Transportation Analysis for 5260 Monterey Road

Prepared For:

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5260 Monterey Road
San Jose, CA 95111

Submitted to:

City of San Jose

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EXECUTIVE SUMMARY

This report summarizes the results of the Transportation Analysis (TA) for the proposed commercial development located at 5260 Monterey Road, northeast comer of the intersection at Monterey Road/Roeder Road/Chynoweth Avenue, in the City of San Jose. The project site is approximately 0.54 acres. Currently, the existing site contains an approximately 1,097 square feet (sf) of convenience store (snack shop) and five (5) gasoline dispensers (i.e., 10 fueling positions). The proposed development consists of building additional 1,920 sf of convenience store and adding one (1) additional dispenser (i.e., two (2) fueling positions).

Transportation Analysis Scope

Both California Environmental Quality Act (CEQA) Transportation Analysis and Local Transportation Analysis (LTA) were conducted based on the City's latest *Transportation Analysis Handbook* published in April 2018.

CEQA Transportation Analysis

The proposed development will add 1,920 sf local-serving retail, in addition to the existing 1,097 square feet (sf) of retail, making it a total of 3,017 sf of total gross floor area. It will mainly serve as a retail store serving nearby communities and patrons who use the gas station. According to the City's latest *Transportation Analysis Handbook* published in April 2018, the proposed retail convenience store is less than the City's screening criteria of 100,000 sf, and therefore a CEQA transportation analysis is not required.

The proposed development also includes adding one (1) additional dispenser (i.e., two (2) fueling positions), in addition to the existing five (5) dispensers (i.e., 10 fueling positions), making it a total of six (6) dispensers (i.e., 12 fueling positions). Many of the vehicles using the gas station would be the patrons who use the convenience store or just stop by (i.e., pass-by). Gas station in an urban setting typically only attracts localized traffic and does not generate longer trips or regional travel. It is anticipated the new added two (2) fueling positions would not increase regional VMT.

Local Transportation Analysis (LTA)

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential adverse effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for five (5) signalized intersections, following the standards and methodology set forth by the City of San Jose.

The report also includes evaluations and recommendations concerning project site access and on-site circulation for vehicles, bicycles, and pedestrians, as well as an evaluation of on-site vehicle parking supply.

Trip Generation

The proposed project would generate 312 daily trips, of which 19 trips are generated during the a.m. peak hour and 16 trips are generated during the p.m. peak hour.

Existing Conditions

Under Existing Conditions, all study intersections are operating at acceptable Levels of Service during the a.m. and p.m. peak hours.

Background Conditions (Existing Plus Approved Projects)

Under Background Conditions, all of the study intersections are expected to continue operating at acceptable service levels.

Background Plus Project Conditions

Under Background Plus Project Conditions, all of the study intersections are expected to continue operating acceptably.

Intersection Queuing

The 95th percentile queue length is expected to exceed the existing storage capacity under both Background and Background Plus Project conditions at the intersection of Monterey Road/Roeder Road/Chynoweth Avenue for: (1) Northbound left-turn during both the a.m. and p.m. peak hours; and (2) Southbound left-turn during the p.m. peak hour. However, the proposed project itself would not cause an adverse effect (i.e., additional queue lengths) on the expected left-turn queues.

Pedestrian Facilities

Pedestrian facilities serving the project site are adequate. Within the project vicinity, most roadways provide continuous sidewalk on both sides of the streets. Most part of the west side of Monterey Road within the project vicinity does not have sidewalk since there is no development or residential buildings along this side (next to Caltrain rail tracks). Lighting is generally provided by overhead street lights with the project vicinity. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site. There are no existing gaps or obstacles along the connecting roadways that impact convenient and continuous access for pedestrians. In addition, two (2) existing driveways at the project site will be closed, leaving only two (2) driveways accessing the site after the development. Reducing four (4) driveways to two (2) will help reduce the number of potential conflicts points between vehicles accessing the site and pedestrians walking on the sidewalk.

Bicycle Facilities

Bicycle facilities serving the project site are adequate. Within the project vicinity, Class II bike lanes exist on Monterey Road, Branham Lane west of Monterey Road, Chynoweth Avenue, Lean Avenue, Blossom Hill Road except segments between EB off-ramp to Cottle Road and Coyote Road along both sides of the roadways. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Existing bicycle facilities provide adequate access for bicyclists. A bike rack with capacity for two (2) bikes is recommended to provide on-site bicycle parking adjacent to the building. In addition, two (2) existing driveways at the project site will be closed, leaving only two (2) driveways accessing the site after the development. Reducing four (4) driveways to two (2) will help reduce the number of potential conflicts points between vehicles accessing the site and bicyclists riding in the bike lane.

Transit Facilities

Transit facilities serving the project site are adequate. Existing transit routes serving the project area include VTA Routes 42 and 68, as well as Caltrain. Both VTA routes have the nearest bus stops within 200 feet from the project site. In addition, Caltrain – Blossom Hill Station is about 4,800 feet south of the

project site. All transit routes are adequate to accommodate potential project-generated transit trips based on the number of routes and frequency of service.

Site Access

Site accesses are adequate for the project site. Currently, vehicle access to the site is provided via four (4) driveways – two (2) right-in/right-out driveway along Monterey Road, and two (2) driveways along Roeder Road. With the proposed project, the existing two (2) driveways on Monterey Road will be consolidated into one (1) single driveway, while the existing two (2) driveways on Roeder Road will also be consolidated into one (1) single driveway. In other words, two (2) existing driveways will be closed, leaving only two (2) driveways accessing the site after the development. This will help reduce the number of potential conflicts points between vehicles accessing the site, vehicles making turns near the intersection, bicyclists riding in the bike lanes, and pedestrians walking on the sidewalk.

Sight Distance

Sight distances along Monterey Road and Roeder Road at the project driveways are adequate for the approach speeds. Sight distances along Monterey Road and Roeder Road at the project driveways were evaluated based on sight distance criteria contained in the *American Association of State Highway Transportation Officials (AASHTO)* standards. The recommended sight distances for driveways are based on stopping sight distance, which uses the approach travel speeds as the basis for determining the recommended sight distance. The posted speed limits in the vicinity of the project on Monterey Road and Roeder Road are 45 mph and 30 mph, respectively. Accordingly, the minimum stopping sight distances are 360 feet and 200 feet on Monterey Road and Roeder Road, respectively.

- The available sight distance at the project driveway at Monterey Road is in excess of 500 feet in the northbound direction. The southbound direction was not evaluated since the driveway on Monterey Road is limited to right turns only.
- The available sight distance at the project driveway at Roeder Road is in excess of 300 feet in the both westbound and eastbound directions.

On-Site Circulation

The internal roadways are expected to provide an acceptable circulation for motorized vehicles, pedestrians, trucks, and emergency vehicles. Appropriate pavement delineation/marking (e.g., “STOP”) to enhance traffic safety and operations at the driveways is recommended.

Parking

Automobile Parking – The project provides an adequate number of parking spaces to fulfill anticipated demand. Pursuant to Zoning Code Section 20.90.200.G, a twenty-percent (20%) reduction is permitted for gasoline service or charge stations when combined with other uses if the site is within two thousand feet of an existing or proposed bus stops. The project site is within 200 feet of VTA bus routes 42 and 68. Given this reduction, the project is required to provide 13 parking spaces (i.e., 16 × 80% = 13). Additionally, the gas pump locations can be counted as parking for the retail component of the site (12 fueling positions for a total of 12 spaces). Therefore, the remaining one (1) space (i.e., 13 – 12 = 1) will need to be provided on site. Based on the City’s requirements, the proposed 12 parking spaces as shown on the site plan are adequate.

Bicycle Parking – The uses require one (1) bicycle parking space per 3,000 square feet of retail space and one (1) bicycle space per 10 full-time employees. Based on the square footage of the retail, one (1)

bicycle parking space for convenience store and one (1) bicycle parking space for employees are needed, for a total of two (2) bicycle parking spaces. Based on the City's requirements, the proposed two (2) bicycle parking spaces as shown on the site plan are adequate.

Vision Zero

In May 2015, San Jose became the fourth city in the nation to formally adopt a Vision Zero transportation safety initiative to reduce, and ultimately eliminate, fatalities and severe injuries caused by traffic collisions. Vision Zero is the City's commitment to prioritize street safety and ensure that all road users – people who walk, bike, ride transit, drive, or carpool – are safe. As such, the City adopted a Vision Zero Action Plan in January 2020. The Vision Zero Action Plan includes continuing the successful implementation of the "4E's" (Engineering, Education, Enforcement, and Emergency Response), expanding the analysis of crash data, aligning limited resources on high crash corridors, and adding a program of advocacy related to technology, policy, and partnerships. The City considers that developers and projects are partners that can help the City achieve the Vision Zero goals of safer streets for everyone.

Monterey Road has been identified as one of the 17 Priority Safety Corridors (PSCs) in the Vision Zero Action Plan. As discussed earlier, vehicle access to the site is currently provided via four (4) driveways – two (2) right-in/right-out driveways along Monterey Road, and two (2) driveways along Roeder Road. With the proposed project, the existing two (2) driveways on Monterey Road will be consolidated into one (1) single driveway, while the existing two (2) driveways on Roeder Road will also be consolidated into one (1) single driveway. In other words, two (2) existing driveways will be eliminated, leaving only two (2) driveways accessing the site after the development. Reducing four (4) driveways to two (2) will help reduce the number of potential conflicts points between vehicles accessing the site, vehicles making turns near the intersection, bicyclists riding in the bike lane, and pedestrians walking on the sidewalk. Therefore, this project conforms to the goals of the Vision Zero program.

Recommendations

- Appropriate pavement delineation/marking (e.g., "STOP") to enhance traffic safety and operations at the driveways is recommended.

1. INTRODUCTION

This report presents an analysis of the potential transportation impacts that would be associated with the proposed development of building additional 1,920 sf of convenience store and adding one (1) additional dispenser (i.e., two (2) more fueling positions) at an existing gas station with a retail store located at 5260 Monterey Road, northeast comer of the intersection at Monterey Road/Roeder Road/Chynoweth Avenue, in the City of San Jose. The transportation study was completed in accordance with the criteria established by the City of San Jose, and is consistent with standard transportation engineering techniques.

The purpose of a transportation impact study is to provide City of San Jose staff and policy makers with data that they can use to make an informed decision regarding the potential transportation impacts of a proposed project, and any associated improvements that would be required in order to mitigate these impacts to a level of insignificance as defined by the City of San Jose's General Plan or other policies.

Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to access for pedestrians, bicyclists, and to transit are also addressed.

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for California Environmental Quality Act (CEQA) transportation analysis. With the adoption of SB 743 legislation, public agencies are required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than LOS.

In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of LOS. The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

1.1 Project Profile

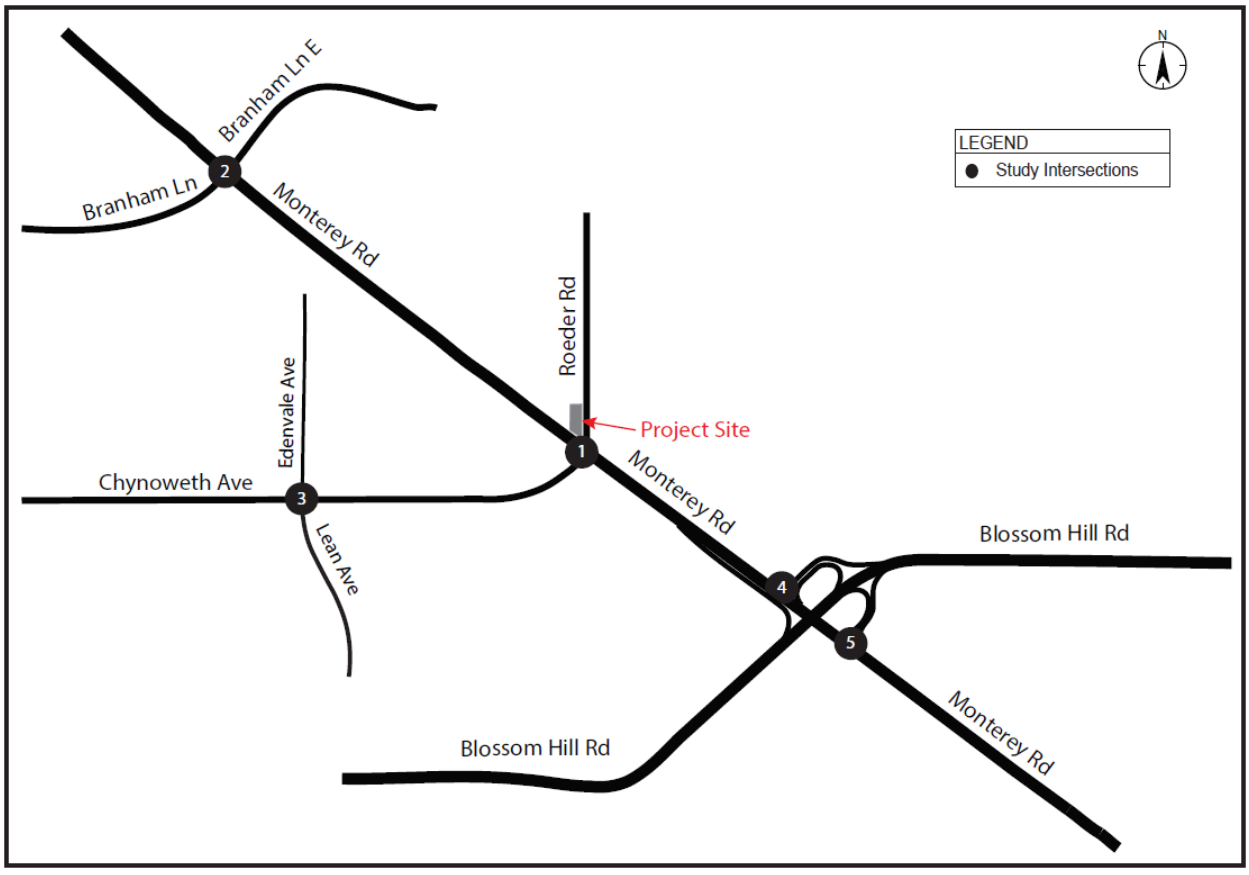
Figure 1 illustrates the project site and its vicinity. The development is at 5260 Monterey Road, located at the northeast corner of the intersection at Monterey Road/Roeder Road/Chynoweth Avenue in the City of San Jose. The project site is approximately 0.54 acres. Currently, the existing site contains an approximately 1,097 square feet (sf) of convenience store (snack shop) and five (5) gasoline dispensers (i.e., 10 fueling positions). The proposed development consists of building additional 1,920 sf of convenience store and adding one (1) additional dispenser (i.e., two (2) more fueling positions) (see

Appendix A for the draft proposed site plan). As highlighted in red circles in the proposed site plan (see **Appendix A**), adding one additional gasoline dispenser will involve moving one of the existing dispensers that is away from the remaining existing four dispensers closer to all other dispensers. After the development, the site will have a total of 3,017 sf (1,097+1,920 = 3,017) of convenience store and six (5+1=6) dispensers (i.e., 12 fueling positions).

Vehicle access to the site is currently provided via four (4) driveways – two (2) right-in/right-out driveway along Monterey Road, and two (2) driveways along Roeder Road. With the proposed project, the existing two (2) driveways on Monterey Road will be consolidated into one (1) single driveway, while the existing two (2) driveways on Roeder Road will also be consolidated into one (1) single driveway. In other words, two (2) existing driveways will be closed, leaving only two (2) driveways accessing the site after the development.

The project site will provide a total of 12 parking spaces for automobiles, with one (1) space designated for accessible parking (i.e., disable person parking) and one (1) space for electrical vehicle (EV) parking only. The project site will also provide two (2) bicycle parking spaces. The proposed project site plan is shown in **Appendix A**.

Figure 1. Vicinity Map



2. EXISTING TRANSPORTATION SETTING

This section describes existing transportation setting in the immediate project site vicinity, including roadway facilities, bicycle and pedestrian facilities, and available transit service. In addition, existing traffic volumes and operations are presented for the study intersections, including the results of LOS calculations.

2.1 Study Intersections and Periods

The study area includes the following intersections, with locations that are included in the Santa Clara County Congestion Management Program (CMP) network indicated:

1. Monterey Road/Roeder Road/Chynoweth Avenue
2. Monterey Road/Branham Lane (CMP)
3. Chynoweth Avenue/Edenvale Avenue/Lean Ave
4. Monterey Road/Blossom Hill Road WB Ramp (CMP)
5. Monterey Road/Blossom Hill Road EB Ramp (CMP)

The locations of the study intersections and the existing controls are shown in **Figure 1**. The a.m. and p.m. peak periods for the following scenarios were evaluated:

1. **Existing Conditions**. Existing peak hour volume, lane geometry, and traffic control (e.g., signal timing, signal phasing, etc.)
2. **Background Conditions**. (Existing plus Approved by Not Yet Built Projects). Existing peak hour volumes plus trips from approved but not yet constructed developments in the study area vicinity.
3. **Background Plus Project Conditions**. (Existing Plus Approved Plus Project). Background Condition volumes plus project-generated trips estimated for the proposed development.

2.2 Roadway System

Monterey Road within the project vicinity is a north-south, four- to six-lane divided arterial roadway (with a raised median in the middle) with three lanes in each direction. The southbound lanes reduce from three to two approximately 1,350 ft north of Blossom Hill Road, while the northbound lanes reduce from three to two approximately 1,100 ft south of Blossom Hill Road. It provides direct access to the project site via the project driveway near the intersection with Roeder Road. The posted speed limit along Monterey Road is 45 mph within the project vicinity.

Roeder Road within the project vicinity is a two-lane, north-south undivided local road east of Monterey Road. Roeder Road ends at the intersection with Monterey Road and becomes Chynoweth Avenue on the other side of intersection. Roeder Road provides access to Monterey Road, local residential, and local commercial areas. It provides direct access to the project site via the project driveway near the intersection with Monterey Road. The posted speed limit along Roeder Road is 30 mph within the project vicinity.

Chynoweth Avenue within the project vicinity is a four lane, east-west divided arterial roadway (with a raised median or two-way left-turn in the middle). It connects to Roeder Road at the intersection with Monterey Road. An at-grade highway-rail crossing equipped active warning and control devices is

located approximately 21 ft away from the intersection on Chynoweth Avenue. Chynoweth Avenue provides access to Monterey Road, local residential, parks, and local commercial areas. The posted speed limit along Chynoweth Avenue is 40 mph within the project vicinity.

Edenvale Avenue/Lean Avenue within the project vicinity is a two lane, north-south local road with a raised median or two-way left-turn on Lean Avenue. Edenvale Avenue is located on the north side of Chynoweth Avenue while Lean Avenue is on the south side. Edenvale Avenue/Lean Avenue provides access to Chynoweth Avenue, local residential areas, and parks. The posted speed limit along Edenvale Avenue/Lean Avenue is 35 mph within the project vicinity.

Branham Lane within the project vicinity is a two- to four-lane, east-west divided arterial roadway (with a median or two-way left-turn in the middle). The eastbound lanes reduce from two to one approximately 400 ft east of Monterey Road while the westbound lanes reduce approximately 900 ft east of Monterey Road. Branham Lane intersects with Monterey Road north of the project site. An at-grade highway-rail crossing equipped active warning and control devices is located approximately 35 ft away from the intersection on Branham Lane. Branham Lane provides access to local residential and commercial areas. Within the project vicinity, the posted speed limit along Branham Lane is 35 mph on the east side of Monterey Road and 40 mph on the west side.

Blossom Hill Road within the project vicinity is mostly a six lane, east-west divided arterial roadway. The eastbound lanes reduce from three to two between eastbound off-ramp to Cottle Road and Coyote Road. The westbound lanes reduce from three to two between Piercy Road and westbound on-ramp from Monterey Road. Blossom Hill Road intersects with Monterey Road south of the project site. Blossom Hill Road provides access to Monterey Road, US 101, local residential, and regional commercial areas. The posted speed limit along Blossom Hill Road is 40 mph within the project vicinity.

2.3 Alternative Modes

2.3.1 Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities, and services. Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, curb ramps, off-street paths, and various streetscape amenities such as lighting, benches, etc.

Within the project vicinity, all the study intersections are signalized and equipped with pedestrian signal heads across the approaches where crosswalks and curb ramps are available. All the study intersections have crosswalks and curb ramps, except the following:

- Monterey Road/Branham Lane: North leg has no crosswalk/curb ramps.
- Monterey Road/ Blossom Hill Road WB Ramp: South leg has no crosswalk/curb ramps.
- Monterey Road/ Blossom Hill Road EB Ramp: North and south legs have no crosswalks/curb ramps.

Within the project vicinity, most roadways provide continuous sidewalk on both sides of the streets. Continuous sidewalk is not available along most part of the west side of Monterey Road within the project vicinity. Sidewalk in this segment is not necessary since there is no development or residential buildings along this side (next to Caltrain rail tracks).

In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site.

2.3.2 Bicycle Facilities

The *Highway Design Manual*, California Department of Transportation (Caltrans), 2018, classifies bikeways into three categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

Within the project vicinity, Class II bike lanes exist on Monterey Road, Branham Lane west of Monterey Road, Chynoweth Avenue, Lean Avenue, Blossom Hill Road except segments between EB off-ramp to Cottle Road and Coyote Road along both sides of the roadways. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area.

2.3.3 Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) provides fixed route bus service and light rail train service in Santa Clara County. Two bicycles can be carried on VTA light rail trains and most VTA buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on VTA buses at the discretion of the driver.

The following VTA routes serve the project area:

VTA Route 42 provides north-south service between Evergreen Valley College and Santa Teresa Station. The route serves stops along Monterey Road, Roeder Road, and Blossom Hill Road within the project vicinity. The route operates between 6:00 a.m. and 6:30 p.m. on weekdays only. The peak period headway is about 60 minutes. The nearest bus stop is located near the intersection of Monterey Road and Roeder Road, a distance approximately 200 ft from the project site.

VTA Route 68 provides north-south service between San Jose Diridon Station and Gilroy Transit Center. The route serves stops along Monterey Road within the project vicinity, and operates between 5:00 a.m. and 12:00 a.m. on weekdays, and between 5:30 a.m. and 12:30 a.m. on weekends. The peak period headway is about 30 minutes. The nearest bus stop is located next to the driveways to the project site on Monterey Road.

Caltrain Blossom Hill Station (located at 5560 Monterey Road) is about 4,800 feet south of the project site. Caltrain operates between 4:40 a.m. and 1:40 a.m. on weekdays and has a limited schedule on weekends. The peak period headway at this station is about 28 minutes.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. VTA Paratransit is designed to serve the needs of individuals with disabilities within the City of San Jose and greater Santa Clara County.

3. CEQA TRANSPORTATION ANALYSIS

In alignment with State of California Senate Bill 743 (SB743), the City of San Jose adopted a new Transportation Analysis Policy became effective in March 2018. The new transportation policy establishes the thresholds for transportation impact under California Environmental Quality Act (CEQA) removing Level of Service (LOS) and replacing with Vehicle Miles Traveled (VMT).

The proposed development consists of two (2) components:

- Adding 1,920 sf for retail; and
- Adding one (1) additional dispenser (i.e., two (2) more fueling positions).

3.1 Convenience Store

The proposed development will add 1,920 sf local-serving retail, in addition to the existing 1,097 sf of retail, making it a total of 3,017 sf of total gross floor area. It will mainly serve as a retail store serving nearby communities and patrons who use the gas station. According to the City's latest *Transportation Analysis Handbook* published in April 2018, the proposed retail convenience store is less than the City's screening criteria of 100,000 sf, and therefore a CEQA transportation analysis is not required.

3.2 Gasoline Dispensers

The proposed development also includes adding one (1) additional dispenser (i.e., two (2) more fueling positions), in addition to the existing five (5) dispensers (i.e., 10 fueling positions), making it a total of six (6) dispensers (i.e., 12 fueling positions). It is not screened out for a CEQA transportation analysis. However, it cannot be evaluated with the City's VMT Evaluation Tool either. Therefore, a qualitative evaluation is conducted for the proposed additional gasoline dispensers.

The City's VMT heat maps for residents and workers are illustrated in **Figure 2** and **Figure 3**, respectively. The proposed development is located in the following areas:

- **Residents**: City Average VMT Area; and
- **Workers**: Immitigable VMT area.

Many of the vehicles using the gas station would be the patrons who use the convenience store or just stop by (i.e., pass-by). Pass-by traffic are those already driving on the adjacent street system and choose to make an interim stop. Gas station in an urban setting typically only attracts localized traffic and does not generate longer trips or regional travel. It is anticipated the new added two (2) fueling positions would not increase regional VMT.

Figure 2. VMT Heat Map for Residents in San Jose (March 2018)

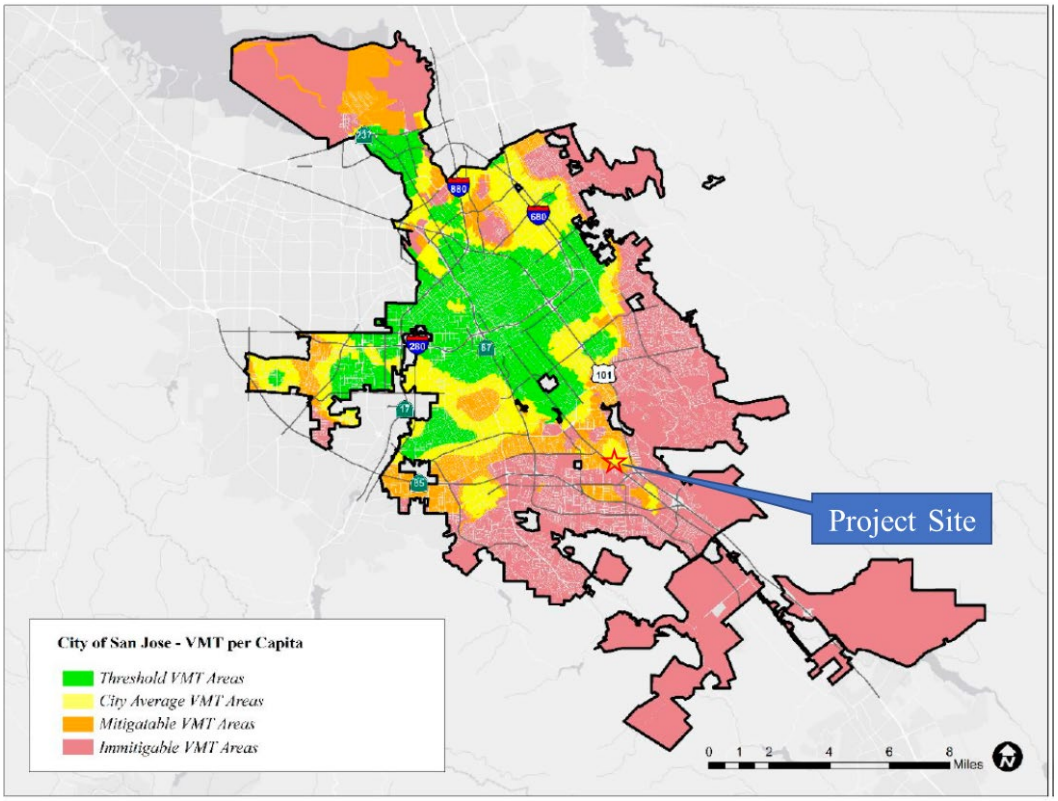
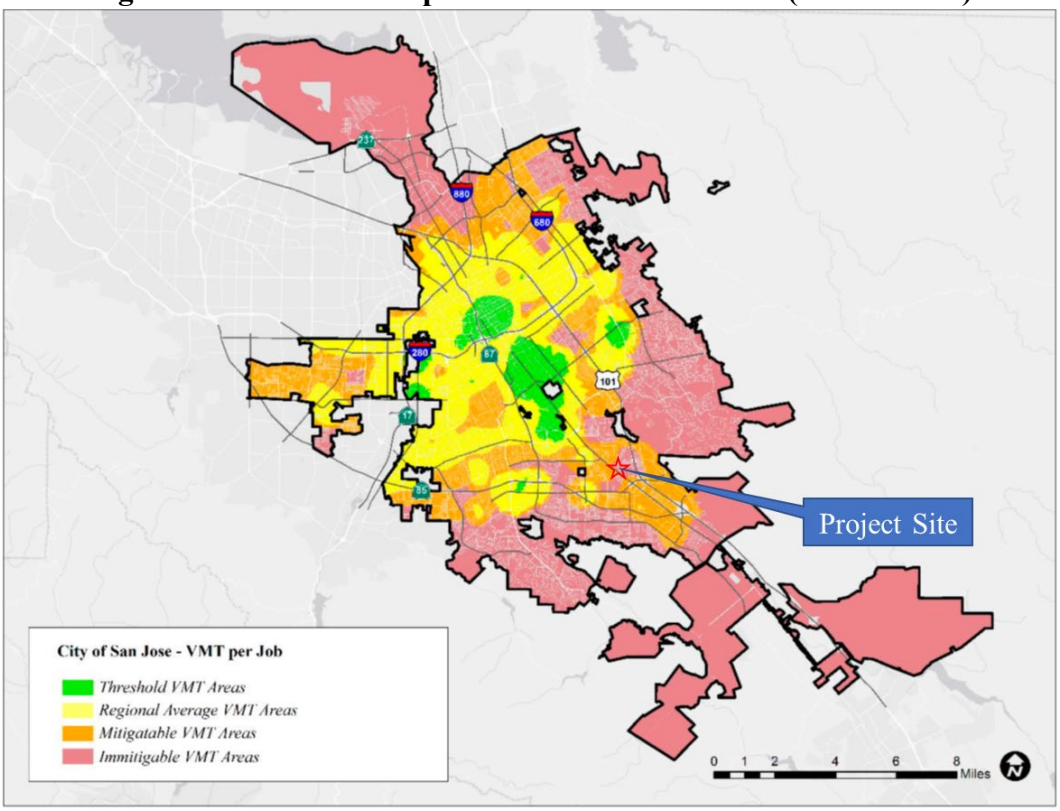


Figure 3. VMT Heat Map for Workers in San Jose (March 2018)



4. LOCAL TRANSPORTATION ANALYSIS

A Local Transportation Analysis (LTA) evaluates the effects of a development project on transportation, access, and circulation in the proximate area of the project.

4.1 Intersection Level of Service Methodologies

Traffic impacts on the study intersection were quantified through the determination of level of service (LOS), a qualitative measure describing operational conditions within a traffic stream. There are six levels of service defined for each type of facility (i.e., roadway or intersections) that are analyzed. LOS has letter designations ranging from A to F, with LOS A representing free flow traffic with little or no delay and LOS F representing jammed conditions with excessive delay and long back-ups.

Intersection operations analysis is a measure of traffic operations at signalized intersections in the form of average control delay. The study intersection under traffic signal control is analyzed using the Highway Capacity Manual (HCM) Operations Methodology for signalized intersections described in Chapter 16 (HCM 2000) and the VTA *Traffic Level of Service Analysis Guidelines* (2003). Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The standards used by the City to measure intersection operations are described in **Table 1**.

Table 1. Intersection Operations Standards at Signalized Intersections (City of San Jose)

Operations Standard	Average Control Delay (seconds/vehicle)	Description
A	Delay ≤ 10.0	Operations with very low delay occurring with favorable progression and/or short cycle lengths.
B	10.0 < Delay ≤ 20.0	Operations with low delay occurring with good progression and/or short cycle lengths.
C	20.0 < Delay ≤ 35.0	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.
D	35.0 < Delay ≤ 55.0	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.
E	55.0 < Delay ≤ 80.0	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.
F	Delay > 80.0	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.

Reference: *Transportation Analysis Handbook*, City of San Jose, 2018.

In accordance with California Statute, Government code 65088, Santa Clara County has established a Congestion Management Program (CMP). The intent of the CMP legislation is to develop a comprehensive transportation improvement program among local jurisdictions that will reduce traffic congestion and improve land use decision-making and air quality. VTA serves as the Congestion

Management Agency (CMA) for Santa Clara County's CMP. As the CMA, VTA is required by California Statute to monitor roadway traffic congestion and the impact of land use and transportation decisions on a countywide level, at least every two years. VTA conducts CMP monitoring and produces the CMP Monitoring and Conformance Report on an annual basis.

As a member agency, the City is required to conform to the CMP requirements for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The program is established to address regional transportation issues across City boundaries. The study following two (2) intersections are included in the Santa Clara County CMP network:

1. Monterey Road/Blossom Hill Road WB Ramp (CMP)
2. Monterey Road/Blossom Hill Road EB Ramp (CMP)

For the intersections that are intended to conform to the CMP requirements, the project's effects on the designated CMP intersections are evaluated using the VTA *Transportation Impact Analysis Guidelines* (TIA, 2014), the VTA *Traffic Level of Service Analysis Guidelines* (2003), together with the City's *Transportation Analysis Handbook* (2018). The VTA methodology is also based on the signalized methodology published in the 2000 HCM. VTA has adopted modified default values for HCM analysis as well as modified LOS thresholds, as show in **Table 2**.

Table 2. Signalized Intersection LOS Criteria (VTA)

Operations Standard	Average Control Delay (seconds/vehicle)	Description
A	Delay ≤ 10.0	Free flow; minimal to no delay.
B+ B B-	10.0 < Delay ≤ 12.0 12.0 < Delay ≤ 18.0 18.0 < Delay ≤ 20.0	Stable flow, but speeds are beginning to be restricted by traffic conditions; slight delays.
C+ C C-	20.0 < Delay ≤ 23.0 23.0 < Delay ≤ 32.0 32.0 < Delay ≤ 35.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
D+ D D-	35.0 < Delay ≤ 39.0 39.0 < Delay ≤ 51.0 51.0 < Delay ≤ 55.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
E+ E E-	55.0 < Delay ≤ 60.0 60.0 < Delay ≤ 75.0 75.0 < Delay ≤ 80.0	Unstable flow with stop and go; delays.
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.

Reference: *Traffic Level of Service Analysis Guidelines*, Santa Clara Valley Transportation Authority, 2003.

4.2 Adverse Intersection Operations Effects

Intersection operations analysis is intended to measure the existing intersection operations and the effect of adding project traffic on the study intersections.

Santa Clara Valley Transportation Authority

The Santa Clara County Congestion Management Program (CMP) in the *Transportation Impact Analysis Guidelines* (2014). For intersections in the CMP network, a traffic impact is considered adverse if:

- The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS E or better) to LOS F; or
- For intersections operating at LOS F under background or cumulative conditions, the project condition increases the average control delay for critical movements by four (4) seconds or more AND project traffic increases the critical volume-to-capacity (V/C) ratio by 0.01 or more.

City of San Jose

For local intersections not on the CMP network, an adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below D with the addition of project vehicle-trips to baseline conditions. For intersections already operating at E or F under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical V/C ratio of 0.010 or more; OR
- A decrease in average critical delay AND an increase in critical V/C ratio of 0.010 or more.

4.3 Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. The existing operations of the study intersections were evaluated for the highest one-hour volumes during weekday morning and evening peak periods.

Due to the COVID-19 pandemic, the City required that all new traffic counts for study intersections should be put on hold. The City required a compounded yearly growth factor of 1% being applied to intersections requiring new counts. The three (3) intersections requiring new counts are listed below. The other two (2) intersections, Monterey Road/Roeder Road/Chynoweth Avenue and Chynoweth Avenue/Edenvale Avenue/Lean Ave, do not need any adjustment since the data was collected in September 2019 (within two years).

- Monterey Road/Branham Lane (CMP) – *Data provided by the City was collected in October 2016.*
- Monterey Road/Blossom Hill Road WB Ramp (CMP) – *Data provided by the City was collected in October 2016.*
- Monterey Road/Blossom Hill Road EB Ramp (CMP) – *Data provided by the City was collected in October 2016.*

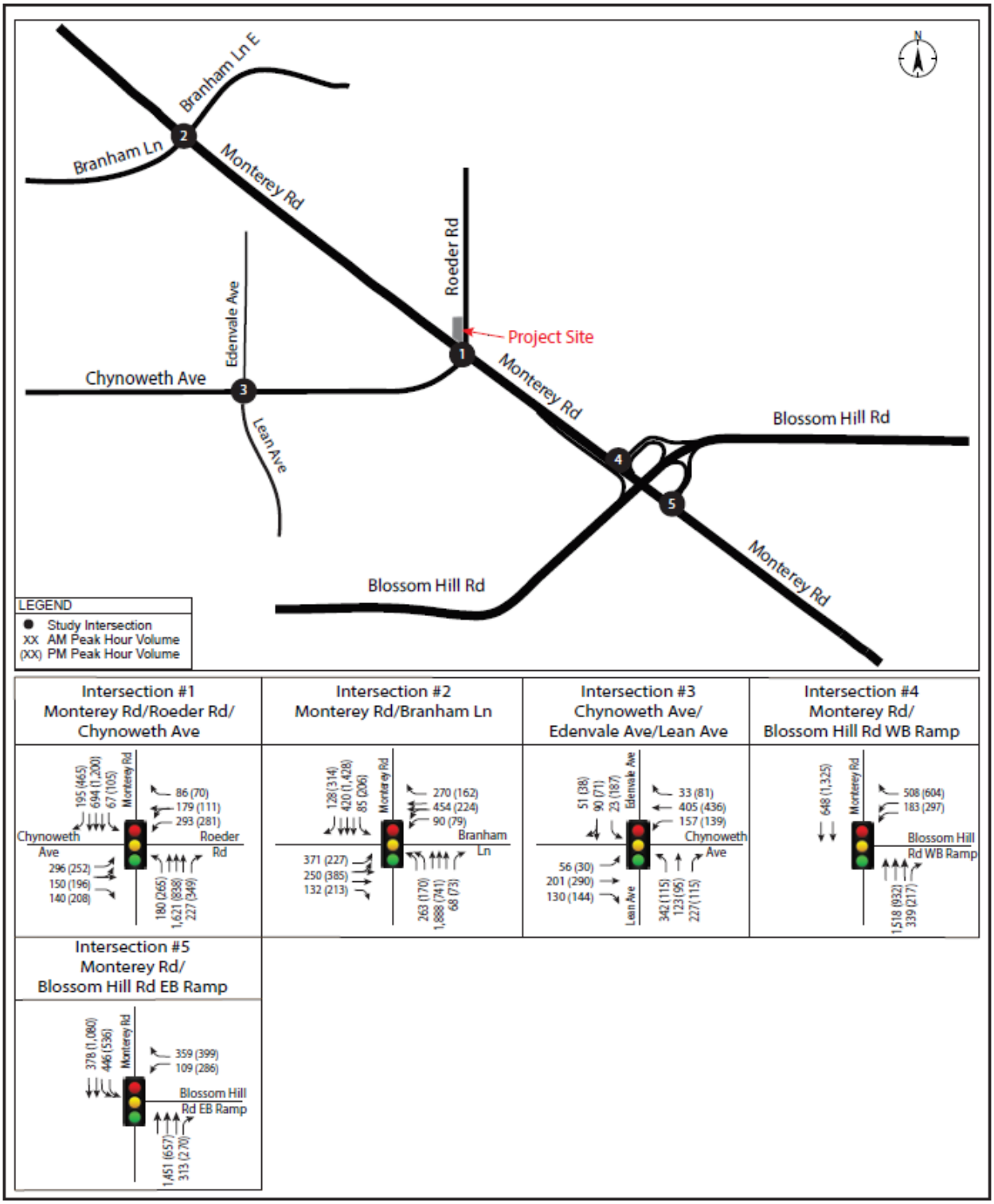
Under existing conditions, all study intersections are operating at acceptable Levels of Service during the a.m. and p.m. peak hours. A summary of existing intersection Level of Service calculations is contained in **Table 3**. **Figure 4** illustrates the existing conditions peak hour traffic volumes at the study intersections, and copies of the delay and Level of Service calculations are provided in **Appendix B**.

Table 3. Intersection Level of Service - Existing Conditions

No.	Study Intersection	Avg. Delay	LOS		*Avg. Crit. Delay*	*Crit. V/C*
			VTA	San Jose		
AM Peak						
1.	Monterey Road/Roeder Road/Chynoweth Avenue	45.1	D	D	*44.4*	*0.628*
2.	Monterey Road/Branham Lane (CMP)	44.3	D	D	*44.2*	*0.663*
3.	Chynoweth Avenue/Edenvale Avenue/Lean Ave	37.2	D+	D	*36.7*	*0.545*
4.	Monterey Road/Blossom Hill Road WB Ramp (CMP)	22.2	C+	C	*25.9*	*0.584*
5.	Monterey Road/Blossom Hill Road EB Ramp (CMP)	22.1	C+	C	*26.5*	*0.493*
PM Peak						
1.	Monterey Road/Roeder Road/Chynoweth Avenue	46.3	D	D	*60.2*	*0.707*
2.	Monterey Road/Branham Lane (CMP)	39.7	D	D	*39.8*	*0.526*
3.	Chynoweth Avenue/Edenvale Avenue/Lean Ave	34.5	C-	C	*33.1*	*0.469*
4.	Monterey Road/Blossom Hill Road WB Ramp (CMP)	22.7	C+	C	*27.4*	*0.730*
5.	Monterey Road/Blossom Hill Road EB Ramp (CMP)	22.9	C+	C	*35.0*	*0.485*

Notes: Delay is measured in seconds per vehicle; V/C = volume-to-capacity ratio; LOS = Level of Service

Figure 4. Existing Traffic Volumes



4.4 Background Conditions

Background operating conditions include existing vehicle turning movements plus trips from approved developments in the area. The City provided the Approved Trips Inventory (ATI), as attached in **Appendix C**.

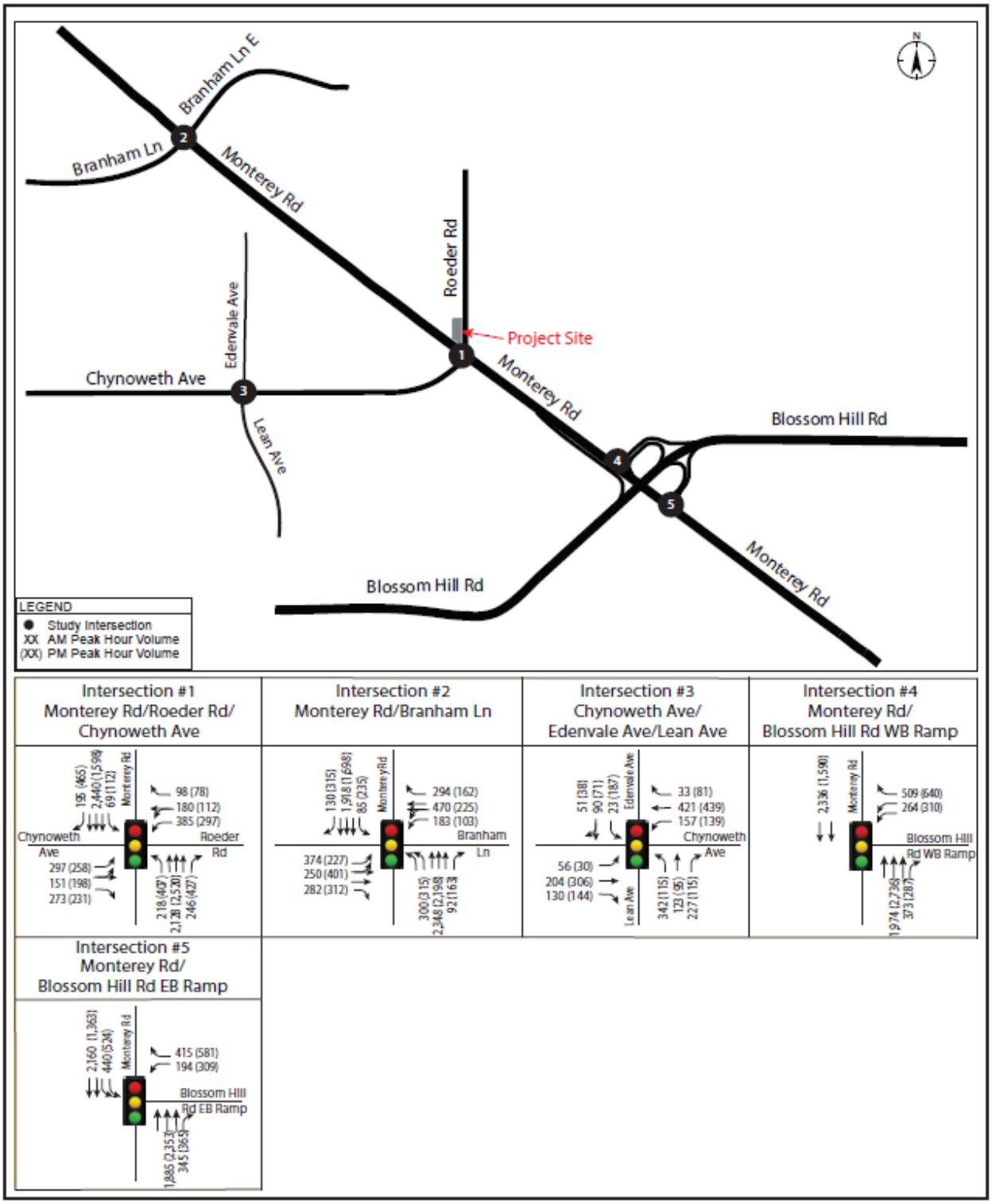
With traffic associated with the approved trips added to existing volumes, all of the study intersections are expected to continue operating at acceptable service levels. Background intersection Levels of Service are summarized in **Table 4** and background volumes are shown in **Figure 5**. Copies of the delay and Level of Service calculations are provided in **Appendix B**.

Table 4. Intersection Level of Service - Background Conditions

No.	Study Intersection	Avg. Delay	LOS		*Avg. Crit. Delay*	*Crit. V/C*	*Incr. in Crit. Delay*	*Incr. in Crit. V/C*
			VTA	San Jose				
AM Peak								
1.	Monterey Road/Roeder Road/Chynoweth Avenue	50.4	D	D	*63.2*	*0.938*	*18.8*	*0.310*
2.	Monterey Road/Branham Lane (CMP)	46.4	D	D	*46.6*	*0.806*	*2.4*	*0.143*
3.	Chynoweth Avenue/Edenvale Avenue/Lean Ave	37.2	D+	D	*36.8*	*0.555*	*0.1*	*0.010*
4.	Monterey Road/Blossom Hill Road WB Ramp (CMP)	25.6	C	C	*37.3*	*0.949*	*11.4*	*0.365*
5.	Monterey Road/Blossom Hill Road EB Ramp (CMP)	19.3	B-	B	*12.8*	*0.730*	*-13.7*	*0.237*
PM Peak								
1.	Monterey Road/Roeder Road/Chynoweth Avenue	48.0	D	D	*60.0*	*0.822*	*-0.2*	*0.115*
2.	Monterey Road/Branham Lane (CMP)	43.0	D	D	*49.4*	*0.821*	*9.6*	*0.295*
3.	Chynoweth Avenue/Edenvale Avenue/Lean Ave	34.5	C-	C	*33.1*	*0.470*	*0.0*	*0.001*
4.	Monterey Road/Blossom Hill Road WB Ramp (CMP)	27.3	C	C	*31.5*	*0.890*	*4.1*	*0.160*
5.	Monterey Road/Blossom Hill Road EB Ramp (CMP)	26.1	C	C	*34.3*	*0.817*	*-0.7*	*0.332*

Notes: Delay is measured in seconds per vehicle; V/C = volume-to-capacity ratio; LOS = Level of Service
Increases in critical delay/critical V/C are the changes from existing conditions to background conditions.

Figure 5. Background Traffic Volumes



4.5 Trip Generation

Trip generation for the proposed project was estimated based on published trip generation rates from the Institute of Transportation Engineers' (ITE) publication Trip Generation Manual (10th Edition). Per discussion with the City, the following steps were used for the trip generation calculation.

1. Calculate the "total" trips using the ITE Land Use (LU) Code 945 (Gasoline/Service Station with Convenience Market).
    - The sites included in this land use category in the ITE Trip Generation Manual have two (2) specific characteristics: (1) The gross floor area of the convenience market is between 2,000 and 3,000 gross square feet; and (2) The number of vehicle fueling positions is at least 10.
    - As discussed earlier, after the development, the site will have a total of 3,017 sf (existing 1,097 + 1,920 = 3,017) of convenience store and six (existing 5 + 1 = 6) dispensers (i.e., 12 fueling positions). As discussed with the City, ITE LU 945 was determined the best fit for this project, even though the total square footage (3,017 sf) would slightly exceed the 3,000 sf criteria. Using the other LU 944 (Gasoline/Service Station) would be inappropriate since LU 944 has a limit of up to 2,000 gross square feet for convenience store.
    - The total project trip generation was calculated based on the total of 12 vehicle fueling positions.
2. Calculate the "existing" trips using the ITE Land Use (LU) Code 944 (Gasoline/Service Station).
    - As discussed earlier, the existing site contains an approximately 1,097 sf of convenience store (snack shop) and five (5) gasoline dispensers (i.e., 10 fueling positions) which fits the ITE LU 944 category.
    - The existing number of trips was calculated based on the total of 10 vehicle fueling positions.
3. The net new trips (before any adjustments) were calculated by subtracting the existing trips from the total trips.
4. Adjustments:
    - No other adjustments were taken, except for the pass-by trips.
    - Pass-by trips: Some portion of traffic associated with the proposed project would be drawn from existing traffic on nearby streets. These vehicle trips are not considered "new," but are instead comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop, and are referred to as "pass-by." Based on the ITE Trip Generation Handbook (3rd Edition), for ITE LU 945, pass-by trip percentages are 62% and 56% for the AM and PM peak periods, respectively. For ITE LU 944, pass-by trip percentages are 58% and 42% for the AM and PM peak periods, respectively. To be conservative, the lowest percentages were used. In other words, pass-by trip percentages of 58% for AM peak periods and 42% for the PM peak periods were used.

Table 5 shows the trip generation for the proposed project during the a.m. and p.m. peak hours. The net new trips were then used for trip assignment at study intersections, intersection operations analysis, and queuing analysis. The total trips were used for assigning driveway trips.

Table 5. Proposed Project Trip Generation

	Land Use	Source	ITE Code	Size	Unit[a]	AM Peak Hour			PM Peak Hour			Daily Total
						In	Out	Total	In	Out	Total	
Total Proposed Site	Gasoline/Service Station with Convenience Market	ITE	945[b]	12	VFP	76	73	149	86	82	168	2,464
Existing	Gasoline/Service Station	ITE	944[c]	10	VFP	-51	-51	-102	-70	-70	-140	-1,720
Net New Trips - Before Adjustments						25	22	47	16	12	28	744
Internal Trip Adjustment[d]						*0*	*0*	*0*	*0*	*0*	*0*	*0*
Location-based Vehicle Mode Share Adjustment[e]						*0*	*0*	*0*	*0*	*0*	*0*	*0*
Project Trip Adjustment[f]						*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-by Trip Adjustment - Gasoline Station[g]						*-15*	*-13*	*-28*	*-7*	*-5*	*-12*	*-432*
Net New Trips - After Adjustments						**10**	**9**	**19**	**9**	**7**	**16**	**312**

NOTES:

[a] Vehicle Fueling Position

[b] ITE Trip Generation (10th Edition) land use category 945 - Gasoline/Service Station with Convenience Market
AM: Average Rate = 12.47; Enter = 51%, Exit = 49%
PM: Average Rate = 13.99; Enter = 51%, Exit = 49%
Daily: Average Rate = 205.36

[c] ITE Trip Generation (10th Edition) land use category 944 - Gasoline/Service Station
AM: Average Rate = 10.28; Enter = 50%, Exit = 50%
PM: Average Rate = 14.03; Enter = 50%, Exit = 50%
Daily: Average Rate = 172.01

[d] Internal Trip Adjustment: None (N/A)

[e] Location-based Vehicle Mode Share Adjustment: None (N/A)

[f] Project Trip Adjustment: None (N/A)

[g] Pass-by Adjustment: 58% and 42% for AM and PM peak periods, respectively. (Used lowest percentages between ITE LU 945 and ITE LU 944)
Gasoline/Service Station with Convenience Market (ITE LU 945): Based on the ITE Trip Generation Handbook (3rd Edition), pass-by trip percentages are 62% and 56% for AM and PM peak periods, respectively.
Gasoline/Service Station (ITE LU 944): Based on the ITE Trip Generation Handbook (3rd Edition), pass-by trip percentages are 58% and 42% for AM and PM peak periods, respectively.

4.6 Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would be expected to travel between the project site and various destinations outside the project study area. Trip assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution.

Trip distribution assumptions for the proposed project were developed based on the existing travel patterns and general orientation of population sources to the site. **Figure 6** presents the traffic distribution assumed for this analysis.

Based on the assumed trip distribution, the net new vehicle trips generated by the project were assigned to the street network. **Figure 7** presents the traffic assignment for the proposed project. When the assigned trip for a movement was less than one (1), one (1) trip was assumed instead. This is the conservative method, without underestimate the potential traffic impact due to the proposed project. The assigned project trips were then added to traffic volumes under Background Conditions to generate Background Plus Project Conditions traffic volumes.

Figure 6. Project Trip Distribution

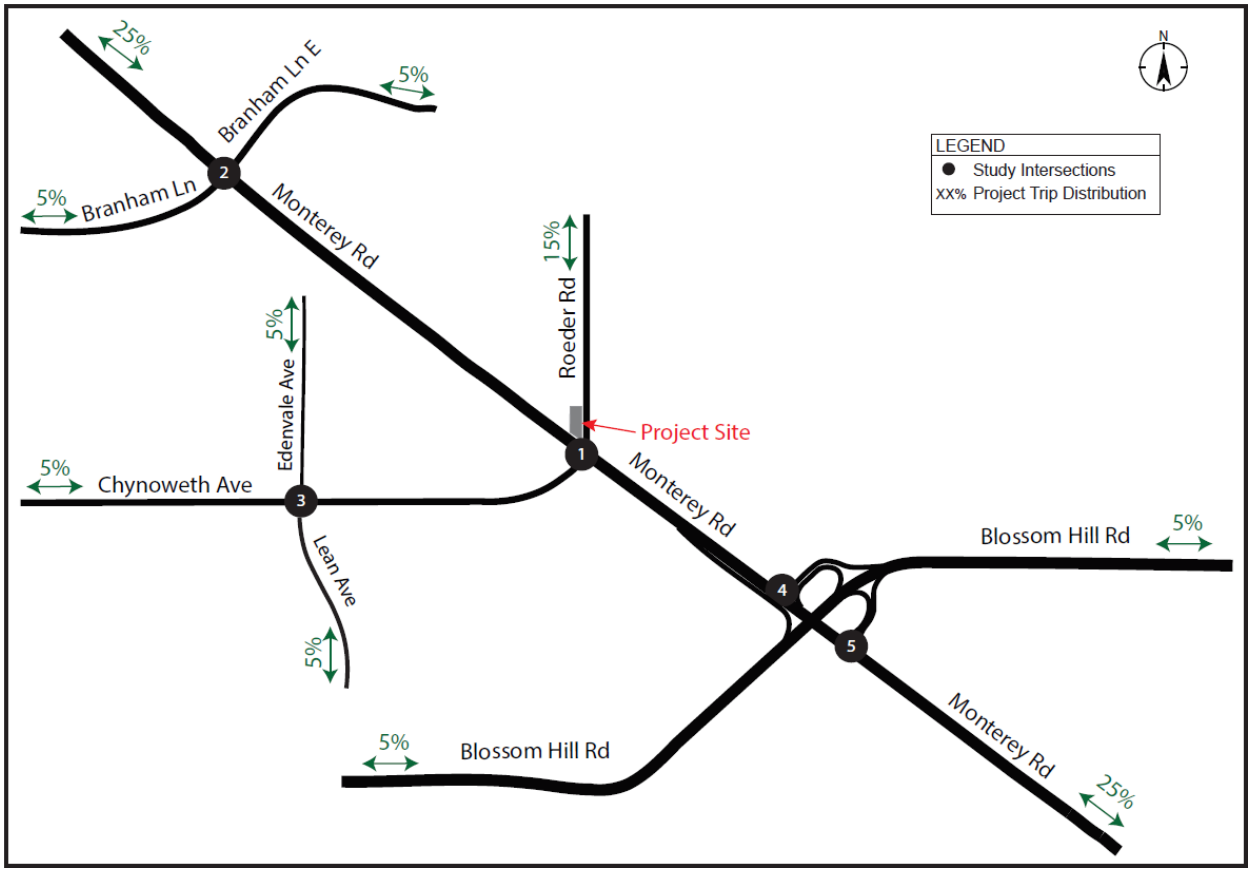
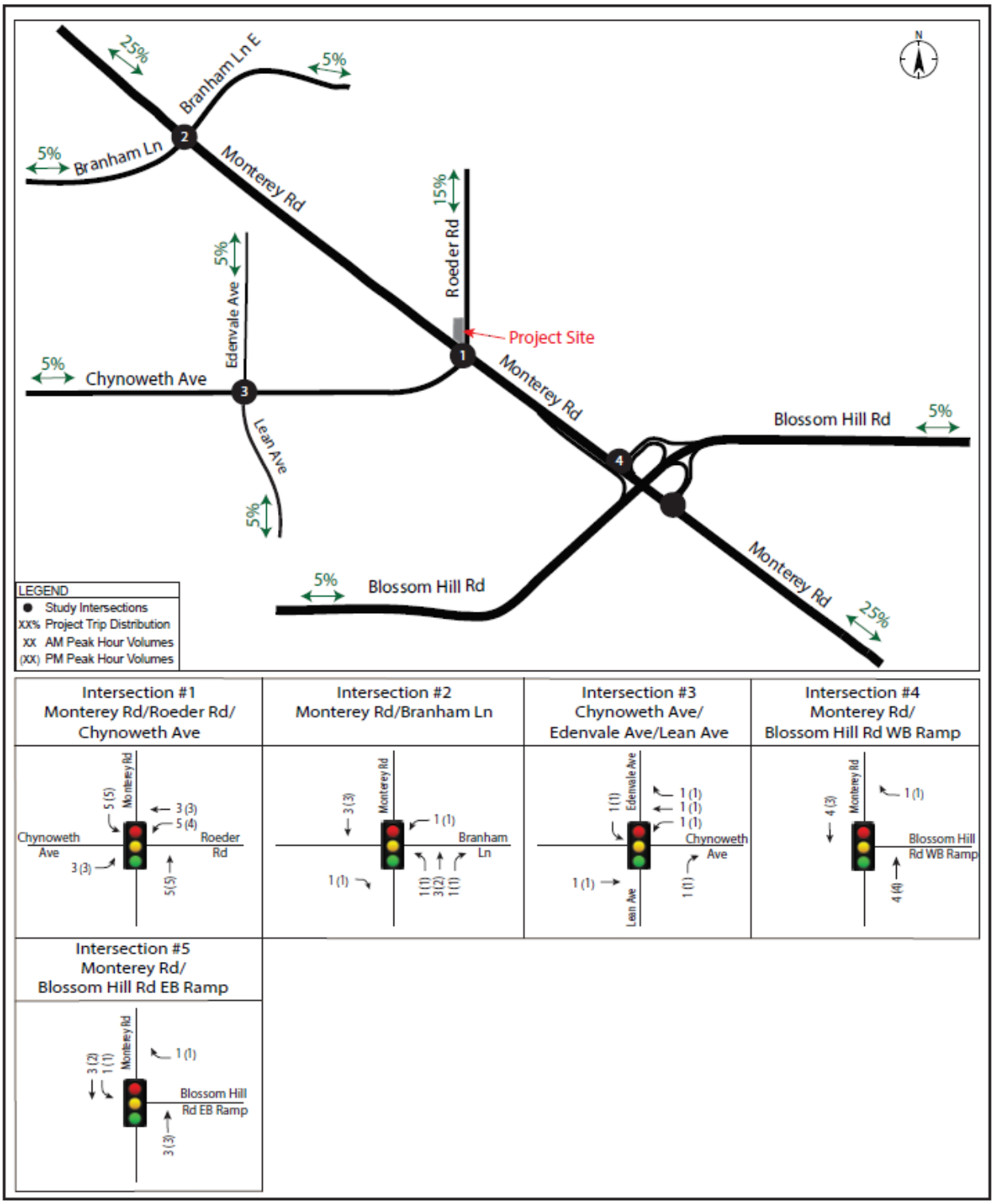


Figure 7. Project Trip Assignment



4.7 Background Plus Project Conditions

The assigned project trips in the previous step were added to traffic volumes under Background Conditions to generate Background Plus Project Conditions traffic volumes.

4.7.1 Intersection Operations

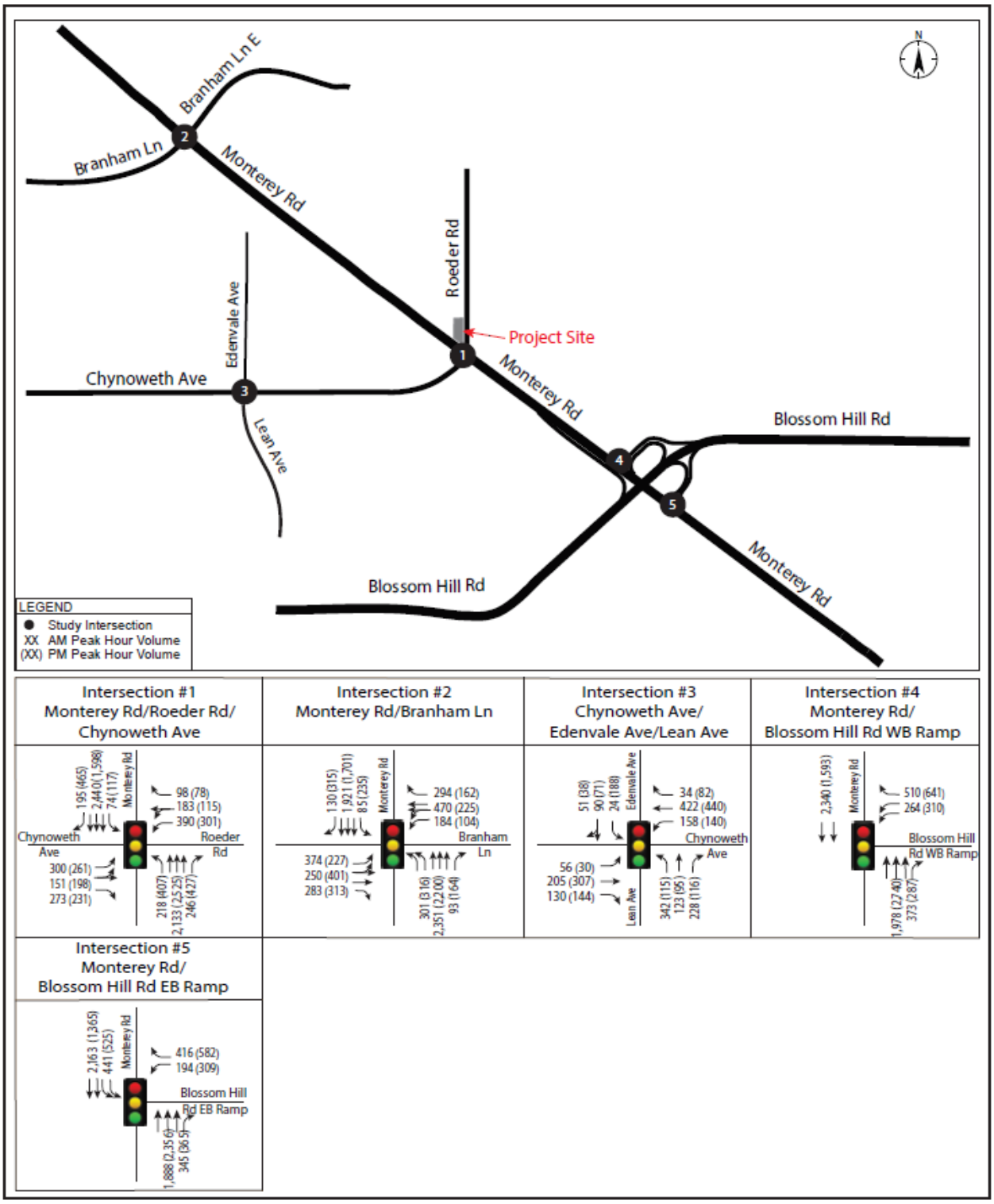
With project-generated traffic added to Background volumes, all of the study intersections are expected to continue operating acceptably. These results are summarized in **Table 6**. Background Plus Project traffic volumes are shown in **Figure 8**. Copies of the delay and Level of Service calculations are provided in **Appendix B**. The analysis results show that no intersections will be adversely impacted under the Background Plus Project conditions.

Table 6. Intersection Level of Service – Background Plus Project Conditions

No.	Study Intersection	Avg. Delay	LOS		*Avg. Crit. Delay*	*Crit. V/C*	*Incr. in Crit. Delay*	*Incr. in Crit. V/C*
			VTA	San Jose				
AM Peak								
1.	Monterey Road/Roeder Road/Chynoweth Avenue	50.8	D	D	*63.7*	*0.941*	*0.5*	*0.003*
2.	Monterey Road/Branham Lane (CMP)	46.4	D	D	*46.7*	*0.807*	*0.1*	*0.001*
3.	Chynoweth Avenue/Edenvale Avenue/Lean Ave	37.2	D+	D	*36.8*	*0.555*	*0.0*	*0.000*
4.	Monterey Road/Blossom Hill Road WB Ramp (CMP)	25.8	C	C	*37.6*	*0.951*	*0.3*	*0.002*
5.	Monterey Road/Blossom Hill Road EB Ramp (CMP)	19.4	B-	B	*12.8*	*0.731*	*0.0*	*0.001*
PM Peak								
1.	Monterey Road/Roeder Road/Chynoweth Avenue	48.5	D	D	*60.2*	*0.824*	*0.2*	*0.002*
2.	Monterey Road/Branham Lane (CMP)	43.0	D	D	*49.5*	*0.822*	*0.1*	*0.001*
3.	Chynoweth Avenue/Edenvale Avenue/Lean Ave	34.5	C-	C	*33.2*	*0.472*	*0.1*	*0.002*
4.	Monterey Road/Blossom Hill Road WB Ramp (CMP)	27.3	C	C	*31.6*	*0.892*	*0.1*	*0.002*
5.	Monterey Road/Blossom Hill Road EB Ramp (CMP)	26.2	C	C	*34.4*	*0.818*	*0.1*	*0.001*

Notes: Delay is measured in seconds per vehicle; V/C = volume-to-capacity ratio; LOS = Level of Service
Increases in critical delay/critical V/C are the changes from background conditions to background plus project conditions.

Figure 8. Background Plus Project Traffic Volumes



4.7.2 Intersection Queuing

For the Background and Background Plus Project scenarios, the projected 95th percentile queues for the turning movements at the intersection of Monterey Road/Roeder Road/Chynoweth Avenue, closest to the project site, were determined using the queue estimation methodology of TRAFFIX. An evaluation of the queue lengths is not a requirement contained in the VTA TIA Guidelines but is provided for informational purposes only. Summarized in **Table 7** are the predicted queue lengths for turning movements at the intersection of Monterey Road/Roeder Road/Chynoweth Avenue.

Table 7. 95th Percentile Queues at Intersection of Monterey Road/Roeder Road/Chynoweth Avenue

Study Intersection Movement	Available Storage (veh)	95th Percentile Queues (veh)			
		AM Peak Hour		PM Peak Hour	
		Background	Background Plus Project	Background	Background Plus Project
NB LT	9	**26**	**26**	**37**	**37**
SB LT	12	9	10	**15**	**15**
EB LT	N/A (Shared LT & TH lane)	23	23	24	24
WB LT	N/A (Shared LT & TH lane)	31	32	22	23

Notes: Maximum Queue based on the average of the 95th percentile value from TRAFFIX; veh=vehicles; All distances are measured in number of vehicles per lane; NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound; LT=Let-Turn lane; Bold text = queue length exceeds available storage.

The 95th percentile queue length is expected to exceed the existing storage capacity under both Background and Background Plus Project conditions for the following movements:

- Northbound left-turn during both the a.m. and p.m. peak hours; and
- Southbound left-turn during the p.m. peak hour.

The proposed project, however, would not cause an adverse effect (i.e., additional queue lengths) on the expected left-turn queues.

4.8 Alternative Modes

4.8.1 Pedestrian Facilities

Given the proximity of residential and commercial land uses surrounding the site, it is reasonable to assume that some patrons and employees would want to walk, bicycle, and/or use transit to reach the project site. Within the project vicinity, most roadways provide continuous sidewalk on both sides of the streets. Most part of the west side of Monterey Road within the project vicinity does not have sidewalk since there is no development or residential buildings along this side (next to Caltrain rail tracks). Lighting is generally provided by overhead street lights with the project vicinity.

In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site. There are no existing gaps or obstacles along the connecting roadways that impact convenient and continuous access for pedestrians.

In addition, two (2) existing driveways at the project site will be closed, leaving only two (2) driveways accessing the site after the development. Reducing four (4) driveways to two (2) will help reduce the number of potential conflicts points between vehicles accessing the site and pedestrians walking on the sidewalk.

Finding – Pedestrian facilities serving the project site are adequate.

4.8.2 Bicycle Facilities

Within the project vicinity, Class II bike lanes exist on Monterey Road, Branham Lane west of Monterey Road, Chynoweth Avenue, Lean Avenue, Blossom Hill Road except segments between EB off-ramp to Cottle Road and Coyote Road along both sides of the roadways. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Existing bicycle facilities provide adequate access for bicyclists. As discussed below in **Section 4.10**, a bike rack with capacity for two (2) bikes is recommended to provide on-site bicycle parking adjacent to the building.

In addition, two (2) existing driveways will be closed, leaving only two (2) driveways accessing the site after the development. Reducing four (4) driveways to two (2) will help reduce the number of potential conflicts points between vehicles accessing the site and bicyclists riding in the bike lane.

Finding – Bicycle facilities serving the project site are adequate.

4.8.3 Transit

Existing transit routes serving the project area include VTA Routes 42 and 68, as well as Caltrain. Both VTA routes have the nearest bus stops within 200 feet from the project site, as discussed in the "Transit Facilities" section in Chapter 2. In addition, Caltrain – Blossom Hill Station is about 4,800 feet south of the project site. All transit routes are adequate to accommodate potential project-generated transit trips based on the number of routes and frequency of service.

Finding – Transit facilities serving the project site are expected to be adequate.

4.9 Access and Circulation

4.9.1 Site Access

Currently, vehicle access to the site is provided via four (4) driveways – two (2) right-in/right-out driveway along Monterey Road, and two (2) driveways along Roeder Road. With the proposed project, the existing two (2) driveways on Monterey Road will be consolidated into one (1) single driveway, while the existing two (2) driveways on Roeder Road will also be consolidated into one (1) single driveway. In other words, two (2) existing driveways will be closed, leaving only two (2) driveways accessing the site after the development. This will help reduce the number of potential conflicts points between vehicles accessing the site, vehicles making turns near the intersection, bicyclists riding in the bike lanes, and pedestrians walking on the sidewalk.

The driveway on Monterey Road is right-in/right-out only. Therefore, vehicles wanting to travel southbound on Monterey Road were assumed to exit on Roeder Road and then turn left at the intersection with Monterey Road.

Table 8 shows the total trips (including both existing trips and new trips due to the proposed development) at the two (2) driveways. The upstream traffic signals on Monterey

Road would serve as "meters", providing sufficient gaps for the project trips making turns at the driveways. The proposed project does not result in adverse effects on the driveway operations during both the am. and p.m. the peak hours.

Table 8. Project Trips at Proposed Driveways

Peak Hour	In	Out	Total
Driveway on Monterey Road			
AM	53	26	**79**
PM	60	29	**89**
Driveway on Roeder Road			
AM	23	47	**70**
PM	26	53	**79**

Finding – Ingress and egress will be provided via one right-in/right-out driveway on Monterey Road and one driveway on Roeder Road. Site accesses are adequate for the project site.

4.9.2 Sight Distance

At driveways a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed.

Sight distances along Monterey Road and Roeder Road at the project driveways were evaluated based on sight distance criteria contained in the *American Association of State Highway Transportation Officials (AASHTO)* standards. The recommended sight distances for driveways are based on stopping sight distance, which uses the approach travel speeds as the basis for determining the recommended sight distance. The posted speed limits in the vicinity of the project on Monterey Road and Roeder Road are 45 mph and 30 mph, respectively. Accordingly, the minimum stopping sight distances are 360 feet and 200 feet on Monterey Road and Roeder Road, respectively.

- The available sight distance at the project driveway at Monterey Road is in excess of 500 feet in the northbound direction. The southbound direction was not evaluated since the driveway on Monterey Road is limited to right turns only.
- The available sight distance at the project driveway at Roeder Road is in excess of 300 feet in the both westbound and eastbound directions.

Finding – Sight distances along Monterey Road and Roeder Road at the project driveways are adequate for the approach speeds.

4.9.3 Site Circulation, Safety and Access

On-site circulation was evaluated to determine if the layout would provide adequate circulation and room for interactions between pedestrians walking and vehicles maneuvering through the parking lot.

Based on a review of the project site plan, the internal roadways are expected to provide an acceptable circulation for motorized vehicles and pedestrians between the building entrances, the parking lot, and sidewalks.

Based on a review of the project site plan, access and circulation are adequate for trucks and emergency vehicles. Trucks and emergency vehicles have sufficient space to enter from or exit to either Monterey Road or Roeder Road.

Overall, the proposed on-site vehicle circulation is adequate and should not result in any traffic operation issues on-site or cause any impacts on City streets. Appropriate pavement delineation/marking (e.g., "STOP") to enhance traffic safety and operations at the driveways is recommended.

Finding – The internal roadways are expected to provide an acceptable circulation for motorized vehicles, pedestrians, trucks, and emergency vehicles.

Recommendation – Appropriate pavement delineation/marking (e.g., "STOP") to enhance traffic safety and operations at the driveways is recommended.

4.10 Parking

Automobile Parking - Pursuant to Section 20.90.060 of the City's Zoning Ordinance, the proposed project would require the following vehicular parking, as shown in **Table 9**.

Table 9. Parking Analysis Summary

Land Use	Standard Per Code	Required Parking for Proposed Project	Total Spaces
Gas Station	1 per employee, plus 1 per air and water pumps service area, plus 1 per information stop	1 employee per shit (2 shifts) = 1 space Air/water service = 1 space Information stop = 1 space	**3 spaces** (based on one employee per shift)
Retail	1 space per 200 square feet of retail space	2,564 net square feet (3,017 gross square feet × 85% of retail floor area)	**13 spaces**
		Total Required	**16 spaces**

Pursuant to Zoning Code Section 20.90.200.G, a twenty-percent (20%) reduction is permitted for gasoline service or charge stations when combined with other uses if the site is within two thousand feet of an existing or proposed bus stops. The project site is within 200 feet of VTA bus routes 42 and 68. Given this reduction, the project is required to provide 13 parking spaces (i.e., 16 × 80% = 13). Additionally, the gas pump locations can be counted as parking for the retail component of the site (12 fueling positions for a total of 12 spaces). Therefore, the remaining one (1) space (i.e., 13 – 12 = 1) will need to be provided on site. Based on the City's requirements, the proposed 12 parking spaces as shown on the site plan are adequate.

Bicycle Parking - The uses require one (1) bicycle parking space per 3,000 square feet of retail space and one (1) bicycle space per 10 full-time employees. Based on the square footage of the retail, one (1) bicycle parking space for convenience store and one (1) bicycle parking space for employees are needed, for a total of two (2) bicycle parking spaces. Based on the City's requirements, the proposed two (2) bicycle parking spaces as shown on the site plan are adequate.

Finding – The project would provide an adequate number of parking spaces to fulfill anticipated demand.

4.11 Vision Zero

In May 2015, San Jose became the fourth city in the nation to formally adopt a Vision Zero transportation safety initiative to reduce, and ultimately eliminate, fatalities and severe injuries caused by traffic collisions. Vision Zero is the City's commitment to prioritize street safety and ensure that all road users – people who walk, bike, ride transit, drive, or carpool – are safe. As such, the City adopted a Vision Zero Action Plan in January 2020. The Vision Zero Action Plan includes continuing the successful implementation of the "4E's" (Engineering, Education, Enforcement, and Emergency Response), expanding the analysis of crash data, aligning limited resources on high crash corridors, and adding a program of advocacy related to technology, policy, and partnerships. The City considers that developers and projects are partners that can help the City achieve the Vision Zero goals of safer streets for everyone.

Monterey Road has been identified as one of the 17 Priority Safety Corridors (PSCs) in the Vision Zero Action Plan. As discussed earlier, vehicle access to the site is currently provided via four (4) driveways – two (2) right-in/right-out driveways along Monterey Road, and two (2) driveways along Roeder Road. With the proposed project, the existing two (2) driveways on Monterey Road will be consolidated into one (1) single driveway, while the existing two (2) driveways on Roeder Road will also be consolidated into one (1) single driveway. In other words, two (2) existing driveways will be eliminated, leaving only two (2) driveways accessing the site after the development. Reducing four (4) driveways to two (2) will help reduce the number of potential conflicts points between vehicles accessing the site, vehicles making turns near the intersection, bicyclists riding in the bike lane, and pedestrians walking on the sidewalk. Therefore, this project conforms to the goals of the Vision Zero program.

5. CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

- The proposed local-serving retail convenience store meets the City's screening criteria and therefore a CEQA transportation analysis is not required.
- The proposed additional two (2) fueling positions is not anticipated to increase regional VMT.
- The proposed project would generate 312 daily trips, of which 19 trips are generated during the a.m. peak hour and 16 trips are generated during the p.m. peak hour.
- All study intersections are expected to continue operating acceptably under all conditions (i.e., Existing, Background, Background Plus Project).
- The 95th percentile queue length is expected to exceed the existing storage capacity under both Background and Background Plus Project conditions at the intersection of Monterey Road/Roeder Road/Chynoweth Avenue for: (1) Northbound left-turn during both the a.m. and p.m. peak hours; and (2) Southbound left-turn during the p.m. peak hour. However, the proposed project itself would not cause an adverse effect (i.e., additional queue lengths) on the expected left-turn queues.
- Pedestrian facilities serving the project site are adequate.
- Bicycle facilities serving the project site are adequate.
- Transit facilities serving the project site are adequate.
- Site accesses are adequate for the project site.
- Sight distances along Monterey Road and Roeder Road at the project driveways are adequate for the approach speeds.
- The internal roadways are expected to provide an acceptable circulation for motorized vehicles, pedestrians, trucks, and emergency vehicles.
- The project provides an adequate number of parking spaces to fulfill anticipated demand.
- The project conforms to the goals of the City's Vision Zero program.

5.2 Recommendations

- Appropriate pavement delineation/marking (e.g., "STOP") to enhance traffic safety and operations at the driveways is recommended.

Appendix A – Site Plan

SITE PLAN LEGEND

- LANDSCAPING
- BIO-RETENTION AREA, SEE CIVIL DWGS.
- NEW CONCRETE PAVING
- 4 FT. WIDE (MIN.) ACCESSIBLE ROUTE OF TRAVEL, SHALL NOT EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE
- EXISTING TO REMAIN
- EXISTING CURB TO REMAIN
- NEW CONCRETE CURB

PROJECT DIRECTORY

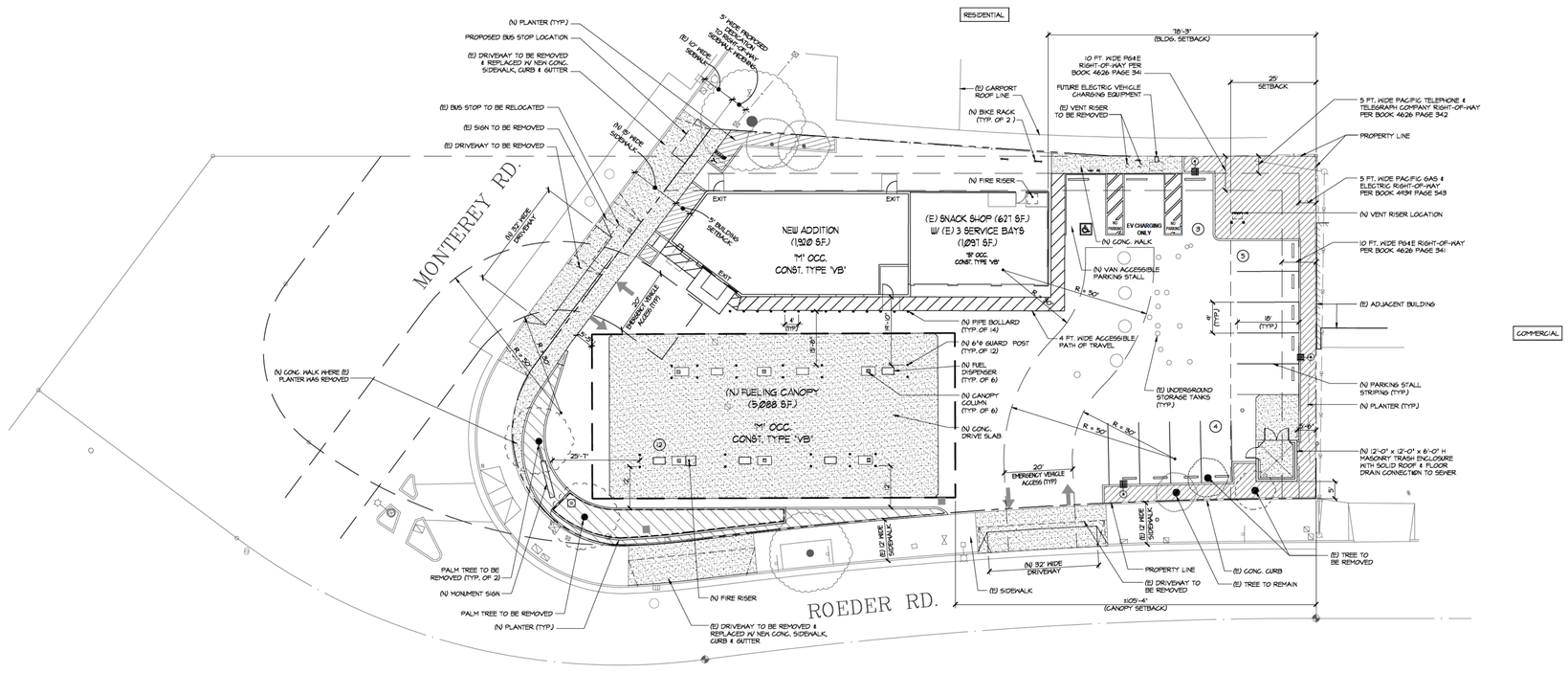
ARCHITECT
M I ARCHITECTS, INC.
2221 OLYMIC BLVD, SUITE 100
WALNUT CREEK, CA 94595
TEL. (925) 287-1174 x1
FAX: (925) 943-1581
CELL: (925) 878-9875
MR. MUTHANA IBRAHIM, ARCHITECT

DEVELOPER
MR. TROY PHAM
5260 MONTEREY HWY
SAN JOSE, CA 95111
TEL: (408) 914-8195
FAX: --

CIVIL ENGINEER
STUKAM CONSULTING ENGINEERS, INC.
11344 COLOMA ROAD, SUITE 235G
GOLD RIVER, CA 95670
TEL. (916) 835-5781
FAX: (916) 988-6316
MR. FAREED T. SIDDIQUI, P.E.

LANDSCAPE ARCHITECT
GIARDELLA ASSOCIATES
640 MENLO AVE, SUITE 10
MENLO PARK, CA 94025
TEL: (650) 326-6100
FAX (650) 323-6706
MR. RICHARD GIARDELLA

DRAWING INDEX



1 SITE PLAN
1" = 20'-0"

20 0 10 20 40 FEET
GRAPHIC SCALE: 1" = 20'-0"

NORTH

SITE INFORMATION

APN#: 684-29-004

JURISDICTION: CITY OF SAN JOSE, CA

GENERAL PLAN: NEIGHBORHOOD COMMUNITY/COMMERCIAL

ZONING: CP - COMMERCIAL PEDESTRIAN DISTRICT

EXISTING USE: GAS STATION, SNACK SHOP & SERVICE STATION

PROPOSED USE: GAS STATION, CONVENIENCE STORE & SERVICE STATION

LOT AREA:	23,344 S.F.
LANDSCAPING:	2,954 S.F. (13%)

SETBACKS (BUILDING AND/OR PARKING & CIRCULATION):

FRONT:	10 FEET (MAX.)
SIDE STREET:	0 FEET
INTERIOR SIDE:	0 FEET
REAR	25 FEET

BUILDING AREA:

(E) SERVICE BAY AREA	1,093	S.F.
SNACK SHOP/OFFICE AREA TO BE REMOVED:	627	S.F.
(N) CONVENIENCE STORE AREA:	1,920	S.F.
FUEL CANOPY AREA TO BE REMOVED	977	S.F.
(N) FUEL CANOPY AREA:	5,088	S.F.

PARKING REQUIREMENTS:
RETAIL:

(N) CONVENIENCE STORE: 1 SPACE PER 200 S.F.
(1,920 S.F. x 0.85)1,632 S.F.
1,632 / 200 : 9 SPACES

SERVICE BAYS:
4 PER BAY
(3) BAYS x 4 = 12 SPACES

GAS STATION:
1 SPACE PER AIR/WATER = 1 SPACE
1 SPACE FOR INFORMATION STOP = 1 SPACE
(OVERLAP W/ CONVENIENCE STORE)
1 SPACE FOR EMPLOYEE = 1 SPACE
(NUMBER OF EMPLOYEE PER SHIFT=1)

PARKING REQUIRED: 24 SPACES

PARKING PROVIDED:

PARKING STALLS (9'x18'):	10	SPACES
VAN ACCESSIBLE PARKING STALL (11'x18'):	1	SPACE
EV ACCESSIBLE PARKING STALL (11'x18')	1	SPACE
100% FUEL CANOPY POSITIONS:	12	SPACES
TOTAL PARKING PROVIDED:	24	SPACES

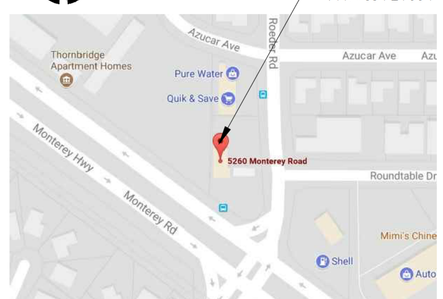
BICYCLE PARKING CALCULATION
1 RACK PER 3,000 S.F.(RETAIL) 1 RACK
1 RACK PER 10 EMPLOYEE 1 RACK

CITY ORDINANCE SIZED TREES TO BE REMOVED 4 TREES

LOCATION MAP

SCALE: N.T.S.

NORTH



M I Architects

M I Architects, Inc.
ARCHITECTURE
PLANNING
MANAGEMENT
DESIGN
2221 OLYMPIC BLVD.,
SUITE 100
WALNUT CREEK, CA
94595
925-287-1174 Tel
925-943-1581 Fax
925-878-9875 Cell
muthana@miarchitect.com
www.miarchitect.com

VALERO GAS STATION, CONVENIENCE STORE & SERVICE BAYS
5260 MONTEREY ROAD
SAN JOSE, CA 95111

-	ISSUED FOR CONSTRUCTION
-	ISSUED FOR PLAN CHECK
1-12-18	ISSUED FOR PLANNING

NO.	DATE	DESCRIPTION
1	04-03-18	PLANNING SUBMITTAL
2	10-04-18	REZONING
3		
4		
5		

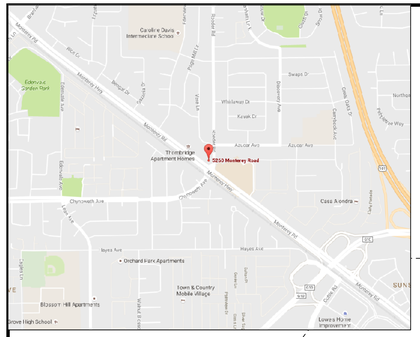
CONCEPTUAL SITE PLAN

PROJECT #: 16-12101
DRAWN: EMQ CHECKED: MII
SCALE: AS NOTED DATE: 02-02-21

SD1

SHEET OF

S:\1-Projects\16-12101 5260 Monterey Hwy San Jose\Dwg's\Planning\16-12101-SD1.dwg modified by mlouser2 at Feb 02, 2021 - 5:47pm



VICINITY MAP

NO SCALE

LEGEND

- MANHOLE
- DRAIN INLET
- WATER LINE — 6"W
- DRAIN LINE — 12"SD
- SEWER LINE — 8"SS
- GAS LINE — 4"G
- FIRE HYDRANT
- WATER VALVE
- SEWER CLEAN OUT
- WATER METER — WM
- FIRE DEPT. CONNECTION
- EDGE OF PAVEMENT
- BACK FLOW PREVENTER
- CONCRETE CURB
- SPOT ELEVATION — 20.00
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH LIGHT
- PARKING LIGHT
- PULL BOX
- GAS VALVE
- UTILITY POLE
- GAS METER — GM
- OVER HEAD WIRE — O.H.
- UTILITY POLE W/GUY
- PUBLIC STREET LIGHT
- SIGN
- FENCE — —X— —X—
- WALL
- GUARD POST
- TREE
- VAULT
- TRANSFORMER
- PUMP
- COLUMN
- RAIN WATER LEADER — RW
- UNDEGROUND TELEPHONE LINE — UGT
- UNDEGROUND ELECTRICAL LINE — UGE
- U.G. CABLE LINE — CTV
- RIDGE LINE — RIDGE
- FOUND CITY WELL MONUMENT

MONTEREY RD

ROEDER RD.

APN: 684-29-011

APN: 684-29-004
TOTAL AREA
23,349 SF.
0.54 AC.

APN: 684-29-005
LOTS 111
110 BM 44

5' PACIFIC TELEPHONE & TELEGRAPH COMPANY RIGHT OF WAY PER BOOK 4626 PAGE 342

10' PG&E RIGHT OF WAY PER BOOK 4626 PAGE 341

5' PACIFIC GAS & ELECTRIC PER BOOK 4939 OR 543

5'WIDE 15' HIGHT LIMIT ESMT. PER BOOK 4939 OR 543

SW COR LOT 111 110 BM 44

N04°09'43"E 85.96'

N00°14'12"E 273.12'

117.07'

N00°14'12"E 60.00'

S89°45'48"E 100.00'

N53°03'35"W

L=73.46' D=127°32'29" R=33.00

L=18.16', D=6°50'46", R=152.00

L=183.70', D=7°40'58", R=1370.00

R=1335.00 L=179.01', D=7°40'58"

AREA NOT SURVEYED

EXISTING BUILDING

CONCRETE

PLANTER

FENCE

BUMPER

VENT PIPES

DRIVEWAY

BUS STOP

BUS STOP CONCRETE PAD

LARGER OVERHEAD SIGN

PUMP

PALM TREE

SIGN

RAMP

TRAFFIC PEDESTAL

ELECT. METER

RIGHT OF WAY LINE LOT 111 110 BM 44

0 5 10 20

SCALE 1"=10'

SURVEY NOTES:

1) A PRELIMINARY TITLE REPORT BY FIRST AMERICAN TITLE COMPANY, COMMITMENT NO.: 518550-021, DATED MARCH 20, 2001 WAS PROVIDED FOR THE PREPARATION OF THIS SURVEY.

2) THE POSITION OF IDENTIFIED RECORD EASEMENTS HAVE BEEN PLOTTED USING RECORD DESCRIPTIONS. SURFACE FACILITIES HAVE BEEN PLOTTED USING FIELD INFORMATION. THE ACTUAL LOCATIONS OF UNDERGROUND FACILITIES SHOULD BE VERIFIED PRIOR TO ANY NEW CONSTRUCTIONS.

3) PROPERTY LINE SHOWN HEREON IS BASED ON THE CITY WELL MONUMENTS FOUND IN THE CENTERLINE OF ROEDER RD AND CENTERLINE OF AZUCAR AVENUE. LOSS OF EXISTING MONUMENTS AND DISCOVERY OF NEW MONUMENTS MAY CHANGE THE PROPERTY LINE SHOWN ON THIS SURVEY.

4) THE TYPES, LOCATION, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. INTERESTED PARTIES ARE CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. STUKAM CONSULTANT ENGINEERS, INC. ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS. PRESCRIPTIVE EASEMENTS MAY EXIST OVER THOSE FACILITIES WHICH ARE NOT WITHIN THE RECORD EASEMENT.

5) NO MONUMENTS WERE SET AS A PART OF THIS SURVEY. MONUMENTS WHICH WERE FOUND ARE SHOWN HEREON.

6) ACCORDING TO PG&E THE 5' EASEMENT WESTERLY OF EASTERLY PROPERTY LINE DOES NOT EXIST, THEREFORE IS REMOVED FROM SURVEY.

BENCHMARK ELEV. 177.34'
BENCHMARK ID:565-A
THE LETTER "C" IN THE WORD "CASTING" ON CATCH BASIN, 30' EAST OF ER ON EDENVIEW DR. NORTHEAST RETURN OF EDENVIEW DR. AND MONTEREY RD.
FIELD BOOK NO. F-1023 **PG.** 19

STUKAM CONSULTING ENGINEERS, INC.
11344 COLOMA ROAD, SUITE 235C
GOLD RIVER CALIFORNIA 95670, (916) 835-5791

DESIGNED: N/A
DRAWN: STAFF
CHECKED: FTS
SUBMITTED: FAREED T. SIDDIQUI, P.E. **RCE:** 56122
SCALE: 1"=10'

REGISTERED PROFESSIONAL ENGINEER — FAREED T. SIDDIQUI — No.56122 — Expires:12-31-18 — CIVIL — STATE OF CALIFORNIA

NO	DATE	REVISION	APPROVAL	BY
1	02/10/17	PG&E EASEMENT ALONG ROEDER ROAD REMOVED PER PG&E EMAIL JAN 2017		
2	03/24/17	PROPERTY LINE UP-DATE		

TOPOGRAPHIC SURVEY
5260 MONTEREY RD.
VALERO GAS STATION
APN: 684-29-004
CITY OF SAN JOSE — CALIFORNIA

DATE: JULY 2016
SHEET 1 OF 1

JOB NO: 2016-023

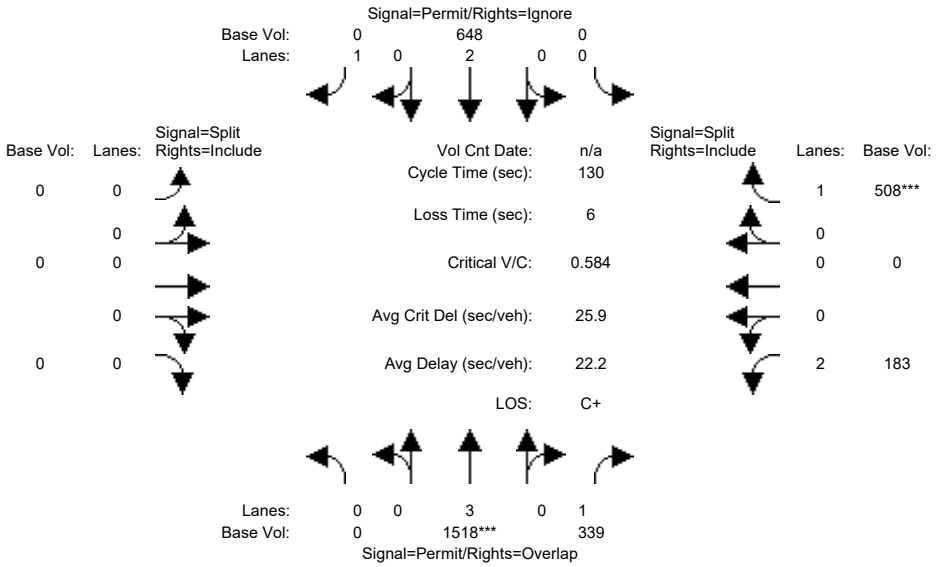
Z:\SCEI-Projects (Jtsfile001scei)\2016\2016-023 5260 Monterey Rd. San Jose, Ca\dwg\TO MUTHANA 2016-023 TOPO.dwg 3/25/2017 5:09:08 PM PDT

Appendix B – Intersection Level of Service Calculations

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



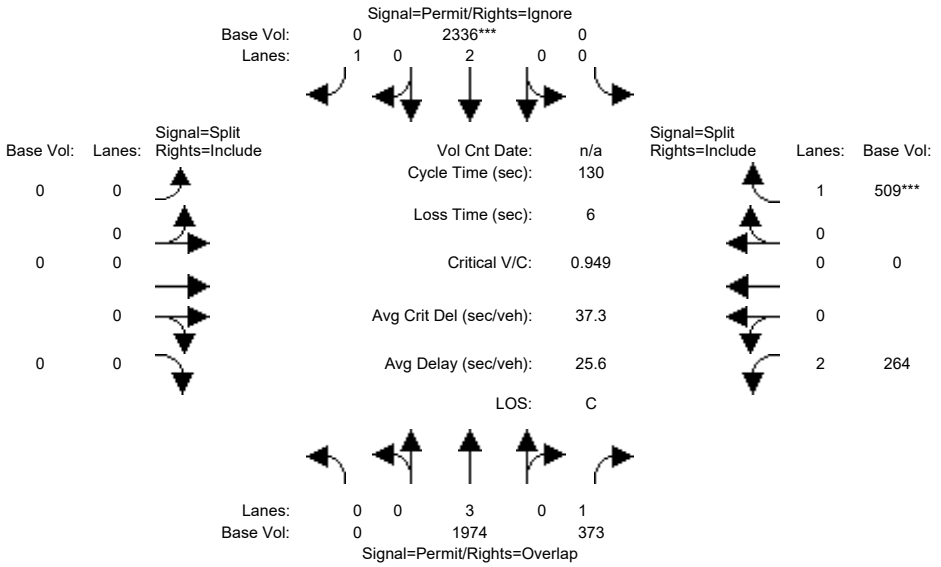
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:00-8:00												
Base Vol:	0	1518	339	0	648	0	0	0	0	183	0	508
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1518	339	0	648	0	0	0	0	183	0	508
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1518	339	0	648	0	0	0	0	183	0	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1518	339	0	648	0	0	0	0	183	0	508
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1518	339	0	648	0	0	0	0	183	0	508
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.19	0.00	0.17	0.00	0.00	0.00	0.00	0.06	0.00	0.29
Crit Moves:		****										****
Green Time:	0.0	59.3	124.0	0.0	59.3	0.0	0.0	0.0	0.0	64.7	0.0	64.7
Volume/Cap:	0.00	0.58	0.20	0.00	0.37	0.00	0.00	0.00	0.00	0.12	0.00	0.58
Delay/Veh:	0.0	26.5	0.2	0.0	23.3	0.0	0.0	0.0	0.0	17.5	0.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.5	0.2	0.0	23.3	0.0	0.0	0.0	0.0	17.5	0.0	24.1
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	C
HCM2k95thQ:	0	26	2	0	16	0	0	0	0	5	0	27

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



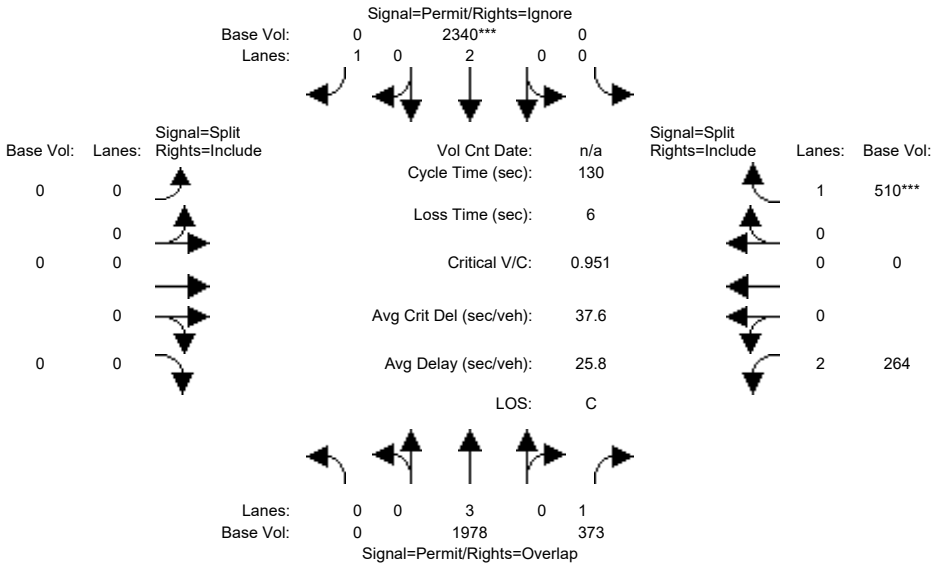
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:00-8:00												
Base Vol:	0	1974	373	0	2336	0	0	0	0	264	0	509
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1974	373	0	2336	0	0	0	0	264	0	509
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1974	373	0	2336	0	0	0	0	264	0	509
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1974	373	0	2336	0	0	0	0	264	0	509
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1974	373	0	2336	0	0	0	0	264	0	509
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.21	0.00	0.61	0.00	0.00	0.00	0.00	0.08	0.00	0.29
Crit Moves:					****							****
Green Time:	0.0	84.2	124.0	0.0	84.2	0.0	0.0	0.0	0.0	39.8	0.0	39.8
Volume/Cap:	0.00	0.53	0.22	0.00	0.95	0.00	0.00	0.00	0.00	0.27	0.00	0.95
Delay/Veh:	0.0	12.5	0.2	0.0	30.0	0.0	0.0	0.0	0.0	34.3	0.0	70.8
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:	0.0	12.5	0.2	0.0	30.0	0.0	0.0	0.0	0.0	34.3	0.0	70.8
LOS by Move:	A	B	A	A	C	A	A	A	A	C-	A	E
HCM2k95thQ:	0	25	2	0	73	0	0	0	0	9	0	43

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (AM)

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



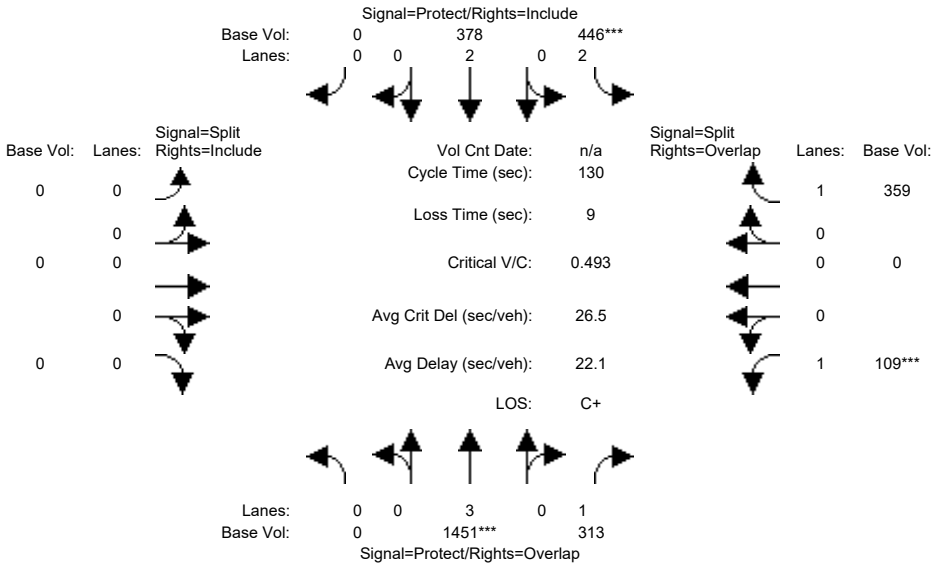
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:00-8:00												
Base Vol:	0	1978	373	0	2340	0	0	0	0	264	0	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1978	373	0	2340	0	0	0	0	264	0	510
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1978	373	0	2340	0	0	0	0	264	0	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1978	373	0	2340	0	0	0	0	264	0	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1978	373	0	2340	0	0	0	0	264	0	510
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.21	0.00	0.62	0.00	0.00	0.00	0.00	0.08	0.00	0.29
Crit Moves:					****							****
Green Time:	0.0	84.2	124.0	0.0	84.2	0.0	0.0	0.0	0.0	39.8	0.0	39.8
Volume/Cap:	0.00	0.54	0.22	0.00	0.95	0.00	0.00	0.00	0.00	0.27	0.00	0.95
Delay/Veh:	0.0	12.5	0.2	0.0	30.3	0.0	0.0	0.0	0.0	34.3	0.0	71.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	0.2	0.0	30.3	0.0	0.0	0.0	0.0	34.3	0.0	71.1
LOS by Move:	A	B	A	A	C	A	A	A	A	C-	A	E
HCM2k95thQ:	0	25	2	0	74	0	0	0	0	9	0	43

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



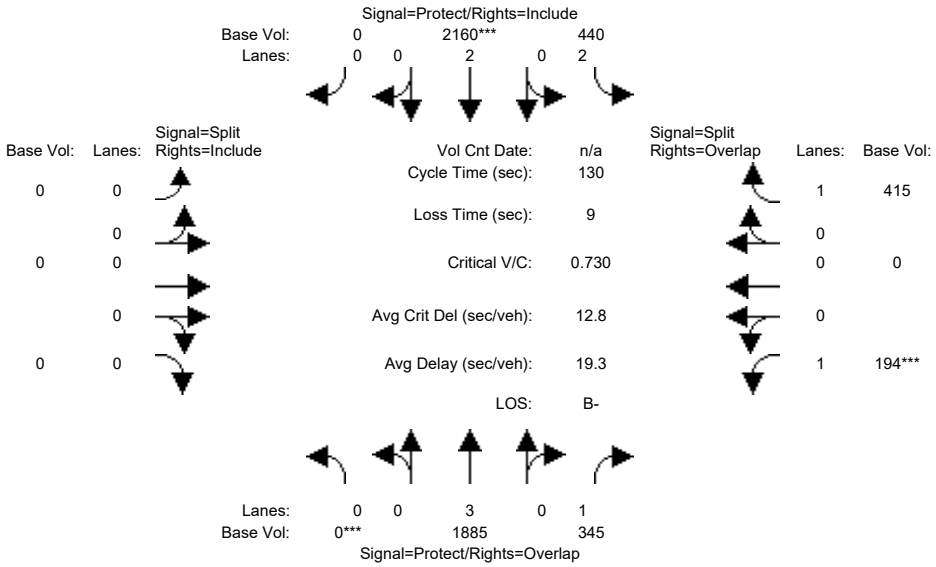
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:00-8:00												
Base Vol:	0	1451	313	446	378	0	0	0	0	109	0	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1451	313	446	378	0	0	0	0	109	0	359
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	1451	313	446	378	0	0	0	0	109	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1451	313	446	378	0	0	0	0	109	0	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1451	313	446	378	0	0	0	0	109	0	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.18	0.14	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.21
Crit Moves:		****		****						****		
Green Time:	0.0	67.0	83.7	37.3	104	0.0	0.0	0.0	0.0	16.7	0.0	54.0
Volume/Cap:	0.00	0.49	0.28	0.49	0.12	0.00	0.00	0.00	0.00	0.48	0.00	0.49
Delay/Veh:	0.0	20.6	10.2	39.0	2.8	0.0	0.0	0.0	0.0	54.3	0.0	28.5
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:	0.0	20.6	10.2	39.0	2.8	0.0	0.0	0.0	0.0	54.3	0.0	28.5
LOS by Move:	A	C+	B+	D+	A	A	A	A	A	D-	A	C
HCM2k95thQ:	0	22	11	17	3	0	0	0	0	10	0	21

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:00-8:00												
Base Vol:	0	1885	345	440	2160	0	0	0	0	194	0	415
Growth Adj:	1.00	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	1885	345	440	2160	0	0	0	0	194	0	415
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	1885	345	440	2160	0	0	0	0	194	0	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1885	345	440	2160	0	0	0	0	194	0	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1885	345	440	2160	0	0	0	0	194	0	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.20	0.14	0.57	0.00	0.00	0.00	0.00	0.11	0.00	0.24
Crit Moves:	****				****					****		
Green Time:	0.0	71.2	90.9	30.1	101	0.0	0.0	0.0	0.0	19.7	0.0	49.8
Volume/Cap:	0.00	0.60	0.28	0.60	0.73	0.00	0.00	0.00	0.00	0.73	0.00	0.62
Delay/Veh:	0.0	20.2	7.4	46.1	8.3	0.0	0.0	0.0	0.0	62.4	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	7.4	46.1	8.3	0.0	0.0	0.0	0.0	62.4	0.0	34.2
LOS by Move:	A	C+	A	D	A	A	A	A	A	E	A	C-
HCM2k95thQ:	0	29	11	18	38	0	0	0	0	18	0	26

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

City of San Jose
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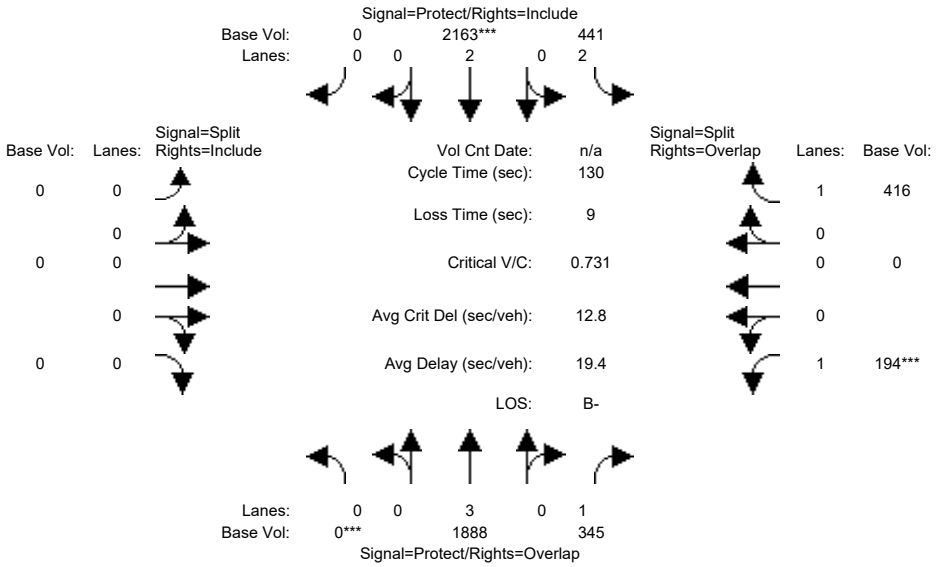
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (AM)

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



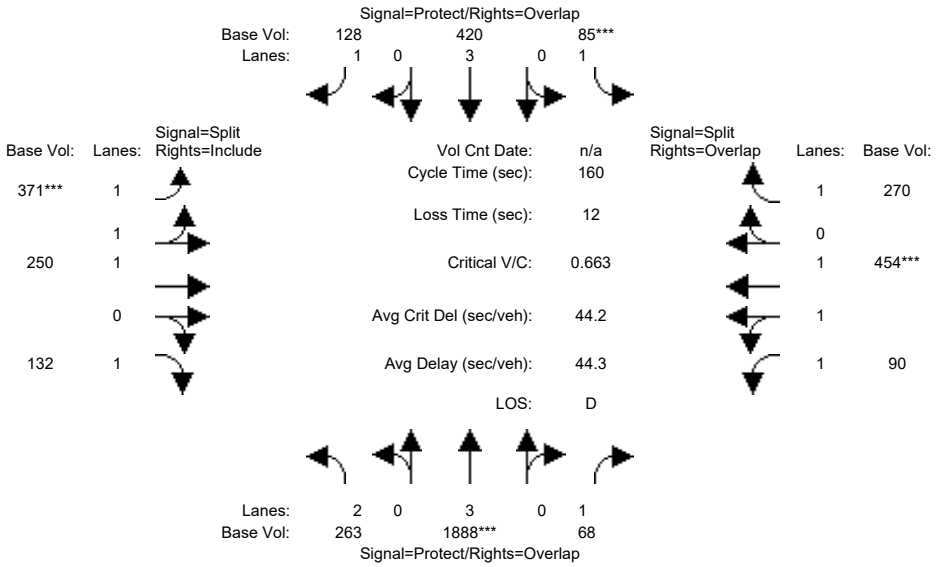
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:00-8:00												
Base Vol:	0	1888	345	441	2163	0	0	0	0	194	0	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1888	345	441	2163	0	0	0	0	194	0	416
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	1888	345	441	2163	0	0	0	0	194	0	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1888	345	441	2163	0	0	0	0	194	0	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1888	345	441	2163	0	0	0	0	194	0	416
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.20	0.14	0.57	0.00	0.00	0.00	0.00	0.11	0.00	0.24
Crit Moves:	****				****					****		
Green Time:	0.0	71.2	90.9	30.1	101	0.0	0.0	0.0	0.0	19.7	0.0	49.8
Volume/Cap:	0.00	0.60	0.28	0.60	0.73	0.00	0.00	0.00	0.00	0.73	0.00	0.62
Delay/Veh:	0.0	20.2	7.4	46.1	8.3	0.0	0.0	0.0	0.0	62.5	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	7.4	46.1	8.3	0.0	0.0	0.0	0.0	62.5	0.0	34.2
LOS by Move:	A	C+	A	D	A	A	A	A	A	E	A	C-
HCM2k95thQ:	0	29	11	18	38	0	0	0	0	18	0	26

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3082: BRANHAM/MONTEREY



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:7:00-8:00												
Base Vol:	263	1888	68	85	420	128	371	250	132	90	454	270
Growth Adj:	1.00	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	1888	68	85	420	128	371	250	132	90	454	270
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:	263	1888	68	85	420	128	371	250	132	90	454	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1888	68	85	420	128	371	250	132	90	454	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	1888	68	85	420	128	371	250	132	90	454	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.84	1.16	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	3253	2192	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.04	0.05	0.07	0.07	0.11	0.11	0.08	0.05	0.12	0.15
Crit Moves:		****		****			****				****	
Green Time:	48.7	79.9	108.8	11.7	43.0	70.5	27.5	27.5	27.5	28.8	28.8	40.6
Volume/Cap:	0.27	0.66	0.06	0.66	0.27	0.17	0.66	0.66	0.44	0.29	0.66	0.61
Delay/Veh:	42.4	30.6	8.6	84.5	46.3	27.1	63.7	63.7	60.3	56.8	63.1	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	30.6	8.6	84.5	46.3	27.1	63.7	63.7	60.3	56.8	63.1	55.2
LOS by Move:	D	C	A	F	D	C	E	E	E	E+	E	E+
HCM2k95thQ:	11	38	2	11	10	8	20	20	12	8	20	23

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

City of San Jose
Citywide Traffix Database
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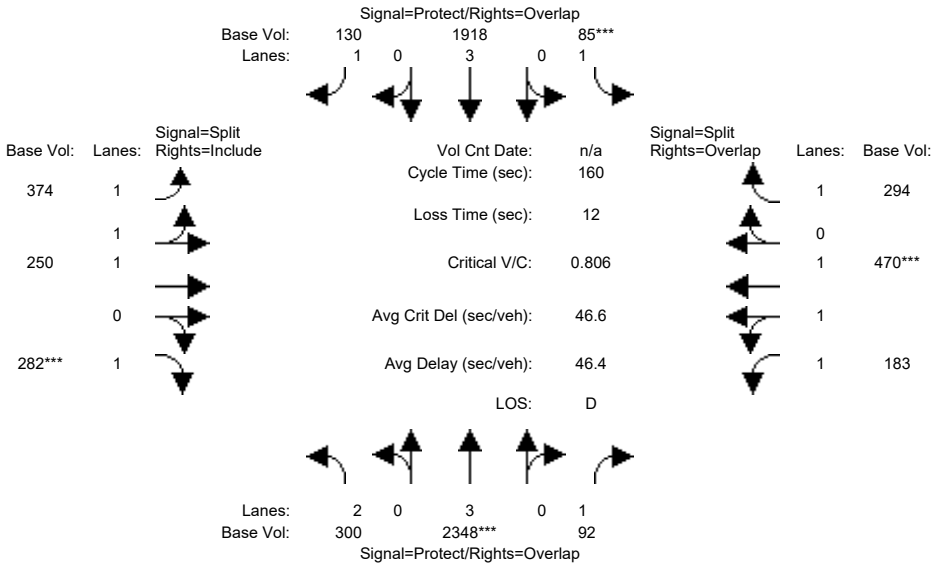
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background (AM)

Intersection #3082: BRANHAM/MONTEREY



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:7:00-8:00												
Base Vol:	300	2348	92	85	1918	130	374	250	282	183	470	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	2348	92	85	1918	130	374	250	282	183	470	294
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:	300	2348	92	85	1918	130	374	250	282	183	470	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2348	92	85	1918	130	374	250	282	183	470	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	2348	92	85	1918	130	374	250	282	183	470	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.84	1.16	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	3264	2182	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.05	0.05	0.34	0.07	0.11	0.11	0.16	0.10	0.12	0.17
Crit Moves:		****		****					****		****	
Green Time:	20.2	81.8	106.4	9.6	71.3	103.3	32.0	32.0	32.0	24.6	24.6	34.2
Volume/Cap:	0.76	0.81	0.08	0.81	0.76	0.12	0.57	0.57	0.81	0.68	0.81	0.79
Delay/Veh:	75.6	34.2	9.5	109.1	38.4	10.9	58.6	58.6	73.9	66.0	71.4	69.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	34.2	9.5	109.1	38.4	10.9	58.6	58.6	73.9	66.0	71.4	69.9
LOS by Move:	E-	C-	A	F	D+	B+	E+	E+	E	E	E	E
HCM2k95thQ:	19	52	3	12	43	5	18	18	28	19	23	28

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

City of San Jose
Citywide Traffix Database
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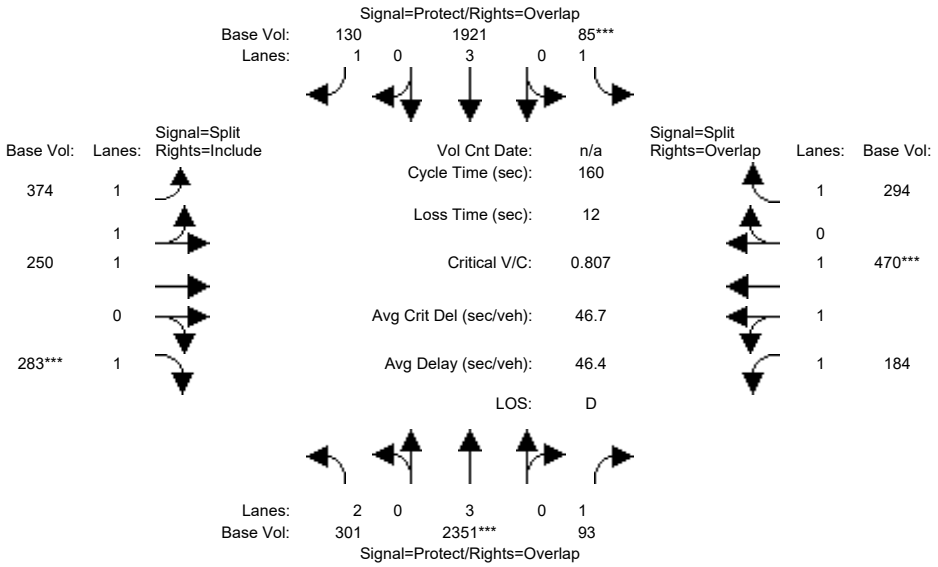
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (AM)

Intersection #3082: BRANHAM/MONTEREY



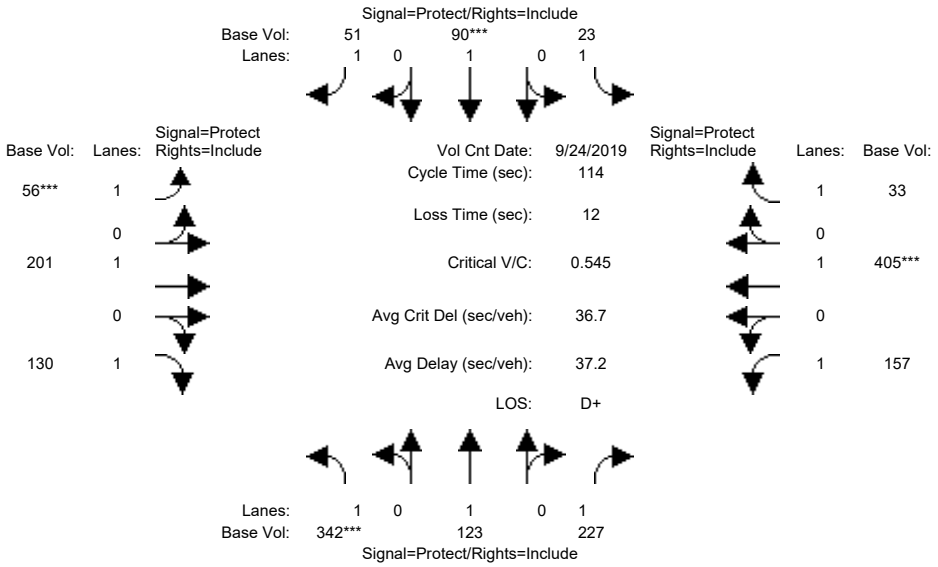
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:00-8:00												
Base Vol:	301	2351	93	85	1921	130	374	250	283	184	470	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	2351	93	85	1921	130	374	250	283	184	470	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	2351	93	85	1921	130	374	250	283	184	470	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	2351	93	85	1921	130	374	250	283	184	470	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	2351	93	85	1921	130	374	250	283	184	470	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.84	1.16	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	3264	2182	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.05	0.05	0.34	0.07	0.11	0.11	0.16	0.11	0.12	0.17
Crit Moves:		****		****					****		****	
Green Time:	20.2	81.8	106.3	9.6	71.2	103.3	32.1	32.1	32.1	24.5	24.5	34.2
Volume/Cap:	0.76	0.81	0.08	0.81	0.76	0.12	0.57	0.57	0.81	0.69	0.81	0.79
Delay/Veh:	75.7	34.3	9.5	109.4	38.5	10.9	58.5	58.5	73.9	66.2	71.5	70.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	34.3	9.5	109.4	38.5	10.9	58.5	58.5	73.9	66.2	71.5	70.1
LOS by Move:	E-	C-	A	F	D+	B+	E+	E+	E	E	E	E
HCM2k95thQ:	19	52	3	12	44	5	18	18	28	19	23	28

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3401: CHYNOWETH/LEAN



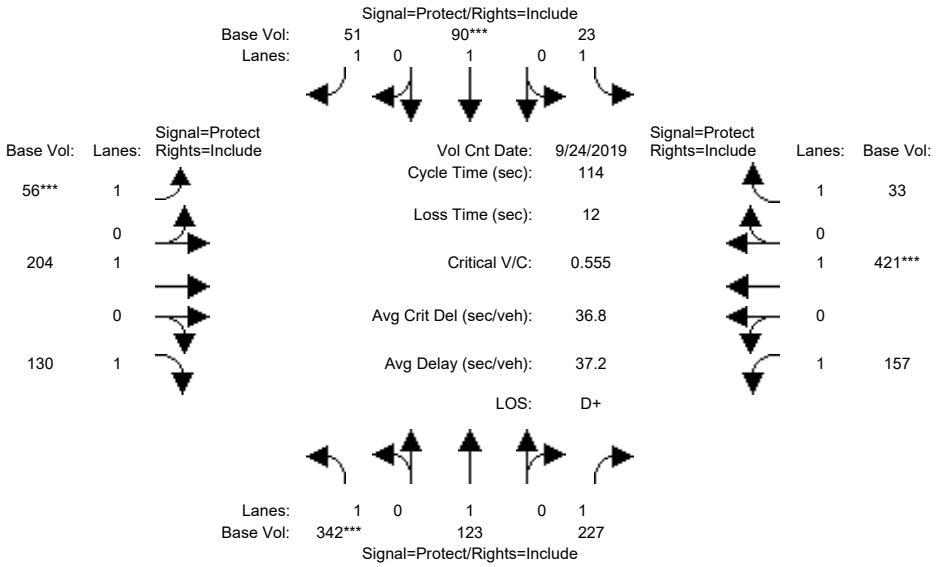
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 07:15-08:15AM												
Base Vol:	342	123	227	23	90	51	56	201	130	157	405	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	123	227	23	90	51	56	201	130	157	405	33
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:	342	123	227	23	90	51	56	201	130	157	405	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	123	227	23	90	51	56	201	130	157	405	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	123	227	23	90	51	56	201	130	157	405	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.06	0.13	0.01	0.05	0.03	0.03	0.11	0.07	0.09	0.21	0.02
Crit Moves:	****				****		****				****	
Green Time:	40.7	34.4	34.4	16.3	10.0	10.0	7.0	27.8	27.8	23.6	44.3	44.3
Volume/Cap:	0.55	0.21	0.43	0.09	0.54	0.33	0.52	0.43	0.30	0.43	0.55	0.05
Delay/Veh:	32.8	30.6	34.5	43.2	61.8	54.6	68.8	39.4	37.1	43.2	30.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	30.6	34.5	43.2	61.8	54.6	68.8	39.4	37.1	43.2	30.0	21.8
LOS by Move:	C-	C	C-	D	E	D-	E	D	D+	D	C	C+
HCM2k95thQ:	18	7	13	2	8	5	6	12	8	11	19	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3401: CHYNOWETH/LEAN



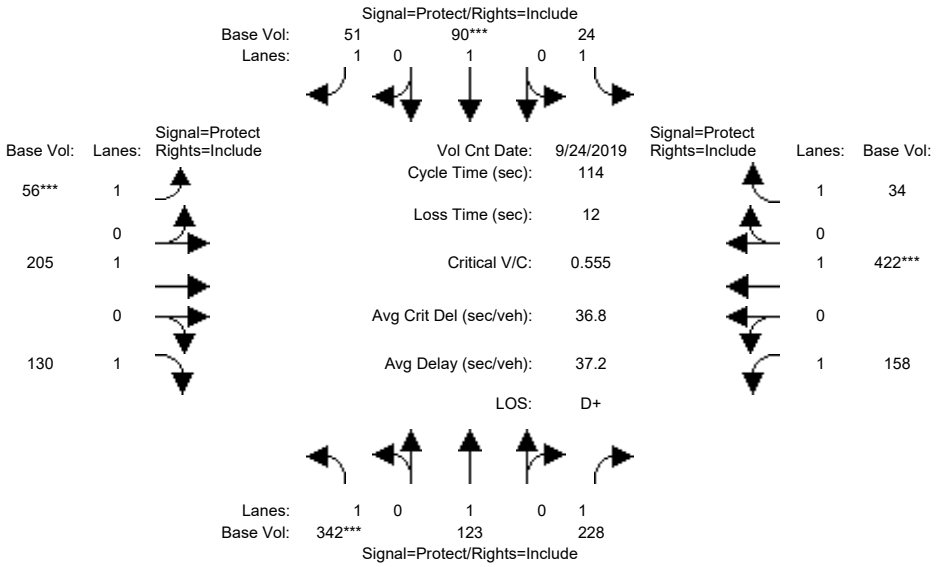
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 07:15-08:15AM												
Base Vol:	342	123	227	23	90	51	56	204	130	157	421	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	123	227	23	90	51	56	204	130	157	421	33
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:	342	123	227	23	90	51	56	204	130	157	421	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	123	227	23	90	51	56	204	130	157	421	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	123	227	23	90	51	56	204	130	157	421	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.06	0.13	0.01	0.05	0.03	0.03	0.11	0.07	0.09	0.22	0.02
Crit Moves:	****				****		****				****	
Green Time:	39.8	33.8	33.8	16.0	10.0	10.0	7.0	28.4	28.4	23.7	45.2	45.2
Volume/Cap:	0.56	0.22	0.44	0.09	0.54	0.33	0.52	0.43	0.30	0.43	0.56	0.05
Delay/Veh:	33.7	31.0	35.1	43.4	61.8	54.6	68.8	38.8	36.4	42.9	29.7	21.3
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:	33.7	31.0	35.1	43.4	61.8	54.6	68.8	38.8	36.4	42.9	29.7	21.3
LOS by Move:	C-	C	D+	D	E	D-	E	D+	D+	D	C	C+
HCM2k95thQ:	18	7	13	2	8	5	6	12	8	11	20	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (AM)

Intersection #3401: CHYNOWETH/LEAN



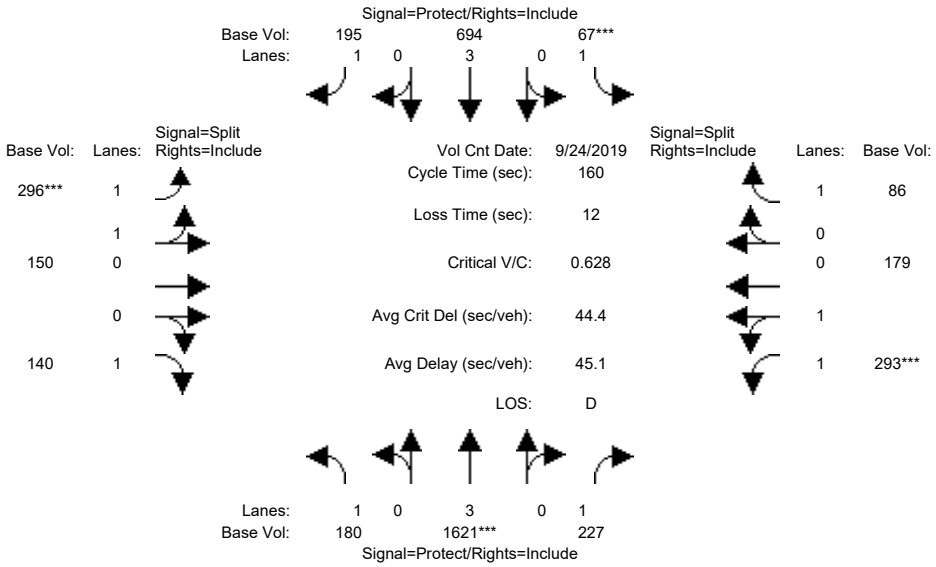
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 07:15-08:15AM												
Base Vol:	342	123	228	24	90	51	56	205	130	158	422	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	123	228	24	90	51	56	205	130	158	422	34
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:	342	123	228	24	90	51	56	205	130	158	422	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	123	228	24	90	51	56	205	130	158	422	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	123	228	24	90	51	56	205	130	158	422	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.06	0.13	0.01	0.05	0.03	0.03	0.11	0.07	0.09	0.22	0.02
Crit Moves:	****				****		****				****	
Green Time:	39.8	33.8	33.8	15.9	10.0	10.0	7.0	28.4	28.4	23.8	45.2	45.2
Volume/Cap:	0.56	0.22	0.44	0.10	0.54	0.33	0.52	0.43	0.30	0.43	0.56	0.05
Delay/Veh:	33.7	31.0	35.1	43.6	61.8	54.6	68.8	38.9	36.4	42.9	29.7	21.3
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:	33.7	31.0	35.1	43.6	61.8	54.6	68.8	38.9	36.4	42.9	29.7	21.3
LOS by Move:	C-	C	D+	D	E	D-	E	D+	D+	D	C	C+
HCM2k95thQ:	18	7	13	2	8	5	6	12	8	11	20	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3402: CHYNOWETH/MONTEREY



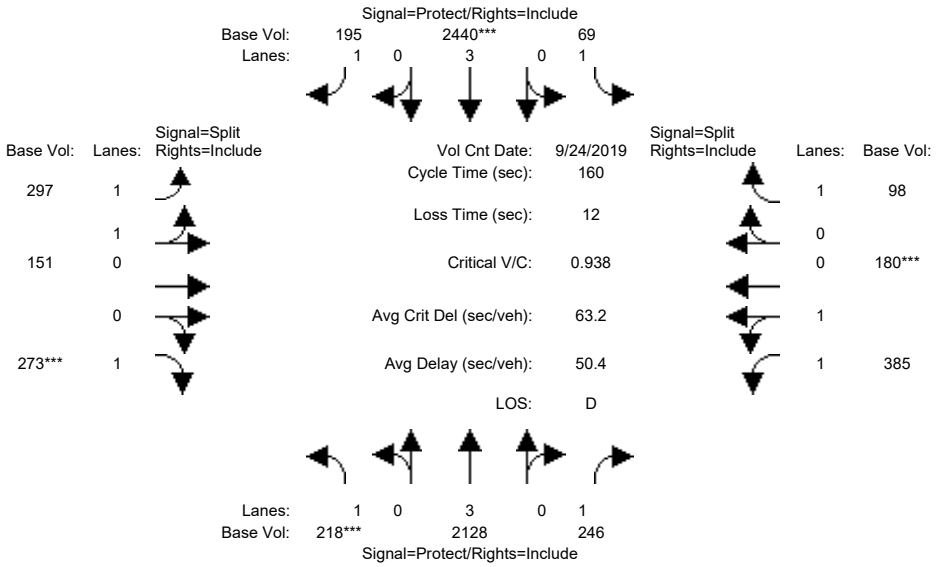
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 07:30-08:30AM												
Base Vol:	180	1621	227	67	694	195	296	150	140	293	179	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1621	227	67	694	195	296	150	140	293	179	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1621	227	67	694	195	296	150	140	293	179	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1621	227	67	694	195	296	150	140	293	179	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1621	227	67	694	195	296	150	140	293	179	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.34	0.66	1.00	1.25	0.75	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2356	1194	1750	2203	1346	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.13	0.04	0.12	0.11	0.13	0.13	0.08	0.13	0.13	0.05
Crit Moves:		****		****			****			****		
Green Time:	37.6	72.4	72.4	9.7	44.5	44.5	32.0	32.0	32.0	33.9	33.9	33.9
Volume/Cap:	0.44	0.63	0.29	0.63	0.44	0.40	0.63	0.63	0.40	0.63	0.63	0.23
Delay/Veh:	52.9	34.0	27.8	84.7	47.6	47.4	60.4	60.4	56.4	59.1	59.1	52.6
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:	52.9	34.0	27.8	84.7	47.6	47.4	60.4	60.4	56.4	59.1	59.1	52.6
LOS by Move:	D-	C-	C	F	D	D	E	E	E+	E+	E+	D-
HCM2k95thQ:	15	34	14	9	17	16	21	21	13	21	21	7

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3402: CHYNOWETH/MONTEREY



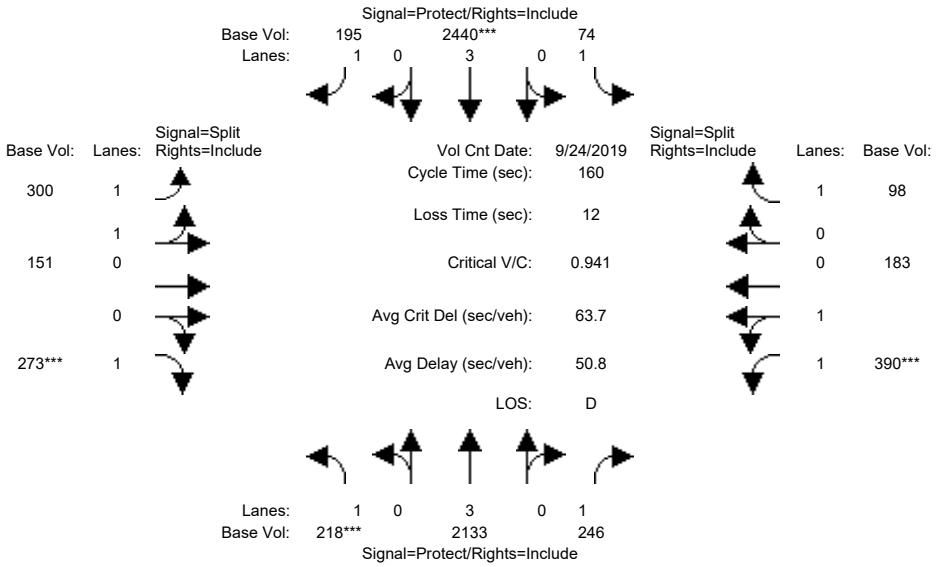
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 07:30-08:30AM												
Base Vol:	218	2128	246	69	2440	195	297	151	273	385	180	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	2128	246	69	2440	195	297	151	273	385	180	98
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:	218	2128	246	69	2440	195	297	151	273	385	180	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2128	246	69	2440	195	297	151	273	385	180	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	2128	246	69	2440	195	297	151	273	385	180	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.34	0.66	1.00	1.37	0.63	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2353	1196	1750	2419	1131	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.14	0.04	0.43	0.11	0.13	0.13	0.16	0.16	0.16	0.06
Crit Moves:	****				****				****		****	
Green Time:	21.2	84.4	84.4	9.9	73.0	73.0	26.6	26.6	26.6	27.1	27.1	27.1
Volume/Cap:	0.94	0.71	0.27	0.64	0.94	0.24	0.76	0.76	0.94	0.94	0.94	0.33
Delay/Veh:	110.9	29.3	21.0	85.4	48.8	26.8	69.3	69.3	102.4	88.2	88.2	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.9	29.3	21.0	85.4	48.8	26.8	69.3	69.3	102.4	88.2	88.2	59.1
LOS by Move:	F	C	C+	F	D	C	E	E	F	F	F	E+
HCM2k95thQ:	26	43	13	9	65	12	23	23	31	31	31	9

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (AM)

Intersection #3402: CHYNOWETH/MONTEREY



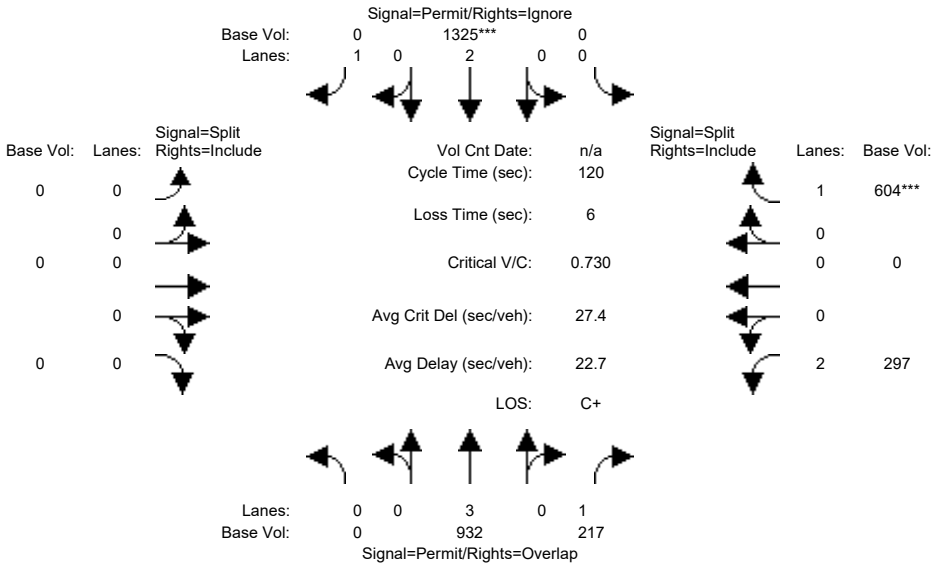
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 07:30-08:30AM												
Base Vol:	218	2133	246	74	2440	195	300	151	273	390	183	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	2133	246	74	2440	195	300	151	273	390	183	98
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:	218	2133	246	74	2440	195	300	151	273	390	183	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2133	246	74	2440	195	300	151	273	390	183	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	2133	246	74	2440	195	300	151	273	390	183	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.34	0.66	1.00	1.37	0.63	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2361	1188	1750	2416	1134	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.14	0.04	0.43	0.11	0.13	0.13	0.16	0.16	0.16	0.06
Crit Moves:	****				****				****	****		
Green Time:	21.2	84.2	84.2	9.8	72.8	72.8	26.5	26.5	26.5	27.5	27.5	27.5
Volume/Cap:	0.94	0.71	0.27	0.69	0.94	0.24	0.77	0.77	0.94	0.94	0.94	0.33
Delay/Veh:	111.6	29.5	21.1	90.6	49.2	26.9	69.8	69.8	103.1	88.3	88.3	58.8
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:	111.6	29.5	21.1	90.6	49.2	26.9	69.8	69.8	103.1	88.3	88.3	58.8
LOS by Move:	F	C	C+	F	D	C	E	E	F	F	F	E+
HCM2k95thQ:	26	43	13	10	65	12	23	23	31	32	32	9

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



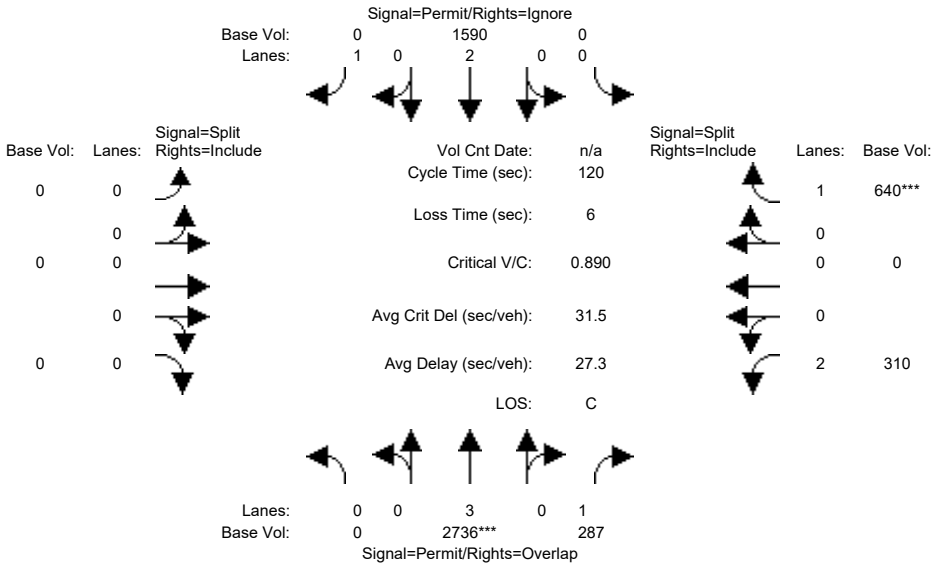
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00												
Base Vol:	0	932	217	0	1325	0	0	0	0	297	0	604
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	932	217	0	1325	0	0	0	0	297	0	604
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	932	217	0	1325	0	0	0	0	297	0	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	932	217	0	1325	0	0	0	0	297	0	604
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	932	217	0	1325	0	0	0	0	297	0	604
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.12	0.00	0.35	0.00	0.00	0.00	0.00	0.09	0.00	0.35
Crit Moves:					****							****
Green Time:	0.0	57.3	114.0	0.0	57.3	0.0	0.0	0.0	0.0	56.7	0.0	56.7
Volume/Cap:	0.00	0.34	0.13	0.00	0.73	0.00	0.00	0.00	0.00	0.20	0.00	0.73
Delay/Veh:	0.0	19.7	0.2	0.0	26.7	0.0	0.0	0.0	0.0	18.5	0.0	28.8
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:	0.0	19.7	0.2	0.0	26.7	0.0	0.0	0.0	0.0	18.5	0.0	28.8
LOS by Move:	A	B-	A	A	C	A	A	A	A	B-	A	C
HCM2k95thQ:	0	13	1	0	34	0	0	0	0	7	0	34

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



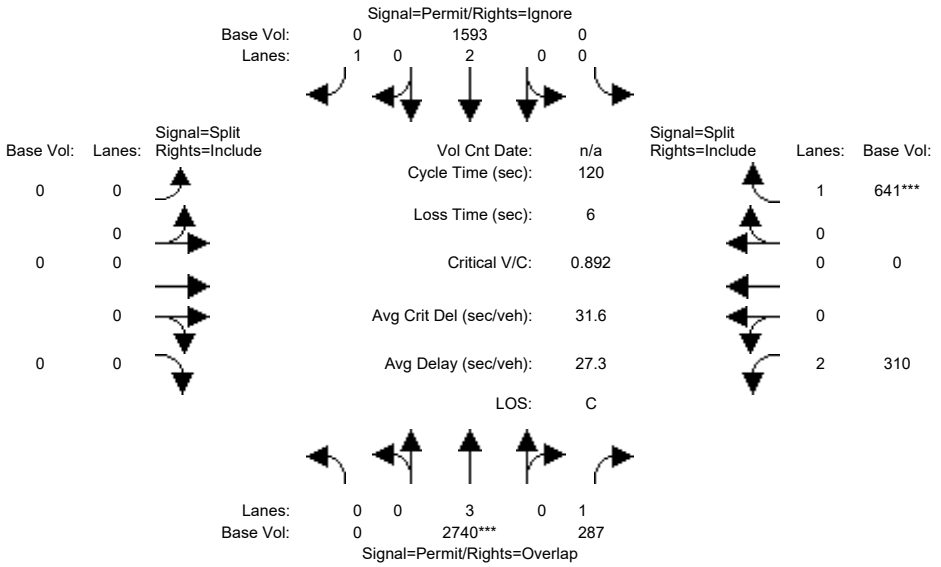
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00												
Base Vol:	0	2736	287	0	1590	0	0	0	0	310	0	640
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2736	287	0	1590	0	0	0	0	310	0	640
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2736	287	0	1590	0	0	0	0	310	0	640
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2736	287	0	1590	0	0	0	0	310	0	640
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2736	287	0	1590	0	0	0	0	310	0	640
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.10	0.00	0.37
Crit Moves:		****										****
Green Time:	0.0	64.7	114.0	0.0	64.7	0.0	0.0	0.0	0.0	49.3	0.0	49.3
Volume/Cap:	0.00	0.89	0.17	0.00	0.78	0.00	0.00	0.00	0.00	0.24	0.00	0.89
Delay/Veh:	0.0	28.1	0.2	0.0	23.8	0.0	0.0	0.0	0.0	23.2	0.0	46.0
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	28.1	0.2	0.0	23.8	0.0	0.0	0.0	0.0	23.2	0.0	46.0
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	D
HCM2k95thQ:	0	52	2	0	40	0	0	0	0	9	0	44

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (PM)

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



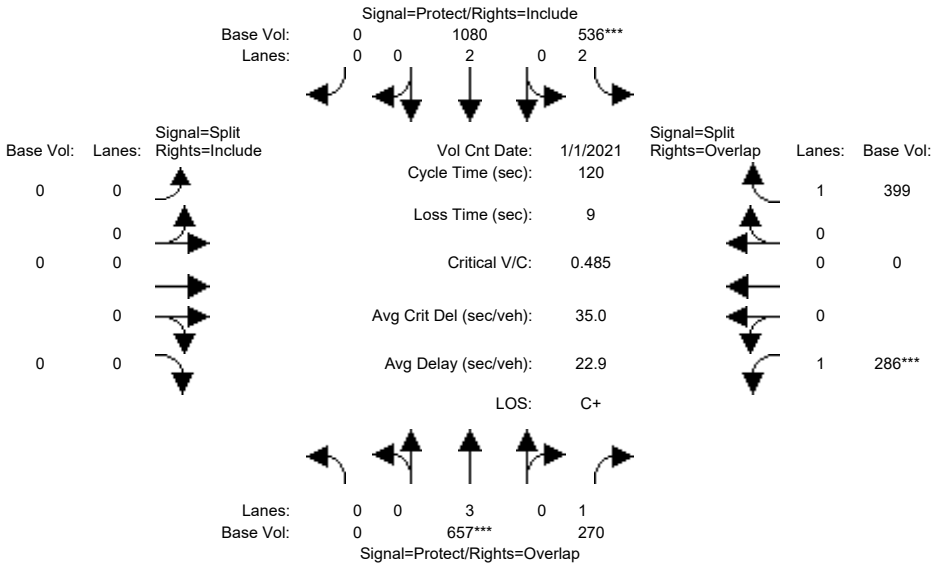
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00												
Base Vol:	0	2740	287	0	1593	0	0	0	0	310	0	641
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2740	287	0	1593	0	0	0	0	310	0	641
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2740	287	0	1593	0	0	0	0	310	0	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2740	287	0	1593	0	0	0	0	310	0	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2740	287	0	1593	0	0	0	0	310	0	641
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.10	0.00	0.37
Crit Moves:		****										****
Green Time:	0.0	64.7	114.0	0.0	64.7	0.0	0.0	0.0	0.0	49.3	0.0	49.3
Volume/Cap:	0.00	0.89	0.17	0.00	0.78	0.00	0.00	0.00	0.00	0.24	0.00	0.89
Delay/Veh:	0.0	28.2	0.2	0.0	23.9	0.0	0.0	0.0	0.0	23.2	0.0	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.2	0.2	0.0	23.9	0.0	0.0	0.0	0.0	23.2	0.0	46.2
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	D
HCM2k95thQ:	0	52	2	0	40	0	0	0	0	9	0	44

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



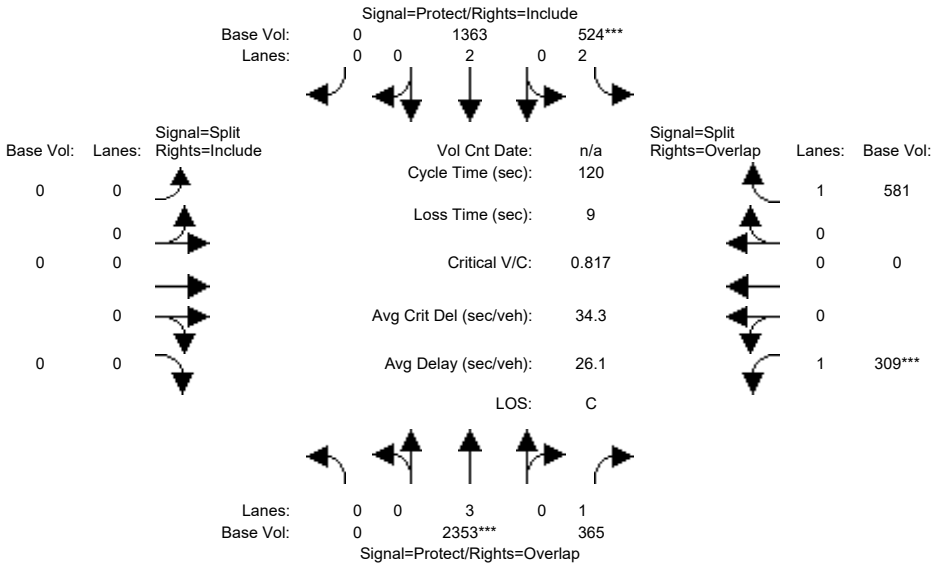
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2021 << 5:00-6:00												
Base Vol:	0	657	270	536	1080	0	0	0	0	286	0	399
Growth Adj:	1.00	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	657	270	536	1080	0	0	0	0	286	0	399
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	657	270	536	1080	0	0	0	0	286	0	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	657	270	536	1080	0	0	0	0	286	0	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	657	270	536	1080	0	0	0	0	286	0	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.15	0.17	0.28	0.00	0.00	0.00	0.00	0.16	0.00	0.23
Crit Moves:		****		****						****		
Green Time:	0.0	28.5	68.9	42.1	70.6	0.0	0.0	0.0	0.0	40.4	0.0	82.5
Volume/Cap:	0.00	0.49	0.27	0.49	0.48	0.00	0.00	0.00	0.00	0.49	0.00	0.33
Delay/Veh:	0.0	39.7	13.0	30.8	14.4	0.0	0.0	0.0	0.0	32.2	0.0	7.8
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:	0.0	39.7	13.0	30.8	14.4	0.0	0.0	0.0	0.0	32.2	0.0	7.8
LOS by Move:	A	D	B	C	B	A	A	A	A	C-	A	A
HCM2k95thQ:	0	14	10	17	21	0	0	0	0	17	0	12

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:5:00-6:00												
Base Vol:	0	2353	365	524	1363	0	0	0	0	309	0	581
Growth Adj:	1.00	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	2353	365	524	1363	0	0	0	0	309	0	581
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	2353	365	524	1363	0	0	0	0	309	0	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2353	365	524	1363	0	0	0	0	309	0	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2353	365	524	1363	0	0	0	0	309	0	581
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.21	0.17	0.36	0.00	0.00	0.00	0.00	0.18	0.00	0.33
Crit Moves:		****		****						****		
Green Time:	0.0	60.6	86.6	24.4	85.1	0.0	0.0	0.0	0.0	25.9	0.0	50.4
Volume/Cap:	0.00	0.82	0.29	0.82	0.51	0.00	0.00	0.00	0.00	0.82	0.00	0.79
Delay/Veh:	0.0	26.9	6.0	53.7	8.1	0.0	0.0	0.0	0.0	57.8	0.0	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	6.0	53.7	8.1	0.0	0.0	0.0	0.0	57.8	0.0	36.1
LOS by Move:	A	C	A	D-	A	A	A	A	A	E+	A	D+
HCM2k95thQ:	0	42	10	24	21	0	0	0	0	25	0	36

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

City of San Jose
Citywide Traffix Database
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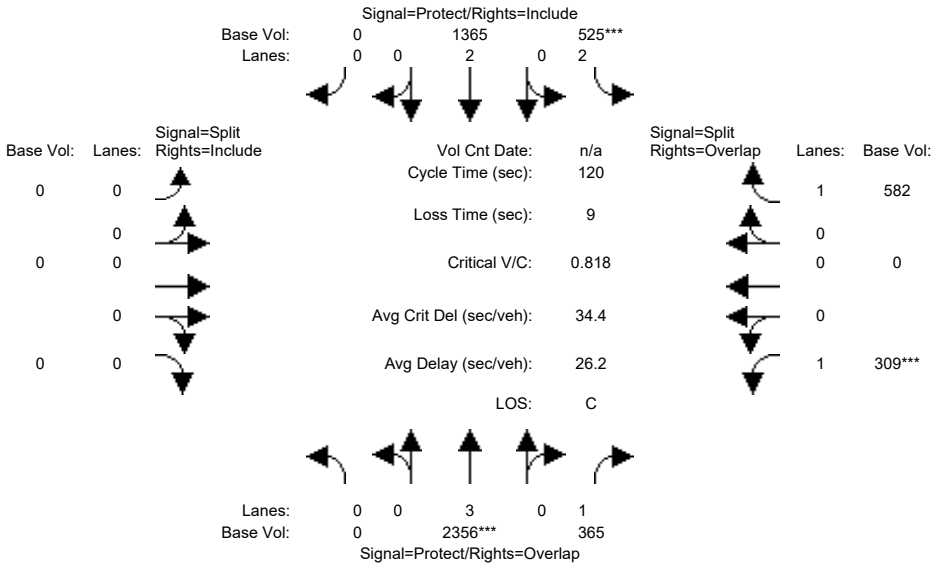
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (PM)

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:5:00-6:00												
Base Vol:	0	2356	365	525	1365	0	0	0	0	309	0	582
Growth Adj:	1.00	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	2356	365	525	1365	0	0	0	0	309	0	582
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	2356	365	525	1365	0	0	0	0	309	0	582
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2356	365	525	1365	0	0	0	0	309	0	582
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2356	365	525	1365	0	0	0	0	309	0	582
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.21	0.17	0.36	0.00	0.00	0.00	0.00	0.18	0.00	0.33
Crit Moves:		****		****						****		
Green Time:	0.0	60.6	86.5	24.5	85.1	0.0	0.0	0.0	0.0	25.9	0.0	50.4
Volume/Cap:	0.00	0.82	0.29	0.82	0.51	0.00	0.00	0.00	0.00	0.82	0.00	0.79
Delay/Veh:	0.0	27.0	6.0	53.8	8.1	0.0	0.0	0.0	0.0	57.9	0.0	36.2
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:	0.0	27.0	6.0	53.8	8.1	0.0	0.0	0.0	0.0	57.9	0.0	36.2
LOS by Move:	A	C	A	D-	A	A	A	A	A	E+	A	D+
HCM2k95thQ:	0	43	10	24	21	0	0	0	0	25	0	36

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

City of San Jose
Citywide Traffix Database
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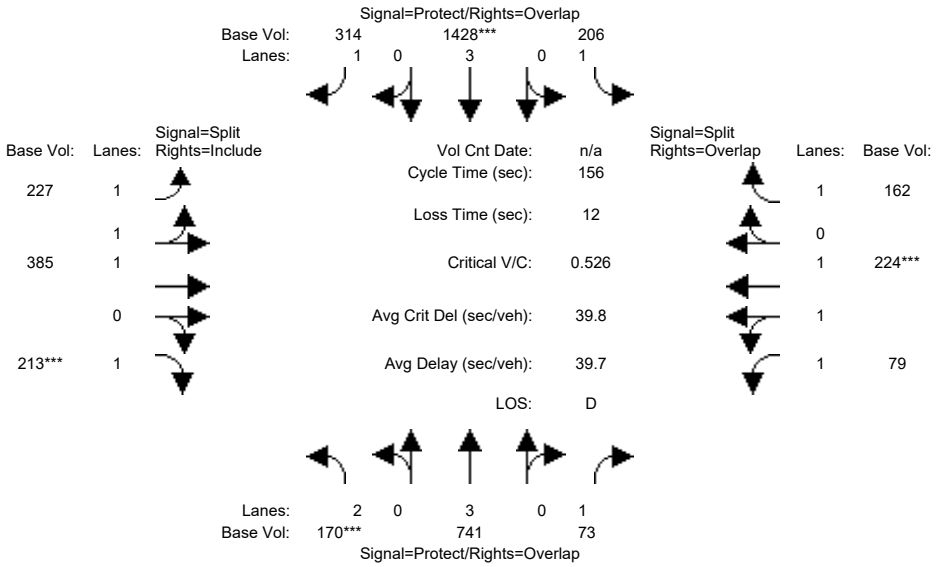
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing (PM)

Intersection #3082: BRANHAM/MONTEREY



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:5:00-6:00												
Base Vol:	170	741	73	206	1428	314	227	385	213	79	224	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	741	73	206	1428	314	227	385	213	79	224	162
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:	170	741	73	206	1428	314	227	385	213	79	224	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	741	73	206	1428	314	227	385	213	79	224	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	741	73	206	1428	314	227	385	213	79	224	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.15	1.85	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	2020	3426	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.04	0.12	0.25	0.18	0.11	0.11	0.12	0.05	0.06	0.09
Crit Moves:	****				****				****		****	
Green Time:	16.0	47.4	64.9	42.9	74.4	110.5	36.1	36.1	36.1	17.5	17.5	60.4
Volume/Cap:	0.53	0.43	0.10	0.43	0.53	0.25	0.49	0.49	0.53	0.40	0.53	0.24
Delay/Veh:	68.0	43.6	27.8	47.0	28.7	8.2	52.2	52.2	53.7	64.7	66.2	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	43.6	27.8	47.0	28.7	8.2	52.2	52.2	53.7	64.7	66.2	32.4
LOS by Move:	E	D	C	D	C	A	D-	D-	D-	E	E	C-
HCM2k95thQ:	10	17	4	16	27	11	17	17	18	8	11	11

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

City of San Jose
Citywide Traffix Database
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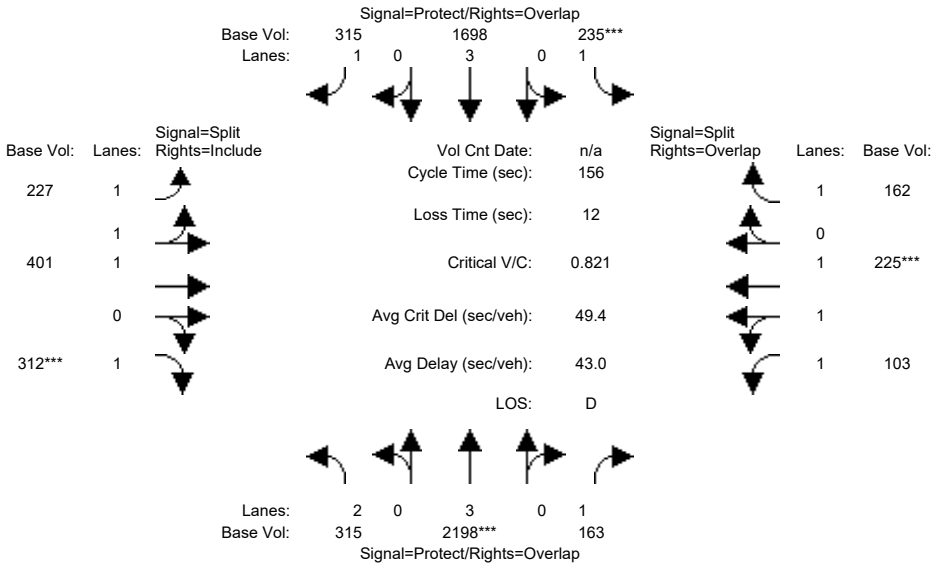
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background (PM)

Intersection #3082: BRANHAM/MONTEREY



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:5:00-6:00												
Base Vol:	315	2198	163	235	1698	315	227	401	312	103	225	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	2198	163	235	1698	315	227	401	312	103	225	162
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:	315	2198	163	235	1698	315	227	401	312	103	225	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	2198	163	235	1698	315	227	401	312	103	225	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	2198	163	235	1698	315	227	401	312	103	225	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.12	1.88	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	1969	3478	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.09	0.13	0.30	0.18	0.12	0.12	0.18	0.06	0.06	0.09
Crit Moves:		****		****					****		****	
Green Time:	24.8	73.3	84.6	25.5	74.0	107.9	33.9	33.9	33.9	11.3	11.3	36.8
Volume/Cap:	0.63	0.82	0.17	0.82	0.63	0.26	0.53	0.53	0.82	0.82	0.82	0.39
Delay/Veh:	63.8	37.8	18.1	80.0	31.2	9.2	54.5	54.5	71.4	83.5	84.1	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	37.8	18.1	80.0	31.2	9.2	54.5	54.5	71.4	83.5	84.1	50.8
LOS by Move:	E	D+	B-	E-	C	A	D-	D-	E	F	F	D
HCM2k95thQ:	17	50	8	25	34	11	18	18	30	14	14	13

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

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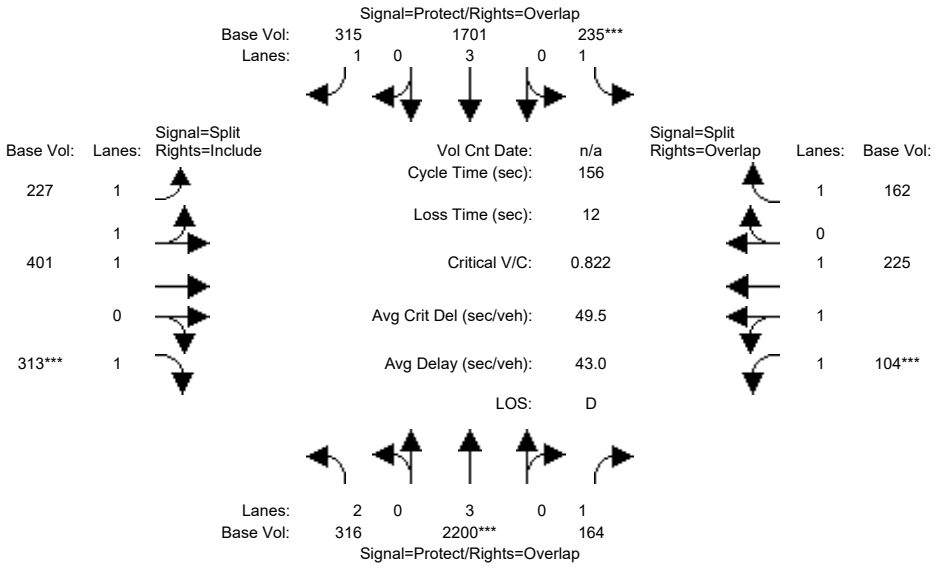
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (PM)

Intersection #3082: BRANHAM/MONTEREY



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:5:00-6:00												
Base Vol:	316	2200	164	235	1701	315	227	401	313	104	225	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	316	2200	164	235	1701	315	227	401	313	104	225	162
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:	316	2200	164	235	1701	315	227	401	313	104	225	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	2200	164	235	1701	315	227	401	313	104	225	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	2200	164	235	1701	315	227	401	313	104	225	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.12	1.88	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	1969	3478	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.09	0.13	0.30	0.18	0.12	0.12	0.18	0.06	0.06	0.09
Crit Moves:		****		****					****	****		
Green Time:	24.8	73.3	84.6	25.5	73.9	107.9	34.0	34.0	34.0	11.3	11.3	36.8
Volume/Cap:	0.63	0.82	0.17	0.82	0.63	0.26	0.53	0.53	0.82	0.82	0.82	0.39
Delay/Veh:	63.8	37.9	18.1	80.2	31.3	9.2	54.4	54.4	71.5	84.1	83.8	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	37.9	18.1	80.2	31.3	9.2	54.4	54.4	71.5	84.1	83.8	50.8
LOS by Move:	E	D+	B-	F	C	A	D-	D-	E	F	F	D
HCM2k95thQ:	17	50	8	25	34	11	18	18	30	14	14	13

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

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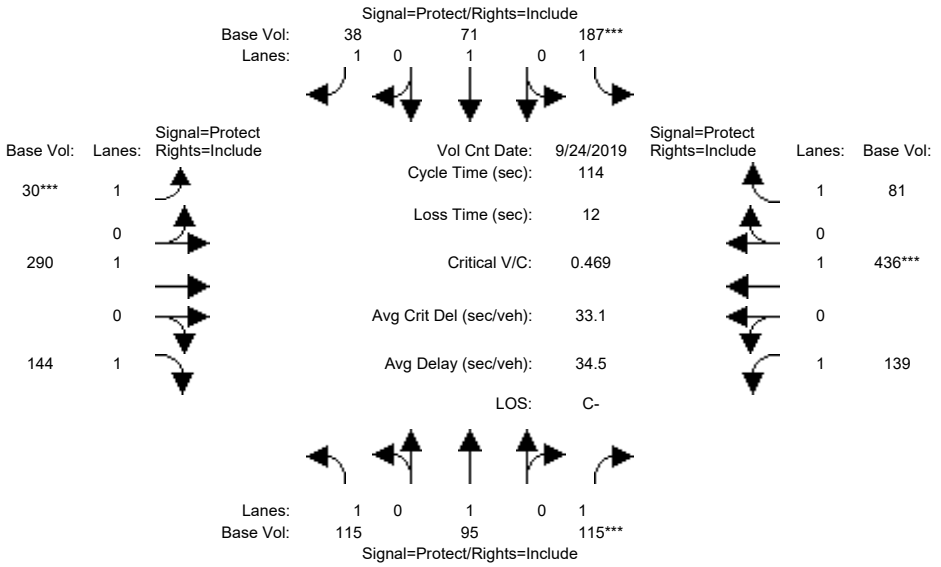
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing (PM)

Intersection #3401: CHYNOWETH/LEAN



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: 24 Sep 2019 << 17:00-18:00PM												
Base Vol:	115	95	115	187	71	38	30	290	144	139	436	81
Growth Adj:	1.00	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	95	115	187	71	38	30	290	144	139	436	81
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:	115	95	115	187	71	38	30	290	144	139	436	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	95	115	187	71	38	30	290	144	139	436	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	95	115	187	71	38	30	290	144	139	436	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.11	0.04	0.02	0.02	0.15	0.08	0.08	0.23	0.05
Crit Moves:			****	****			****				****	
Green Time:	17.5	15.5	15.5	25.2	23.3	23.3	7.0	40.3	40.3	21.0	54.2	54.2
Volume/Cap:	0.43	0.37	0.48	0.48	0.18	0.11	0.28	0.43	0.23	0.43	0.48	0.10
Delay/Veh:	48.7	48.7	52.4	42.9	38.5	37.5	57.5	30.2	26.9	45.4	22.2	16.7
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:	48.7	48.7	52.4	42.9	38.5	37.5	57.5	30.2	26.9	45.4	22.2	16.7
LOS by Move:	D	D	D-	D	D+	D+	E+	C	C	D	C+	B
HCM2k95thQ:	9	7	9	12	5	3	3	14	8	10	18	4

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

City of San Jose
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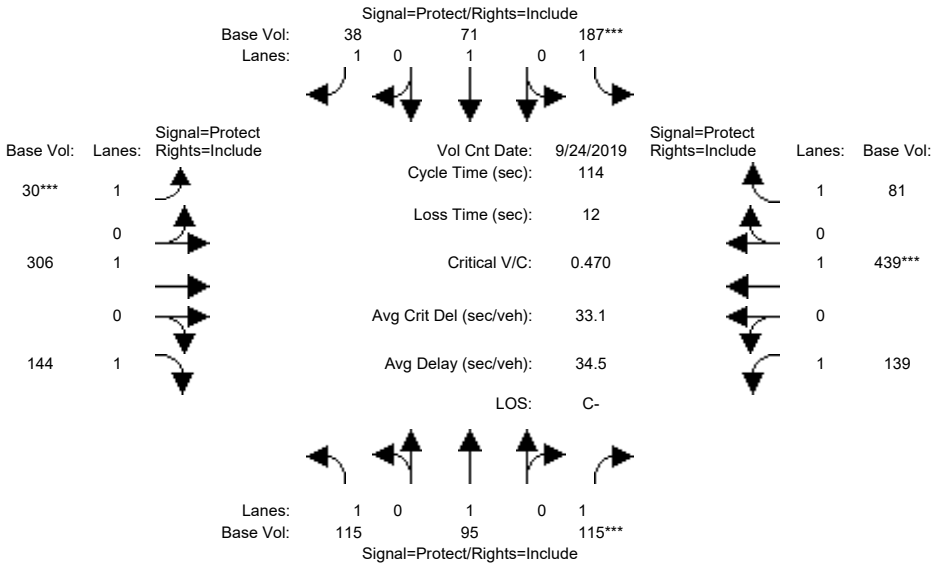
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background (PM)

Intersection #3401: CHYNOWETH/LEAN



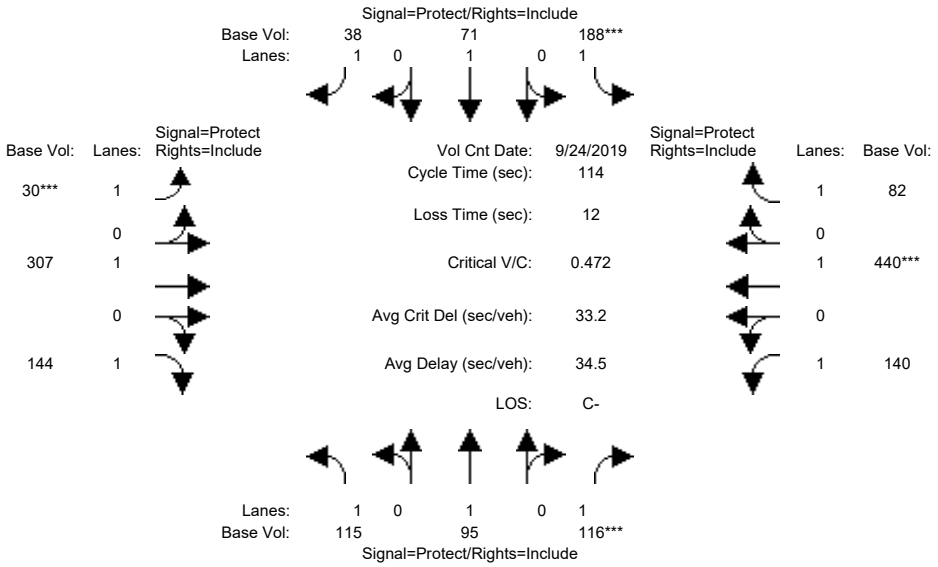
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 17:00-18:00PM												
Base Vol:	115	95	115	187	71	38	30	306	144	139	439	81
Growth Adj:	1.00	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	95	115	187	71	38	30	306	144	139	439	81
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:	115	95	115	187	71	38	30	306	144	139	439	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	95	115	187	71	38	30	306	144	139	439	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	95	115	187	71	38	30	306	144	139	439	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.11	0.04	0.02	0.02	0.16	0.08	0.08	0.23	0.05
Crit Moves:			****	****			****				****	
Green Time:	17.4	15.5	15.5	25.2	23.2	23.2	7.0	41.1	41.1	20.3	54.4	54.4
Volume/Cap:	0.43	0.37	0.48	0.48	0.18	0.11	0.28	0.45	0.23	0.45	0.48	0.10
Delay/Veh:	48.8	48.8	52.5	43.1	38.6	37.5	57.5	29.9	26.2	46.4	22.1	16.6
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:	48.8	48.8	52.5	43.1	38.6	37.5	57.5	29.9	26.2	46.4	22.1	16.6
LOS by Move:	D	D	D-	D	D+	D+	E+	C	C	D	C+	B
HCM2k95thQ:	9	7	9	12	5	3	3	15	8	10	18	4

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (PM)

Intersection #3401: CHYNOWETH/LEAN



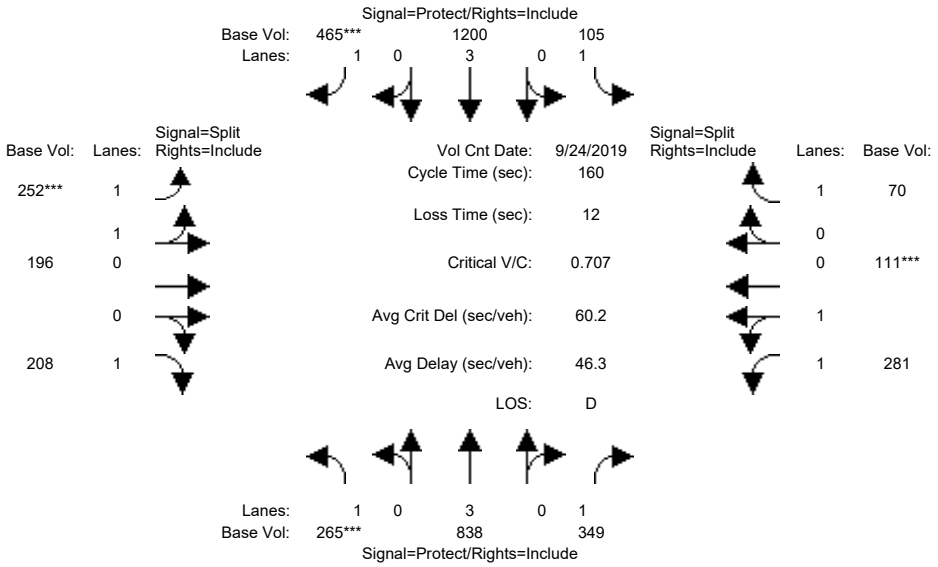
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 17:00-18:00PM												
Base Vol:	115	95	116	188	71	38	30	307	144	140	440	82
Growth Adj:	1.00	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	95	116	188	71	38	30	307	144	140	440	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:	115	95	116	188	71	38	30	307	144	140	440	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	95	116	188	71	38	30	307	144	140	440	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:	115	95	116	188	71	38	30	307	144	140	440	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	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.11	0.04	0.02	0.02	0.16	0.08	0.08	0.23	0.05
Crit Moves:			****	****			****				****	
Green Time:	17.4	15.5	15.5	25.2	23.3	23.3	7.0	41.0	41.0	20.3	54.3	54.3
Volume/Cap:	0.43	0.37	0.49	0.49	0.18	0.11	0.28	0.45	0.23	0.45	0.49	0.10
Delay/Veh:	48.7	48.7	52.5	43.1	38.5	37.5	57.5	30.0	26.3	46.5	22.2	16.6
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:	48.7	48.7	52.5	43.1	38.5	37.5	57.5	30.0	26.3	46.5	22.2	16.6
LOS by Move:	D	D	D-	D	D+	D+	E+	C	C	D	C+	B
HCM2k95thQ:	9	7	9	12	5	3	3	15	8	10	18	4

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3402: CHYNOWETH/MONTEREY



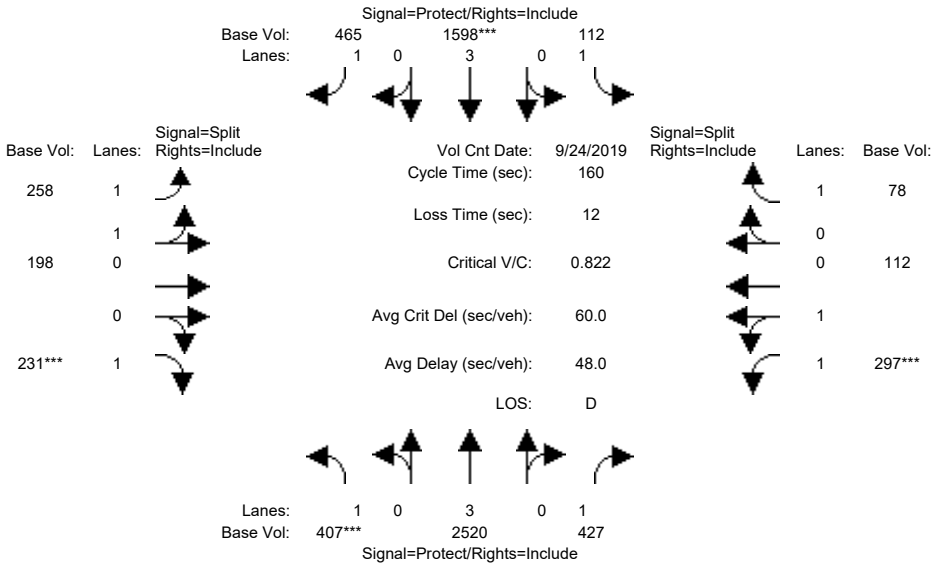
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 17:00-18:00PM												
Base Vol:	265	838	349	105	1200	465	252	196	208	281	111	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	838	349	105	1200	465	252	196	208	281	111	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	838	349	105	1200	465	252	196	208	281	111	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	838	349	105	1200	465	252	196	208	281	111	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	838	349	105	1200	465	252	196	208	281	111	70
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	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.14	0.86	1.00	1.44	0.56	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1997	1553	1750	2545	1005	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.20	0.06	0.21	0.27	0.13	0.13	0.12	0.11	0.11	0.04
Crit Moves:	****					****	****				****	
Green Time:	34.3	72.6	72.6	21.8	60.2	60.2	28.6	28.6	28.6	25.0	25.0	25.0
Volume/Cap:	0.71	0.32	0.44	0.44	0.56	0.71	0.71	0.71	0.67	0.71	0.71	0.26
Delay/Veh:	64.3	28.1	30.2	64.8	39.8	46.0	65.4	65.4	66.6	68.2	68.2	59.8
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:	64.3	28.1	30.2	64.8	39.8	46.0	65.4	65.4	66.6	68.2	68.2	59.8
LOS by Move:	E	C	C	E	D	D	E	E	E	E	E	E+
HCM2k95thQ:	25	16	22	11	27	36	22	22	20	20	20	7

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3402: CHYNOWETH/MONTEREY



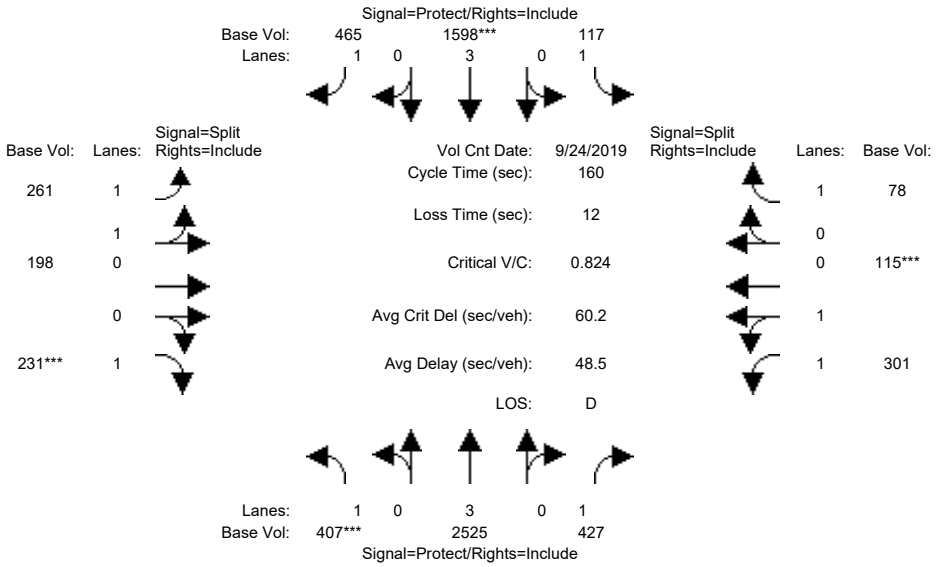
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 17:00-18:00PM												
Base Vol:	407	2520	427	112	1598	465	258	198	231	297	112	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	2520	427	112	1598	465	258	198	231	297	112	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	2520	427	112	1598	465	258	198	231	297	112	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	2520	427	112	1598	465	258	198	231	297	112	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	407	2520	427	112	1598	465	258	198	231	297	112	78
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	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.14	0.86	1.00	1.46	0.54	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2008	1541	1750	2578	972	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.44	0.24	0.06	0.28	0.27	0.13	0.13	0.13	0.12	0.12	0.04
Crit Moves:	****				****				****	****		
Green Time:	45.3	87.2	87.2	12.6	54.6	54.6	25.7	25.7	25.7	22.4	22.4	22.4
Volume/Cap:	0.82	0.81	0.45	0.81	0.82	0.78	0.80	0.80	0.82	0.82	0.82	0.32
Delay/Veh:	64.2	31.4	22.2	101.6	51.2	53.8	72.6	72.6	82.3	77.4	77.4	62.6
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:	64.2	31.4	22.2	101.6	51.2	53.8	72.6	72.6	82.3	77.4	77.4	62.6
LOS by Move:	E	C	C+	F	D-	D-	E	E	F	E-	E-	E
HCM2k95thQ:	37	54	24	15	42	39	24	24	25	22	22	8

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background+Project (PM)

Intersection #3402: CHYNOWETH/MONTEREY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2019 << 17:00-18:00PM												
Base Vol:	407	2525	427	117	1598	465	261	198	231	301	115	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	2525	427	117	1598	465	261	198	231	301	115	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	2525	427	117	1598	465	261	198	231	301	115	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	2525	427	117	1598	465	261	198	231	301	115	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	407	2525	427	117	1598	465	261	198	231	301	115	78
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	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.15	0.85	1.00	1.45	0.55	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2018	1531	1750	2568	981	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.44	0.24	0.07	0.28	0.27	0.13	0.13	0.13	0.12	0.12	0.04
Crit Moves:	****				****				****		****	
Green Time:	45.2	86.5	86.5	13.1	54.4	54.4	25.6	25.6	25.6	22.8	22.8	22.8
Volume/Cap:	0.82	0.82	0.45	0.82	0.82	0.78	0.81	0.81	0.82	0.82	0.82	0.31
Delay/Veh:	64.5	32.1	22.6	102.0	51.4	54.0	73.2	73.2	82.6	77.2	77.2	62.3
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:	64.5	32.1	22.6	102.0	51.4	54.0	73.2	73.2	82.6	77.2	77.2	62.3
LOS by Move:	E	C-	C+	F	D-	D-	E	E	F	E-	E-	E
HCM2k95thQ:	37	55	24	15	42	39	24	24	25	23	23	8

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

Appendix C –
Approved Trips Inventory (ATI)

AM PROJECT TRIPS

11/09/2020

Intersection of : Monterey Rd & Monterey From Blossom Hill Rp

Traffix Node Number : 3078

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	-75	0	0	-70	0	0	0	0	-7	0	-29
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	6	0	0	0	0	4	0	1
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	46	4	0	138	0	0	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	1	0	0	79	0	0	0	0	3	0	18
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	0	0	9	0	0	0	0	0	0	1
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	33	12	0	0	0	0	0	0	0	0	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	190	0	0	766	0	0	0	0	0	0	0

AM PROJECT TRIPS

11/09/2020

Intersection of : Monterey Rd & Monterey From Blossom Hill Rp

Traffix Node Number : 3078

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	22	0	0	89	0	0	0	0	0	0	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	26	0	0	0	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	34	1	0	22	11	0	0	0	0	0	7
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	15	0	0	9	4	0	0	0	0	0	3
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	0	0	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	163	17	0	640	0	0	0	0	81	0	0

TOTAL:	**0**	**456**	**34**	**0**	**1688**	**15**	**0**	**0**	**0**	**81**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	0	1688	15
EAST	81	0	1
SOUTH	0	456	34
WEST	0	0	0

PM PROJECT TRIPS

11/09/2020

Intersection of : Monterey Rd & Monterey From Blossom Hill Rp

Traffix Node Number : 3078

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	-8	0	0	-71	0	0	0	0	-28	0	-54
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	0	0	0	0	0	16	0	6
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	189	0	0	15	0	0	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	6	0	0	8	0	0	0	0	14	0	72
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	0	0	1	0	0	0	0	1	0	9
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	99	3	0	0	0	0	0	0	0	0	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	766	0	0	190	0	0	0	0	0	0	0

PM PROJECT TRIPS

11/09/2020

Intersection of : Monterey Rd & Monterey From Blossom Hill Rp

Traffix Node Number : 3078

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	88	0	0	10	0	0	0	0	0	0	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	11	0	0	0	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	14	0	0	28	21	0	0	0	1	0	3
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	6	0	0	14	10	0	0	0	0	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	1	1	0	0	0	0	0	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	633	67	0	69	0	0	0	0	9	0	0

TOTAL:	**0**	**1804**	**70**	**0**	**265**	**32**	**0**	**0**	**0**	**13**	**0**	**36**

	LEFT	THRU	RIGHT
NORTH	0	265	32
EAST	13	0	36
SOUTH	0	1804	70
WEST	0	0	0

AM PROJECT TRIPS

11/09/2020

Intersection of : Monterey Rd & Monterey From Blossom Hill Rp & Monterey To Blossom

Traffix Node Number : 3079

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	-44	-28	-58	-18	0	0	0	0	0	0	-31
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	17	6	4	0	0	0	0	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	38	0	0	138	0	0	0	0	1	0	13
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	1	14	14	73	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	1	1	9	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	12	0	0	0	0	0	0	0	3	0	33
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	190	0	0	766	0	0	0	0	0	0	0

AM PROJECT TRIPS

11/09/2020

Intersection of : Monterey Rd & Monterey From Blossom Hill Rp & Monterey To Blossom

Traffix Node Number : 3079

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	22	4	0	89	0	0	0	0	14	0	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	0	0	0	0	0	0	26
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	24	3	21	1	0	0	0	0	0	0	11
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	10	0	9	0	0	0	0	0	0	0	4
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	0	1	0	0	0	0	0	0	0	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	180	21	0	720	0	0	0	0	67	0	0

TOTAL:	**0**	**434**	**32**	**(6)**	**1782**	**0**	**0**	**0**	**0**	**85**	**0**	**56**

	LEFT	THRU	RIGHT
NORTH	(6)	1782	0
EAST	85	0	56
SOUTH	0	434	32
WEST	0	0	0

PM PROJECT TRIPS

11/09/2020

Intersection of : Monterey Rd & Monterey From Blossom Hill Rp & Monterey To Blossom

Traffix Node Number : 3079

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	-5	-3	-32	-71	0	0	0	0	0	0	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	2	0	16	0	0	0	0	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	136	0	0	15	0	0	0	0	4	0	53
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	6	1	7	15	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	0	1	1	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	3	0	0	0	0	0	0	0	9	0	99
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	766	0	0	190	0	0	0	0	0	0	0

PM PROJECT TRIPS

11/09/2020

Intersection of : Monterey Rd & Monterey From Blossom Hill Rp & Monterey To Blossom

Traffix Node Number : 3079

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	88	14	0	10	0	0	0	0	2	0	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	0	0	0	0	0	0	11
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	2	1	9	19	0	0	0	0	1	0	13
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	3	9	0	0	0	0	0	0	6
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	0	0	0	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	700	80	0	78	0	0	0	0	7	0	0

TOTAL:	**0**	**1696**	**95**	**(12)**	**283**	**0**	**0**	**0**	**0**	**23**	**0**	**182**

	LEFT	THRU	RIGHT
NORTH	(12)	283	0
EAST	23	0	182
SOUTH	0	1696	95
WEST	0	0	0

AM PROJECT TRIPS

11/09/2020

Intersection of : Branham Ln & Monterey Rd & W Branham Ln

Traffix Node Number : 3082

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	1	0	0	6	0	0	0	0	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	46	0	0	191	0	0	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	19	0	0	79	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	1	0	0	9	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	3	24	3	0	97	0	0	0	12	12	0	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	34	110	20	0	443	0	0	0	136	80	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	22	0	0	87	0	0	0	2	0	0	0

AM PROJECT TRIPS

11/09/2020

Intersection of : Branham Ln & Monterey Rd & W Branham Ln

Traffix Node Number : 3082

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	23	1	0	12	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	53	0	0	24	2	3	0	0	1	12	17
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	23	0	0	10	0	0	0	0	0	4	7
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	0	0	1	0	0	0	0	0	0	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	137	0	0	539	0	0	0	0	0	0	0
TOTAL:	**37**	**460**	**24**	**0**	**1498**	**2**	**3**	**0**	**150**	**93**	**16**	**24**

	LEFT	THRU	RIGHT
NORTH	0	1498	2
EAST	93	16	24
SOUTH	37	460	24
WEST	3	0	150

PM PROJECT TRIPS

11/09/2020

Intersection of : Branham Ln & Monterey Rd & W Branham Ln

Traffix Node Number : 3082

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	6	0	0	0	0	0	0	0	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	189	0	0	21	0	0	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	78	0	0	0	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	9	0	0	0	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	9	72	9	0	27	0	0	0	3	4	0	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	136	444	80	0	110	0	0	0	34	20	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	85	0	0	10	0	0	0	0	0	0	0

PM PROJECT TRIPS

11/09/2020

Intersection of : Branham Ln & Monterey Rd & W Branham Ln

Traffix Node Number : 3082

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	10	0	0	20	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	21	1	20	16	1	0	11	42	0	1	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	9	0	9	7	0	0	5	19	0	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	0	0	1	0	0	0	1	0	0	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	533	0	0	58	0	0	0	0	0	0	0
TOTAL:	**145**	**1457**	**90**	**29**	**270**	**1**	**0**	**16**	**99**	**24**	**1**	**0**

	LEFT	THRU	RIGHT
NORTH	29	270	1
EAST	24	1	0
SOUTH	145	1457	90
WEST	0	16	99

AM PROJECT TRIPS

11/09/2020

Intersection of : Chynoweth Av & Edenvale Av / Lean Av

Traffix Node Number : 3401

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	3	0	0	16	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**16**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	16	0
SOUTH	0	0	0
WEST	0	3	0

PM PROJECT TRIPS

11/09/2020

Intersection of : Chynoweth Av & Edenvale Av / Lean Av

Traffix Node Number : 3401

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	16	0	0	3	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	3	0
SOUTH	0	0	0
WEST	0	16	0

AM PROJECT TRIPS

11/09/2020

Intersection of : Chynoweth Av / Roeder Rd & Monterey Rd

Traffix Node Number : 3402

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	1	0	0	6	0	0	0	0	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	46	0	0	191	0	0	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	19	0	0	79	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	1	0	0	9	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	3	30	0	0	121	0	0	0	0	12	0	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	16	165	9	0	661	0	0	0	64	40	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	1	22	0	0	89	0	0	0	0	0	0	0

AM PROJECT TRIPS

11/09/2020

Intersection of : Chynoweth Av / Roeder Rd & Monterey Rd

Traffix Node Number : 3402

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	25	1	0	14	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	1	42	0	2	26	0	1	1	2	5	1	9
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	18	0	0	11	0	0	0	0	1	0	3
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	0	0	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	17	137	9	0	539	0	0	0	67	34	0	0
TOTAL:	**38**	**507**	**19**	**2**	**1746**	**0**	**1**	**1**	**133**	**92**	**1**	**12**

	LEFT	THRU	RIGHT
NORTH	2	1746	0
EAST	92	1	12
SOUTH	38	507	19
WEST	1	1	133

PM PROJECT TRIPS

11/09/2020

Intersection of : Chynoweth Av / Roeder Rd & Monterey Rd

Traffix Node Number : 3402

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	6	0	0	0	0	0	0	0	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	189	0	0	21	0	0	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	78	0	0	8	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	9	0	0	1	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	9	90	0	0	34	0	0	0	0	3	0	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	64	661	40	0	165	0	0	0	16	9	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	2	85	0	0	10	0	0	0	0	0	0	0

PM PROJECT TRIPS

11/09/2020

Intersection of : Chynoweth Av / Roeder Rd & Monterey Rd

Traffix Node Number : 3402

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	11	0	0	22	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	13	4	5	53	0	5	2	0	0	1	6
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	6	1	2	25	0	1	0	0	0	0	2
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	0	0	1	0	0	0	0	0	0	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	67	533	33	0	58	0	0	0	7	4	0	0
TOTAL:	**142**	**1682**	**78**	**7**	**398**	**0**	**6**	**2**	**23**	**16**	**1**	**8**

	LEFT	THRU	RIGHT
NORTH	7	398	0
EAST	16	1	8
SOUTH	142	1682	78
WEST	6	2	23


ETG