3604	3
0.1918	0.5522	4
0.1686	0.7208	5
0.1235	0.8443	6
0.0775	0.9219	7
0.0426	0.9644	8
0.0208	0.9852	9
0.0091	0.9944	10
0.0037	0.9980	11
0.0013	0.9993	12
0.0005	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

19. Delmas/San Carlos
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual ProbaBOlity	Cumulative ProbaBOlity	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

19. Delmas/San Carlos
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual ProbaBOlity	Cumulative ProbaBOlity	Number of Queued Vehicles
0.2913	0.2913	0
0.3593	0.6506	1
0.2216	0.8722	2
0.0911	0.9633	3
0.0281	0.9914	4
0.0069	0.9983	5
0.0014	0.9997	6
0.0003	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

19. Delmas/San Carlos
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 0.95 4

Individual ProbaBOlity	Cumulative ProbaBOlity	Number of Queued Vehicles
0.1953	0.1953	0
0.3190	0.5142	1
0.2605	0.7747	2
0.1418	0.9165	3
0.0579	0.9744	4
0.0189	0.9934	5
0.0051	0.9985	6
0.0012	0.9997	7
0.0002	0.9999	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

19. Delmas/San Carlos
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.1
Percentile = 0.95 5

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.1225	0.1225	0
0.2572	0.3796	1
0.2700	0.6496	2
0.1890	0.8386	3
0.0992	0.9379	4
0.0417	0.9796	5
0.0146	0.9941	6
0.0044	0.9985	7
0.0011	0.9997	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

19. Delmas/San Carlos
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 6.6
Percentile = 0.95 11

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.0014	0.0014	0
0.0092	0.0106	1
0.0303	0.0410	2
0.0664	0.1073	3
0.1090	0.2163	4
0.1431	0.3594	5
0.1566	0.5161	6
0.1469	0.6630	7
0.1206	0.7836	8
0.0880	0.8716	9
0.0578	0.9294	10
0.0345	0.9639	11
0.0189	0.9827	12
0.0095	0.9923	13
0.0045	0.9968	14
0.0020	0.9987	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

19. Delmas/San Carlos
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.8
Percentile = 0.95 14

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.0001	0.0001	0
0.0013	0.0014	1
0.0057	0.0071	2
0.0167	0.0239	3
0.0370	0.0609	4
0.0653	0.1262	5
0.0962	0.2224	6
0.1214	0.3438	7
0.1340	0.4778	8
0.1315	0.6094	9
0.1162	0.7256	10
0.0933	0.8189	11
0.0687	0.8876	12
0.0467	0.9342	13
0.0294	0.9637	14
0.0173	0.9810	15
0.0096	0.9906	16
0.0050	0.9956	17
0.0024	0.9980	18
0.0011	0.9992	19
0.0005	0.9997	20
0.0002	0.9999	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

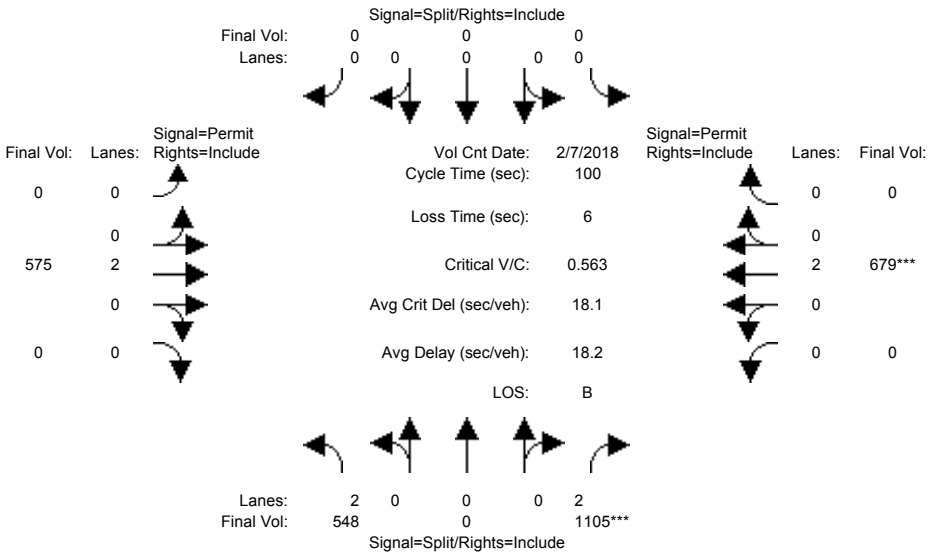
Appendix D

Transit Delay Analysis

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3015: 87/SANTA CLARA



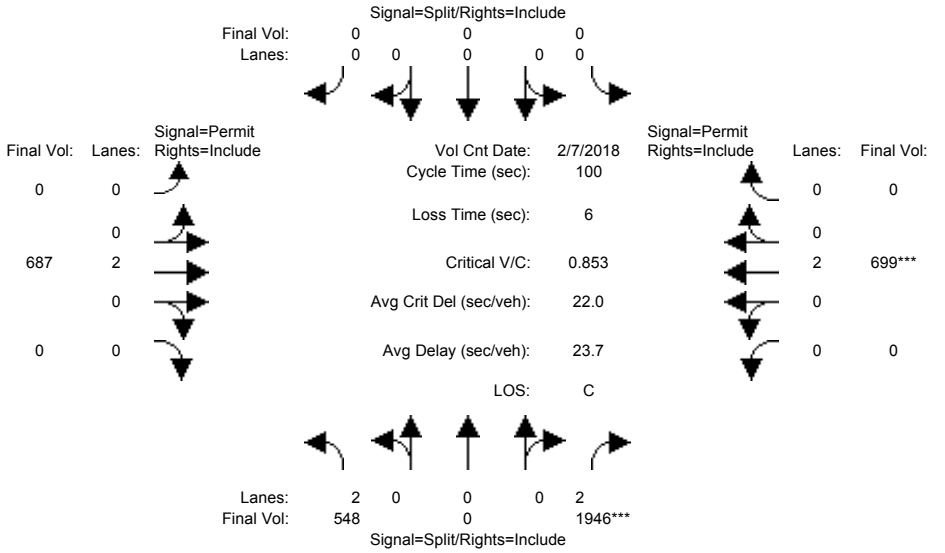
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 7:30-8:30AM												
Base Vol:	512	0	985	0	0	0	0	499	0	0	650	0
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:	512	0	985	0	0	0	0	499	0	0	650	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	36	0	120	0	0	0	0	76	0	0	29	0
Initial Fut:	548	0	1105	0	0	0	0	575	0	0	679	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	548	0	1105	0	0	0	0	575	0	0	679	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	0	1105	0	0	0	0	575	0	0	679	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	548	0	1105	0	0	0	0	575	0	0	679	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.18	0.00
Crit Moves:			****								****	
Green Time:	62.3	0.0	62.3	0.0	0.0	0.0	0.0	31.7	0.0	0.0	31.7	0.0
Volume/Cap:	0.28	0.00	0.56	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.56	0.00
Delay/Veh:	8.7	0.0	11.3	0.0	0.0	0.0	0.0	27.8	0.0	0.0	29.0	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:	8.7	0.0	11.3	0.0	0.0	0.0	0.0	27.8	0.0	0.0	29.0	0.0
LOS by Move:	A	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	5	0	12	0	0	0	0	7	0	0	9	0

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3015: 87/SANTA CLARA



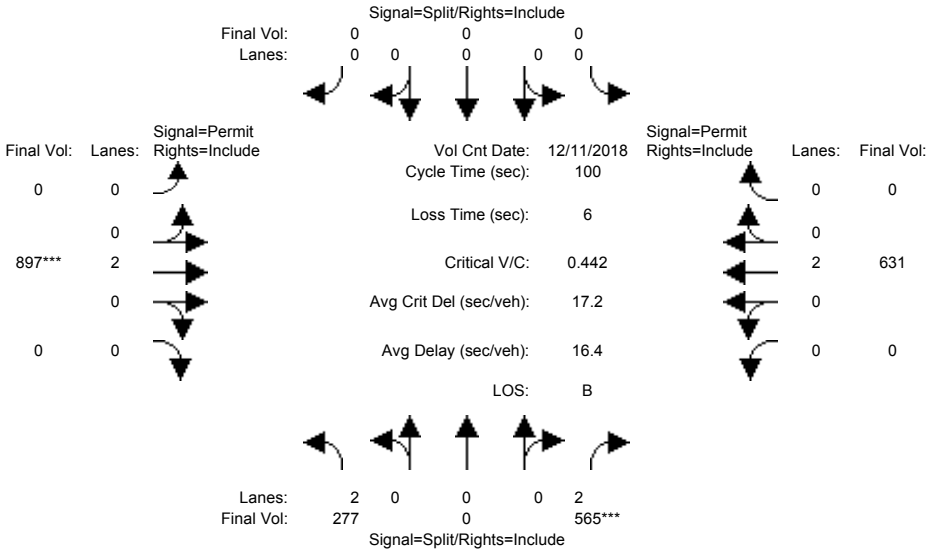
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 7:30-8:30AM												
Base Vol:	512	0	985	0	0	0	0	499	0	0	650	0
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:	512	0	985	0	0	0	0	499	0	0	650	0
Added Vol:	0	0	841	0	0	0	0	112	0	0	20	0
ATI:	36	0	120	0	0	0	0	76	0	0	29	0
Initial Fut:	548	0	1946	0	0	0	0	687	0	0	699	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	548	0	1946	0	0	0	0	687	0	0	699	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	0	1946	0	0	0	0	687	0	0	699	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	548	0	1946	0	0	0	0	687	0	0	699	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.62	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.18	0.00
Crit Moves:			****								****	
Green Time:	72.4	0.0	72.4	0.0	0.0	0.0	0.0	21.6	0.0	0.0	21.6	0.0
Volume/Cap:	0.24	0.00	0.85	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.85	0.00
Delay/Veh:	4.7	0.0	13.3	0.0	0.0	0.0	0.0	45.2	0.0	0.0	46.3	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:	4.7	0.0	13.3	0.0	0.0	0.0	0.0	45.2	0.0	0.0	46.3	0.0
LOS by Move:	A	A	B	A	A	A	A	D	A	A	D	A
HCM2kAvgQ:	3	0	28	0	0	0	0	13	0	0	11	0

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3015: 87/SANTA CLARA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00-6:00PM												
Base Vol:	263	0	516	0	0	0	0	829	0	0	560	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:	263	0	516	0	0	0	0	829	0	0	560	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	14	0	49	0	0	0	0	68	0	0	71	0
Initial Fut:	277	0	565	0	0	0	0	897	0	0	631	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	0	565	0	0	0	0	897	0	0	631	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	565	0	0	0	0	897	0	0	631	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	0	565	0	0	0	0	897	0	0	631	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.17	0.00
Crit Moves:			****					****				
Green Time:	40.6	0.0	40.6	0.0	0.0	0.0	0.0	53.4	0.0	0.0	53.4	0.0
Volume/Cap:	0.22	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.31	0.00
Delay/Veh:	19.4	0.0	21.8	0.0	0.0	0.0	0.0	14.4	0.0	0.0	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	0.0	21.8	0.0	0.0	0.0	0.0	14.4	0.0	0.0	13.1	0.0
LOS by Move:	B	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	3	0	8	0	0	0	0	8	0	0	5	0

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

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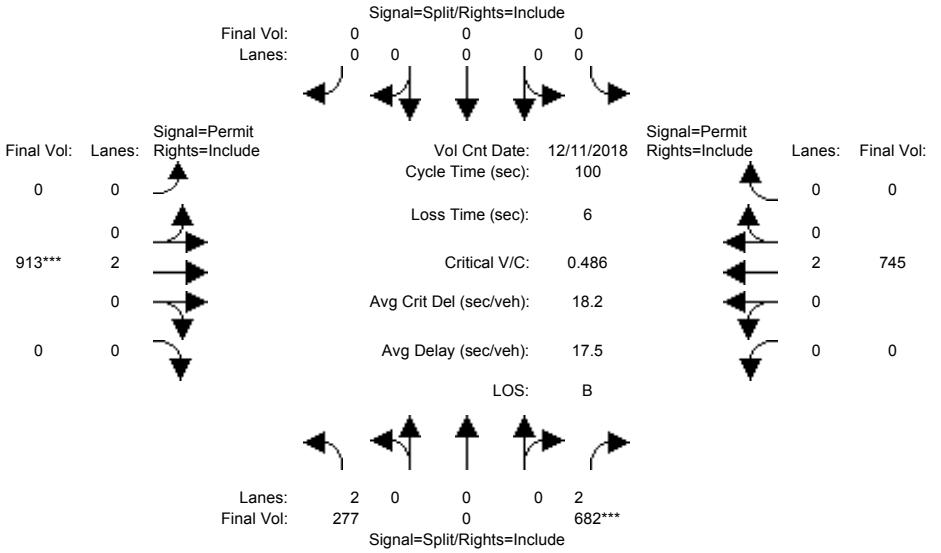
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3015: 87/SANTA CLARA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00-6:00PM												
Base Vol:	263	0	516	0	0	0	0	829	0	0	560	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:	263	0	516	0	0	0	0	829	0	0	560	0
Added Vol:	0	0	117	0	0	0	0	16	0	0	114	0
ATI:	14	0	49	0	0	0	0	68	0	0	71	0
Initial Fut:	277	0	682	0	0	0	0	913	0	0	745	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	0	682	0	0	0	0	913	0	0	745	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	682	0	0	0	0	913	0	0	745	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	0	682	0	0	0	0	913	0	0	745	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.22	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.20	0.00
Crit Moves:			****					****				
Green Time:	44.6	0.0	44.6	0.0	0.0	0.0	0.0	49.4	0.0	0.0	49.4	0.0
Volume/Cap:	0.20	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.40	0.00
Delay/Veh:	16.9	0.0	19.9	0.0	0.0	0.0	0.0	17.0	0.0	0.0	16.0	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:	16.9	0.0	19.9	0.0	0.0	0.0	0.0	17.0	0.0	0.0	16.0	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	3	0	9	0	0	0	0	9	0	0	7	0

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

S Almaden Office Development
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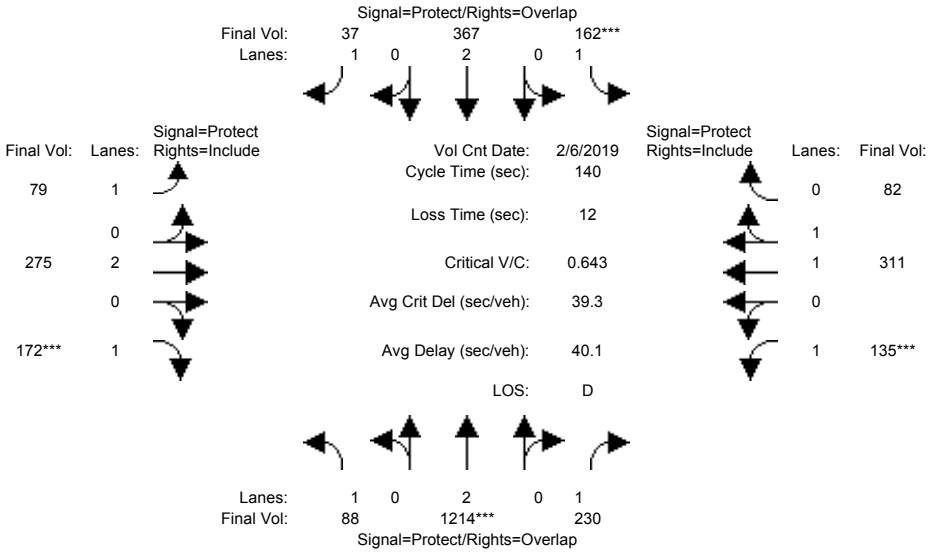
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3061: ALMADEN/SAN CARLOS



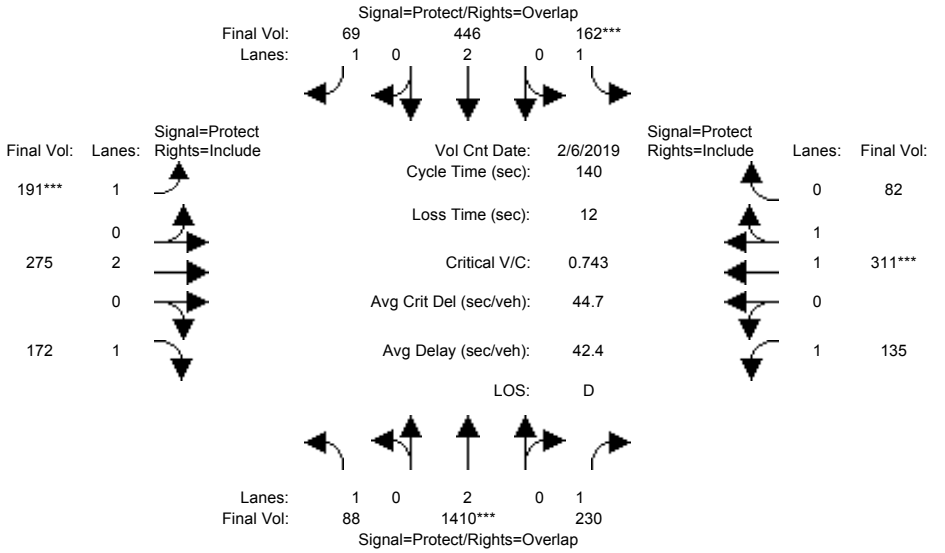
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 8:00-9:00AM												
Base Vol:	64	1083	193	158	217	33	69	247	33	58	288	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1083	193	158	217	33	69	247	33	58	288	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	24	131	37	4	150	4	10	28	139	77	23	7
Initial Fut:	88	1214	230	162	367	37	79	275	172	135	311	82
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:	88	1214	230	162	367	37	79	275	172	135	311	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1214	230	162	367	37	79	275	172	135	311	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1214	230	162	367	37	79	275	172	135	311	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2927	772
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.13	0.09	0.10	0.02	0.05	0.07	0.10	0.08	0.11	0.11
Crit Moves:		****		****					****	****		
Green Time:	30.7	69.6	86.4	20.2	59.0	71.3	12.2	21.4	21.4	16.8	26.0	26.0
Volume/Cap:	0.23	0.64	0.21	0.64	0.23	0.04	0.52	0.47	0.64	0.64	0.57	0.57
Delay/Veh:	46.3	27.7	12.3	68.5	26.2	17.3	73.0	56.9	67.0	72.9	55.4	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	27.7	12.3	68.5	26.2	17.3	73.0	56.9	67.0	72.9	55.4	55.4
LOS by Move:	D	C	B	E	C	B	E	E	E	E	E	E
HCM2kAvgQ:	3	19	5	7	5	1	4	6	8	6	8	8

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3061: ALMADEN/SAN CARLOS



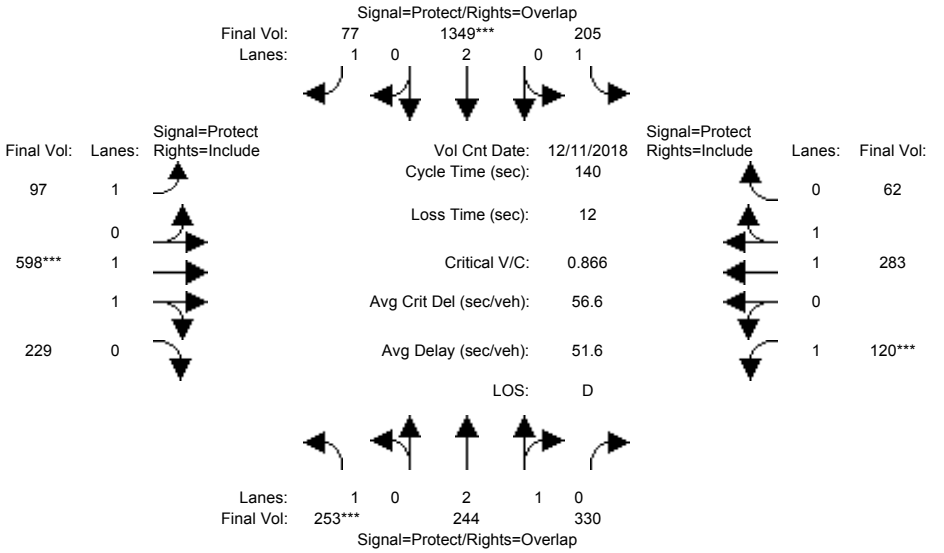
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 8:00-9:00AM												
Base Vol:	64	1083	193	158	217	33	69	247	33	58	288	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1083	193	158	217	33	69	247	33	58	288	75
Added Vol:	0	196	0	0	79	32	112	0	0	0	0	0
ATI:	24	131	37	4	150	4	10	28	139	77	23	7
Initial Fut:	88	1410	230	162	446	69	191	275	172	135	311	82
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:	88	1410	230	162	446	69	191	275	172	135	311	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1410	230	162	446	69	191	275	172	135	311	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1410	230	162	446	69	191	275	172	135	311	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2927	772
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.13	0.09	0.12	0.04	0.11	0.07	0.10	0.08	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	26.2	69.9	87.8	17.5	61.2	81.8	20.6	22.7	22.7	17.9	20.0	20.0
Volume/Cap:	0.27	0.74	0.21	0.74	0.27	0.07	0.74	0.45	0.60	0.60	0.74	0.74
Delay/Veh:	50.7	30.5	11.6	79.4	25.5	12.7	74.7	55.3	63.7	69.3	66.6	66.6
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:	50.7	30.5	11.6	79.4	25.5	12.7	74.7	55.3	63.7	69.3	66.6	66.6
LOS by Move:	D	C	B	E	C	B	E	E	E	E	E	E
HCM2kAvgQ:	4	24	4	7	6	1	10	6	8	6	9	9

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3061: ALMADEN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00-6:00PM												
Base Vol:	41	153	81	181	1132	55	85	530	194	84	213	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	153	81	181	1132	55	85	530	194	84	213	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	212	91	249	24	217	22	12	68	35	36	70	10
Initial Fut:	253	244	330	205	1349	77	97	598	229	120	283	62
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:	253	244	330	205	1349	77	97	598	229	120	283	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	244	330	205	1349	77	97	598	229	120	283	62
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:	253	244	330	205	1349	77	97	598	229	120	283	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57	1.00	1.63	0.37
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2675	1024	1750	3035	665
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.19	0.12	0.36	0.04	0.06	0.22	0.22	0.07	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	23.4	40.9	52.0	39.9	57.4	75.0	17.6	36.1	36.1	11.1	29.6	29.6
Volume/Cap:	0.87	0.22	0.51	0.41	0.87	0.08	0.44	0.87	0.87	0.87	0.44	0.44
Delay/Veh:	84.2	37.7	35.8	43.0	44.5	16.0	62.9	60.0	60.0	110.8	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	37.7	35.8	43.0	44.5	16.0	62.9	60.0	60.0	110.8	49.8	49.8
LOS by Move:	F	D	D	D	D	B	E	E	E	F	D	D
HCM2kAvgQ:	14	4	12	7	25	2	5	20	20	7	7	7

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

S Almaden Office Development
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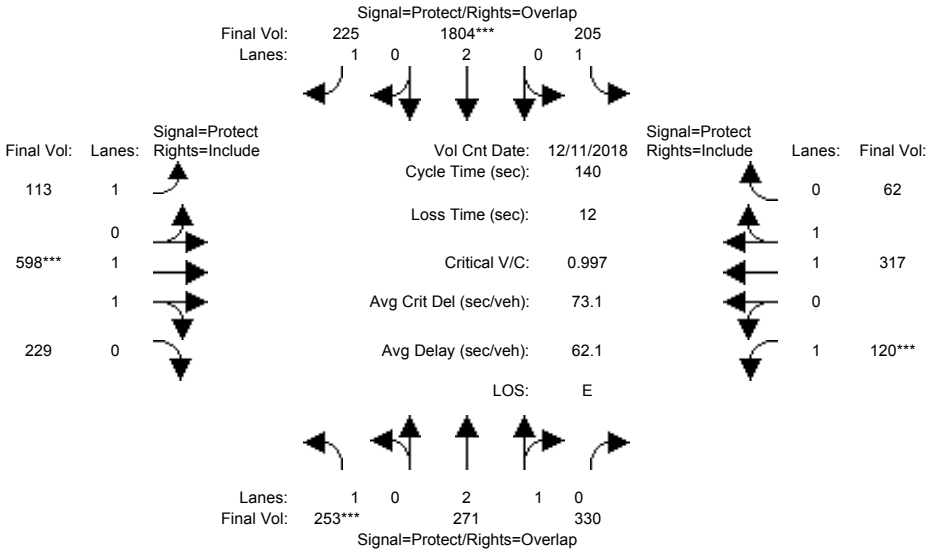
Hexagon Transportation Consultants, Inc.

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

Intersection #3061: ALMADEN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00-6:00PM												
Base Vol:	41	153	81	181	1132	55	85	530	194	84	213	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	153	81	181	1132	55	85	530	194	84	213	52
Added Vol:	0	27	0	0	455	148	16	0	0	0	34	0
ATI:	212	91	249	24	217	22	12	68	35	36	70	10
Initial Fut:	253	271	330	205	1804	225	113	598	229	120	317	62
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:	253	271	330	205	1804	225	113	598	229	120	317	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	271	330	205	1804	225	113	598	229	120	317	62
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:	253	271	330	205	1804	225	113	598	229	120	317	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57	1.00	1.66	0.34
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2675	1024	1750	3094	605
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.19	0.12	0.47	0.13	0.06	0.22	0.22	0.07	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	20.3	44.0	53.6	43.0	66.7	82.5	15.9	31.4	31.4	9.6	25.2	25.2
Volume/Cap:	1.00	0.23	0.49	0.38	1.00	0.22	0.57	1.00	1.00	1.00	0.57	0.57
Delay/Veh:	115.5	35.6	34.2	40.1	57.0	14.0	70.2	84.8	84.8	146.4	56.0	56.0
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:	115.5	35.6	34.2	40.1	57.0	14.0	70.2	84.8	84.8	146.4	56.0	56.0
LOS by Move:	F	D	C	D	E	B	E	F	F	F	E	E
HCM2kAvgQ:	16	4	12	7	39	5	6	24	24	7	8	8

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

S Almaden Office Development
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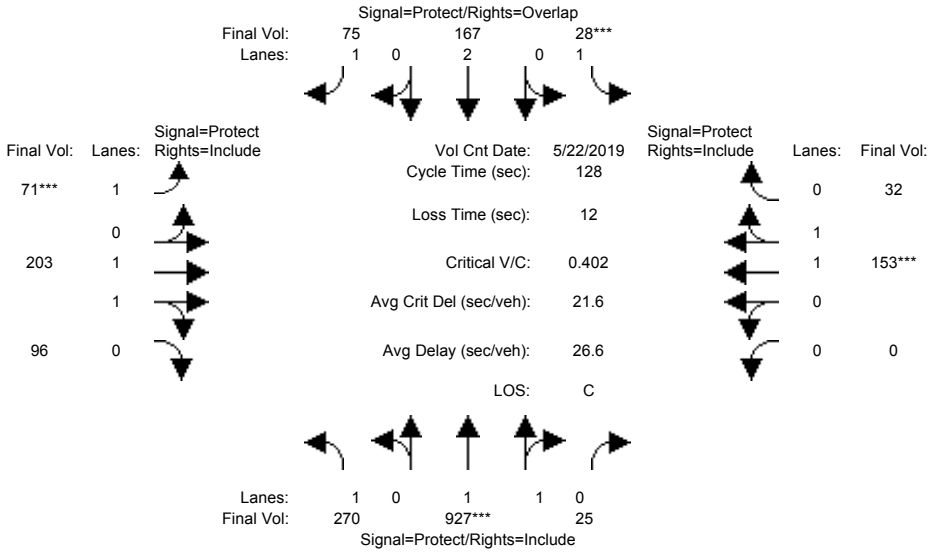
Hexagon Transportation Consultants, Inc.

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

Intersection #3107: MARKET/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	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: 22 May 2019 <<												
Base Vol:	245	835	21	24	153	42	56	165	76	0	95	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	835	21	24	153	42	56	165	76	0	95	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	25	92	4	4	14	33	15	38	20	0	58	5
Initial Fut:	270	927	25	28	167	75	71	203	96	0	153	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	927	25	28	167	75	71	203	96	0	153	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	927	25	28	167	75	71	203	96	0	153	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	927	25	28	167	75	71	203	96	0	153	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.34	0.66	0.00	1.64	0.36
Final Sat.:	1750	3603	97	1750	3800	1750	1750	2511	1188	0	3060	640
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.02	0.04	0.04	0.04	0.08	0.08	0.00	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	58.2	80.6	80.6	7.0	29.5	42.2	12.7	28.4	28.4	0.0	15.7	15.7
Volume/Cap:	0.34	0.41	0.41	0.29	0.19	0.13	0.41	0.36	0.36	0.00	0.41	0.41
Delay/Veh:	22.8	11.9	11.9	59.8	39.8	30.2	55.7	42.5	42.5	0.0	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	11.9	11.9	59.8	39.8	30.2	55.7	42.5	42.5	0.0	52.5	52.5
LOS by Move:	C	B	B	E	D	C	E	D	D	A	D	D
HCM2kAvgQ:	7	9	9	1	3	2	3	5	5	0	4	4

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

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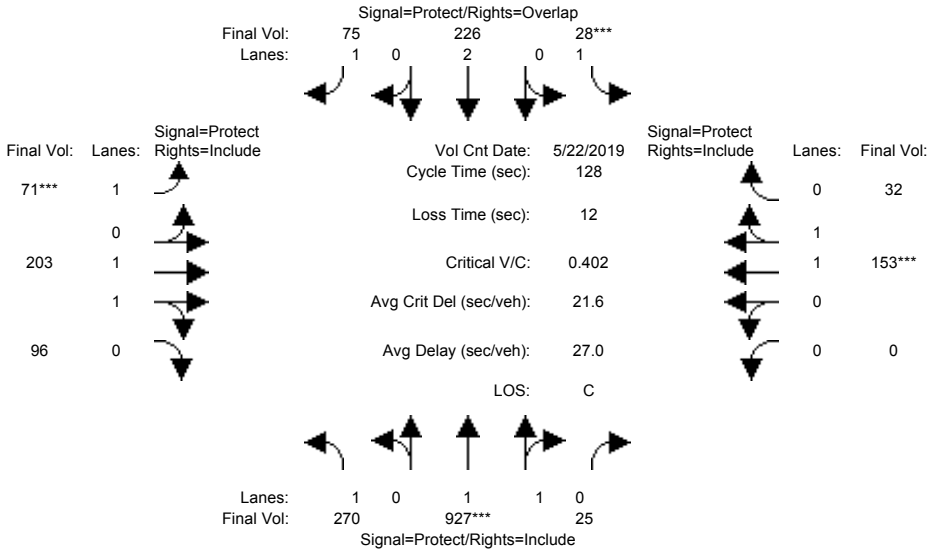
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #3107: MARKET/SAN CARLOS



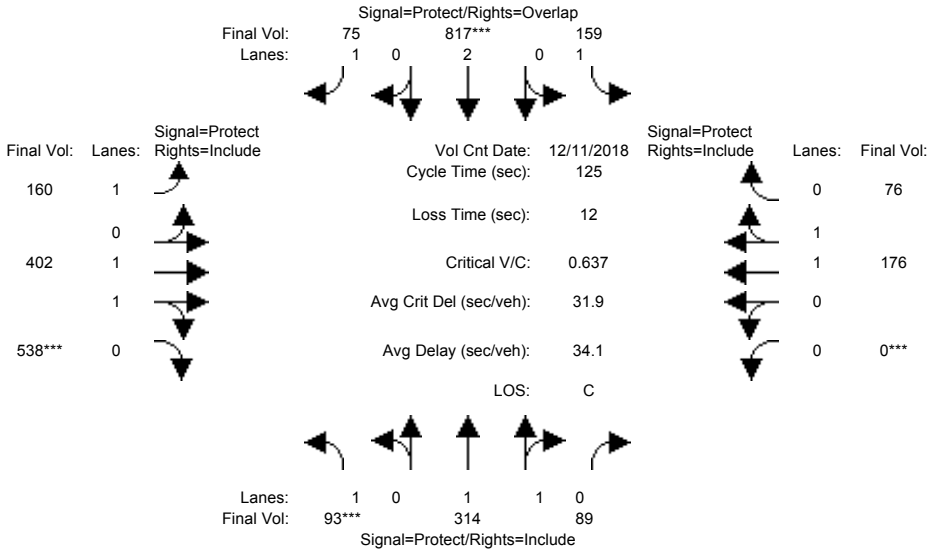
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 May 2019 <<												
Base Vol:	245	835	21	24	153	42	56	165	76	0	95	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	835	21	24	153	42	56	165	76	0	95	27
Added Vol:	0	0	0	0	59	0	0	0	0	0	0	0
ATI:	25	92	4	4	14	33	15	38	20	0	58	5
Initial Fut:	270	927	25	28	226	75	71	203	96	0	153	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	927	25	28	226	75	71	203	96	0	153	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	927	25	28	226	75	71	203	96	0	153	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	927	25	28	226	75	71	203	96	0	153	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.34	0.66	0.00	1.64	0.36
Final Sat.:	1750	3603	97	1750	3800	1750	1750	2511	1188	0	3060	640
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.02	0.06	0.04	0.04	0.08	0.08	0.00	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	58.2	80.6	80.6	7.0	29.5	42.2	12.7	28.4	28.4	0.0	15.7	15.7
Volume/Cap:	0.34	0.41	0.41	0.29	0.26	0.13	0.41	0.36	0.36	0.00	0.41	0.41
Delay/Veh:	22.8	11.9	11.9	59.8	40.5	30.2	55.7	42.5	42.5	0.0	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	11.9	11.9	59.8	40.5	30.2	55.7	42.5	42.5	0.0	52.5	52.5
LOS by Move:	C	B	B	E	D	C	E	D	D	A	D	D
HCM2kAvgQ:	7	9	9	1	4	2	3	5	5	0	4	4

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3107: MARKET/SAN CARLOS



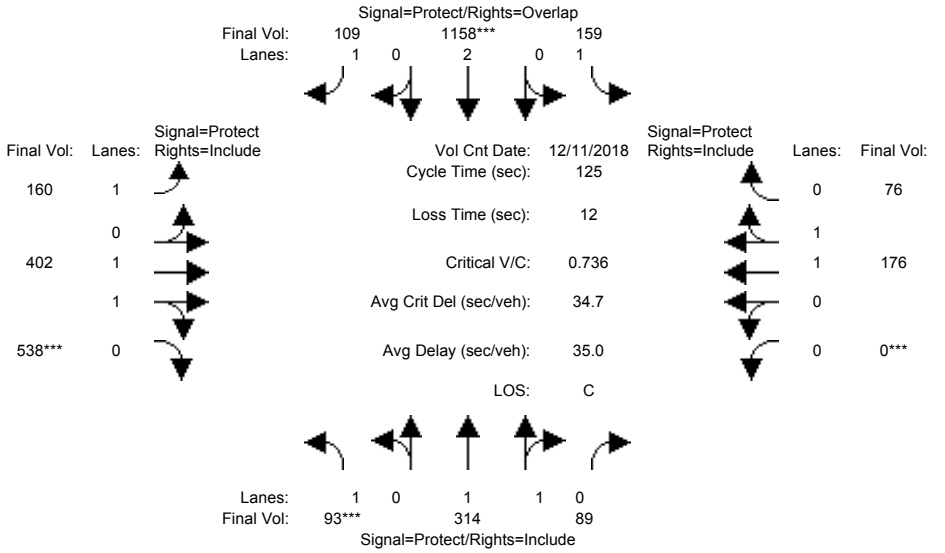
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:30 - 6:30 PM												
Base Vol:	86	304	88	149	744	63	130	384	319	0	158	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	304	88	149	744	63	130	384	319	0	158	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	10	1	10	73	12	30	18	219	0	18	1
Initial Fut:	93	314	89	159	817	75	160	402	538	0	176	76
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:	93	314	89	159	817	75	160	402	538	0	176	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	314	89	159	817	75	160	402	538	0	176	76
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:	93	314	89	159	817	75	160	402	538	0	176	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.00	1.00	0.00	1.38	0.62
Final Sat.:	1750	2882	817	1750	3800	1750	1750	1900	1750	0	2583	1116
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.09	0.22	0.04	0.09	0.21	0.31	0.00	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	10.4	28.7	28.7	23.9	42.2	74.4	32.2	60.4	60.4	0.0	28.2	28.2
Volume/Cap:	0.64	0.47	0.47	0.47	0.64	0.07	0.36	0.44	0.64	0.00	0.30	0.30
Delay/Veh:	64.4	42.0	42.0	46.0	36.0	10.7	38.4	21.3	25.1	0.0	40.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	42.0	42.0	46.0	36.0	10.7	38.4	21.3	25.1	0.0	40.5	40.5
LOS by Move:	E	D	D	D	D	B	D	C	C	A	D	D
HCM2kAvgQ:	5	7	7	6	14	1	5	9	16	0	4	4

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3107: MARKET/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	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: 11 Dec 2018 << 5:30 - 6:30 PM												
Base Vol:	86	304	88	149	744	63	130	384	319	0	158	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	304	88	149	744	63	130	384	319	0	158	75
Added Vol:	0	0	0	0	341	34	0	0	0	0	0	0
ATI:	7	10	1	10	73	12	30	18	219	0	18	1
Initial Fut:	93	314	89	159	1158	109	160	402	538	0	176	76
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:	93	314	89	159	1158	109	160	402	538	0	176	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	314	89	159	1158	109	160	402	538	0	176	76
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:	93	314	89	159	1158	109	160	402	538	0	176	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.00	1.00	0.00	1.38	0.62
Final Sat.:	1750	2882	817	1750	3800	1750	1750	1900	1750	0	2583	1116
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.09	0.30	0.06	0.09	0.21	0.31	0.00	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	9.0	33.1	33.1	27.6	51.8	79.6	27.8	52.2	52.2	0.0	24.4	24.4
Volume/Cap:	0.74	0.41	0.41	0.41	0.74	0.10	0.41	0.51	0.74	0.00	0.35	0.35
Delay/Veh:	76.9	38.2	38.2	42.4	32.7	8.8	42.3	27.1	32.9	0.0	43.8	43.8
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:	76.9	38.2	38.2	42.4	32.7	8.8	42.3	27.1	32.9	0.0	43.8	43.8
LOS by Move:	E	D	D	D	C	A	D	C	C	A	D	D
HCM2kAvgQ:	5	7	7	6	19	2	5	10	17	0	4	4

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

S Almaden Office Development
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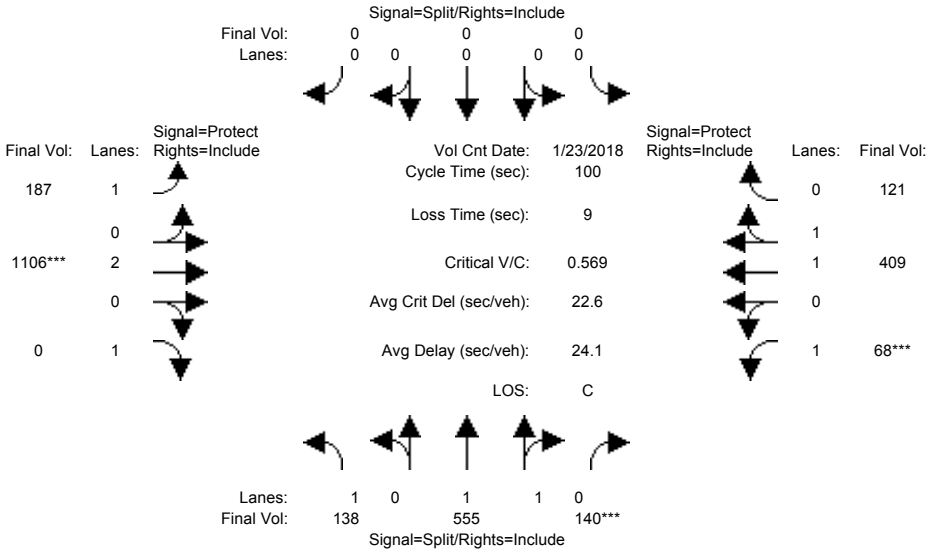
Hexagon Transportation Consultants, Inc.

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

Intersection #3252: ALMADEN/SANTA CLARA(E)



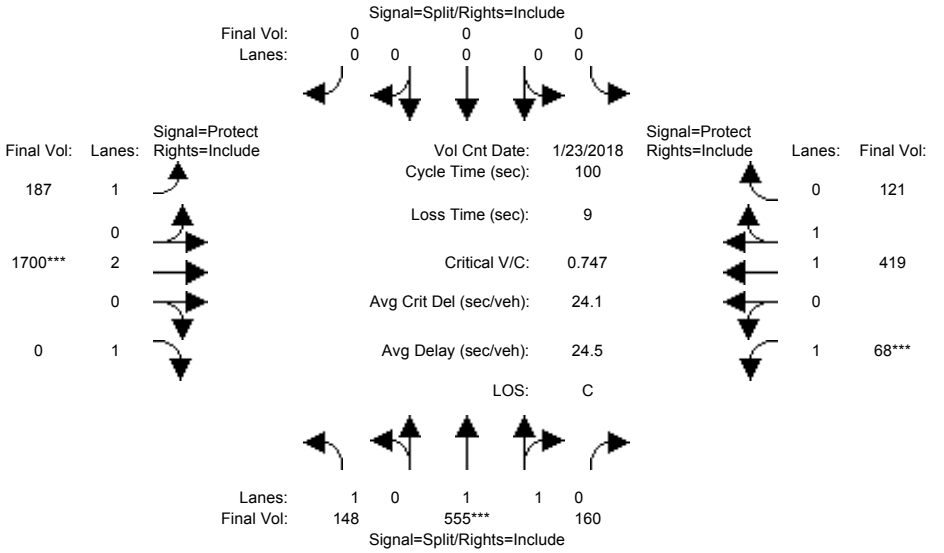
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 7:45-8:45AM												
Base Vol:	115	476	113	0	0	0	174	982	0	37	370	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	476	113	0	0	0	174	982	0	37	370	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	23	79	27	0	0	0	13	124	0	31	39	0
Initial Fut:	138	555	140	0	0	0	187	1106	0	68	409	121
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:	138	555	140	0	0	0	187	1106	0	68	409	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	555	140	0	0	0	187	1106	0	68	409	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	555	140	0	0	0	187	1106	0	68	409	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.59	0.41	0.00	0.00	0.00	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	1750	2954	745	0	0	0	1750	3800	1750	1750	2855	845
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.00	0.00	0.00	0.11	0.29	0.00	0.04	0.14	0.14
Crit Moves:			****					****		****		
Green Time:	33.0	33.0	33.0	0.0	0.0	0.0	24.8	51.0	0.0	7.0	33.2	33.2
Volume/Cap:	0.24	0.57	0.57	0.00	0.00	0.00	0.43	0.57	0.00	0.56	0.43	0.43
Delay/Veh:	24.6	28.3	28.3	0.0	0.0	0.0	32.3	17.3	0.0	50.5	26.2	26.2
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:	24.6	28.3	28.3	0.0	0.0	0.0	32.3	17.3	0.0	50.5	26.2	26.2
LOS by Move:	C	C	C	A	A	A	C	B	A	D	C	C
HCM2kAvgQ:	3	9	9	0	0	0	5	11	0	3	7	7

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3252: ALMADEN/SANTA CLARA(E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 7:45-8:45AM												
Base Vol:	115	476	113	0	0	0	174	982	0	37	370	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	476	113	0	0	0	174	982	0	37	370	121
Added Vol:	10	0	20	0	0	0	0	594	0	0	10	0
ATI:	23	79	27	0	0	0	13	124	0	31	39	0
Initial Fut:	148	555	160	0	0	0	187	1700	0	68	419	121
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:	148	555	160	0	0	0	187	1700	0	68	419	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	555	160	0	0	0	187	1700	0	68	419	121
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:	148	555	160	0	0	0	187	1700	0	68	419	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.54	0.46	0.00	0.00	0.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	1750	2871	828	0	0	0	1750	3800	1750	1750	2870	829
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.00	0.00	0.00	0.11	0.45	0.00	0.04	0.15	0.15
Crit Moves:		****						****		****		
Green Time:	25.3	25.3	25.3	0.0	0.0	0.0	27.7	58.7	0.0	7.0	37.9	37.9
Volume/Cap:	0.33	0.76	0.76	0.00	0.00	0.00	0.39	0.76	0.00	0.56	0.39	0.39
Delay/Veh:	30.9	38.3	38.3	0.0	0.0	0.0	29.7	17.1	0.0	50.5	22.7	22.7
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:	30.9	38.3	38.3	0.0	0.0	0.0	29.7	17.1	0.0	50.5	22.7	22.7
LOS by Move:	C	D	D	A	A	A	C	B	A	D	C	C
HCM2kAvgQ:	4	12	12	0	0	0	5	19	0	3	6	6

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

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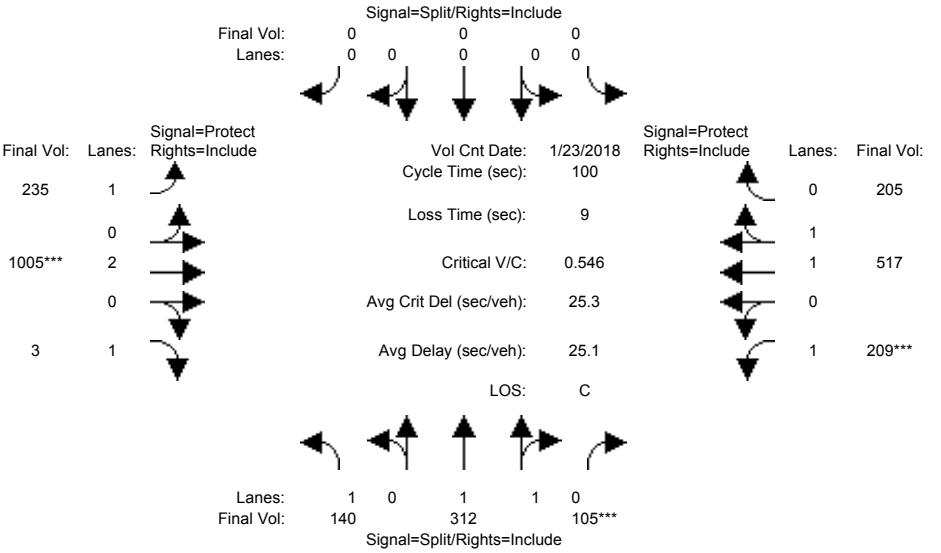
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3252: ALMADEN/SANTA CLARA(E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 4:55-5:55PM												
Base Vol:	105	244	68	0	0	0	211	851	3	112	397	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	244	68	0	0	0	211	851	3	112	397	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	35	68	37	0	0	0	24	154	0	97	120	20
Initial Fut:	140	312	105	0	0	0	235	1005	3	209	517	205
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:	140	312	105	0	0	0	235	1005	3	209	517	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	312	105	0	0	0	235	1005	3	209	517	205
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:	140	312	105	0	0	0	235	1005	3	209	517	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.48	0.52	0.00	0.00	0.00	1.00	2.00	1.00	1.00	1.42	0.58
Final Sat.:	1750	2768	931	0	0	0	1750	3800	1750	1750	2649	1050
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.00	0.00	0.00	0.13	0.26	0.00	0.12	0.20	0.20
Crit Moves:			****					****		****		
Green Time:	20.7	20.7	20.7	0.0	0.0	0.0	28.7	48.5	48.5	21.9	41.7	41.7
Volume/Cap:	0.39	0.55	0.55	0.00	0.00	0.00	0.47	0.55	0.00	0.55	0.47	0.47
Delay/Veh:	34.9	36.3	36.3	0.0	0.0	0.0	30.1	18.4	13.3	36.3	21.4	21.4
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:	34.9	36.3	36.3	0.0	0.0	0.0	30.1	18.4	13.3	36.3	21.4	21.4
LOS by Move:	C	D	D	A	A	A	C	B	B	D	C	C
HCM2kAvgQ:	4	6	6	0	0	0	6	11	0	7	8	8

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

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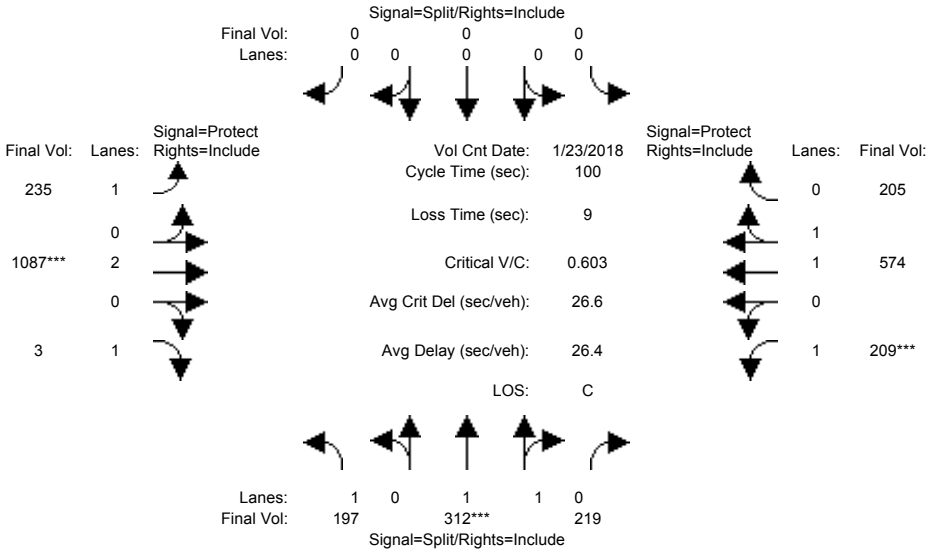
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3252: ALMADEN/SANTA CLARA(E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 4:55-5:55PM												
Base Vol:	105	244	68	0	0	0	211	851	3	112	397	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	244	68	0	0	0	211	851	3	112	397	185
Added Vol:	57	0	114	0	0	0	0	82	0	0	57	0
ATI:	35	68	37	0	0	0	24	154	0	97	120	20
Initial Fut:	197	312	219	0	0	0	235	1087	3	209	574	205
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	312	219	0	0	0	235	1087	3	209	574	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	312	219	0	0	0	235	1087	3	209	574	205
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	312	219	0	0	0	235	1087	3	209	574	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.15	0.85	0.00	0.00	0.00	1.00	2.00	1.00	1.00	1.46	0.54
Final Sat.:	1750	2173	1525	0	0	0	1750	3800	1750	1750	2726	973
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.00	0.00	0.00	0.13	0.29	0.00	0.12	0.21	0.21
Crit Moves:		****						****		****		
Green Time:	23.8	23.8	23.8	0.0	0.0	0.0	26.2	47.4	47.4	19.8	41.0	41.0
Volume/Cap:	0.47	0.60	0.60	0.00	0.00	0.00	0.51	0.60	0.00	0.60	0.51	0.51
Delay/Veh:	33.6	35.1	35.1	0.0	0.0	0.0	32.5	20.0	13.9	39.5	22.3	22.3
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:	33.6	35.1	35.1	0.0	0.0	0.0	32.5	20.0	13.9	39.5	22.3	22.3
LOS by Move:	C	D	D	A	A	A	C	B	B	D	C	C
HCM2kAvgQ:	6	8	8	0	0	0	6	12	0	7	9	9

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

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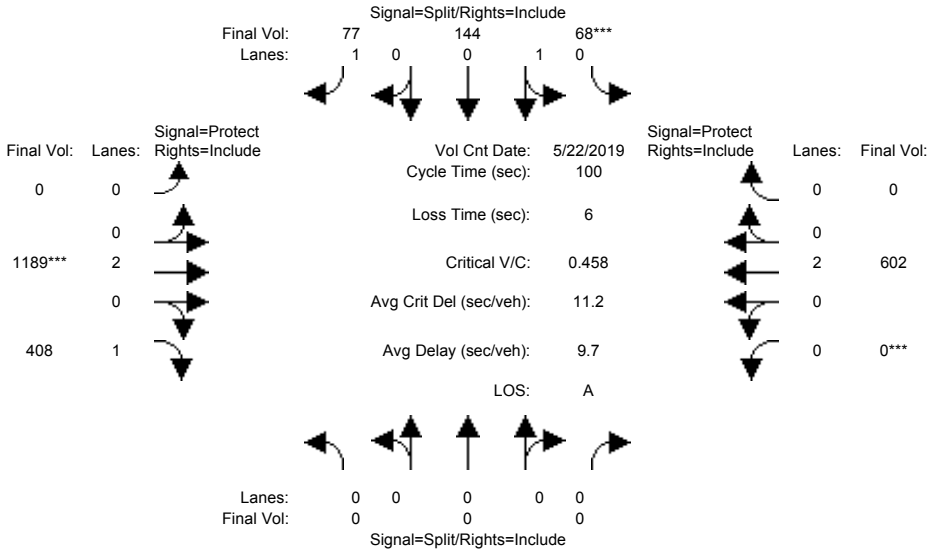
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3253: ALMADEN/SANTA CLARA(W)



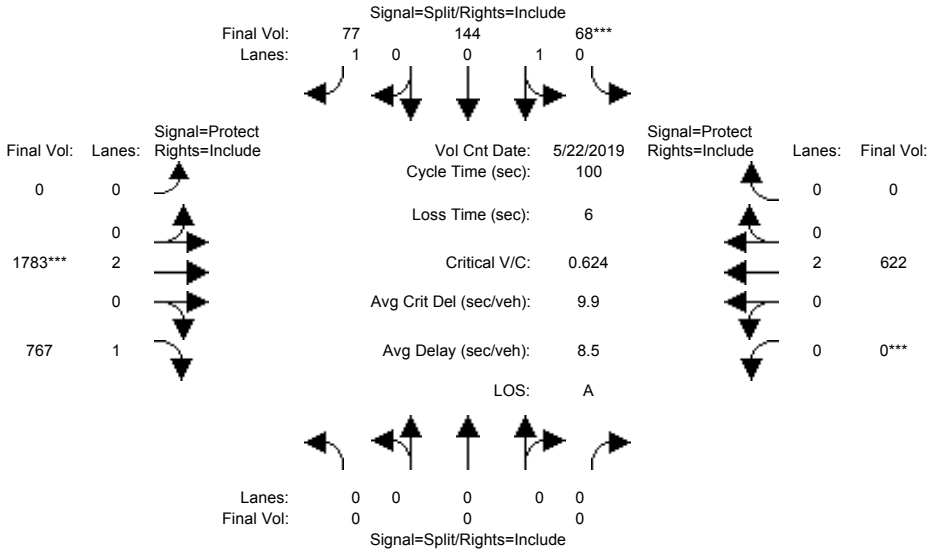
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 May 2019 <<												
Base Vol:	0	0	0	66	100	76	0	1082	347	0	567	0
Growth 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	0	0	66	100	76	0	1082	347	0	567	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	2	44	1	0	107	61	0	35	0
Initial Fut:	0	0	0	68	144	77	0	1189	408	0	602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	68	144	77	0	1189	408	0	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	68	144	77	0	1189	408	0	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	68	144	77	0	1189	408	0	602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	0.68	1.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	0	0	0	577	1223	1750	0	3800	1750	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.04	0.00	0.31	0.23	0.00	0.16	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.7	25.7	25.7	0.0	68.3	68.3	0.0	68.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.17	0.00	0.46	0.34	0.00	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	32.0	29.0	0.0	7.4	6.7	0.0	6.0	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	0.0	0.0	32.0	32.0	29.0	0.0	7.4	6.7	0.0	6.0	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	6	2	0	8	5	0	3	0

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3253: ALMADEN/SANTA CLARA(W)



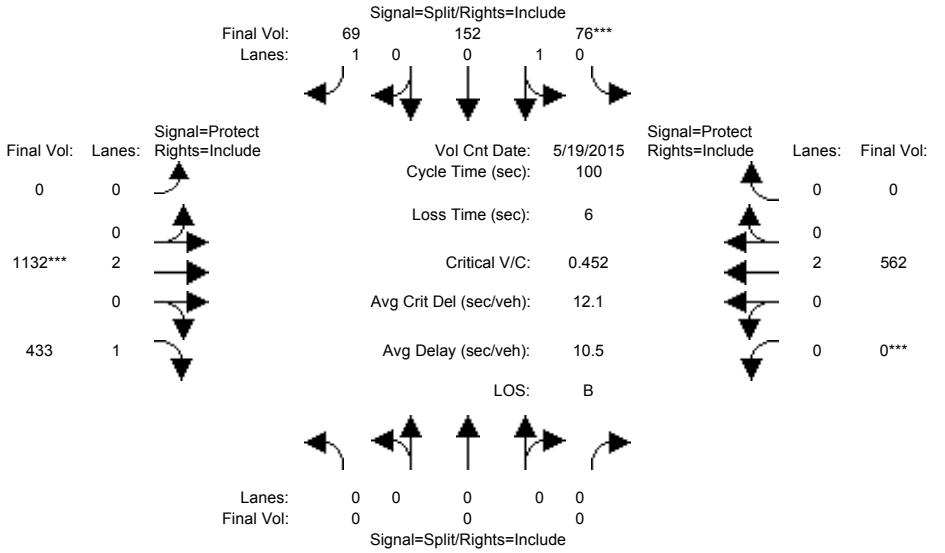
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 May 2019 <<												
Base Vol:	0	0	0	66	100	76	0	1082	347	0	567	0
Growth 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	0	0	66	100	76	0	1082	347	0	567	0
Added Vol:	0	0	0	0	0	0	0	594	359	0	20	0
ATI:	0	0	0	2	44	1	0	107	61	0	35	0
Initial Fut:	0	0	0	68	144	77	0	1783	767	0	622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	68	144	77	0	1783	767	0	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	68	144	77	0	1783	767	0	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	68	144	77	0	1783	767	0	622	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	0.68	1.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	0	0	0	577	1223	1750	0	3800	1750	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.04	0.00	0.47	0.44	0.00	0.16	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	18.9	18.9	18.9	0.0	75.1	75.1	0.0	75.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.23	0.00	0.62	0.58	0.00	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	40.9	40.9	34.8	0.0	6.3	6.2	0.0	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.9	40.9	34.8	0.0	6.3	6.2	0.0	3.7	0.0
LOS by Move:	A	A	A	D	D	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	7	2	0	12	11	0	3	0

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3253: ALMADEN/SANTA CLARA(W)



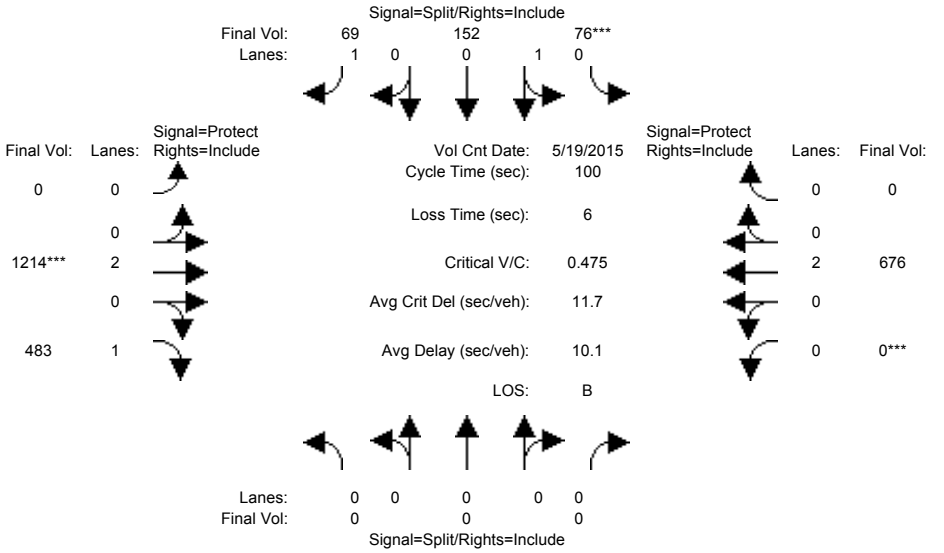
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	0	0	0	56	130	58	0	977	380	0	449	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	0	0	56	130	58	0	977	380	0	449	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	20	22	11	0	155	53	0	113	0
Initial Fut:	0	0	0	76	152	69	0	1132	433	0	562	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	152	69	0	1132	433	0	562	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	152	69	0	1132	433	0	562	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	76	152	69	0	1132	433	0	562	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.33	0.67	1.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	0	0	0	600	1200	1750	0	3800	1750	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.04	0.00	0.30	0.25	0.00	0.15	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	28.0	28.0	28.0	0.0	66.0	66.0	0.0	66.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.14	0.00	0.45	0.38	0.00	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	30.3	30.3	27.1	0.0	8.4	7.9	0.0	6.8	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	0.0	0.0	30.3	30.3	27.1	0.0	8.4	7.9	0.0	6.8	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	6	2	0	8	6	0	3	0

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

S Almaden Office Development
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3253: ALMADEN/SANTA CLARA(W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	0	0	0	56	130	58	0	977	380	0	449	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	0	0	56	130	58	0	977	380	0	449	0
Added Vol:	0	0	0	0	0	0	0	82	50	0	114	0
ATI:	0	0	0	20	22	11	0	155	53	0	113	0
Initial Fut:	0	0	0	76	152	69	0	1214	483	0	676	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	152	69	0	1214	483	0	676	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	152	69	0	1214	483	0	676	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	76	152	69	0	1214	483	0	676	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.33	0.67	1.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	0	0	0	600	1200	1750	0	3800	1750	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.04	0.00	0.32	0.28	0.00	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	26.7	26.7	26.7	0.0	67.3	67.3	0.0	67.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.15	0.00	0.47	0.41	0.00	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	31.5	31.5	28.1	0.0	8.0	7.6	0.0	6.6	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	0.0	0.0	31.5	31.5	28.1	0.0	8.0	7.6	0.0	6.6	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	6	2	0	9	7	0	4	0

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

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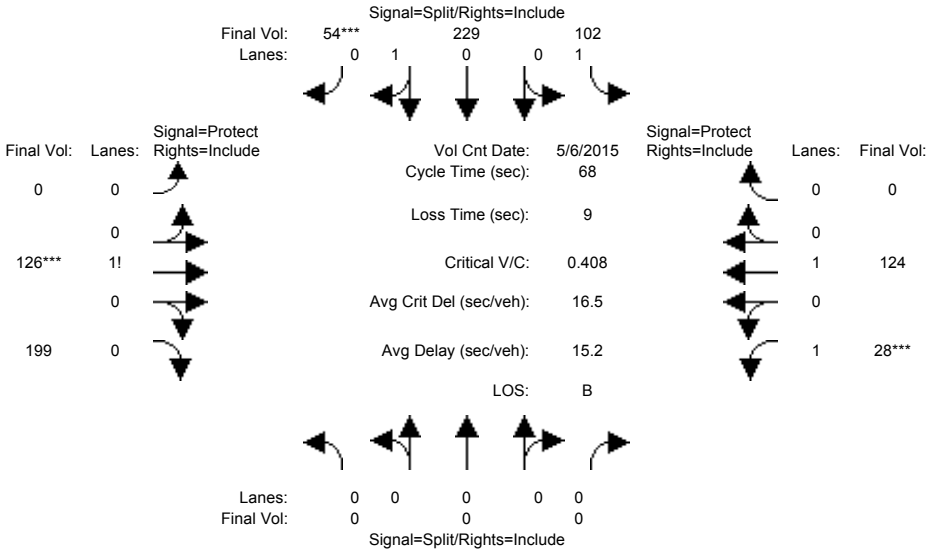
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 7:45-8:45												
Base Vol:	0	0	0	58	187	22	0	75	166	23	86	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	0	0	58	187	22	0	75	166	23	86	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	44	42	32	0	51	33	5	38	0
Initial Fut:	0	0	0	102	229	54	0	126	199	28	124	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	102	229	54	0	126	199	28	124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	229	54	0	126	199	28	124	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	229	54	0	126	199	28	124	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.81	0.19	0.00	0.39	0.61	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1457	343	0	698	1102	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.16	0.16	0.00	0.18	0.18	0.02	0.07	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	24.2	24.2	24.2	0.0	27.8	27.8	7.0	34.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.44	0.44	0.00	0.44	0.44	0.16	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	15.1	17.2	17.2	0.0	14.9	14.9	28.2	8.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.1	17.2	17.2	0.0	14.9	14.9	28.2	8.7	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	2	5	5	0	5	5	1	1	0

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

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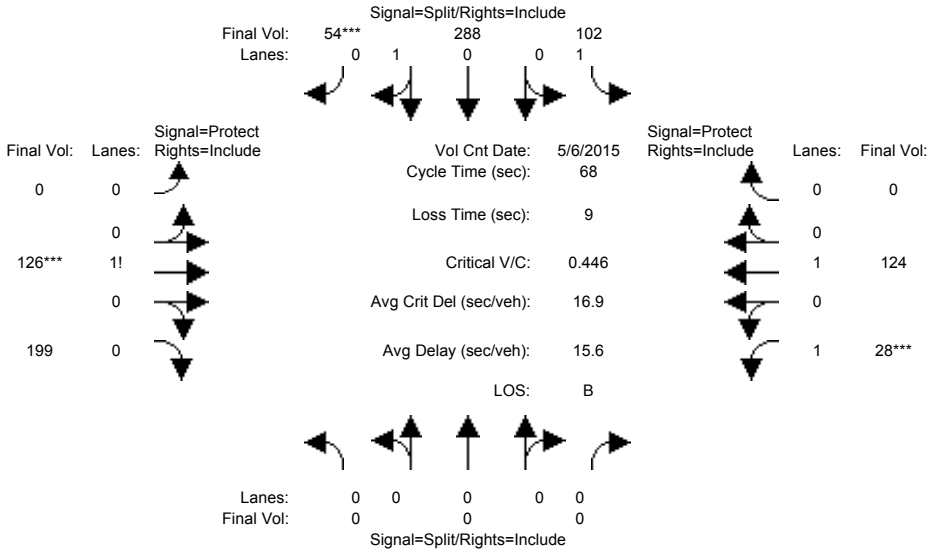
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 7:45-8:45												
Base Vol:	0	0	0	58	187	22	0	75	166	23	86	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	0	0	58	187	22	0	75	166	23	86	0
Added Vol:	0	0	0	0	59	0	0	0	0	0	0	0
ATI:	0	0	0	44	42	32	0	51	33	5	38	0
Initial Fut:	0	0	0	102	288	54	0	126	199	28	124	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	102	288	54	0	126	199	28	124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	288	54	0	126	199	28	124	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	288	54	0	126	199	28	124	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.84	0.16	0.00	0.39	0.61	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1516	284	0	698	1102	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.19	0.19	0.00	0.18	0.18	0.02	0.07	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	26.7	26.7	26.7	0.0	25.3	25.3	7.0	32.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.48	0.48	0.00	0.48	0.48	0.16	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	13.4	16.0	16.0	0.0	16.9	16.9	28.2	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.4	16.0	16.0	0.0	16.9	16.9	28.2	10.1	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	C	B	A
HCM2kAvgQ:	0	0	0	1	6	6	0	6	6	1	1	0

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

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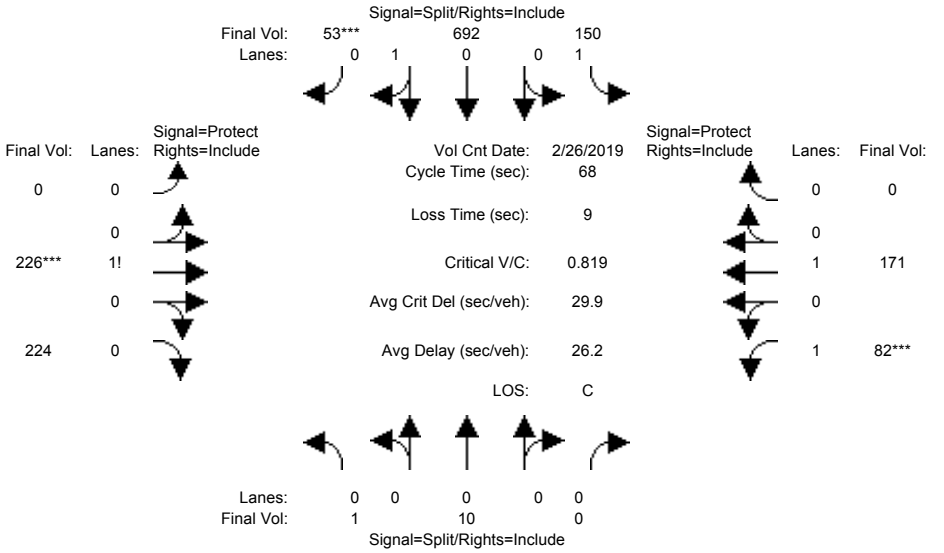
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2019 <<												
Base Vol:	0	0	0	95	519	31	0	194	205	68	127	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	0	0	95	519	31	0	194	205	68	127	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	10	0	55	173	22	0	32	19	14	44	0
Initial Fut:	1	10	0	150	692	53	0	226	224	82	171	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	10	0	150	692	53	0	226	224	82	171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	10	0	150	692	53	0	226	224	82	171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	10	0	150	692	53	0	226	224	82	171	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.93	0.07	0.00	0.50	0.50	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1672	128	0	904	896	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	0.00	0.09	0.41	0.41	0.00	0.25	0.25	0.05	0.09	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	32.4	32.4	32.4	0.0	19.6	19.6	7.0	26.6	0.0
Volume/Cap:	xxxx	xxxx	0.00	0.18	0.87	0.87	0.00	0.87	0.87	0.46	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	10.3	25.3	25.3	0.0	37.5	37.5	30.5	14.0	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	0.0	0.0	10.3	25.3	25.3	0.0	37.5	37.5	30.5	14.0	0.0
LOS by Move:	A	A	A	B	C	C	A	D	D	C	B	A
HCM2kAvgQ:	0	0	0	2	16	16	0	13	13	2	2	0

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

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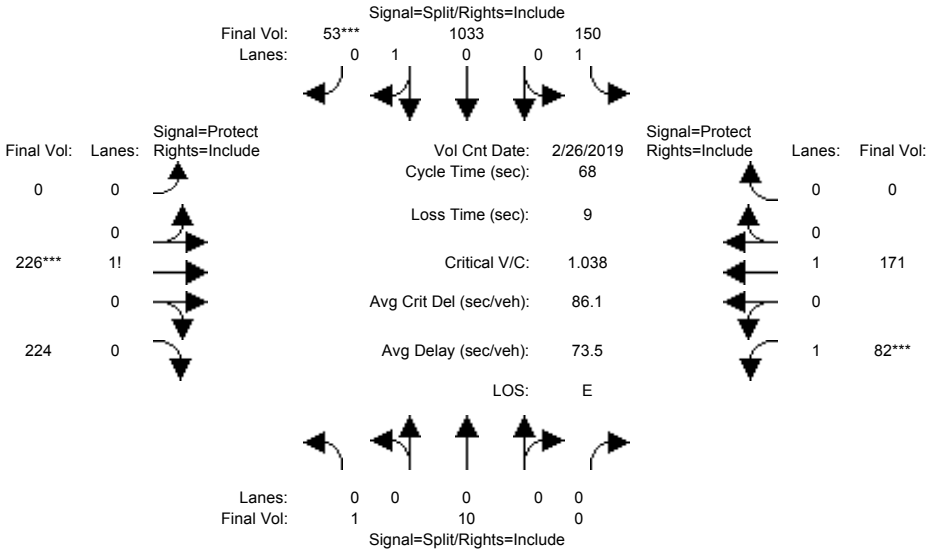
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2019 <<												
Base Vol:	0	0	0	95	519	31	0	194	205	68	127	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	0	0	95	519	31	0	194	205	68	127	0
Added Vol:	0	0	0	0	341	0	0	0	0	0	0	0
ATI:	1	10	0	55	173	22	0	32	19	14	44	0
Initial Fut:	1	10	0	150	1033	53	0	226	224	82	171	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	10	0	150	1033	53	0	226	224	82	171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	10	0	150	1033	53	0	226	224	82	171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	10	0	150	1033	53	0	226	224	82	171	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.95	0.05	0.00	0.50	0.50	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1712	88	0	904	896	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	0.00	0.09	0.60	0.60	0.00	0.25	0.25	0.05	0.09	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	36.8	36.8	36.8	0.0	15.2	15.2	7.0	22.2	0.0
Volume/Cap:	xxxx	xxxx	0.00	0.16	1.12	1.12	0.00	1.12	1.12	0.46	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	81.8	81.8	0.0	107	106.5	30.5	17.2	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	0.0	0.0	7.9	81.8	81.8	0.0	107	106.5	30.5	17.2	0.0
LOS by Move:	A	A	A	A	F	F	A	F	F	C	B	A
HCM2kAvgQ:	0	0	0	2	39	39	0	20	20	2	3	0

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

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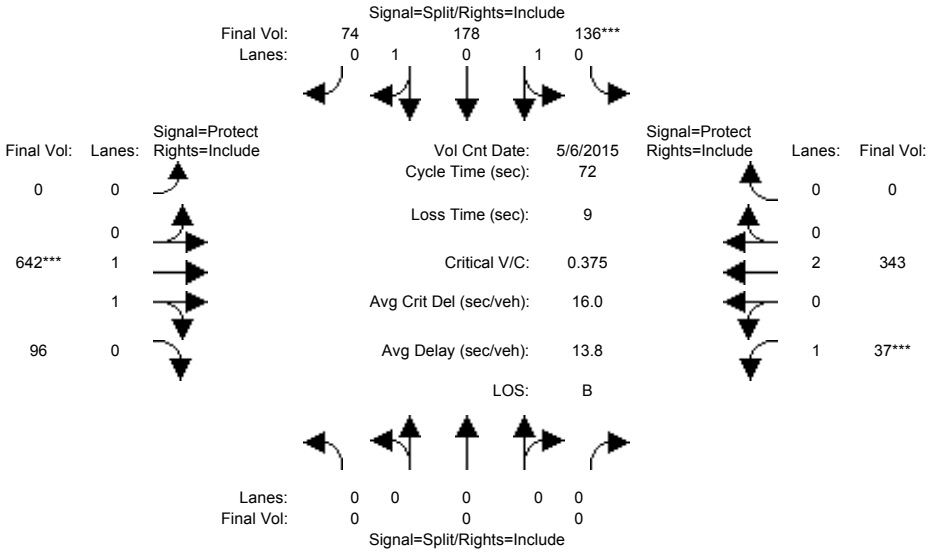
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-0:00												
Base Vol:	0	0	0	63	149	64	0	543	74	21	306	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	0	0	63	149	64	0	543	74	21	306	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	73	29	10	0	99	22	16	37	0
Initial Fut:	0	0	0	136	178	74	0	642	96	37	343	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	136	178	74	0	642	96	37	343	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	178	74	0	642	96	37	343	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	178	74	0	642	96	37	343	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.70	0.92	0.38	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	0	0	0	1262	1652	687	0	3218	481	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.20	0.20	0.02	0.09	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	19.6	19.6	19.6	0.0	36.4	36.4	7.0	43.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.40	0.40	0.22	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	22.5	22.5	22.5	0.0	11.6	11.6	32.9	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.5	22.5	22.5	0.0	11.6	11.6	32.9	6.4	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	4	4	4	0	5	5	1	2	0

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

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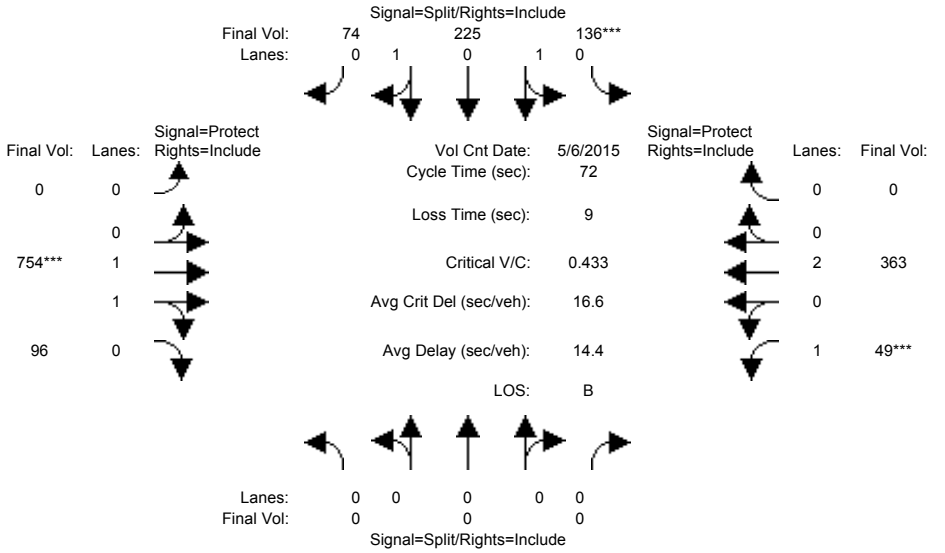
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-0:00												
Base Vol:	0	0	0	63	149	64	0	543	74	21	306	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	0	0	63	149	64	0	543	74	21	306	0
Added Vol:	0	0	0	0	47	0	0	112	0	12	20	0
ATI:	0	0	0	73	29	10	0	99	22	16	37	0
Initial Fut:	0	0	0	136	225	74	0	754	96	49	363	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	136	225	74	0	754	96	49	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	225	74	0	754	96	49	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	225	74	0	754	96	49	363	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	1.03	0.34	0.00	1.77	0.23	1.00	2.00	0.00
Final Sat.:	0	0	0	1126	1862	612	0	3282	418	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.23	0.23	0.03	0.10	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	19.3	19.3	19.3	0.0	36.7	36.7	7.0	43.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.45	0.45	0.29	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	23.5	23.5	0.0	12.0	12.0	34.4	6.3	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	0.0	0.0	23.5	23.5	23.5	0.0	12.0	12.0	34.4	6.3	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	4	4	4	0	6	6	1	2	0

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

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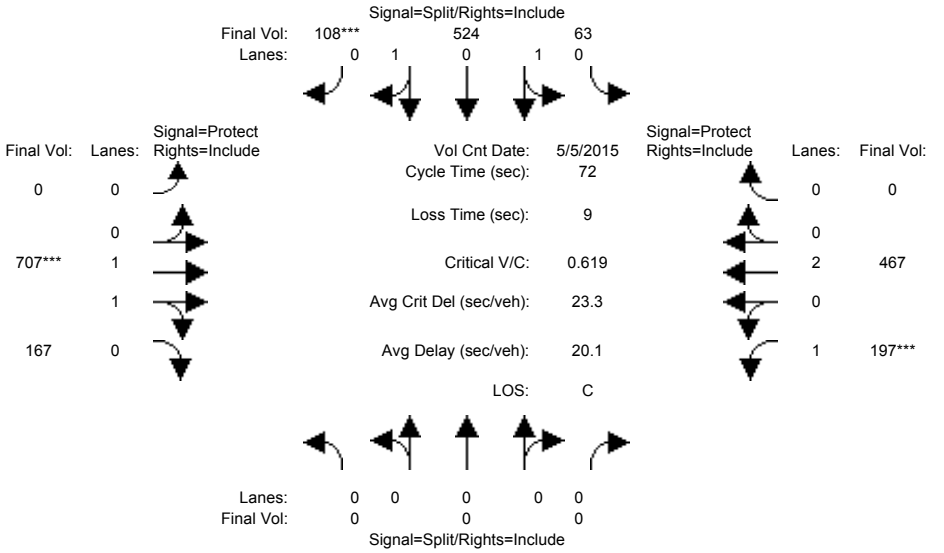
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 << 4:45-5:45												
Base Vol:	0	0	0	32	462	104	0	633	126	63	382	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	0	0	32	462	104	0	633	126	63	382	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	31	62	4	0	74	41	134	85	0
Initial Fut:	0	0	0	63	524	108	0	707	167	197	467	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	524	108	0	707	167	197	467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	524	108	0	707	167	197	467	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	63	524	108	0	707	167	197	467	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	1.51	0.31	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	326	2714	559	0	2992	707	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.24	0.24	0.11	0.12	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	22.4	22.4	22.4	0.0	27.5	27.5	13.1	40.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.62	0.00	0.62	0.62	0.62	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	23.7	23.7	23.7	0.0	20.1	20.1	35.9	8.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.7	23.7	23.7	0.0	20.1	20.1	35.9	8.1	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	7	7	7	0	9	9	4	3	0

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

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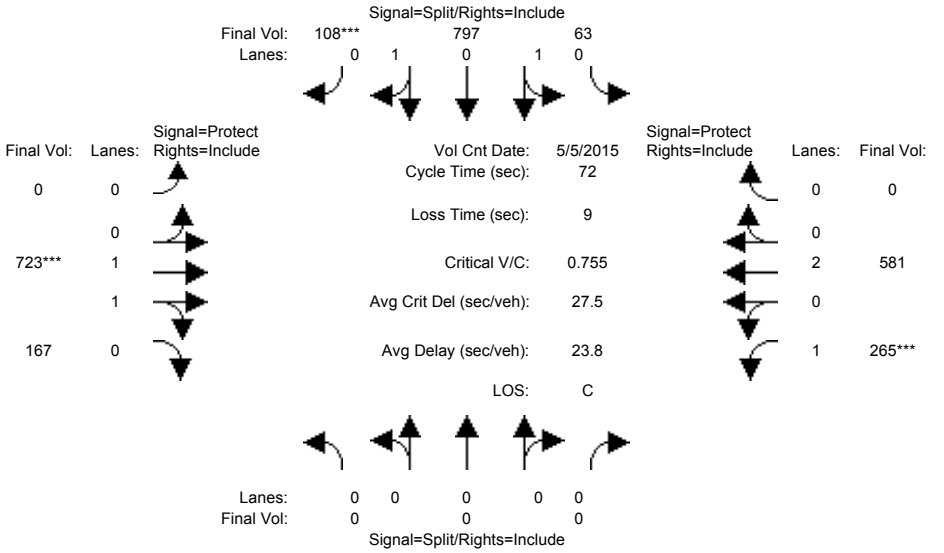
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 << 4:45-5:45												
Base Vol:	0	0	0	32	462	104	0	633	126	63	382	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	0	0	32	462	104	0	633	126	63	382	0
Added Vol:	0	0	0	0	273	0	0	16	0	68	114	0
ATI:	0	0	0	31	62	4	0	74	41	134	85	0
Initial Fut:	0	0	0	63	797	108	0	723	167	265	581	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	797	108	0	723	167	265	581	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	797	108	0	723	167	265	581	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	63	797	108	0	723	167	265	581	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.13	1.65	0.22	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	234	2964	402	0	3005	694	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.24	0.24	0.15	0.15	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	25.6	25.6	25.6	0.0	22.9	22.9	14.4	37.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.76	0.76	0.00	0.76	0.76	0.76	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	24.6	24.6	24.6	0.0	26.5	26.5	41.2	10.2	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	0.0	0.0	24.6	24.6	24.6	0.0	26.5	26.5	41.2	10.2	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	10	10	10	0	11	11	6	4	0

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

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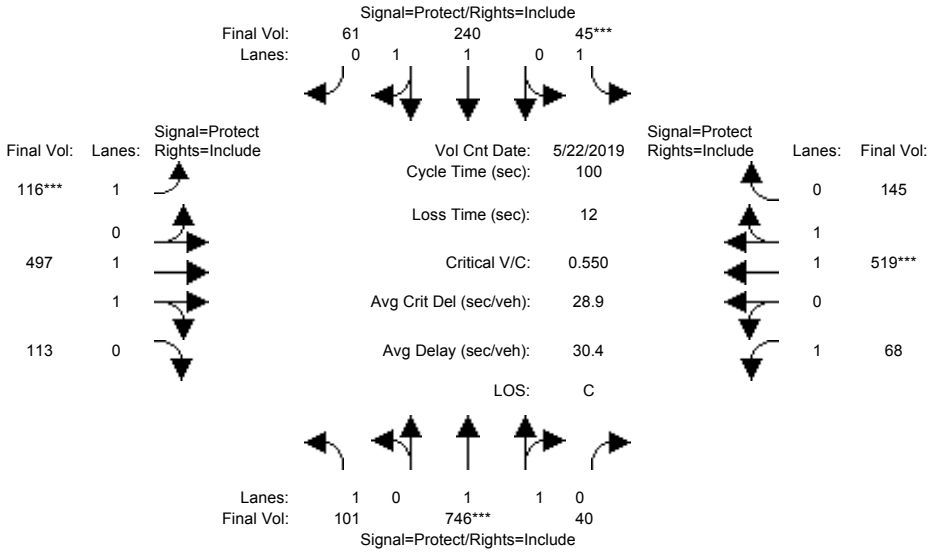
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3670: MARKET/SANTA CLARA



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: 22 May 2019 <<												
Base Vol:	90	646	36	33	190	55	106	442	99	64	478	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	646	36	33	190	55	106	442	99	64	478	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	100	4	12	50	6	10	55	14	4	41	21
Initial Fut:	101	746	40	45	240	61	116	497	113	68	519	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	746	40	45	240	61	116	497	113	68	519	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	746	40	45	240	61	116	497	113	68	519	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	746	40	45	240	61	116	497	113	68	519	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.58	0.42	1.00	1.62	0.38	1.00	1.55	0.45
Final Sat.:	1750	3512	188	1750	2950	750	1750	3014	685	1750	2891	808
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.03	0.08	0.08	0.07	0.16	0.16	0.04	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	18.3	37.6	37.6	7.0	26.2	26.2	11.7	27.0	27.0	16.4	31.7	31.7
Volume/Cap:	0.31	0.57	0.57	0.37	0.31	0.31	0.57	0.61	0.61	0.24	0.57	0.57
Delay/Veh:	35.9	25.3	25.3	46.3	29.8	29.8	45.4	33.0	33.0	36.8	29.0	29.0
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:	35.9	25.3	25.3	46.3	29.8	29.8	45.4	33.0	33.0	36.8	29.0	29.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	10	10	1	4	4	4	9	9	2	9	9

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

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Level Of Service Computation Report
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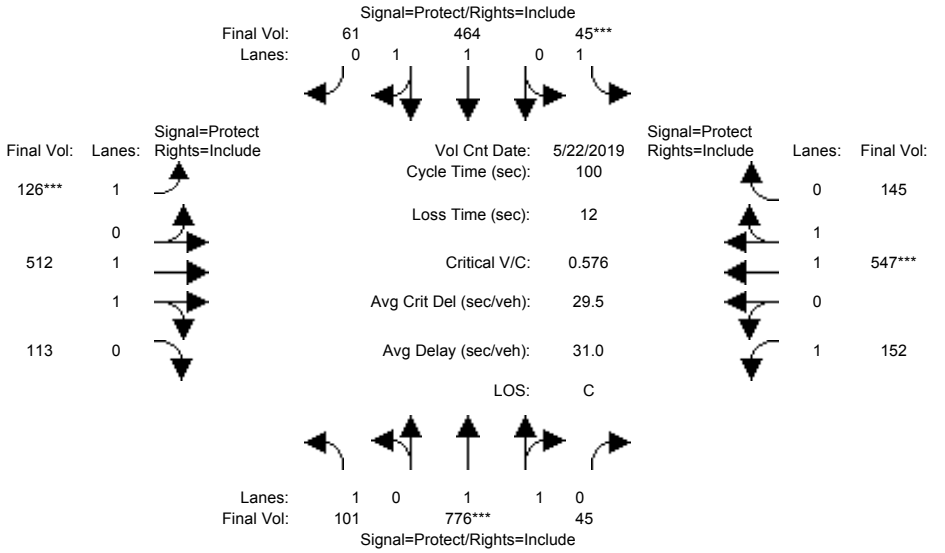
Intersection #3670: MARKET/SANTA CLARA



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: 22 May 2019 <<												
Base Vol:	90	646	36	33	190	55	106	442	99	64	478	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	646	36	33	190	55	106	442	99	64	478	124
Added Vol:	0	30	5	0	224	0	10	15	0	84	28	0
ATI:	11	100	4	12	50	6	10	55	14	4	41	21
Initial Fut:	101	776	45	45	464	61	126	512	113	152	547	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	776	45	45	464	61	126	512	113	152	547	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	776	45	45	464	61	126	512	113	152	547	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	776	45	45	464	61	126	512	113	152	547	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.89	0.11	1.00	1.76	0.24	1.00	1.63	0.37	1.00	1.57	0.43
Final Sat.:	1750	3497	203	1750	3270	430	1750	3031	669	1750	2924	775
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.03	0.14	0.14	0.07	0.17	0.17	0.09	0.19	0.19
Crit Moves:		****			****			****			****	
Green Time:	14.7	37.4	37.4	7.0	29.7	29.7	12.1	27.4	27.4	16.2	31.5	31.5
Volume/Cap:	0.39	0.59	0.59	0.37	0.48	0.48	0.59	0.62	0.62	0.54	0.59	0.59
Delay/Veh:	39.6	25.9	25.9	46.3	29.1	29.1	46.1	32.9	32.9	40.4	29.7	29.7
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:	39.6	25.9	25.9	46.3	29.1	29.1	46.1	32.9	32.9	40.4	29.7	29.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	10	10	1	7	7	5	9	9	5	9	9

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

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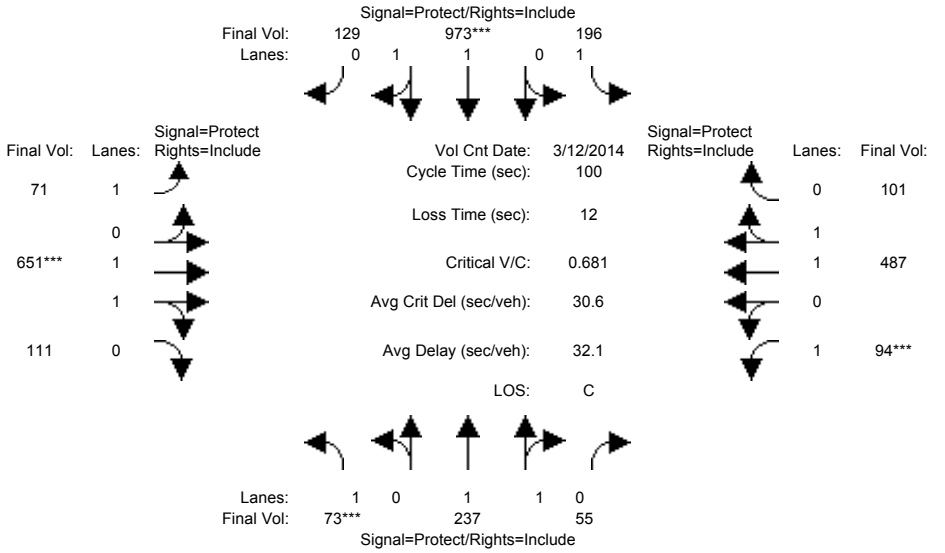
Background (PM)

Intersection #3670: MARKET/SANTA CLARA



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: 12 Mar 2014 << 4:45-5:45												
Base Vol:	66	189	50	130	857	100	65	583	99	82	406	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	189	50	130	857	100	65	583	99	82	406	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	48	5	66	116	29	6	68	12	12	81	10
Initial Fut:	73	237	55	196	973	129	71	651	111	94	487	101
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:	73	237	55	196	973	129	71	651	111	94	487	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	237	55	196	973	129	71	651	111	94	487	101
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:	73	237	55	196	973	129	71	651	111	94	487	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.61	0.39	1.00	1.76	0.24	1.00	1.70	0.30	1.00	1.65	0.35
Final Sat.:	1750	3003	697	1750	3267	433	1750	3161	539	1750	3064	635
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.11	0.30	0.30	0.04	0.21	0.21	0.05	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	7.0	23.1	23.1	25.9	42.0	42.0	15.1	29.0	29.0	10.0	24.0	24.0
Volume/Cap:	0.60	0.34	0.34	0.43	0.71	0.71	0.27	0.71	0.71	0.54	0.66	0.66
Delay/Veh:	52.9	32.3	32.3	31.6	25.5	25.5	38.1	34.0	34.0	46.1	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	32.3	32.3	31.6	25.5	25.5	38.1	34.0	34.0	46.1	36.3	36.3
LOS by Move:	D	C	C	C	C	C	D	C	C	D	D	D
HCM2kAvgQ:	2	4	4	5	14	14	2	12	12	3	8	8

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

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Level Of Service Computation Report
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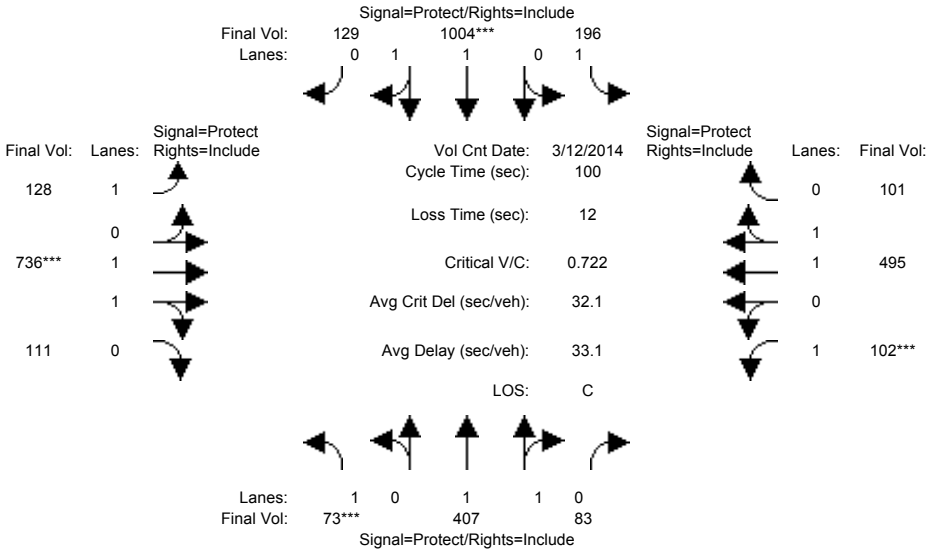
Background + P (PM)

Intersection #3670: MARKET/SANTA CLARA



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: 12 Mar 2014 << 4:45-5:45												
Base Vol:	66	189	50	130	857	100	65	583	99	82	406	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	189	50	130	857	100	65	583	99	82	406	91
Added Vol:	0	170	28	0	31	0	57	85	0	8	8	0
ATI:	7	48	5	66	116	29	6	68	12	12	81	10
Initial Fut:	73	407	83	196	1004	129	128	736	111	102	495	101
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:	73	407	83	196	1004	129	128	736	111	102	495	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	407	83	196	1004	129	128	736	111	102	495	101
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:	73	407	83	196	1004	129	128	736	111	102	495	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.65	0.35	1.00	1.77	0.23	1.00	1.73	0.27	1.00	1.65	0.35
Final Sat.:	1750	3073	627	1750	3278	421	1750	3215	485	1750	3073	627
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.11	0.31	0.31	0.07	0.23	0.23	0.06	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	7.0	25.8	25.8	21.8	40.6	40.6	15.5	30.4	30.4	10.0	24.9	24.9
Volume/Cap:	0.60	0.51	0.51	0.51	0.75	0.75	0.47	0.75	0.75	0.58	0.65	0.65
Delay/Veh:	52.9	32.2	32.2	35.6	27.6	27.6	39.9	34.4	34.4	47.9	35.2	35.2
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:	52.9	32.2	32.2	35.6	27.6	27.6	39.9	34.4	34.4	47.9	35.2	35.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	2	6	6	6	16	16	4	14	14	3	8	8

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