TECHNICAL MEMORANDUM

Date:	July 12, 2024	
To:	Steve Chan	City of Santa Clara
	Steve Le	City of Santa Clara
	Ralph Garcia	City of Santa Clara
CC:	Frank Coda	Greenberg Farrow
From:	Girish Basavaraj	TJKM
	Steven Matthew Dauterman, PE, TE, PTOE, RSP_1	TJKM
Subject:	***Starbucks Stevens Creek – Traffic Study***	

This memorandum summarizes a traffic study for a proposed redevelopment of an existing ~7,266 square-foot (SF) commercial plaza to a ~2,300 SF drive-through Starbucks café/restaurant in the City of Santa Clara, California. The site is located immediately northeast of the intersection of Stevens Creek Boulevard and Harold Avenue. TJKM previously prepared a focused trip generation and vehicle miles traveled analysis in November of 2023. Although the project does not require a local transportation assessment (LTA), as discussed below, the project applicant volunteered to conduct a more detailed traffic operations study analyzing the project's level of service and queuing impacts on Harold Avenue and Stevens Creek Boulevard. The project vicinity is shown in **Figure 1**, and the site plan dated December 12, 2023, is shown in **Figure 2**. The site plan will be finalized in consultation with City staff.

Additionally, it should be noted that this study is a second iteration. Comments were received from City staff based on the March 2024 iteration of the study. Those comments were, as appropriate, incorporated herein. A comment-response matrix was prepared by TJKM to discuss changes to this study.

This memorandum includes:

- A summary of site access;
- A trip generation assessment;
- A vehicle miles traveled (VMT) assessment with respect to City policy;
- An intersection Level of Service (LOS) and queuing analysis for six existing intersections under existing conditions with and without the proposed project;
- A five-year review of historic safety trends;
- A traffic calming audit for Harold Street, including an all-way stop warrant assessment for the intersection of Harold Street and Forest Avenue;
- Assessments of potential circulation impacts on all primary modes of transportation (vehicular, pedestrian, bicycle, and transit); and
- Review of sight profiles at the intersection of Harrold Avenue at Stevens Creek Boulevard.

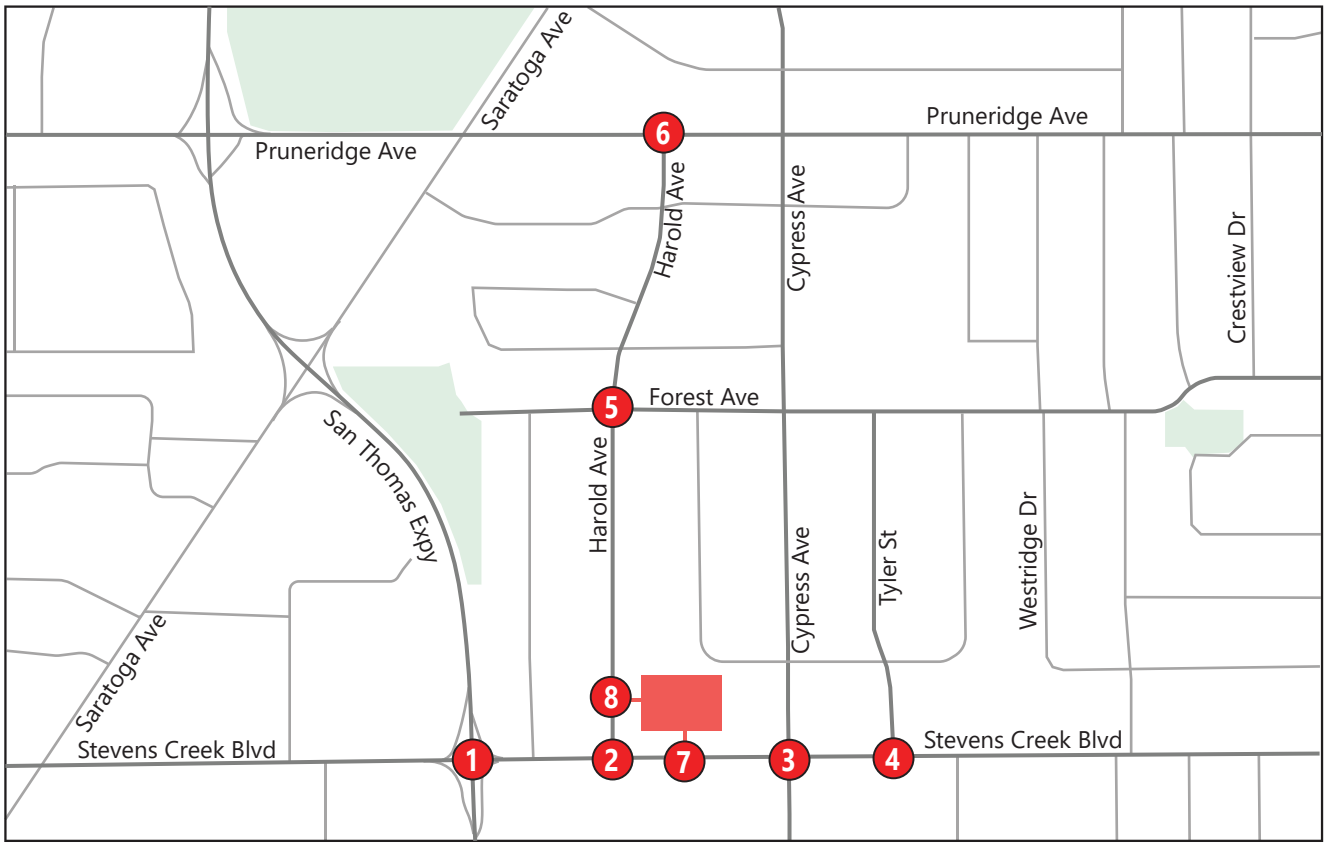
Our findings indicate the following:

- Based on our findings, the proposed project's impacts would be considered **insignificant** in terms of VMT as it qualifies for a categorical exemption from the provision of the California Environmental Quality Act (CEQA) due to the development being locally serving commercial
    - Of note, as mentioned in the introduction of this report, to reiterate, this traffic study was conducted voluntarily and was intended to focus more on traffic operations as the site was already deemed exempt from a VMT assessment due to screening out; nonetheless at the request of the City, VMT components herein were expanded based on comments received.
- In terms of traffic operations, the proposed redevelopment is expected to account for a minimal increase in trips generated by the site during a typical weekday and during the morning (a.m.) and afternoon (p.m.) commuter peak hours, relative to the existing retail building by-right.
- The project is not expected to substantially increase LOS or 95th-percentile vehicular queues to conditions above jurisdictional thresholds (all LOS levels remain the same as "no project conditions" and queues (which occur 1/20th of the time during the peak hours) increase by at most 143 feet and by-average of all lane groups by only nine feet) and is not expected to create any new major deficiencies with respect to all primary modes of transportation.
    - It should be noted that the location of the primary site entrance on Harold Avenue is dictated by safety concerns related to having exiting vehicles on Stevens Creek Boulevard. Thus, a right-in only configuration was selected in consultation with City staff.
    - The added delay along Harold Avenue (41.4 seconds during the AM peak hour) was discussed with City staff and was determined to be likely acceptable conditions (as the results herein may be higher than anticipated due to limitations in the analysis software (does not account for the keep clear conditions or the two-stage crossing), observed "increased" delays would likely occur during the peak 15-minute interval of the peak hours, a signal is not warranted or justified at the intersection, and the geometric design should not be modified to prevent the restriction of left turns based on consultation with the City, and that the applicant is coordinating with the City to implement traffic calming initiatives that may lessen traffic along Harrold Avenue).
- The proposed development will slightly improve sight distance conditions.

As part of the proposed redevelopment, TJKM recommends the following:

- Coordinate with the City of Santa Clara to install traffic calming devices along Harrold Avenue to reduce incentives for cut-through traffic and reduce operating speeds. The City should be in responsible charge of the design and installation (consentient with the City's Neighborhood Traffic Calming Program). Starbucks should provide appropriate funding to install these traffic-calming devices.

Figure 1: Vicinity Map



LEGEND

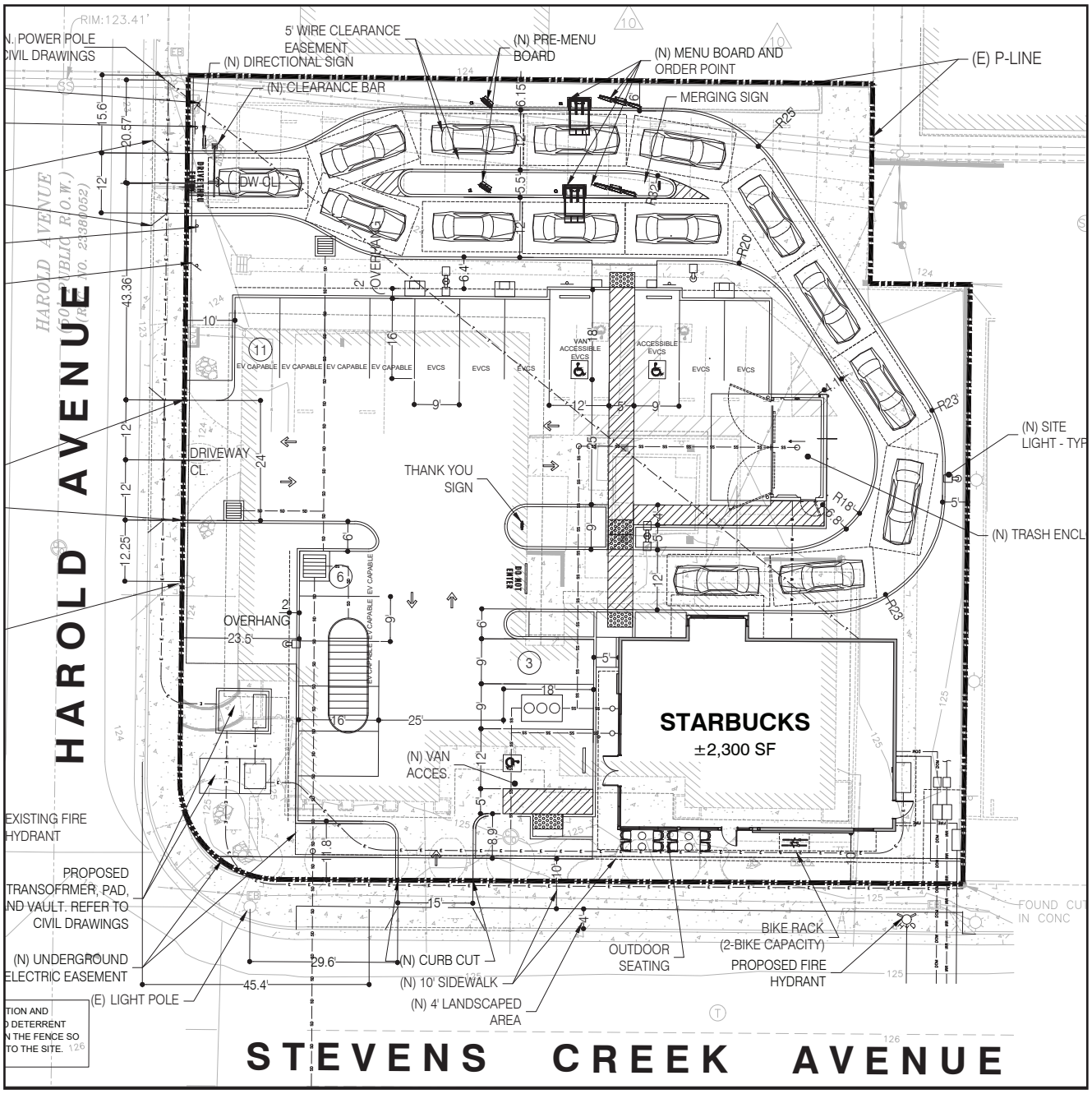
Project Site

Study Intersection

Project Driveway

N

Figure 2: Site Plan



Site Access

The proposed project would be accessed via an entry-only (right-in) driveway on Stevens Creek Boulevard and a full access driveway on Harold Avenue. As discussed with City of Santa Clara staff, it was confirmed that this access arrangement is dictated primarily due to safety concerns of having vehicles exiting onto Stevens Creek Boulevard.

Project Trip Generation Assessment

To estimate trips generated by the existing and proposed redevelopment of the site for the a.m. and p.m. peak hours as well as for weekday daily trips, TJKM utilized the published trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (TGM) and consistent with the methodology published in ITE's Trip Generation Handbook, 3rd Edition (TGH).

TJKM used published trip rates for the ITE Land Use Code (LUC) 822 (Strip Retail Plaza (Commercial less than 40,000 SF)) to estimate the existing traffic on the site and ITE LUC 937 (Coffee/Donut Shop with Drive-Through Window) to estimate traffic for the proposed use. In order to account for the influence of pass-by trips, the pass-by rates were estimated based on ITE LUC 934 (Fast-Food Restaurant with Drive-Through Window), as the closest comparable land use with pass-by rates available (of further note, ITE LUC 938 (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating) is not comparable to the proposed project).

The trip generation and comparison between uses are portrayed in **Table 1**. With pass-by and existing trips taken into account, the proposed project is expected to generate approximately 47 more daily trips, 76 more a.m. peak hour trips, and 22 fewer p.m. peak hour trips. This is below the daily threshold of 100 net new daily trips for determining whether a local transportation analysis (LTA) is required.

Table 1: Project Trip Generation and Comparison (ITE TGM)

Land Use[1]	Size[2]	Daily		AM Peak					PM Peak				
		Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Existing Use													
Strip Retail Plaza (<40k) (822)[3]	7.27 ksf	73.77	536	3.17	60:40	14	9	23	6.59	50:50	31	31	62
Proposed Use													
Coffee/Donut Shop with Drive-Through Window (937)	2.30 ksf	533.57	1,227	85.88	51:49	101	97	198	38.99	50:50	45	45	90
Pass-by trip reduction[4]		*-52.5%*	*-644*	*-50%*		*-51*	*-48*	*-99*	*-55%*		*-25*	*-25*	*-50*
Net Trips w/ Reductions			**583**			**50**	**49**	**99**			**20**	**20**	**40**
Trip Delta			**47**			**36**	**40**	**76**			**-11**	**-11**	**-22**

Notes:

General: Multiple ITE land use codes (LUC) have fitted curve equations for various analysis periods in addition to rates. The methodology in the ITE's Trip Generation Handbook (3rd ed.) was utilized to determine which was used.

1. Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), 2021

2. ksf: thousand square feet
3. Fitted curve formulas used
4. Based on ITE code 934, Fast Food Restaurant with Drive-Through Window

Vehicle Miles Traveled – Consistency with City Policy

Vehicle Miles Traveled (VMT) is a measurement of how much driving a land use will generate. VMT is the total miles of travel by personal motorized vehicles, a project is expected to generate in a day. VMT is calculated using the origin-destination VMT method, which measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more VMT than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and a diversity of complementary land uses, and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low-densities of residential developments and no transit service in the project vicinity.

For VMT analysis, TJKM followed the SB 743 VMT Transportation Analysis Policy passed by the City of Santa Clara on June 2020. Since this is a retail project of only 2,300 square feet, it falls under the "Local Serving Retail" category. According to the City of Santa Clara's SB 743 VMT guidelines, local serving retail (retail uses under 50,000 square feet) do not require a VMT analysis. Thus, TJKM finds the Starbucks Stevens Creek project to have an **insignificant** impact on VMT.

Intersections Operations Methodology

STUDY INTERSECTIONS AND SCENARIOS

TJKM identified and analyzed the traffic conditions at six existing study intersections during the typical weekday morning (a.m.) and afternoon (p.m.) peak hours. The study intersections are as follows:

1. Stevens Creek Boulevard & San Tomas Expressway (Signalized),
2. Stevens Creek Boulevard & Harold Avenue (One-Way Stop Control [OWSC] on the side street),
3. Stevens Creek Boulevard & Cypress Avenue (Signalized),
4. Stevens Creek Boulevard & Tyler Street (OWSC on the side street),
5. Forest Avenue & Harold Avenue (Two-Way Stop Control [TWSC] on Forest Avenue),
6. Pruneridge Avenue & Harold Avenue (OWSC on the side street).

The land use scenarios assumed for this study are as follows:

1. *Existing Conditions*: This scenario examines the study intersections based on typical peak hour volumes in the recent years. The turning movement counts were collected in November 2023, and newer counts along Harrold Avenue were recollected in May 2024 (as per discussion with the City).

2. *Existing plus Project Conditions*: This scenario adds traffic generated by the proposed development to the Existing Conditions.

INTERSECTION LEVEL OF SERVICE METHODOLOGY

Level of Service (LOS) is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the free-flow operating conditions and F representing the severely congested flow with high delays. Typically, LOS C is considered as an ideal condition as it represents stable flow and efficient use of the transportation facility. Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets. The following subsections provide detailed study methodology based on the type of intersections.

Each of the study intersections was analyzed using *Vistro* software using methodology outlined in the Transportation Research Board's (TRB) Highway Capacity Manual, 6th Edition (HCM 6). The LOS assessment under all scenarios is based on current traffic controls unless otherwise noted.

SIGNALIZED INTERSECTIONS

The study intersections under traffic signal control are analyzed using the HCM 6 methodology described in Chapter 19. This methodology determines LOS based on average control delay per vehicle for the overall intersection and by approach and a combination of control delay per vehicle and volume-to-capacity (v/c) for lane groups during the peak hour operating conditions.

Delay quantifies the increase in travel time due to traffic signal control; it is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. A v/c ratio of 1.0 or more indicates cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 seconds per vehicle represents failure from a delay perspective).

Table 2 summarizes the relationship between the control delay and LOS for signalized intersections. The LOS assessments under all scenarios are based on current traffic controls and signal timings unless otherwise noted.

Table 2: Level of Service Definitions for Signalized Intersections

LOS	Definition	Control Delay Range (s/veh)	v/c Range
A	Very low control delay. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is short. Most vehicles arrive during the green phase. Many vehicles do not stop at all.	≤ 10	≤ 1.0
B	The v/c ratio is low. There is good progression, short cycle lengths, or both. More vehicles stop, causing higher levels of delay.	≤ 20	≤ 1.0
C	Higher delays occur in favorable progression or a due to a moderate cycle length, or both. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during a given cycle) may begin to appear. The number of vehicles stopping is still considered low-to-moderate, though many vehicles still pass through the intersection without stopping.	≤ 35	≤ 1.0
D	The influence of congestion becomes more apparent. Longer delays may result from some combination of a high v/c ratio, ineffective progression, long cycle length, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	≤ 55	≤ 1.0
E	Typically considered the limit of acceptable delay. High delays usually indicate a very high v/c ratio, poor progression, long cycle lengths, and high volumes. Most cycles fail to clear the queue.	≤ 80	≤ 1.0
F	Delays are unacceptable to most drivers. Conditions are considered oversaturated. Arrival flow rates exceed the capacity of the intersection (v/c in excess of 1.0). Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.	> 80	> 1.0

Source: Transportation Research Board's (TRB) Highway Capacity Manual, 6th Edition

STOP-CONTROLLED INTERSECTIONS

The study intersections under one/two-way stop control (OWSC / TWSC) and all-way stop control (AWSC) are analyzed using the HCM 6 methodology described in Chapters 20 and 21, respectively. LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At one- or two-way stop-controlled intersections, the control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The weighted average delay for the entire intersection is presented for all-way stop controlled intersections.

Table 3 summarizes the relationship between delay and LOS for stop-controlled intersections. The delay ranges for stop-controlled intersections are lower than for signalized intersections, as drivers expect less delay at stop-controlled intersections.

Table 3: Level of Service Definitions for Stop-Controlled Intersections

LOS	Definition	Control Delay Range (s/veh)	v/c Range
A	Usually no conflicting traffic. Drivers can easily find gaps in traffic to maneuver. v/c is low.	≤ 10	≤ 1.0
B	Occasionally some delay due to conflicting traffic. Drivers can find gaps in traffic. v/c is low.	≤ 15	≤ 1.0
C	There is some noticeable delay due to conflicting traffic. Drivers are still able to find gaps in traffic.	≤ 25	≤ 1.0
D	Drivers experience delay due to less gaps in traffic to maneuver. Lane group v/c creeps closer to 1.0.	≤ 35	≤ 1.0
E	Delay approaches driver tolerance levels. Drivers will occasionally find gaps in traffic to maneuver. Lane group v/c approaches 1.0.	≤ 50	≤ 1.0
F	Delay exceed driver tolerance levels or v/c exceeds 1.0 or both.	> 50	> 1.0

Source: Transportation Research Board's (TRB) Highway Capacity Manual, 6th Edition

INTERSECTION LEVEL OF SERVICE STANDARDS

Although level of service is no longer used for identifying impacts under CEQA, level of service analysis is still used for determining consistency with adopted agency plans and standards. As part of the City's adoption of VMT to superseded LOS under CEQA, the City's adoption resolution (No. 20-8861) notes:

"To evaluate LOS, the City will continue to relying upon the standards set by the City's General Plan. The General Plan Mobility and Transportation Diagram references the LOS "D" standard for local City streets for the Phase 1 of the plan (2010-2015). For Phase II (2015-2023) and Phase III (2023-2035), the plan allows for exemptions and modification to the LOS standard based on the context, location and circumstance. The plan also establishes a LOS "E" on regional roadway facilities."

For the purposes of this assessment, LOS D or better was considered to be "within applicable standards" for all study intersections with the exception of Stevens Creek Boulevard and San Tomas Expressway (Study Intersection 1), where LOS E was considered acceptable. Study Intersection 1, which is located on a regional facility, has previously been designated as a "Congestion Management Program (CMP) Intersection" by the Santa Clara Valley Transportation Authority (VTA).

Additionally for the purpose of this assessment, if an intersection was already operating above LOS D or E without the project, as applicable, then the conditions with the project would still be considered "within applicable standards" if the LOS did not deteriorate further (ex., LOS E to LOS F). Furthermore, in the case of unsignalized intersections, a change from an approach LOS D or E, as applicable, without the project (as applicable) to approach LOS E or F with the project, respectively, would also be considered "within applicable standards" if the change in traffic volumes did not warrant the need for a traffic signal per the latest edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Intersection Operations Assessment

EXISTING CONDITIONS – INTERSECTION LEVEL OF SERVICE

Existing intersection lane configuration and turning movement volume are used to calculate the level of service for the study intersections during the peak hour. **Figure 3** shows the existing lane configurations and traffic controls in the study area. Peak hour turning movement volumes for Existing Conditions are shown in **Figure 4**. The turning movement counts (TMCs) are provided in **Appendix A**.

Of note, TMCs were originally collected in November 2023 (the week after Thanksgiving, which is still considered within the typical timeframe to collect data in the industry); however, given concerns by the community, new counts were collected in May 2024 and incorporated into this analysis. The observed difference in the counts was approximately 6% for the a.m. peak hour and 1% for the p.m. peak hour, which can in-part or fully be attributed to seasonal variations, daily variations, and hourly variations.

The results of the level of service analysis using the *Vistro* software program for Existing Conditions are summarized in **Table 4**. LOS reports are provided in **Appendix B**.

Under existing conditions, the following intersections experience LOS that are unacceptable with City of Santa Clara standards:

- Stevens Creek Boulevard & San Tomas Expressway (Study Intersection 1) – a.m. peak hour
- Stevens Creek Boulevard & Harold Avenue (Study Intersection 2) – a.m. peak hour and p.m. peak hour.
- Stevens Creek Boulevard & Tyler Street (Study Intersection 4) – a.m. peak hour
- Pruneridge Avenue & Harold Avenue (Study Intersection 6) – p.m. peak hour

Table 4: Existing Conditions – Intersection Level of Service Results

No.	*Intersection*	*Control Type*	*Target LOS Threshold*	*Peak Hour*	*Existing Conditions*	
					Delay (sec/veh)	*Delay-Based LOS*
1	Stevens Creek Boulevard & San Tomas Expressway	Signal	E	a.m.	120.4	**F**
				p.m.	70.5	E
2	Stevens Creek Boulevard & Harold Avenue	One-Way Stop	D	a.m.	56.5	**F**
				p.m.	51.8	**F**
3	Stevens Creek Boulevard & Cypress Avenue	Signal	D	a.m.	14.0	B
				p.m.	12.1	B
4	Stevens Creek Boulevard & Tyler Street	One-Way Stop	D	a.m.	43.6	**E**
				p.m.	30.6	D
5	Harold Avenue & Forest Avenue	Two-Way Stop	D	a.m.	10.1	B
				p.m.	10.1	B
6	Pruneridge Avenue & Harold Avenue	One-Way Stop	D	a.m.	18.7	C
				p.m.	35.9	**E**
7	Stevens Creek Boulevard & Project Driveway 1	N/A	D	a.m.	-	-
				p.m.	-	-
8	Harold Avenue & Project Driveway 2	One-Way Stop	D	a.m.	-	-
				p.m.	-	-

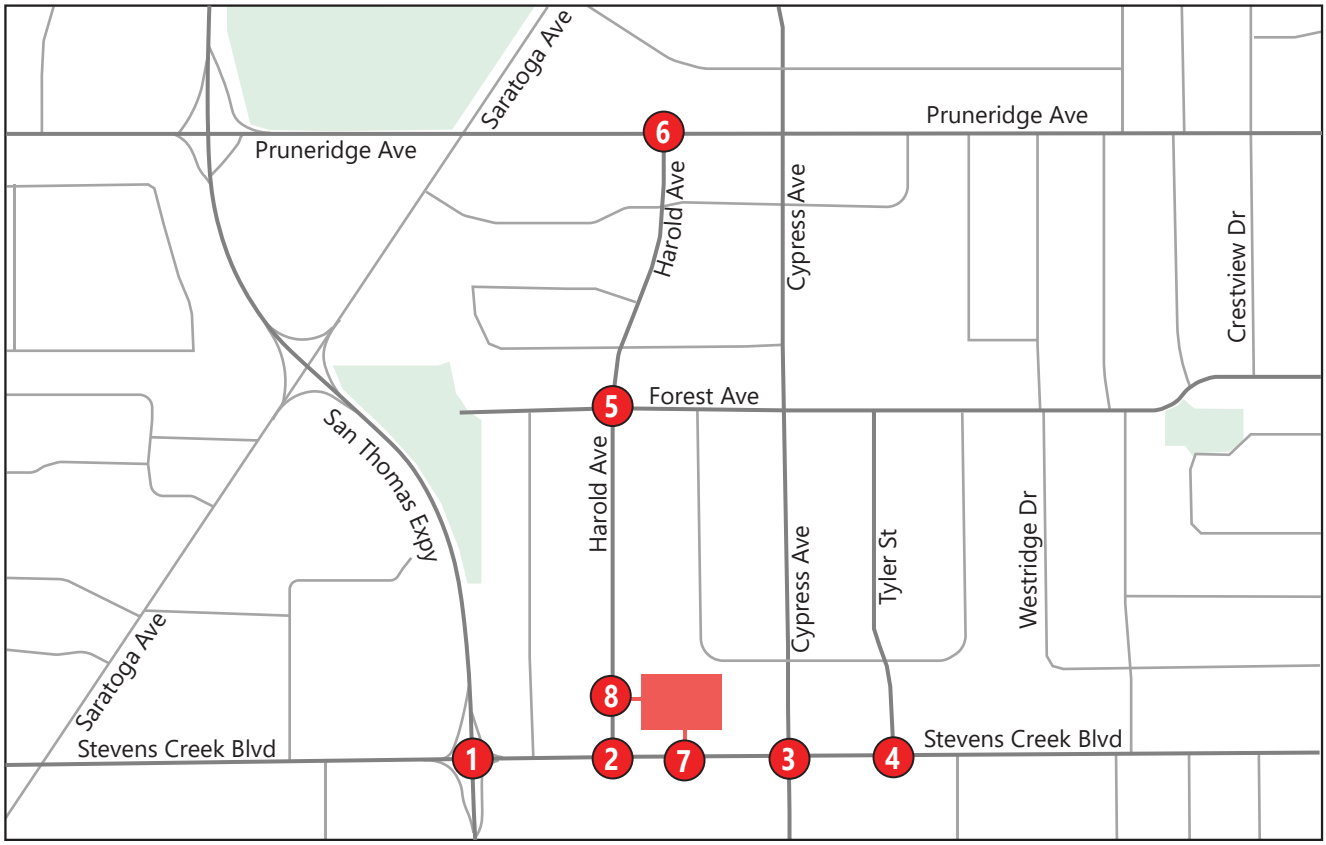
Note:

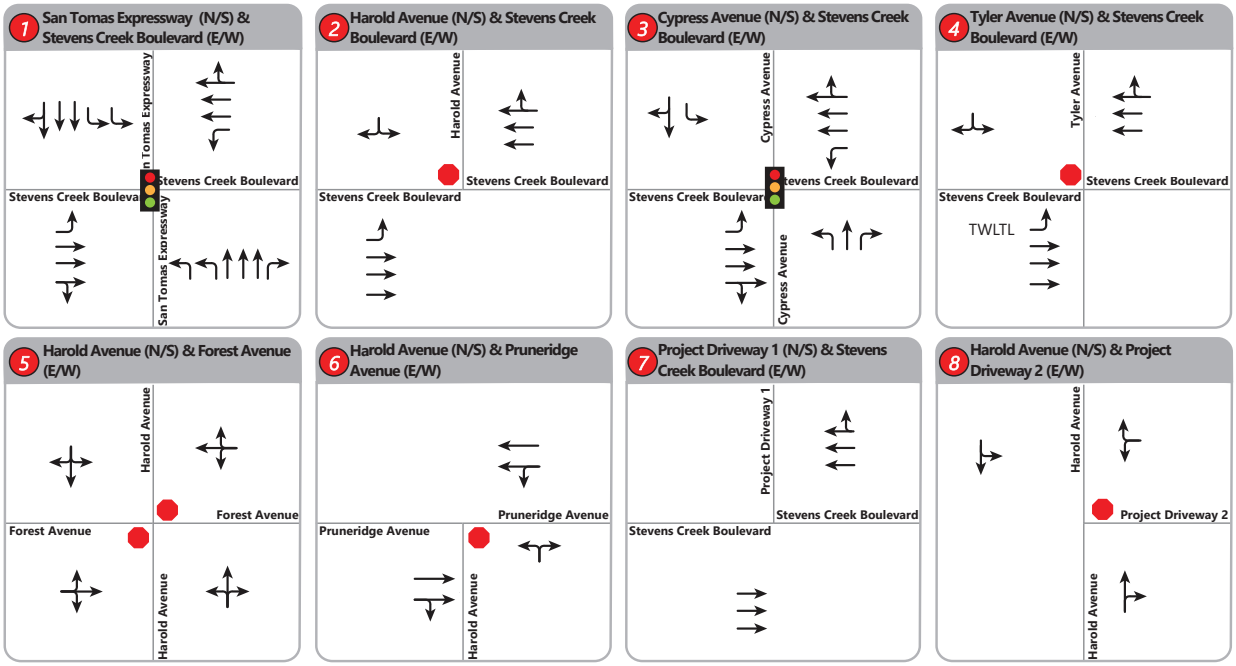
Delay = Average control delay in seconds per vehicle,

LOS = Level of Service.

Reported values are overall for signalized intersections.

Figure 3: Existing Lane Geometry and Traffic Controls

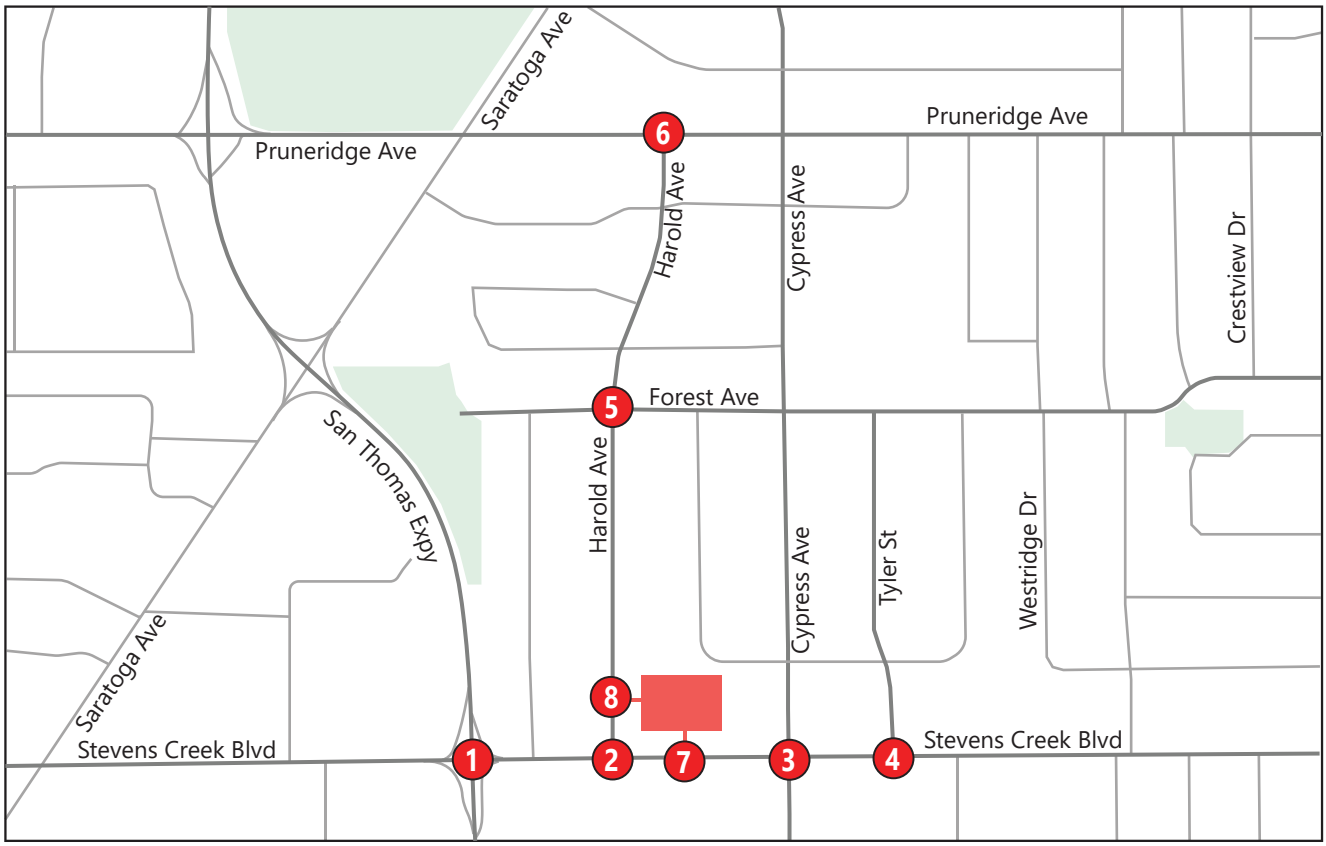


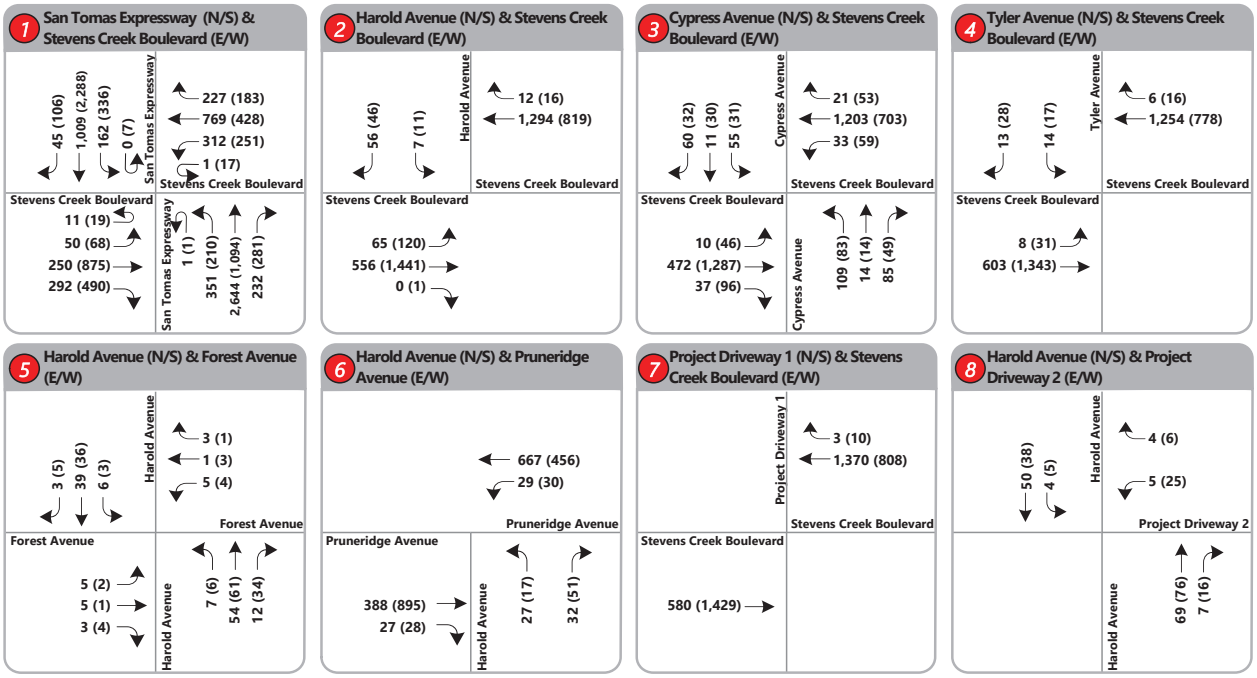


LEGEND

- Project Site
- Stop Sign
- Study Intersection
- Traffic Signal
- Project Driveway
- TWLTL Two Way Left Turn Lane

Figure 4: Existing Conditions Peak Hour Turning Movement Volumes





LEGEND

- Project Site
- Study Intersection
- Project Driveway
- (XX) PM Peak Hour Volumes
- XX AM Peak Hour Volumes

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is a process of developing study assumptions that estimates the direction vehicular trips will arrive and depart the study site. Trip assignment estimates specific streets and turning movements at study intersections for project-related or site traffic.

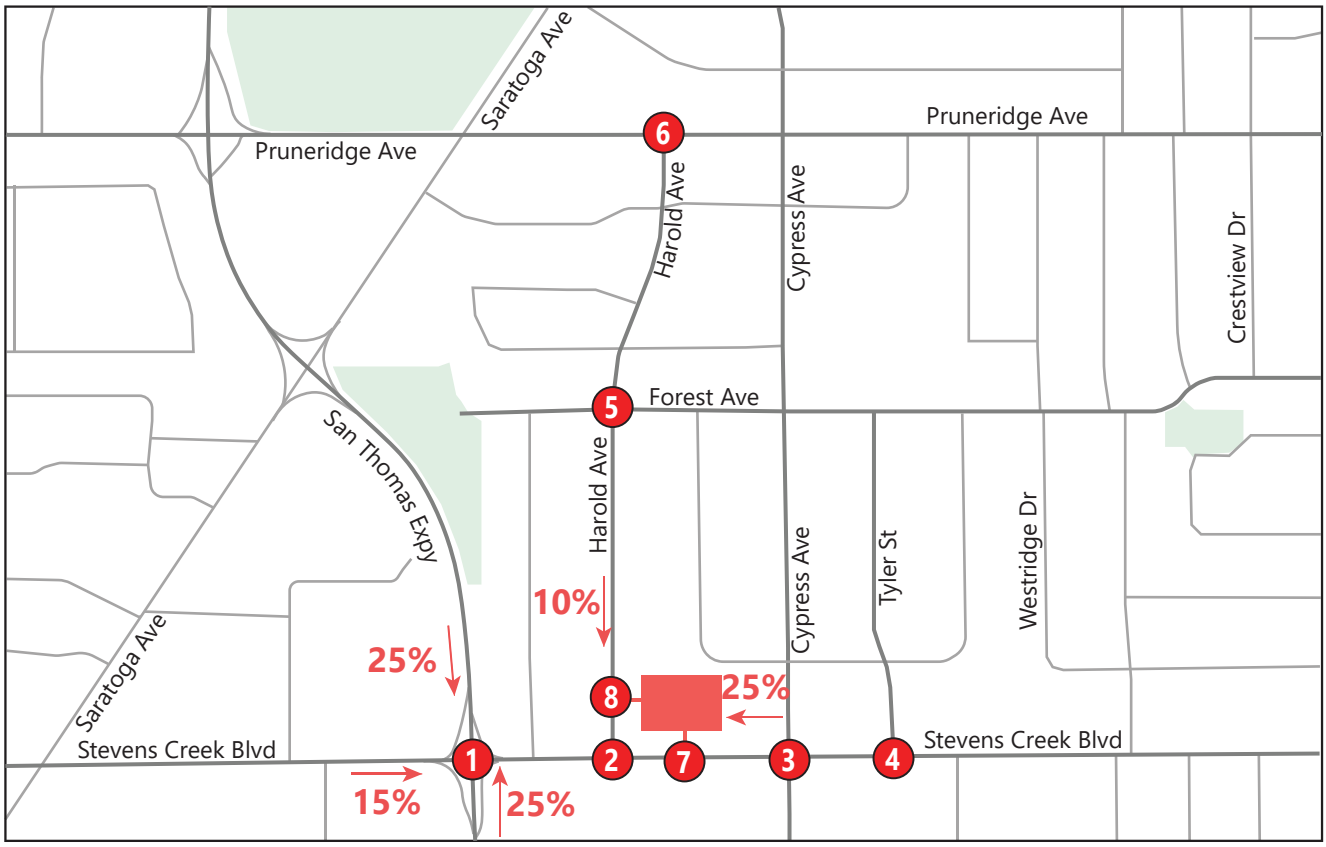
Trip distribution and assignment assumptions for the proposed project were developed based on existing travel patterns, knowledge of the study area, prior traffic studies of similar land uses in the vicinity, and engineering judgment.

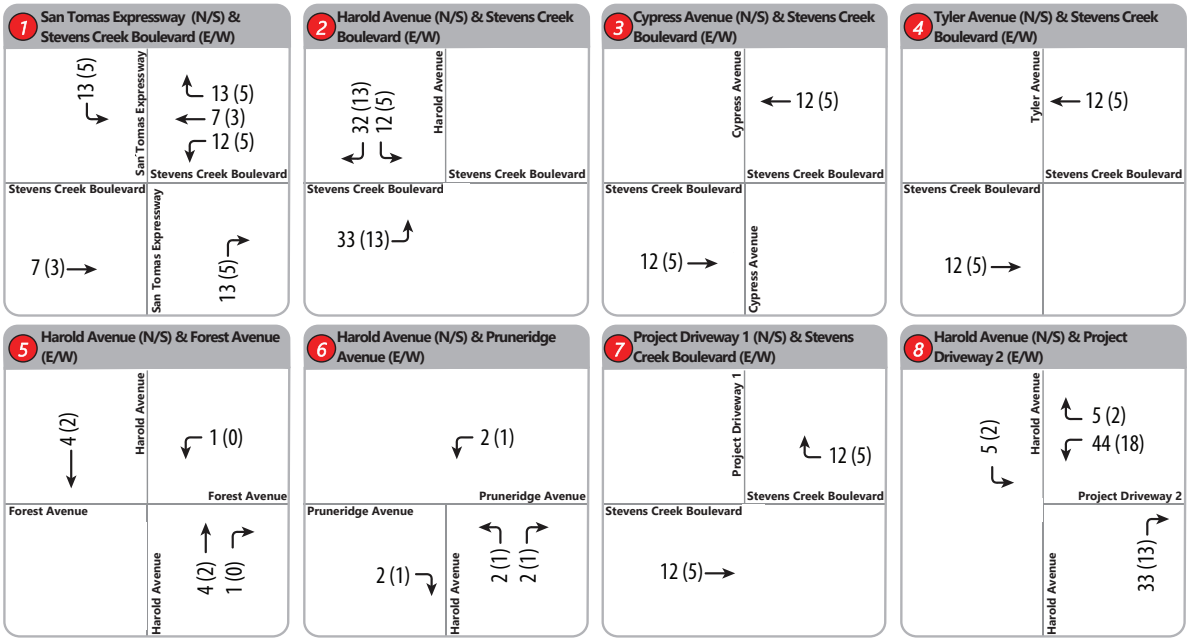
The assumed trip distribution for primary trips is as follows:

- 25 percent to/from the north via San Tomas Expressway;
- 10 percent to/from the north via Harold Avenue;
- 25 percent to/from the east via Stevens Creek Boulevard;
- 25 percent to/from the south via San Tomas Expressway; and
- 15 percent to/from the west via Stevens Creek Boulevard.

Figure 5 shows the anticipated distribution of project trips and trip assignment at each study intersection. **Figure 6** shows the assignment of pass-by trips. **Figure 7** shows the resulting Existing plus Project traffic volumes, which combines the existing volumes with the project trip assignments.

Figure 5: Project Trip Distribution and Assignment

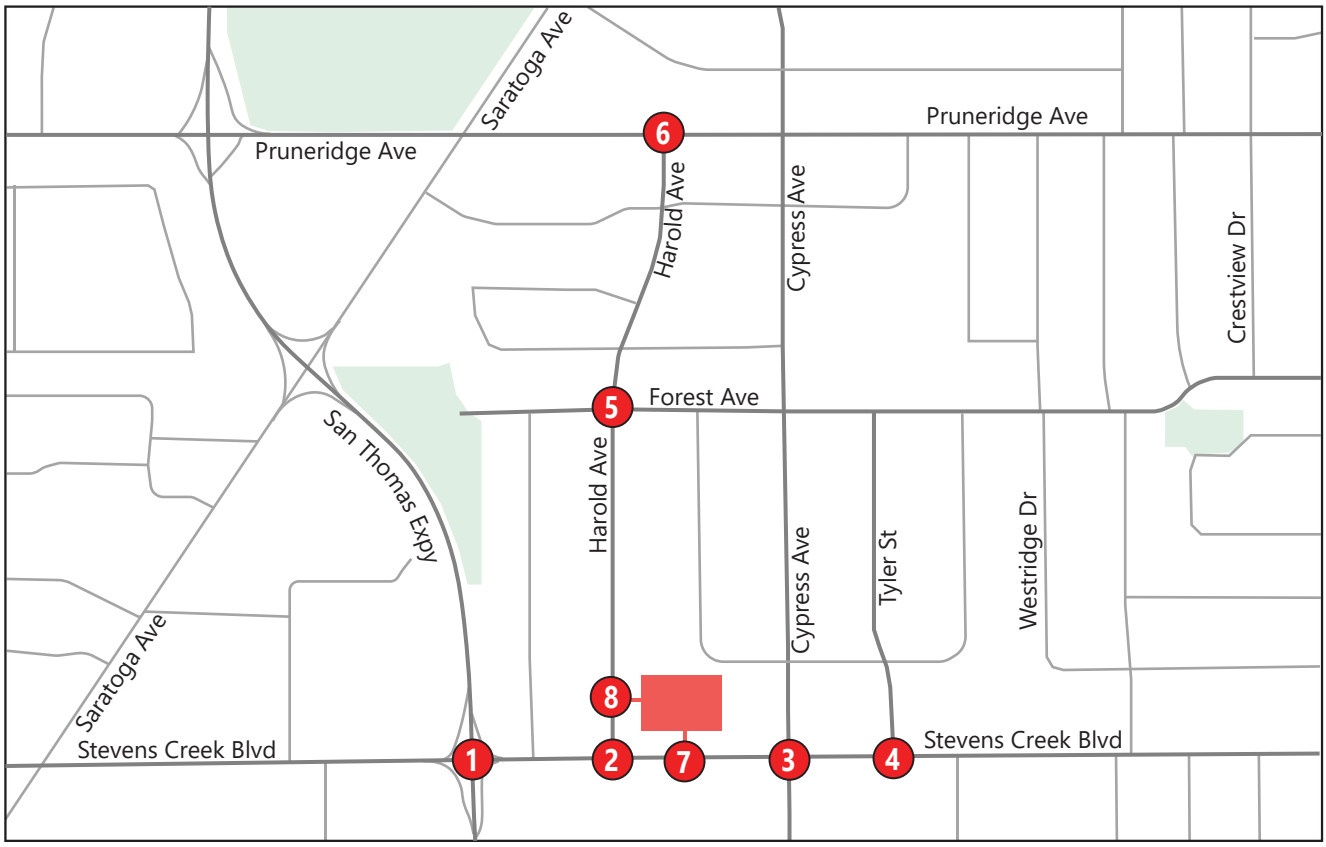


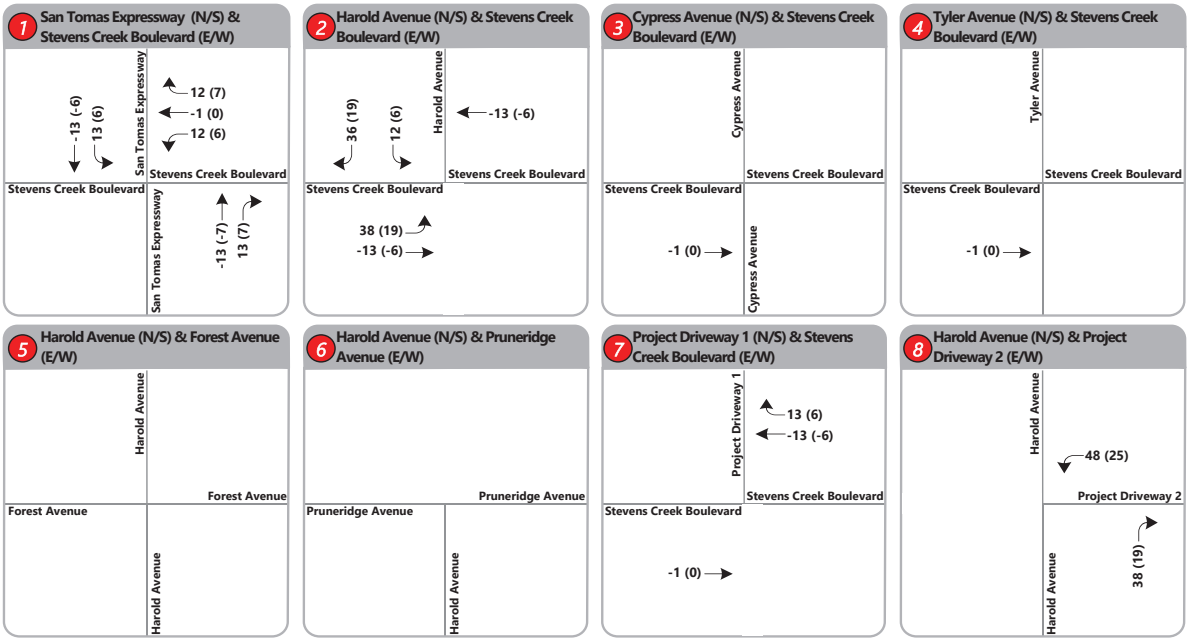


LEGEND

- Project Site
- X Study Intersection
- Project Driveway
- XX AM Trip Assignments
- (XX) PM Trip Assignments

Figure 6: Pass-By Trip Assignment

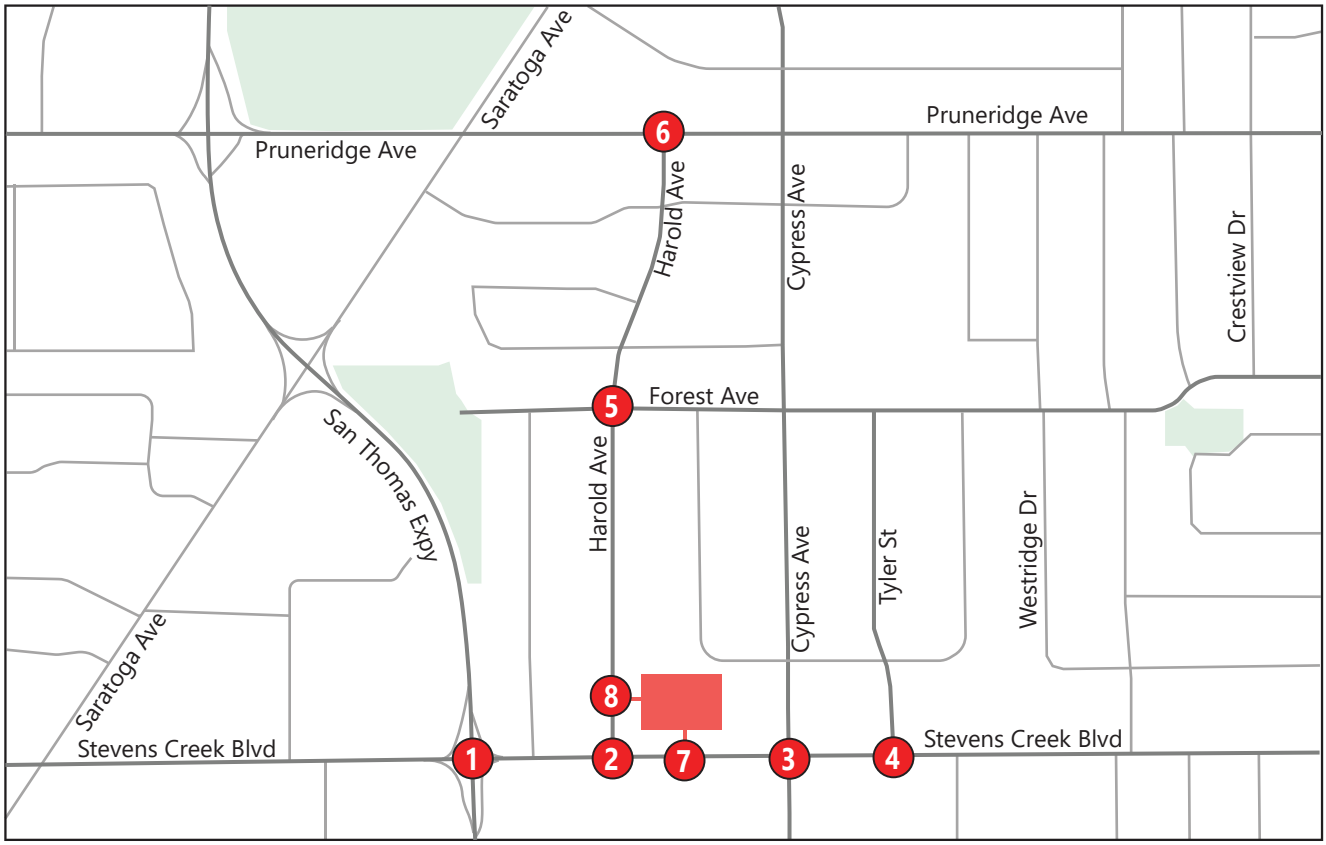


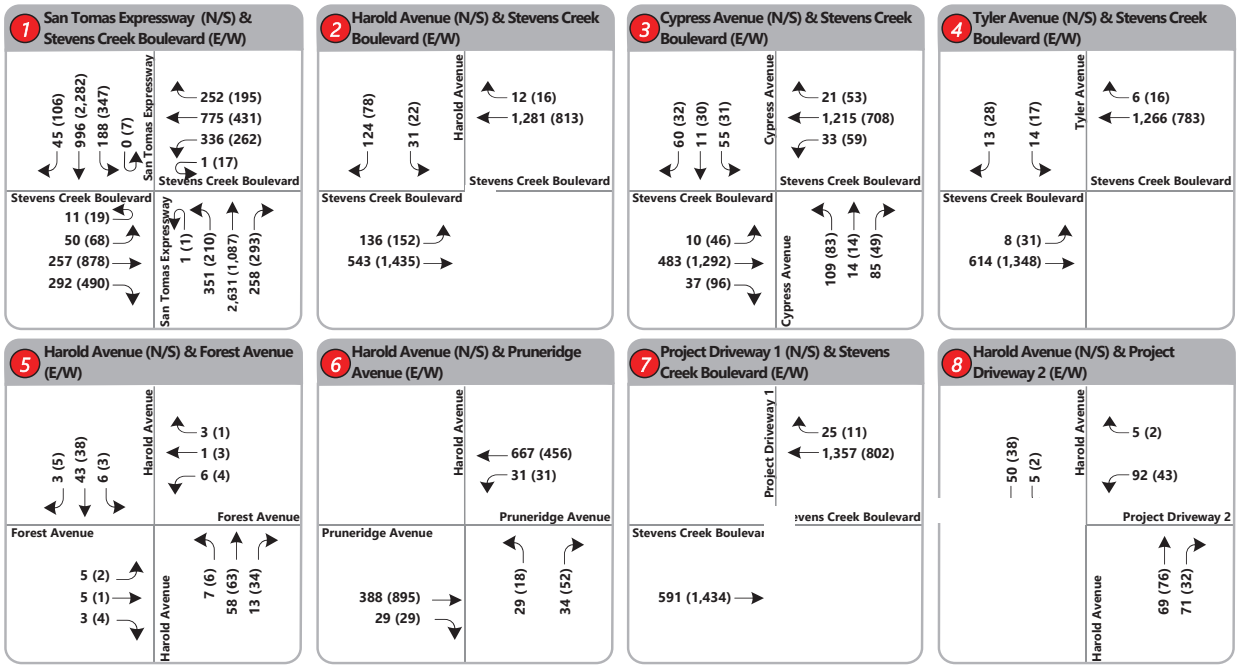


LEGEND

- Project Site
- Study Intersection
- Project Driveway
- XX AM Pass-By Trips
- (XX) PM Pass-By Trips

Figure 7: Existing Plus Project Conditions Peak Hour Turning Movement Volumes





LEGEND

Project Site

X Study Intersection

Project Driveway

(XX) PM Peak Hour Volumes

XX AM Peak Hour Volumes

N

EXISTING PLUS PROJECT CONDITIONS – INTERSECTION LEVEL OF SERVICE

This section describes the operational impacts of the proposed project on the roadway network. Existing plus Project Conditions consist of existing traffic volumes and roadway facilities plus new traffic generated by the proposed project.

Table 5 summarizes the results of the level of service analysis using the *Vistro* software program for Existing plus Project Conditions. The results for Existing Conditions are included for comparison purposes. Intersections that operated at unacceptable thresholds are shown in red, and intersections that degraded between "No Project" conditions to "Plus Project" conditions per the applicable thresholds are likewise shown in red. LOS reports are provided in **Appendix C**

As under Existing Conditions, the following intersections continue to operate at LOS that are unacceptable with City of Santa Clara standards under Existing plus Project Conditions:

- Stevens Creek Boulevard & San Tomas Expressway (Study Intersection 1) – a.m. peak hour
    - No change in LOS;
    - Increase in delay by up to 4.4 seconds.
- Stevens Creek Boulevard & Harold Avenue (Study Intersection 2) – a.m. peak hour and p.m. peak hour.
    - No change in LOS;
    - Increase in potential delay by up to 41.4 seconds (see below for additional information related to methodology limitations).
- Stevens Creek Boulevard & Tyler Street (Study Intersection 4) – a.m. peak hour
    - No change in LOS;
    - Increase in delay by up to 1.1 seconds.
- Pruneridge Avenue & Harold Avenue (Study Intersection 6) – p.m. peak hour
    - No change in LOS;
    - Increase in delay by up to 0.5 seconds.

It should be noted that the Stevens Creek Boulevard & Harold Avenue (Intersection 2) shows a net increase in delay by 41.4 seconds during the a.m. peak hour and 21.6 seconds during the p.m. peak hour. This net increase in delay is likely a combination of a few items and is expected to be lower than reported:

- The peak hour factor (PHF) reported at the intersection was between 0.83 and 0.90. Typically for mainline urban corridors, such as Stevens Creek, a PHF of between 0.90 and 0.99 is expected. This accounts for a net increase in analysis volumes during the peak 15-minute study interval used in the HCM6 methodology by upwards of 10%. Further, the additional of project trips would likely raise the peak hour factor above existing conditions, effectively spreading traffic out more over the peak hour.
- The Vistro analysis software does not fully capture the impacts of two-stage crossing that could occur due the presence of the two-way left-turn lane (TWLTL), nor does the analysis take into

account the "Keep Clear" area, which would help provide gaps when conditions are saturated on Stevens Creek Boulevard. Based on queues and video recordings of the TMCs, the queue for westbound Stevens Creek does at times extend pass the keep clear. This effectively provide a gap in traffic for vehicles existing to enter the Stevens Creek and to wait in the TWLTL.

- The analysis does not consider any potential diversion of traffic (either onto Cypress Avenue or turning right and making a U-turn at San Tomas Expressway).
- The analysis does not consider any reduction in traffic along Harrold Avenue that may come through traffic calming measures being currently coordinated with the City (see below for more information).
- Reported delays would only occur during the peak 15-minute peak interval, not during the full 2-hour peak period. Delays occurring outside the 15-minute peak interval would be less.

The following conditions were discussed with City staff, and it was determined that the realistic added delay would likely be less than reported in the analysis for all the reason mentioned above. Additionally (given the limitations that would prohibit geometric improvements, the directive of the City to restrict the entrance on Stevens Creek Boulevard to prevent left-in and left-outs, and given the fact that a signal is neither justified nor likely warranted at Harold Avenue per the CA MUTCD), the City recommended the Applicant coordinate with City staff and the neighborhood to pursue traffic calming initiatives to reduce speeding and cut-through traffic along Harrold Avenue as an alternative improvement measure. Traffic calming is discussed further below.

Table 5: Existing plus Project Conditions – Intersection Level of Service Analysis Results

No.	*Intersection*	*Control Type*	*Peak Hour*	*Existing Conditions*		*Existing plus Project Conditions*		*Change in Average Delay*
				Delay (sec/veh)	*Delay-Based LOS*	*Delay (sec/veh)*	*Delay-Based LOS*	
1	Stevens Creek Boulevard & San Tomas Expressway	Signal	a.m.	120.4	**F**	124.8	**F**	+4.4
			p.m.	70.5	E	70.1	E	-0.4
2	Stevens Creek Boulevard & Harold Avenue	One-Way Stop	a.m.	56.5	**F**	97.9	**F**	+41.4
			p.m.	51.8	**F**	73.4	**F**	+21.6
3	Stevens Creek Boulevard & Cypress Avenue	Signal	a.m.	14.0	B	13.9	B	-0.1
			p.m.	12.1	B	12.1	B	0.0
4	Stevens Creek Boulevard & Tyler Street	One-Way Stop	a.m.	43.6	**E**	44.7	**E**	+1.1
			p.m.	30.6	D	30.9	D	+0.3
5	Harold Avenue & Forest Avenue	Two-Way Stop	a.m.	10.1	B	10.2	B	+0.1
			p.m.	10.1	B	10.2	B	+0.1
6	Pruneridge Avenue & Harold Avenue	One-Way Stop	a.m.	18.7	C	19.0	C	+0.3
			p.m.	35.9	**E**	36.4	**E**	+0.5
7	Stevens Creek Boulevard & Project Driveway 1	N/A	a.m.	-	-	0.0	A	-
			p.m.	-	-	0.0	A	-
8	Harold Avenue & Project Driveway 2	One-Way Stop	a.m.	-	-	9.9	A	-
			p.m.	-	-	9.4	A	-

Note:

Delay = Average control delay in seconds per vehicle,

LOS = Level of Service.
Reported values are overall for signalized intersections.

QUEUEING ASSESSMENT

This section describes the operational impacts of the proposed project on the vehicular queues of intersection approaches with storage bays. As the study area experiences saturated conditions around the intersection of Stevens Creek Boulevard & San Tomas Expressway, a SimTraffic analysis was conducted to identify expected 95th percentile queue lengths. Five one-hour simulation runs were conducted and the results averaged. **Table 6** shows the results of the queueing analysis for both Existing Conditions and Existing plus Project Conditions for a.m. and p.m. peak hours. Queuing impacts were identified as new queue spillback. Queueing is reported at both signalized intersections and at the key stop controlled intersection of Stevens Creek Boulevard & Harold Avenue.

It should be noted that 95th percentile queue lengths occur infrequently, representing the likely maximum queue experienced during a typical peak hour, and they are often much higher than average queue length. Lower peak hour factors contribute to high queue lengths, as traffic volumes are more concentrated within the peak 15 minutes of the peak hour. In addition, the taper extra space beyond the painted storage length as the roadway transitions into the turn bay, and this can potentially store additional vehicles.

The queuing assessment indicates that all analyzed study intersections experience spillbacks, without or with the project:

- Stevens Creek Boulevard & San Tomas Expressway
  - Increase in maximum queues by six vehicles or less with added trips from the project.
- Stevens Creek Boulevard & Harold Avenue
  - Increase in vehicles by two vehicles or less with added trips from the project.
- Stevens Creek Boulevard & Cypress Avenue – Only in "No Project" conditions
  - Increase in vehicles by four vehicles or less with added trips from the project.

Based on the above, the project is not expected to affect queues substantially at the study intersections, as the project does not create any new spillback conditions.

Table 6: Queuing Assessment Results

No.	Intersection Name	Lane Group	Storage Length (ft)	Existing Conditions (ft)		Existing plus Project Conditions (ft)		Change (ft)	
				a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
1	Stevens Creek Boulevard & San Tomas Expressway	EBL	150	**164**	**259**	**155**	**265**	-9	+6
		EBT	-	179	557	214	571	+35	+14
		WBL	275	**316**	154	235	193	-81	+39
		WBT	-	361	246	499	231	+138	-15
		NBL	295	**483**	221	**491**	190	+8	-31
		NBT	-	987	464	877	395	-110	-69
		NBR	300	**507**	106	**529**	66	+22	-40
		SBL	280	176	**421**	111	**564**	-65	+143
		SBT	-	458	881	401	865	-57	-16
		SBR	260	0	**352**	0	**495**	-0	+143
2	Stevens Creek Boulevard & Harold Avenue	EBL	60	**83**	**118**	**97**	**92**	+14	-26
		SB	-	57	29	62	69	+5	+40
3	Stevens Creek Boulevard & Cypress Avenue	EBL	150	24	72	63	94	+39	+22
		EBT	-	94	157	146	264	+52	+107
		WBL	145	24	28	23	80	-1	+52
		WBT	-	169	127	161	126	-8	-1
		NBL	100	**126**	79	90	94	-36	+15
		NBT	-	26	26	25	56	-1	+30
		NBR	100	49	45	32	55	-17	+10
		SBL	85	73	26	47	41	-26	+15
		SBT	-	65	62	79	75	+14	+13

Note:

For multi-lane approaches, the maximum queue length is reported.

EBL = eastbound-left

EBT = eastbound-through/right

WBL = westbound-left

WBTR = westbound-through/right

NBL = northbound-left

NBT = northbound through

NBR = northbound-right

SBL = southbound-left

SBTR = southbound-through/right

SBR = southbound-right

Existing Roadway Safety Assessment

Historical crash data was obtained from the University of California Berkley's (UC Berkley) Safe Transportation Research and Education Center's (SafeTREC) Transportation Injury Mapping System (TIMS), which collects and organizes data produced by the California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS). The data, which comprises of reported injury and fatal collisions, was acquired for all six existing study intersection for a five-year period between January 2018 and December 2022 (note, 2022 data is still considered provisional by both TIMS and SWITRS; no data has been released for 2023 as yet).

During the study period, a total of 33 crashes were reported, as illustrated in **Table 7**. Of the 33 reported crashes, 21 crashes were classified as "complaint of pain" (COP), 11 crashes were classified as "visible injury" (VI), and one was classified as "severe injury" (SI). A majority of crashes (25 of 33 or approximately 75 percent) occurred at the intersection of Stevens Creek Boulevard and San Tomas Expressway (Study Intersection 1). No crashes were reported Forest Avenue and Harold Avenue (Study Intersection 5) or Pruneridge Avenue and Harold Avenue (Study Intersection 6) during the study period. No crashes were reported as being fatal.

Detailed crash summary tables are illustrated in **Table 8** and **Table 9** for Study Intersection 1 and 2, respectively, as these are the primary intersections that would be utilized by the proposed development. The complete detailed summaries of crash data by intersection is provided in **Appendix D**.

Table 7: Historical Crash Data Summary (January 2018 to December 2022)

Intersection		Complaint of Pain	Visible Injury	Severe Injury	Fatal	Total
1	Stevens Creek Blvd at San Tomas Expwy	14	10	1	0	25
2	Stevens Creek Blvd at Harold Ave	1	1	0	0	2
3	Stevens Creek Blvd at Cypress Ave	5	0	0	0	5
4	Stevens Creek Blvd at Tyler St	1	0	0	0	1
5	Forest Ave at Harold Ave	0	0	0	0	0
6	Pruneridge Ave at Harold Ave	0	0	0	0	0
Total Reported Crashes Analyzed		**21**	**11**	**1**	**0**	**33**
Percentages		**63.6%**	**33.3%**	**3.0%**	**0.0%**	**100.0%**

Table 8: TIMS Crash Data at Stevens Creek Blvd at San Tomas Expressway (Study Intersection 1)

Intersection Crash Analysis	Crash Data for the Intersection of Stevens Creek Blvd and San Tomas Expwy (2018 - 2022)							
	2018	2019	2020	2021	2022	Total	Frequency	Avg/Yr.
Severity								
Severe Injury	0	0	0	0	1	*1*	*4.00%*	*0.2*
Other Visible Injury	2	0	2	0	6	*10*	*40.00%*	*2.0*
Complaint of Pain	2	1	1	5	5	*14*	*56.00%*	*2.8*
Total:	**4**	**1**	**3**	**5**	**12**	***25***	***100.00%***	***5.0***
Involvement								
Pedestrian	0	0	1	0	0	*1*	*4.00%*	*0.2*
Bicycle	0	0	0	1	0	*1*	*4.00%*	*0.2*
Crash Type								
Head-On	2	0	1	0	4	*7*	*28.00%*	*1.4*
Sideswipe	1	0	0	1	1	*3*	*12.00%*	*0.6*
Rear End	0	0	0	0	0	*0*	*0.00%*	*0.0*
Broadside	0	1	0	2	6	*9*	*36.00%*	*1.8*
Hit Object	1	0	0	0	0	*1*	*4.00%*	*0.2*
Overturned	0	0	0	0	0	*0*	*0.00%*	*0.0*
Vehicle/Pedestrian	0	0	0	1	0	*1*	*4.00%*	*0.2*
Other	0	0	0	0	0	*0*	*0.00%*	*0.0*
Unknown / Not Stated	0	0	2	1	1	*4*	*16.00%*	*0.8*
Primary Crash Factor								
Unsafe Lane Change	1	0	0	0	0	*1*	*4.00%*	*0.2*
Improper Turning	1	0	0	0	0	*1*	*4.00%*	*0.2*
Automobile Right-of-Way	2	0	0	1	1	*4*	*16.00%*	*0.8*
Pedestrian Right-of-Way	0	0	0	1	0	*1*	*4.00%*	*0.2*
Pedestrian Violation	0	0	1	0	0	*1*	*4.00%*	*0.2*
Traffic Signal and Signs	0	1	1	3	9	*14*	*56.00%*	*2.8*
Unknown / Not Stated	0	0	1	0	2	*3*	*12.00%*	*0.6*
Time of Day								
12:00 to 3:00 AM	0	0	0	0	0	*0*	*0.00%*	*0.0*
3:00 to 6:00 AM	0	1	0	0	2	*3*	*12.00%*	*0.6*
6:00 to 9:00 AM	0	0	0	0	0	*0*	*0.00%*	*0.0*
9:00 AM to 12:00 PM	1	0	1	3	2	*7*	*28.00%*	*1.4*
12:00 to 3:00 PM	0	0	1	0	2	*3*	*12.00%*	*0.6*
3:00 to 6:00 PM	0	0	1	1	1	*3*	*12.00%*	*0.6*
6:00 to 9:00 PM	2	0	0	1	4	*7*	*28.00%*	*1.4*
9:00 PM to 12:00 AM	1	0	0	0	1	*2*	*8.00%*	*0.4*
Weather								
Clear	3	1	3	4	12	*23*	*92.00%*	*4.6*
Cloudy	1	0	0	1	0	*2*	*8.00%*	*0.4*
Raining	0	0	0	0	0	*0*	*0.00%*	*0.0*
Snowing	0	0	0	0	0	*0*	*0.00%*	*0.0*
Fog	0	0	0	0	0	*0*	*0.00%*	*0.0*
Other	0	0	0	0	0	*0*	*0.00%*	*0.0*
Wind	0	0	0	0	0	*0*	*0.00%*	*0.0*
Unknown / Not Stated	0	0	0	0	0	*0*	*0.00%*	*0.0*
Road Surface								
Dry	3	1	3	5	11	*23*	*92.00%*	*4.6*
Wet	1	0	0	0	0	*1*	*4.00%*	*0.2*
Snowy or Icy	0	0	0	0	0	*0*	*0.00%*	*0.0*
Slippery (Muddy, Oily, etc.)	0	0	0	0	0	*0*	*0.00%*	*0.0*
Unknown / Not Stated	0	0	0	0	1	*1*	*4.00%*	*0.2*

Table 9: TIMS Crash Data at Stevens Creek Blvd at Harold Avenue (Study Intersection 2)

Intersection Crash Analysis	Crash Data for the Intersection of Stevens Creek Blvd and Harold Ave (2018 - 2022)							
	2018	2019	2020	2021	2022	Total	Frequency	Avg/Yr.
Severity								
Other Visible Injury	1	0	0	0	0	*1*	*50.00%*	*0.2*
Complaint of Pain	0	0	0	0	1	*1*	*50.00%*	*0.2*
Total:	**1**	**0**	**0**	**0**	**1**	***2***	***100.00%***	***0.4***
Involvement								
Pedestrian	0	0	0	0	0	*0*	*0.00%*	*0.0*
Bicycle	0	0	0	0	0	*0*	*0.00%*	*0.0*
Crash Type								
Head-On	1	0	0	0	0	*1*	*50.00%*	*0.2*
Sideswipe	0	0	0	0	0	*0*	*0.00%*	*0.0*
Rear End	0	0	0	0	1	*1*	*50.00%*	*0.2*
Primary Crash Factor								
Unsafe Speed	0	0	0	0	1	*1*	*50.00%*	*0.2*
Improper Turning	0	0	0	0	0	*0*	*0.00%*	*0.0*
Automobile Right-of-Way	1	0	0	0	0	*1*	*50.00%*	*0.2*
Total:	**1**	**0**	**0**	**0**	**1**	***2***	***100.00%***	***0.4***
Time of Day								
12:00 to 3:00 AM	0	0	0	0	0	*0*	*0.00%*	*0.0*
3:00 to 6:00 AM	0	0	0	0	0	*0*	*0.00%*	*0.0*
6:00 to 9:00 AM	0	0	0	0	0	*0*	*0.00%*	*0.0*
9:00 AM to 12:00 PM	1	0	0	0	0	*1*	*50.00%*	*0.2*
12:00 to 3:00 PM	0	0	0	0	1	*1*	*50.00%*	*0.2*
3:00 to 6:00 PM	0	0	0	0	0	*0*	*0.00%*	*0.0*
6:00 to 9:00 PM	0	0	0	0	0	*0*	*0.00%*	*0.0*
9:00 PM to 12:00 AM	0	0	0	0	0	*0*	*0.00%*	*0.0*
Weather								
Clear	1	0	0	0	1	*2*	*100.00%*	*0.4*
Road Surface								
Dry	1	0	0	0	1	*2*	*100.00%*	*0.4*
Wet	0	0	0	0	0	*0*	*0.00%*	*0.0*
Snowy or Icy	0	0	0	0	0	*0*	*0.00%*	*0.0*
Slippery (Muddy, Oily, etc.)	0	0	0	0	0	*0*	*0.00%*	*0.0*
Unknown / Not Stated	0	0	0	0	0	*0*	*0.00%*	*0.0*

Harold Avenue Traffic Calming Assessment

During the outreach process for this application, the community noted concerns regarding the potential need for traffic calming within the neighborhood. Four primary concerns were brought up:

1. Cut-through traffic by-passing San Tomas Parkway via Harold Avenue;
2. Speeding along Harold Avenue;
3. The need for a stop sign at the intersection of Forest Avenue & Harold Avenue, and
4. Conditions considering the Nishiyamato Academy Preschool.

HAROLD AVENUE – CUT-THROUGH TRAFFIC CONCERNS

At the November 13, 2023, neighborhood meeting conducted to discuss the project, residents of the neighborhood surrounding Harold Avenue expressed concerns about cut-through traffic utilizing Harold Avenue. Cut-through traffic is traffic that travels on a neighborhood street without originating within the neighborhood. On Harold Avenue, such traffic would primarily consist of traffic avoiding San Tomas Expressway between Stevens Creek Boulevard and Pruneridge Avenue. Although residents expressed opinions regarding the specific origins and destinations of certain cut-through traffic, these origins and destinations cannot be directly substantiated, as there was no apparent spike in traffic volumes at Forest Avenue and at Pruneridge Drive.

It should be noted that it is the applicant's intention to work with the City to implement traffic calming that may reduce cut-through traffic on Harold Avenue. This could also improve level of service at the Stevens Creek Boulevard & Harold Avenue intersection.

HAROLD AVENUE – SPEEDING CONCERNS

In order to assess operating speeds, speed data was collected along Harold Avenue between Stevens Creek Boulevard and Forest Avenue on May 1, 2024 using automated tube recorders (ATRs). A summary of recorded speeds is illustrated in **Table 10** below. In contrast, the posted speed limit along this segment of Harold Avenue is posted 25 miles per hour (mph). The speed data is provided in **Appendix A**.

Table 10: Harold Avenue Speed Data

Direction	50th Percentile Speed (mph)	85th Percentile speed (mph)	95th Percentile speed (mph)	Pace Speed (mph)
Northbound	26	30	34	20-29
Southbound	25	30	34	20-29
Both Directions	**26**	**30**	**34**	**20-29**

According to the City of Santa Clara Neighborhood Traffic Calming Program, traffic calming measures consist of three successive levels, with Level 1 including such measures as painting speed legends on the pavement and deploying a radar speed feedback trailer. Harold Avenue already features Level 1 traffic calming measures, in the form of pavement legends, speed limit signs, and radar speed feedback

signs. Level 2 and 3 traffic calming measures include geometric features such as speed humps. For Level 2 and 3 measures, the necessary thresholds for traffic calming initiatives on local streets posted at 25 mph due to speeding is a total traffic volume of greater than 1,000 vehicles-trips per day (vpd) and less than 3,500 vpd, and an 85th percentile speed of 33 mph or more. Additionally, designated emergency response routes are not eligible for Level 2 or 3 traffic calming.

Harold Avenue is designated as an emergency response route between Forest Avenue and Pruneridge Avenue, thus excluding Harold Avenue north of Forest Avenue from consideration. As shown in **Appendix A**, Harold Avenue south of Forest Avenue experienced a volume of 1,289 vehicles in 24 hours on May 1, 2024 (above the 1,000 ADT threshold). However, as Harold Avenue is designated as an emergency response route between Forest Avenue and Pruneridge Avenue, this section of Harold Avenue may be not considered eligible for Level 2 or 3 traffic calming initiatives through the City's program based on existing volumes (careful consideration will be required between the application and the City in order to provided traffic calming measures, if pursued). TJKM recommends that the applicant work with the City to provide any necessary traffic calming measures (consistent with the City's traffic calming program, the City should be in responsible charge for the selection, design, and implementation process of any traffic calming devices on Harrold). The applicant should contribute appropriate funds for installation.

TJKM suggests either chokers (curb extensions to narrow the street cross-section), speed cushions (speed humps/bumps that account for the needs of emergency vehicles) at appropriate intervals, or a second dynamic feedback sign be installed. It should be noted that with respect to the first two measures, careful design must be considered as to not impact drainage or impact emergency response times. Additionally, identifying the specific locations of speed humps requires 100% approval from the adjacent property owners.

According to the Federal Highway Administration's (FHWA) Traffic Calming ePrimer, chokers can reduce 85th percentile speeds between one and four mph. Speed cushions/humps in series can reduce 85th percentile speeds in their functional area by 6.5 mph and reduce daily volumes by 370 vpd on average, according to the ITE's A Guide to Vertical Defections Speed Reduction Techniques (December 2022).

FOREST AVENUE & HAROLD AVENUE – STOP SIGN WARRANT ASSESSMENT

To install an all-way stop sign at the intersection of Forest Avenue and Harold Avenue (Study Intersection 5), it must be warranted. All-way stop warrant applications were developed by the Federal Highway Administration (FHWA) and are described in Section 2B.07 of the California Manual on Uniform Traffic Control Devices (CA MUTCD). The CA MUTCD describes four criteria to evaluate the need for an all-way stop application. Additionally, the CA MUTCD discusses four optional criteria that may be considered on a case-by-case basis. Only one criteria needs to be satisfied in order to justify the implementation of an all-way stop.

A. *Where traffic control signals are justified, the all-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal*
B. *Five or more reported crashes in a 12-month period that are susceptible to correction by an all-way stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions*
C. *Minimum Volumes:*
    1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour (vph) for any eight hours of an average day; and*
    2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour (uph) for the same eight hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
    3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values provided in Items 1 and 2.*
D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Other criteria that may be considered include:

A. *The need to control left-turn conflicts:*
B. *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
C. *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
D. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.*

Twelve hours of turning movement count data and five years of safety data were collected and analyzed for the subject intersection. The results of the warrant analysis are summarized in **Table 11**. As illustrated, an all-way stop application is not satisfied using the primary warrant criterion. It should be noted that additional project traffic on Harold Avenue (approximately 123 vehicles per day) would not be sufficient for the intersection to meet Criterion C.

Table 11: Forest Avenue & Harold Avenue – All-Way Stop Warrant Analysis Summary

Criterion	Results	Summary
A	Traffic signals are not justified, and no future traffic signal installation planned at this location.	Not Satisfied
B	No crashes were reported at the subject intersection within a 60-month analysis period (January 2018 to December 2022). Thus, there were no correctable crashes at the subject intersection that an all-way stop could mitigate.	Not Satisfied
C	During a 12-hour analysis window, the combination of the major-street experienced 118 vph or less (as compared to the 300 vph threshold) and the minor-street experienced 69 uph or less (as compared to the 200 uph threshold). Based on the speed limit and measured 85th percentile speed, Criteria C3 is not applicable.	Not Satisfied
D	The Criteria B, C.1, and C.2 would continue to not be satisfied if the threshold were reduced to 80%.	Not Satisfied
Optional A	No crashes were reported at the subject intersection within a 60-month analysis period (January 2018 to December 2022). Thus, based on existing conditions, the need to control left-turn conflicts is not expected.	Not Satisfied
Optional B	During the highest single-hour, the intersection was used by 37 pedestrians (10-11 a.m.). This is typically not considered a high pedestrian volume. In contract, the CA MUTCD uses pedestrian thresholds between 75 and 133 pedestrians per hour for the installation of traffic signals.	Not Satisfied
Optional C	Based on existing topography and vegetation, the existing sight distance at the subject intersection does not appear to present a hazard.	Not Satisfied
Optional D	Harold Avenue functions as a collector street that collects traffic on four roadways and distributes that traffic onto either Stevens Creek Boulevard or Pruneridge Avenue. The roadway primarily serves residential homes but also includes some non-residential developments to the south. Forest Avenue also generally functions as a collector street from its terminus (a cul-de-sac) to the west of Brookside Avenue to Winchester Boulevard. The roadway allows for the collection and distribution of traffic from residential homes to 11 other roadways. Based on the traffic volumes and given that Forest Avenue terminates to the west of the intersection, all-way stop control is not anticipated to greatly improve traffic operational characteristics of the intersection. Additionally to note, stop signs are considered traffic control devices and should not be considered for traffic calming.	Not Satisfied

NISHIYAMATO ACADEMY PRESCHOOL CONDITIONS

At the November 13, 2023, neighborhood meeting conducted to discuss the project, residents of the neighborhood surrounding Harold Avenue described operations of the preschool during drop-off and pick-up periods. With the exception of a red zone near a fire hydrant, the curb in front of and near the preschool site is designated as two-hour parking. Parents typically park on the street for drop-off and pick-up. No negative operational impacts were reported by nearby residents.

As noted previously, the proposed Starbucks facility is expected to increase traffic along Harrold Road by in front of the Academy by approximate 123 trips during a typical weekday (of which, less than 10 trips (five vehicles) would occur during the a.m. peak hour).

SIGHT DISTANCE ANALYSIS

In conformance with the American Association of State Highway and Transportation Officials' (AASHTO) Geometric Design of Highways and Streets (7th Edition, 2018; commonly referred to as the "Green Book"), Chapter 9 Section 9.5.3.2, for a design speed of 35 mph (Stevens Creek Boulevard), the required minimum sight distance at a side-street stop-controlled intersections is 465 feet for left turns and 335 feet for right turns.

Based on an assessment of existing sight lines, the sight distance for the intersection of Harrold Avenue at Stevens Creek to turn left is adequate, however the right turn sight distance may at times become obstructed due to on-street parking, as illustrated in **Appendix F**.

With the proposed project, the Stevens Creek frontage area would be modified to account for the new driveway, as such on-street parking along the Stevens Creek frontage would be removed. Thus, TJKM expects that the proposed development will improve upon existing sight lines.

Alternative Modes of Transportation

The following section provides additional analysis of non-vehicular transportation components of the project, including pedestrian impacts, bicycle impacts, and transit impacts.

MULTIMODAL ASSESSMENT METHODOLOGY

Under CEQA, a significant impact occurs if the project conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The following are general guidance for determining impacts on alternative modes of transportation.

> ***Pedestrian Facilities*** *A project is defined to have a significant impact to the pedestrian facilities if implementation of the project would:*
>
> - *Eliminate existing or planned pedestrian facilities.*

- *Degrade existing or planned pedestrian facilities. Examples of degradation include, but are not limited to, reduction of sidewalk/path width to less than the standards shown in the City's standard plans, removal of a crosswalk, or removal of a landscape buffer.*
- *Create a highly circuitous pedestrian circulation pattern that would discourage walking to local destinations or transit facilities.*
- *Result in unsafe conditions for pedestrians, including unsafe bicycle/pedestrian or pedestrian/motor vehicle conflicts.*

Bicycle Facilities *A project is defined to have a significant impact to the bicycle facilities if implementation of the project would:*

- *Eliminate existing or planned bike paths, lanes, or routes.*
- *Result in an unsafe condition for bicycles, including but not limited to, unsafe bicycle/vehicle or bicycle/pedestrian conflicts or bicycle facility pavement degradation.*

Transit Facilities *A project is defined to have a significant impact to the transit system if implementation of the project would:*

- *Eliminate existing or planned transit service.*
- *Remove an existing bus stop.*
- *Cause a substantial rerouting of existing or planned bus service.*

PEDESTRIAN IMPACTS

The area near the proposed redevelopment is built out with various commercial developments fronting both sides of Stevens Creek Boulevard and residential neighborhoods behind them. Concrete sidewalks with widths of approximately ten feet exist along both sides of Stevens Creek Boulevard, Harold Avenue, and other roadways near the proposed redevelopment. The stop-controlled intersections of Stevens Creek Boulevard at Harold Avenue and Stevens Creek Boulevard at Brookside Avenue include marked crosswalks and curb cuts with tactile walking surface indicators. The signalized intersections of Stevens Creek Boulevard at Cypress Avenue and Stevens Creek Boulevard at San Tomas Expressway also include marked crosswalks and curb cuts in addition to countdown pedestrian signal heads on all four legs. The City recently upgraded the crosswalks at Stevens Creek Boulevard at San Tomas Expressway to high-visibility "ladder" style striping. Tactile walking surface indicators are present at Stevens Creek Boulevard at Harold Avenue and at the northwest and southwest corners of Stevens Creek Boulevard at Cypress Avenue.

A significant impact occurs if a proposed project conflicts with applicable or adopted policies, plans, or programs related to pedestrian facilities or otherwise decreases the performance or safety of pedestrian facilities. The proposed redevelopment does not encroach upon or decrease the performance or safety of existing pedestrian facilities, or interfere with applicable or adopted policies, plans, or programs related to pedestrian facilities. The impact on pedestrian facilities by the proposed redevelopment is thus expected to be **less-than-significant**.

BICYCLE IMPACTS

Bicycle paths, lanes, and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

- **Class I (Multiuse Trail)**: A completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
- **Class II (Bike Lane)**: A designated lane for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited but with cross-flows of parking vehicles and pedestrians permitted.
- **Class III (Bike Route)**: A route designated by signs or pavement markings and shared with pedestrians and motorists.
- **Class IV (Separated Bikeway)**: An on-street facility reserved for use by bicyclists with physical separation between the bikeway and travel lanes. Physical separation consists of vertical elements that may include curbs, landscaping, bollards, or parking lanes.

Currently, Class II bike lanes exist along both sides of Stevens Creek Boulevard. A Class I pedestrian bike path is planned for implementation according to the 2018 Santa Clara Bicycle Plan.

A significant impact occurs if a proposed project conflicts with applicable or adopted policies, plans, or programs related to bicycle facilities or otherwise decreases the performance or safety of bicycle facilities. The proposed Project would not result in any such conflicts; therefore, the impact on bicycle facilities is expected to be **less-than-significant**.

TRANSIT IMPACTS

The City of Santa Clara is served by multiple public transportation providers, including the Santa Clara Valley Transportation Authority (VTA), the Peninsula Corridor Joint Powers Board (Caltrain), the National Railroad Passenger Corporation (Amtrak), and the Altamont Corridor Express (ACE).

Fixed-route scheduled bus service and light rail service is provided throughout Santa Clara County by VTA. Bus stops are located near the proposed redevelopment approximately 400 feet to the east at the intersection of Stevens Creek Boulevard and Cypress Avenue and are serviced by the following:

- Route 23 (Frequent; connecting De Anza College to Alum Rock Station)
- Route 523 (Rapid; connecting Lockheed Martin Transit Center to 7th & Santa Clara)

Caltrain provides commuter rail service to the San Francisco Peninsula and the Santa Clara Valley between San Francisco (4th & King Street Station) and Gilroy. Services are divided between Baby Bullet express trains, limited-stop trains, and local trains. The three closest stations to the proposed redevelopment include the Santa Clara Station, College Park Station, and San Jose Diridon Station. All are approximately 2.5 to 3.5 miles east or northeast of the proposed redevelopment.

Amtrak provides commuter rail and long-distance rail service across the United States. The Capitol Corridor commuter rail service operates between San Jose and Auburn via Oakland and Sacramento and serves Santa Clara Station and San Jose Diridon Station alongside Caltrain. The Coast Starlight provides long-distance service between Los Angeles Union Station and Seattle King Street Station and serves San Jose Diridon Station.

ACE provides commuter rail service between San Jose and Stockton via Fremont, Pleasanton, Livermore, Tracy, and Lathrop/Manteca. ACE serves San Jose Diridon Station and Santa Clara Station.

A proposed project is considered to have a significant impact on transit if it conflicts with existing or planned transit facilities, or if it is expected to generate additional transit trips and it does not provide adequate facilities for additional pedestrians and bicyclists to access transit routes and stops. While the Project is not expected to generate any substantial increases in transit ridership, any increases resulting from the Project could easily be accommodated by the surrounding transit services. Therefore, the impact on transit facilities is expected to be **less-than-significant**.

Appendix A – Turning Movement Counts

Prepared by National Data & Surveying Services

San Tomas Expy/CR G4 & Stevens Creek Blvd

Peak Hour Turning Movement Count

ID: 23-080352-001
City: Santa Clara

Day: Tuesday
Date: 11/28/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (San Tomas Expy/CR G4)

AM	42	952	153	0	2755	AM
NOON	0	0	0	0	0	NOON
PM	105	2265	333	7	1338	PM
	1	3	2	0		

EASTBOUND (Stevens Creek Blvd)

AM	NOON	PM	
1108	0	756	
10	0	19	0
47	0	67	1
236	0	866	3
275	0	485	1
AM	NOON	PM	

WESTBOUND (Stevens Creek Blvd)

PM	NOON	AM	
181	0	214	0.5
424	0	725	2.5
249	0	294	2
17	0	1	0
1494	0	609	
PM	NOON	AM	

CONTROL

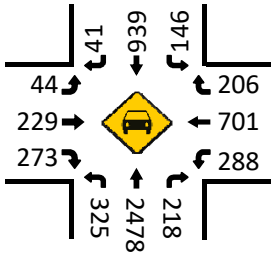
Signalized

TEV	5994	0	6588
	AM	NOON	PM
PHF	0.89		0.96

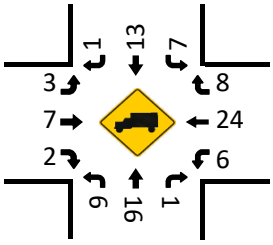
NORTHBOUND (San Tomas Expy/CR G4)

PM	3000	1	208	1083	278	PM
NOON	0	0	0	0	0	NOON
AM	1522	1	331	2494	219	AM
		0	2	3	1	

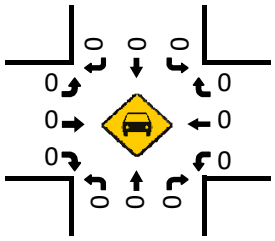
Cars (AM)



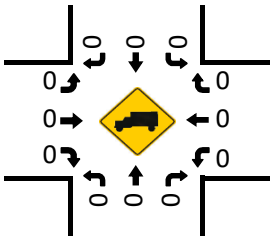
HT (AM)



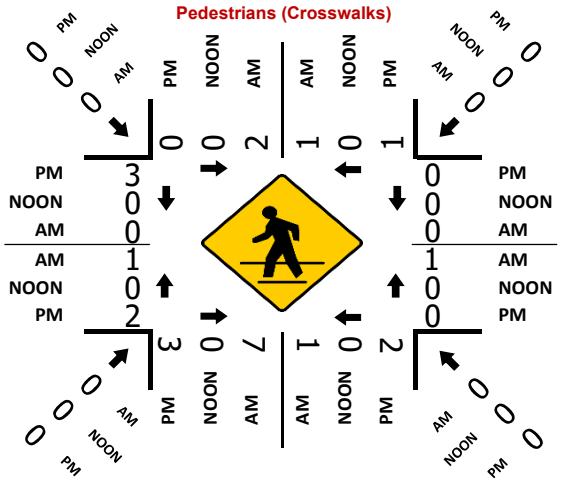
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
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National Data & Surveying Services

Intersection Turning Movement Count

Location: San Tomas Expy/CR G4 & Stevens Creek Blvd
City: Santa Clara
Control: Signalized

Project ID: 23-080352-001
Date: 11/28/2023

Data - Total

NS/EW Streets:	San Tomas Expy/CR G4				San Tomas Expy/CR G4				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	3	1	0	2	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	190	12	0	9	76	2	0	3	26	12	1	10	84	21	0	466
7:15 AM	46	371	30	0	10	137	9	0	8	30	26	2	33	117	32	0	851
7:30 AM	57	455	24	0	26	214	4	0	7	36	55	0	75	174	58	0	1185
7:45 AM	81	622	50	0	34	330	5	0	11	73	130	1	93	188	60	0	1678
8:00 AM	111	544	58	0	43	187	10	0	14	60	66	2	94	214	66	1	1470
8:15 AM	64	617	49	1	36	237	16	0	13	53	44	3	71	195	51	0	1450
8:30 AM	75	711	62	0	40	198	11	0	9	50	35	4	36	128	37	0	1396
8:45 AM	77	632	65	0	30	174	7	0	12	68	33	3	55	178	51	0	1385
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	531	4142	350	1	228	1553	64	0	77	396	401	16	467	1278	376	1	9881
APPROACH %'s :	10.57%	82.44%	6.97%	0.02%	12.36%	84.17%	3.47%	0.00%	8.65%	44.49%	45.06%	1.80%	22.01%	60.23%	17.72%	0.05%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	331	2494	219	1	153	952	42	0	47	236	275	10	294	725	214	1	5994
PEAK HR FACTOR :	0.745	0.877	0.883	0.250	0.890	0.721	0.656	0.000	0.839	0.808	0.529	0.625	0.782	0.847	0.811	0.250	0.893
	0.898				0.777				0.660				0.823				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	3	1	0	2	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	57	202	40	0	82	487	19	0	11	180	82	11	60	96	41	2	1370
4:15 PM	59	218	61	0	90	479	24	1	25	178	98	11	58	133	43	2	1480
4:30 PM	32	206	42	0	75	541	22	0	16	215	96	7	76	100	60	5	1493
4:45 PM	52	285	71	0	91	593	29	1	16	197	118	6	66	83	30	4	1642
5:00 PM	56	259	64	0	72	548	30	2	20	214	126	5	61	120	51	3	1631
5:15 PM	58	250	73	1	96	511	26	0	16	232	105	4	59	119	48	5	1603
5:30 PM	42	289	70	0	74	613	20	4	15	223	136	4	63	102	52	5	1712
5:45 PM	57	270	59	2	66	597	17	1	5	230	131	6	61	92	42	4	1640
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	413	1979	480	3	646	4369	187	9	124	1669	892	54	504	845	367	30	12571
APPROACH %'s :	14.37%	68.83%	16.70%	0.10%	12.40%	83.84%	3.59%	0.17%	4.53%	60.93%	32.57%	1.97%	28.87%	48.40%	21.02%	1.72%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	208	1083	278	1	333	2265	105	7	67	866	485	19	249	424	181	17	6588
PEAK HR FACTOR :	0.897	0.937	0.952	0.250	0.867	0.924	0.875	0.438	0.838	0.933	0.892	0.792	0.943	0.883	0.870	0.850	0.962
	0.962				0.949				0.950				0.927				

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Tomas Expy/CR G4 & Stevens Creek Blvd
City: Santa Clara
Control: Signalized

Project ID: 23-080352-001
Date: 11/28/2023

Data - Cars

NS/EW Streets:	San Tomas Expy/CR G4				San Tomas Expy/CR G4				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	3	1	0	2	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	190	11	0	8	71	2	0	3	23	12	1	10	81	20	0	452
7:15 AM	45	365	28	0	10	135	8	0	8	26	25	2	32	108	30	0	822
7:30 AM	52	450	23	0	25	214	3	0	7	33	53	0	75	165	57	0	1157
7:45 AM	79	617	50	0	31	329	5	0	11	70	128	1	90	180	57	0	1648
8:00 AM	109	541	58	0	42	181	10	0	13	57	66	2	93	210	63	1	1446
8:15 AM	64	613	49	1	34	234	15	0	11	52	44	3	70	189	50	0	1429
8:30 AM	73	707	61	0	39	195	11	0	9	50	35	4	35	122	36	0	1377
8:45 AM	76	622	64	0	29	173	7	0	12	65	33	3	55	171	49	0	1359
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	518	4105	344	1	218	1532	61	0	74	376	396	16	460	1226	362	1	9690
APPROACH %'s :	10.43%	82.63%	6.92%	0.02%	12.04%	84.59%	3.37%	0.00%	8.58%	43.62%	45.94%	1.86%	22.45%	59.83%	17.67%	0.05%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	325	2478	218	1	146	939	41	0	44	229	273	10	288	701	206	1	5900
PEAK HR FACTOR :	0.745	0.876	0.893	0.250	0.869	0.714	0.683	0.000	0.846	0.818	0.533	0.625	0.774	0.835	0.817	0.250	0.895
	0.898				0.771				0.662				0.815				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	3	1	0	2	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	56	200	40	0	82	485	19	0	9	176	81	11	59	90	39	2	1349
4:15 PM	59	214	61	0	89	476	24	1	25	173	98	11	58	127	43	2	1461
4:30 PM	32	203	42	0	74	540	22	0	16	211	95	7	75	97	60	5	1479
4:45 PM	51	281	71	0	91	588	29	1	16	194	116	6	66	80	30	4	1624
5:00 PM	56	257	64	0	72	546	30	2	20	212	125	5	61	114	49	3	1616
5:15 PM	58	248	73	1	95	510	26	0	16	228	102	4	59	117	48	5	1590
5:30 PM	42	288	69	0	74	609	20	4	14	218	136	4	63	102	50	5	1698
5:45 PM	55	269	59	2	65	595	17	1	4	230	129	6	61	89	42	4	1628
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	409	1960	479	3	642	4349	187	9	120	1642	882	54	502	816	361	30	12445
APPROACH %'s :	14.35%	68.75%	16.80%	0.11%	12.38%	83.84%	3.61%	0.17%	4.45%	60.86%	32.69%	2.00%	29.37%	47.75%	21.12%	1.76%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	207	1074	277	1	332	2253	105	7	66	852	479	19	249	413	177	17	6528
PEAK HR FACTOR :	0.892	0.932	0.949	0.250	0.874	0.925	0.875	0.438	0.825	0.934	0.881	0.792	0.943	0.882	0.885	0.850	0.961
	0.967				0.951				0.952				0.934				

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Tomas Expy/CR G4 & Stevens Creek Blvd
City: Santa Clara
Control: Signalized

Project ID: 23-080352-001
Date: 11/28/2023

Data - HT

NS/EW Streets:	San Tomas Expy/CR G4				San Tomas Expy/CR G4				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	3	1	0	2	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	1	5	0	0	0	3	0	0	0	3	1	0	14
7:15 AM	1	6	2	0	0	2	1	0	0	4	1	0	1	9	2	0	29
7:30 AM	5	5	1	0	1	0	1	0	0	3	2	0	0	9	1	0	28
7:45 AM	2	5	0	0	3	1	0	0	0	3	2	0	3	8	3	0	30
8:00 AM	2	3	0	0	1	6	0	0	1	3	0	0	1	4	3	0	24
8:15 AM	0	4	0	0	2	3	1	0	2	1	0	0	1	6	1	0	21
8:30 AM	2	4	1	0	1	3	0	0	0	0	0	0	1	6	1	0	19
8:45 AM	1	10	1	0	1	1	0	0	0	3	0	0	0	7	2	0	26
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	37	6	0	10	21	3	0	3	20	5	0	7	52	14	0	191
APPROACH %'s :	23.21%	66.07%	10.71%	0.00%	29.41%	61.76%	8.82%	0.00%	10.71%	71.43%	17.86%	0.00%	9.59%	71.23%	19.18%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	6	16	1	0	7	13	1	0	3	7	2	0	6	24	8	0	94
PEAK HR FACTOR :	0.750	0.800	0.250	0.000	0.583	0.542	0.250	0.000	0.375	0.583	0.250	0.000	0.500	0.750	0.667	0.000	0.783
	0.821				0.750				0.600				0.679				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	3	1	0	2	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	2	0	0	0	2	0	0	2	4	1	0	1	6	2	0	21
4:15 PM	0	4	0	0	1	3	0	0	0	5	0	0	0	6	0	0	19
4:30 PM	0	3	0	0	1	1	0	0	0	4	1	0	1	3	0	0	14
4:45 PM	1	4	0	0	0	5	0	0	0	3	2	0	0	3	0	0	18
5:00 PM	0	2	0	0	0	2	0	0	0	2	1	0	0	6	2	0	15
5:15 PM	0	2	0	0	1	1	0	0	0	4	3	0	0	2	0	0	13
5:30 PM	0	1	1	0	0	4	0	0	1	5	0	0	0	0	2	0	14
5:45 PM	2	1	0	0	1	2	0	0	1	0	2	0	0	3	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	19	1	0	4	20	0	0	4	27	10	0	2	29	6	0	126
APPROACH %'s :	16.67%	79.17%	4.17%	0.00%	16.67%	83.33%	0.00%	0.00%	9.76%	65.85%	24.39%	0.00%	5.41%	78.38%	16.22%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	9	1	0	1	12	0	0	1	14	6	0	0	11	4	0	60
PEAK HR FACTOR :	0.250	0.563	0.250	0.000	0.250	0.600	0.000	0.000	0.250	0.700	0.500	0.000	0.000	0.458	0.500	0.000	0.833
	0.550				0.650				0.750				0.469				

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Tomas Expy/CR G4 & Stevens Creek Blvd
City: Santa Clara
Control: Signalized

Project ID: 23-080352-001
Date: 11/28/2023

Data - Bikes

NS/EW Streets:	San Tomas Expy/CR G4				San Tomas Expy/CR G4				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	3	1	0	2	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	8	0	0	0	1	0	0	0	3	0	0	0	1	1	0	15
APPROACH %'s :	11.11%	88.89%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	3	0	0	0	1	0	0	0	2	0	0	0	1	1	0	9
PEAK HR FACTOR :	0.250	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.563
	0.500				0.250				0.250				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	3	1	0	2	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	4
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	7	1	0	1	5	0	0	1	3	0	0	19
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	87.50%	12.50%	0.00%	16.67%	83.33%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	3	0	0	0	2	0	0	0	2	0	0	8
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.500
	0.250				0.375				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Tomas Expy/CR G4 & Stevens Creek Blvd
City: Santa Clara
Project ID: 23-080352-001
Date: 11/28/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	San Tomas Expy/CR G4		San Tomas Expy/CR G4		Stevens Creek Blvd		Stevens Creek Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	2	0	0	0	0	1	3
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	2	0	1	0	0	0	3
8:00 AM	0	0	2	0	0	0	1	0	3
8:15 AM	1	0	2	1	0	0	0	0	4
8:30 AM	1	1	1	0	0	0	0	0	3
8:45 AM	1	0	4	0	1	0	0	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	1	14	2	2	0	1	1	24
APPROACH %'s :	75.00%	25.00%	87.50%	12.50%	100.00%	0.00%	50.00%	50.00%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	2	1	7	1	1	0	1	0	13
PEAK HR FACTOR :	0.500	0.250	0.875	0.250	0.250		0.250		0.813
	0.375		0.667		0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	1	1	4	0	0	0	0	8
4:15 PM	1	2	3	2	0	2	0	1	11
4:30 PM	1	2	3	2	0	0	1	0	9
4:45 PM	0	0	2	1	0	0	1	3	7
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	1	0	2
5:45 PM	1	1	3	0	1	0	0	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	7	13	10	1	2	3	4	45
APPROACH %'s :	41.67%	58.33%	56.52%	43.48%	33.33%	66.67%	42.86%	57.14%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	1	3	2	0	0	2	3	11
PEAK HR FACTOR :		0.250	0.375	0.500			0.500	0.250	0.393
	0.250		0.417				0.313		

Prepared by National Data & Surveying Services

Harold Ave & Stevens Creek Blvd

Peak Hour Turning Movement Count

ID: 24-080112-001
City: Santa Clara

Day: Wednesday
Date: 5/1/2024

Harold Ave

SOUTHBOUND

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

AM	56	0	7	0	69	AM
NOON	0	0	0	0	0	NOON
PM	46	0	11	0	116	PM
	0	1	0	0		

EASTBOUND (Stevens Creek Blvd)

AM	NOON	PM	
1358	0	887	
8	0	20	0
57	0	100	1
556	0	1441	3
0	0	1	0
AM	NOON	PM	

WESTBOUND (Stevens Creek Blvd)

PM	NOON	AM	
16	0	12	0
819	0	1294	3
1	0	0	0
0	0	0	0
1455	0	563	
PM	NOON	AM	

CONTROL: 1-Way Stop(SB)

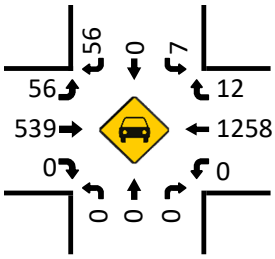
TEV	1990	0	2460
	AM	NOON	PM
PHF	0.90		0.92

PM	2	0	2	0	3	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
		0	0	1	0	

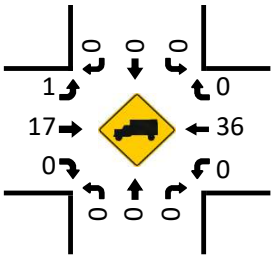
NORTHBOUND

Harold Ave

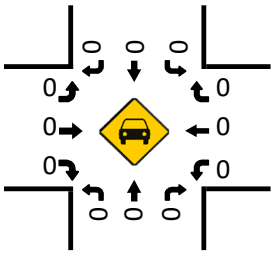
Cars (AM)



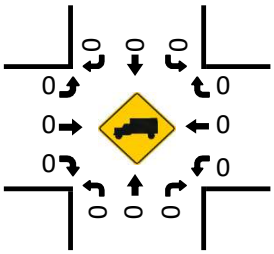
HT (AM)



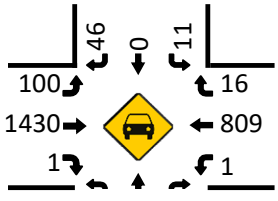
Cars (NOON)



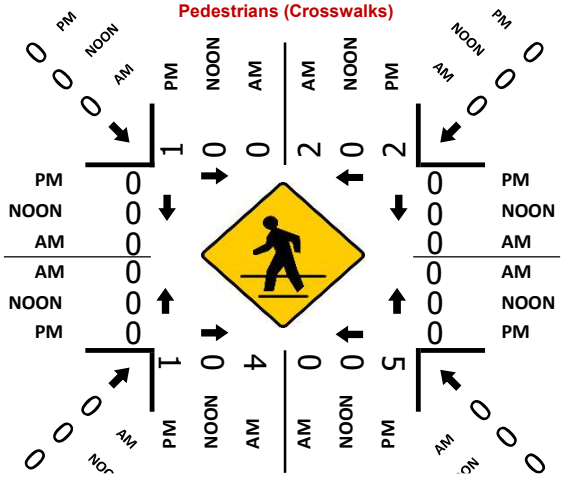
HT (NOON)



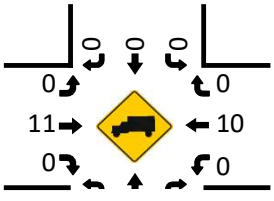
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 24-080112-001
Date: 5/1/2024

Data - Total

NS/EW Streets:	Harold Ave				Harold Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	5	0	5	68	0	1	0	113	0	0	192
7:15 AM	0	0	0	0	3	0	7	0	3	72	0	0	0	222	1	0	308
7:30 AM	0	0	0	0	5	0	9	0	4	100	0	1	0	290	1	0	410
7:45 AM	0	0	0	0	1	0	24	0	9	143	0	2	0	357	2	0	538
8:00 AM	0	0	0	0	2	0	16	0	14	173	0	2	0	343	4	0	554
8:15 AM	0	0	0	0	1	0	8	0	19	119	0	3	0	306	2	0	458
8:30 AM	0	0	0	0	3	0	8	0	15	121	0	1	0	288	4	0	440
8:45 AM	0	0	0	0	1	0	19	0	36	156	0	0	0	290	4	0	506
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	16	0	96	0	105	952	0	10	0	2209	18	0	3406
APPROACH %'s :					14.29%	0.00%	85.71%	0.00%	9.84%	89.22%	0.00%	0.94%	0.00%	99.19%	0.81%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	56	0	57	556	0	8	0	1294	12	0	1990
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.000	0.750	0.803	0.000	0.667	0.000	0.906	0.750	0.000	0.898
					0.630				0.821				0.909				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	2	0	11	0	15	287	1	7	0	204	2	0	529
4:15 PM	0	0	1	0	6	0	8	0	21	292	0	6	0	211	7	0	552
4:30 PM	0	0	1	0	1	0	16	0	18	299	1	4	2	190	3	0	535
4:45 PM	0	0	1	0	1	0	13	0	22	334	1	5	1	172	7	0	557
5:00 PM	0	0	0	0	1	0	9	0	23	333	0	4	0	210	2	0	582
5:15 PM	1	0	3	0	5	0	9	0	22	378	0	6	1	208	5	0	638
5:30 PM	1	0	0	0	4	0	18	0	24	338	0	5	0	183	0	0	573
5:45 PM	0	0	0	0	1	0	10	0	31	392	1	5	0	218	9	0	667
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	6	0	21	0	94	0	176	2653	4	42	4	1596	35	0	4633
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%	18.26%	0.00%	81.74%	0.00%	6.12%	92.28%	0.14%	1.46%	0.24%	97.61%	2.14%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	0	3	0	11	0	46	0	100	1441	1	20	1	819	16	0	2460
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.550	0.000	0.639	0.000	0.806	0.919	0.250	0.833	0.250	0.939	0.444	0.000	0.922
			0.313				0.648				0.910				0.921		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 24-080112-001
Date: 5/1/2024

Data - Cars

NS/EW Streets:	Harold Ave				Harold Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	5	0	5	63	0	1	0	109	0	0	183
7:15 AM	0	0	0	0	3	0	7	0	2	69	0	0	0	210	1	0	292
7:30 AM	0	0	0	0	5	0	9	0	4	94	0	1	0	277	1	0	391
7:45 AM	0	0	0	0	1	0	24	0	8	140	0	2	0	352	2	0	529
8:00 AM	0	0	0	0	2	0	16	0	14	164	0	2	0	333	4	0	535
8:15 AM	0	0	0	0	1	0	8	0	19	116	0	3	0	299	2	0	448
8:30 AM	0	0	0	0	3	0	8	0	15	119	0	1	0	274	4	0	424
8:45 AM	0	0	0	0	1	0	19	0	36	151	0	0	0	282	4	0	493
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	16	0	96	0	103	916	0	10	0	2136	18	0	3295
APPROACH %'s :					14.29%	0.00%	85.71%	0.00%	10.01%	89.02%	0.00%	0.97%	0.00%	99.16%	0.84%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	56	0	56	539	0	8	0	1258	12	0	1936
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.000	0.737	0.822	0.000	0.667	0.000	0.893	0.750	0.000	0.905
					0.630				0.838				0.897				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	11	0	15	287	1	7	0	200	2	0	524
4:15 PM	0	0	1	0	6	0	8	0	21	284	0	6	0	209	7	0	542
4:30 PM	0	0	1	0	1	0	16	0	18	296	1	4	2	185	3	0	527
4:45 PM	0	0	1	0	1	0	12	0	21	329	1	5	1	170	7	0	548
5:00 PM	0	0	0	0	1	0	9	0	23	330	0	4	0	207	2	0	576
5:15 PM	1	0	3	0	5	0	9	0	22	374	0	6	1	204	5	0	630
5:30 PM	1	0	0	0	4	0	18	0	24	337	0	5	0	182	0	0	571
5:45 PM	0	0	0	0	1	0	10	0	31	389	1	5	0	216	9	0	662
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	6	0	20	0	93	0	175	2626	4	42	4	1573	35	0	4580
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%	17.70%	0.00%	82.30%	0.00%	6.15%	92.24%	0.14%	1.48%	0.25%	97.58%	2.17%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	0	3	0	11	0	46	0	100	1430	1	20	1	809	16	0	2439
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.550	0.000	0.639	0.000	0.806	0.919	0.250	0.833	0.250	0.936	0.444	0.000	0.921
			0.313				0.648				0.910				0.918		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 24-080112-001
Date: 5/1/2024

Data - HT

NS/EW Streets:	Harold Ave				Harold Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
7:15 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	12	0	0	16
7:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	13	0	0	19
7:45 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	5	0	0	9
8:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	10	0	0	19
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	0	10
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	14	0	0	16
8:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	2	36	0	0	0	73	0	0	111
APPROACH %'s :									5.26%	94.74%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	17	0	0	0	36	0	0	54
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.472	0.000	0.000	0.000	0.643	0.000	0.000	0.711
										0.500				0.643			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
4:45 PM	0	0	0	0	0	0	1	0	1	5	0	0	0	2	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	1	0	1	27	0	0	0	23	0	0	53
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	3.57%	96.43%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	11	0	0	0	10	0	0	21
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.625	0.000	0.000	0.656
										0.688				0.625			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 24-080112-001
Date: 5/1/2024

Data - Bikes

NS/EW Streets:	Harold Ave				Harold Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.750
										0.500				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	7	0	0	1	7	0	0	15
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.417	0.000	0.000	0.438
										0.500				0.417			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara

Project ID: 24-080112-001
Date: 5/1/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harold Ave		Harold Ave		Stevens Creek Blvd		Stevens Creek Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	1
7:15 AM	0	2	0	0	0	0	0	0	2
7:30 AM	0	1	1	1	0	0	0	0	3
7:45 AM	0	2	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	3	0	0	0	0	0	3
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	5	7	1	0	0	0	0	13
APPROACH %'s :	0.00%	100.00%	87.50%	12.50%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	2	4	0	0	0	0	0	6
PEAK HR FACTOR :		0.250	0.333						0.500
	0.250		0.333						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	1	1	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	3	0	0	0	0	4
5:30 PM	1	1	1	2	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	4	2	6	0	0	0	0	14
APPROACH %'s :	33.33%	66.67%	25.00%	75.00%					
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	1	2	1	5	0	0	0	0	9
PEAK HR FACTOR :	0.250	0.500	0.250	0.417					0.450
	0.375		0.500						

Prepared by National Data & Surveying Services

Harold Ave & Stevens Creek Blvd

Peak Hour Turning Movement Count

ID: 23-080352-002
City: Santa Clara

Day: Tuesday
Date: 11/28/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Harold Ave)

AM	43	0	10	0	66	AM
NOON	0	0	0	0	0	NOON
PM	39	0	6	0	67	PM

EASTBOUND (Stevens Creek Blvd)

AM	NOON	PM	
1271	0	877	
6	0	24	0
53	0	53	1
537	0	1409	3
2	0	3	0
AM	NOON	PM	

WESTBOUND (Stevens Creek Blvd)

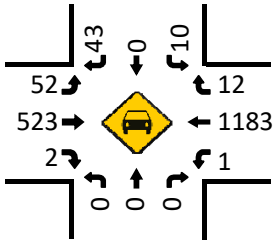
PM	NOON	AM	
14	0	13	0
814	0	1222	3
1	0	1	0
2	0	0	0
1419	0	547	
PM	NOON	AM	

NORTHBOUND (Harold Ave)

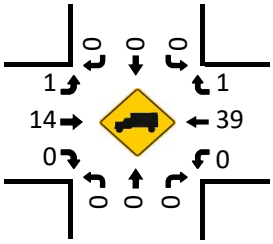
PM	4	0	0	0	2	PM
NOON	0	0	0	0	0	NOON
AM	3	0	0	0	0	AM

CONTROL			
1-Way Stop(SB)			
TEV	1887	0	2367
	AM	NOON	PM
PHF	0.83		0.97

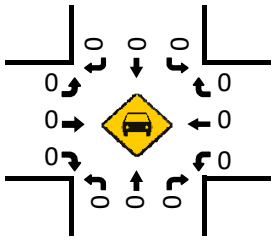
Cars (AM)



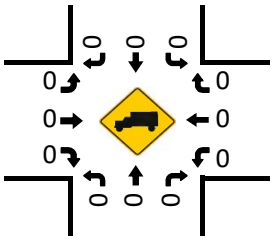
HT (AM)



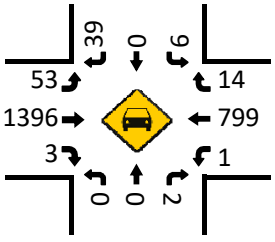
Cars (NOON)



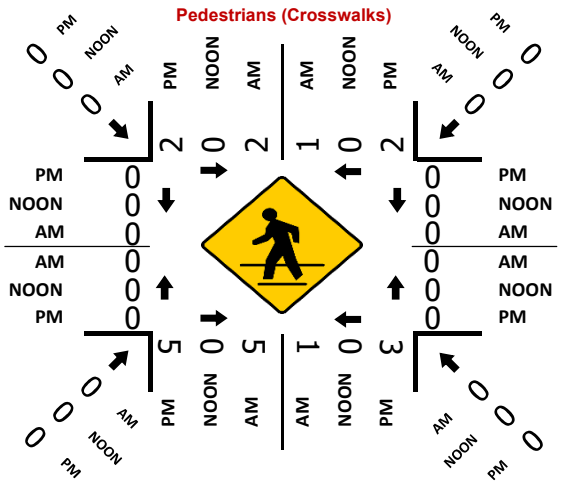
HT (NOON)



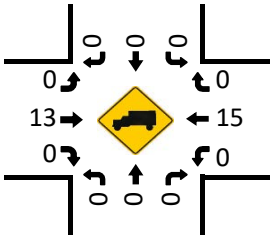
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 23-080352-002
Date: 11/28/2023

Data - Total

NS/EW Streets:	Harold Ave				Harold Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	5	0	3	42	0	0	0	107	0	0	159
7:15 AM	0	0	0	0	0	0	4	0	7	61	0	2	0	172	1	0	247
7:30 AM	0	0	0	0	1	0	13	0	2	75	0	4	0	290	2	0	387
7:45 AM	0	0	0	0	4	0	15	0	11	145	0	0	1	387	3	0	566
8:00 AM	0	0	0	0	4	0	9	0	13	143	2	4	0	305	3	0	483
8:15 AM	0	0	0	0	1	0	10	0	13	122	0	1	0	281	4	0	432
8:30 AM	0	0	0	0	1	0	9	0	16	127	0	1	0	249	3	0	406
8:45 AM	0	0	0	0	1	0	10	0	24	140	0	0	0	265	5	0	445
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	14	0	75	0	89	855	2	12	1	2056	21	0	3125
APPROACH %'s :					15.73%	0.00%	84.27%	0.00%	9.29%	89.25%	0.21%	1.25%	0.05%	98.94%	1.01%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	10	0	43	0	53	537	2	6	1	1222	13	0	1887
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.717	0.000	0.828	0.926	0.250	0.375	0.250	0.789	0.813	0.000	0.833
					0.697				0.923				0.790				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	9	0	7	307	1	3	0	168	4	0	500
4:15 PM	0	0	0	0	2	0	12	0	8	311	1	4	0	204	2	0	544
4:30 PM	1	0	3	0	2	0	13	0	11	298	0	2	0	212	4	0	546
4:45 PM	1	0	0	0	1	0	8	0	6	354	1	9	0	184	1	0	565
5:00 PM	0	0	0	0	2	0	5	0	14	336	1	7	1	202	3	0	571
5:15 PM	0	0	0	0	0	0	12	0	11	374	0	10	0	197	5	1	610
5:30 PM	0	0	1	0	3	0	10	0	18	341	0	3	0	210	4	0	590
5:45 PM	0	0	1	0	1	0	12	0	10	358	2	4	0	205	2	1	596
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	6	0	11	0	81	0	85	2679	6	42	1	1582	25	2	4522
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%	11.96%	0.00%	88.04%	0.00%	3.02%	95.27%	0.21%	1.49%	0.06%	98.26%	1.55%	0.12%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	2	0	6	0	39	0	53	1409	3	24	1	814	14	2	2367
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.500	0.000	0.813	0.000	0.736	0.942	0.375	0.600	0.250	0.969	0.700	0.500	0.970
			0.500		0.865				0.942				0.971				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 23-080352-002
Date: 11/28/2023

Data - Cars

NS/EW Streets:	Harold Ave				Harold Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	5	0	3	37	0	0	0	104	0	0	151
7:15 AM	0	0	0	0	0	0	4	0	6	56	0	2	0	160	1	0	229
7:30 AM	0	0	0	0	1	0	13	0	2	70	0	4	0	280	2	0	372
7:45 AM	0	0	0	0	4	0	15	0	11	140	0	0	1	370	3	0	544
8:00 AM	0	0	0	0	4	0	9	0	13	138	2	4	0	300	3	0	473
8:15 AM	0	0	0	0	1	0	10	0	13	119	0	1	0	273	3	0	420
8:30 AM	0	0	0	0	1	0	9	0	15	126	0	1	0	240	3	0	395
8:45 AM	0	0	0	0	1	0	10	0	24	135	0	0	0	257	5	0	432
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	14	0	75	0	87	821	2	12	1	1984	20	0	3016
APPROACH %'s :					15.73%	0.00%	84.27%	0.00%	9.44%	89.05%	0.22%	1.30%	0.05%	98.95%	1.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	10	0	43	0	52	523	2	6	1	1183	12	0	1832
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.717	0.000	0.867	0.934	0.250	0.375	0.250	0.799	1.000	0.000	0.842
					0.697				0.928				0.799				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	8	0	7	303	1	3	0	160	4	0	487
4:15 PM	0	0	0	0	2	0	12	0	7	306	1	4	0	197	2	0	531
4:30 PM	1	0	3	0	2	0	13	0	10	295	0	2	0	209	4	0	539
4:45 PM	1	0	0	0	1	0	8	0	6	350	1	9	0	181	1	0	558
5:00 PM	0	0	0	0	2	0	5	0	14	335	1	7	1	194	3	0	562
5:15 PM	0	0	0	0	0	0	12	0	11	368	0	10	0	195	5	1	602
5:30 PM	0	0	1	0	3	0	10	0	18	336	0	3	0	208	4	0	583
5:45 PM	0	0	1	0	1	0	12	0	10	357	2	4	0	202	2	1	592
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	6	0	11	0	80	0	83	2650	6	42	1	1546	25	2	4454
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%	12.09%	0.00%	87.91%	0.00%	2.98%	95.29%	0.22%	1.51%	0.06%	98.22%	1.59%	0.13%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	2	0	6	0	39	0	53	1396	3	24	1	799	14	2	2339
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.500	0.000	0.813	0.000	0.736	0.948	0.375	0.600	0.250	0.960	0.700	0.500	0.971
			0.500				0.865				0.949				0.962		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 23-080352-002
Date: 11/28/2023

Data - HT

NS/EW Streets:	Harold Ave				Harold Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
7:15 AM	0	0	0	0	0	0	0	0	1	5	0	0	0	12	0	0	18
7:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	0	15
7:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	17	0	0	22
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	1	0	12
8:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	9	0	0	11
8:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	2	34	0	0	0	72	1	0	109
APPROACH %'s :									5.56%	94.44%	0.00%	0.00%	0.00%	98.63%	1.37%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	14	0	0	0	39	1	0	55
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.700	0.000	0.000	0.000	0.574	0.250	0.000	0.625
										0.750				0.588			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	8	0	0	13
4:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	7	0	0	13
4:30 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	3	0	0	7
4:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	8	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	2	29	0	0	0	36	0	0	68
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	6.45%	93.55%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	13	0	0	0	15	0	0	28
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.542	0.000	0.000	0.000	0.469	0.000	0.000	0.778
										0.542				0.469			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 23-080352-002
Date: 11/28/2023

Data - Bikes

NS/EW Streets:	Harold Ave				Harold Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.750
									0.250				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	7	0	0	0	3	0	0	11
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.250	0.000	0.000	0.500
									0.417				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Stevens Creek Blvd
City: Santa Clara

Project ID: 23-080352-002
Date: 11/28/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harold Ave		Harold Ave		Stevens Creek Blvd		Stevens Creek Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	2	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	1	0	0	0	0	2
8:30 AM	1	1	3	0	0	0	0	0	5
8:45 AM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	5	4	0	0	0	0	12
APPROACH %'s :	66.67%	33.33%	55.56%	44.44%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	2	1	5	1	0	0	0	0	9
PEAK HR FACTOR :	0.500	0.250	0.417	0.250					0.450
	0.375		0.500						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	1	2	0	0	0	0	4
4:15 PM	0	1	1	2	0	0	0	0	4
4:30 PM	1	2	2	1	0	0	0	0	6
4:45 PM	0	2	0	0	0	0	0	0	2
5:00 PM	0	0	2	1	0	0	0	0	3
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	1	1	0	0	0	0	2
5:45 PM	2	2	2	0	0	0	0	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	7	9	8	0	0	0	0	28
APPROACH %'s :	36.36%	63.64%	52.94%	47.06%					
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	2	2	5	3	0	0	0	0	12
PEAK HR FACTOR :	0.250	0.250	0.625	0.750					0.500
	0.250		0.667						

Prepared by National Data & Surveying Services

Cypress Ave & Stevens Creek Blvd

Peak Hour Turning Movement Count

ID: 23-080352-003
City: Santa Clara

Day: Tuesday
Date: 11/28/2023

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM	AM	7:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	4:00 PM - 06:00 PM

SOUTHBOUND — Cypress Ave

AM	57	10	52	0	39	AM
NOON	0	0	0	0	0	NOON
PM	32	30	31	0	103	PM
	0	1	1	0		

EASTBOUND — Stevens Creek Blvd

AM	NOON	PM	
1298	0	819	
3	0	9	0
6	0	37	1
445	0	1274	3
35	0	95	0
AM	NOON	PM	

WESTBOUND — Stevens Creek Blvd

	PM	NOON	AM
0	52	0	20
3	696	0	1135
1	51	0	31
0	7	0	0
	1361	0	577
	PM	NOON	AM

CONTROL

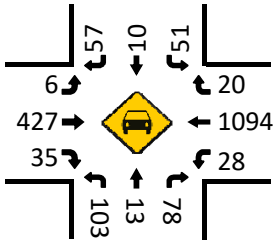
Signalized

TEV	1990	0	2459
	AM	NOON	PM
PHF	0.84		0.92

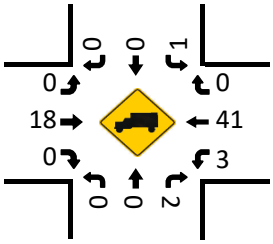
NORTHBOUND — Cypress Ave

		0	1	1	1	
PM	176	0	82	14	49	PM
NOON	0	0	0	0	0	NOON
AM	76	0	103	13	80	AM

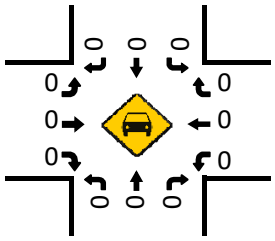
Cars (AM)



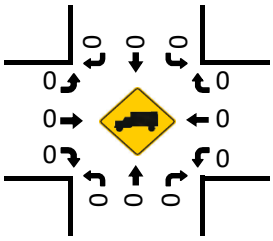
HT (AM)



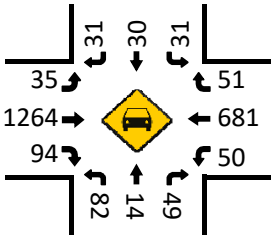
Cars (NOON)



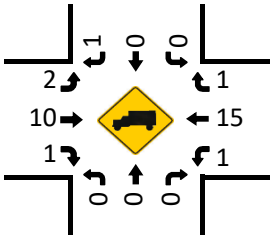
HT (NOON)



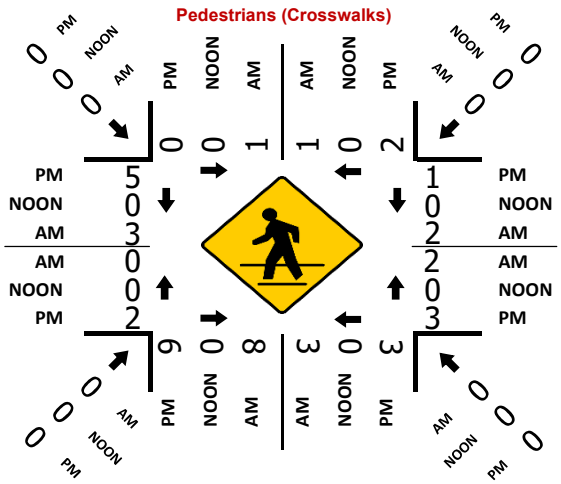
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cypress Ave & Stevens Creek Blvd
City: Santa Clara
Control: Signalized

Project ID: 23-080352-003
Date: 11/28/2023

Data - Total

NS/EW Streets:	Cypress Ave				Cypress Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	2	14	0	3	0	2	0	1	37	4	1	7	100	3	0	181
7:15 AM	13	3	12	0	7	2	4	0	0	57	4	0	10	155	3	0	270
7:30 AM	26	2	30	0	14	1	16	0	0	71	1	0	5	252	2	0	420
7:45 AM	31	4	20	0	9	5	13	0	1	141	4	3	8	347	6	0	592
8:00 AM	23	3	17	0	14	2	21	0	5	117	16	0	7	261	7	0	493
8:15 AM	23	4	13	0	15	2	7	0	0	116	14	0	11	275	5	0	485
8:30 AM	17	4	14	0	10	2	5	0	4	100	15	2	12	218	7	0	410
8:45 AM	17	5	8	0	12	2	11	0	5	128	10	3	4	238	8	0	451
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	157	27	128	0	84	16	79	0	16	767	68	9	64	1846	41	0	3302
APPROACH %'s :	50.32%	8.65%	41.03%	0.00%	46.93%	8.94%	44.13%	0.00%	1.86%	89.19%	7.91%	1.05%	3.28%	94.62%	2.10%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	103	13	80	0	52	10	57	0	6	445	35	3	31	1135	20	0	1990
PEAK HR FACTOR :	0.831	0.813	0.667	0.000	0.867	0.500	0.679	0.000	0.300	0.789	0.547	0.250	0.705	0.818	0.714	0.000	0.840
	0.845				0.804				0.820				0.821				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	14	7	14	0	5	2	6	0	7	291	21	3	20	146	6	1	543
4:15 PM	19	4	19	0	7	9	6	0	9	276	12	4	13	180	11	3	572
4:30 PM	20	6	14	0	7	4	10	0	9	255	23	4	16	185	11	2	566
4:45 PM	22	7	15	0	8	5	12	0	8	312	30	2	13	143	7	0	584
5:00 PM	17	2	11	0	6	5	10	0	11	301	21	2	10	190	12	3	601
5:15 PM	25	3	10	0	7	5	6	0	6	308	25	1	14	159	11	1	581
5:30 PM	20	3	15	0	9	17	10	0	9	342	26	1	15	180	20	1	668
5:45 PM	20	6	13	0	9	3	6	0	11	323	23	5	12	167	9	2	609
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	157	38	111	0	58	50	66	0	70	2408	181	22	113	1350	87	13	4724
APPROACH %'s :	51.31%	12.42%	36.27%	0.00%	33.33%	28.74%	37.93%	0.00%	2.61%	89.82%	6.75%	0.82%	7.23%	86.37%	5.57%	0.83%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	82	14	49	0	31	30	32	0	37	1274	95	9	51	696	52	7	2459
PEAK HR FACTOR :	0.820	0.583	0.817	0.000	0.861	0.441	0.800	0.000	0.841	0.931	0.913	0.450	0.850	0.916	0.650	0.583	0.920
	0.929				0.646				0.936				0.933				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cypress Ave & Stevens Creek Blvd
City: Santa Clara
Control: Signalized

Project ID: 23-080352-003
Date: 11/28/2023

Data - Cars

NS/EW Streets:	Cypress Ave				Cypress Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	2	13	0	3	0	2	0	1	32	3	1	5	96	3	0	168
7:15 AM	11	2	12	0	7	2	4	0	0	53	3	0	10	146	3	0	253
7:30 AM	26	2	29	0	13	1	16	0	0	66	1	0	3	241	2	0	400
7:45 AM	31	4	19	0	9	5	13	0	1	136	4	3	7	331	6	0	569
8:00 AM	23	3	17	0	14	2	21	0	5	112	16	0	7	255	7	0	482
8:15 AM	23	4	13	0	15	2	7	0	0	113	14	0	11	267	5	0	474
8:30 AM	17	4	14	0	10	2	5	0	4	99	15	2	12	209	6	0	399
8:45 AM	17	5	8	0	11	2	11	0	5	123	10	3	4	230	8	0	437
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	155	26	125	0	82	16	79	0	16	734	66	9	59	1775	40	0	3182
APPROACH %'s :	50.65%	8.50%	40.85%	0.00%	46.33%	9.04%	44.63%	0.00%	1.94%	88.97%	8.00%	1.09%	3.15%	94.72%	2.13%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	103	13	78	0	51	10	57	0	6	427	35	3	28	1094	20	0	1925
PEAK HR FACTOR :	0.831	0.813	0.672	0.000	0.850	0.500	0.679	0.000	0.300	0.785	0.547	0.250	0.636	0.826	0.714	0.000	0.846
	0.851				0.797				0.818				0.830				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	7	14	0	5	2	6	0	7	287	21	3	19	142	6	1	532
4:15 PM	19	4	19	0	7	9	6	0	9	271	12	4	12	173	11	3	559
4:30 PM	20	6	14	0	7	4	10	0	9	252	23	4	16	182	11	2	560
4:45 PM	22	7	14	0	8	5	12	0	8	308	30	2	13	140	7	0	576
5:00 PM	17	2	11	0	6	5	10	0	10	301	21	2	10	182	12	3	592
5:15 PM	25	3	10	0	7	5	6	0	5	306	24	1	14	157	11	1	575
5:30 PM	20	3	15	0	9	17	9	0	9	335	26	1	14	179	19	1	657
5:45 PM	20	6	13	0	9	3	6	0	11	322	23	5	12	163	9	2	604
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	155	38	110	0	58	50	65	0	68	2382	180	22	110	1318	86	13	4655
APPROACH %'s :	51.16%	12.54%	36.30%	0.00%	33.53%	28.90%	37.57%	0.00%	2.56%	89.82%	6.79%	0.83%	7.20%	86.31%	5.63%	0.85%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	82	14	49	0	31	30	31	0	35	1264	94	9	50	681	51	7	2428
PEAK HR FACTOR :	0.820	0.583	0.817	0.000	0.861	0.441	0.775	0.000	0.795	0.943	0.904	0.450	0.893	0.935	0.671	0.583	0.924
	0.929				0.657				0.945				0.926				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cypress Ave & Stevens Creek Blvd
City: Santa Clara
Control: Signalized

Project ID: 23-080352-003
Date: 11/28/2023

Data - HT

NS/EW Streets:	Cypress Ave				Cypress Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	5	1	0	2	4	0	0	13
7:15 AM	2	1	0	0	0	0	0	0	0	4	1	0	0	9	0	0	17
7:30 AM	0	0	1	0	1	0	0	0	0	5	0	0	2	11	0	0	20
7:45 AM	0	0	1	0	0	0	0	0	0	5	0	0	1	16	0	0	23
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	0	11
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	0	11
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	9	1	0	11
8:45 AM	0	0	0	0	1	0	0	0	0	5	0	0	0	8	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	3	0	2	0	0	0	0	33	2	0	5	71	1	0	120
APPROACH %'s :	33.33%	16.67%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	94.29%	5.71%	0.00%	6.49%	92.21%	1.30%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	2	0	1	0	0	0	0	18	0	0	3	41	0	0	65
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.900	0.000	0.000	0.375	0.641	0.000	0.000	0.707
	0.500				0.250				0.900				0.647				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	0	0	0	0	0	0	0	4	0	0	1	4	0	0	11
4:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	1	7	0	0	13
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
4:45 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	3	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	1	2	1	0	0	2	0	0	6
5:30 PM	0	0	0	0	0	0	1	0	0	7	0	0	1	1	1	0	11
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	0	1	0	2	26	1	0	3	32	1	0	69
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	6.90%	89.66%	3.45%	0.00%	8.33%	88.89%	2.78%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	2	10	1	0	1	15	1	0	31
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.357	0.250	0.000	0.250	0.469	0.250	0.000	0.705
					0.250				0.464				0.531				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cypress Ave & Stevens Creek Blvd
City: Santa Clara
Control: Signalized

Project ID: 23-080352-003
Date: 11/28/2023

Data - Bikes

NS/EW Streets:	Cypress Ave				Cypress Ave				Stevens Creek Blvd				Stevens Creek Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	0	0	0	1	3	0	0	2	0	0	0	0	0	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.300
	0.250				0.250				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	3
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	2	0	0	2	1	0	0	6
5:00 PM	0	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	1	3	0	0	1	5	1	0	2	3	1	0	19
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	14.29%	71.43%	14.29%	0.00%	33.33%	50.00%	16.67%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	1	1	0	0	1	2	1	0	0	1	0	0	8
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.500
	0.250				0.250				0.500				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cypress Ave & Stevens Creek Blvd
City: Santa Clara

Project ID: 23-080352-003
Date: 11/28/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Cypress Ave		Cypress Ave		Stevens Creek Blvd		Stevens Creek Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	2	0	1	3
7:30 AM	0	0	2	3	0	0	0	0	5
7:45 AM	0	1	3	0	2	0	0	0	6
8:00 AM	0	0	1	0	0	0	0	1	2
8:15 AM	1	0	2	0	0	2	0	2	7
8:30 AM	0	0	2	1	0	1	2	0	6
8:45 AM	0	0	0	1	1	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	1	10	5	3	5	3	4	32
APPROACH %'s :	50.00%	50.00%	66.67%	33.33%	37.50%	62.50%	42.86%	57.14%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	1	8	3	2	2	0	3	20
PEAK HR FACTOR :	0.250	0.250	0.667	0.250	0.250	0.250		0.375	0.714
	0.500		0.550		0.500		0.375		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	2	1	1	0	0	1	2	8
4:15 PM	0	0	4	3	1	1	0	1	10
4:30 PM	0	3	2	1	0	0	0	2	8
4:45 PM	0	1	0	2	0	1	2	0	6
5:00 PM	0	0	2	1	2	0	1	4	10
5:15 PM	0	0	1	1	1	1	0	0	4
5:30 PM	0	1	1	1	0	0	1	0	4
5:45 PM	0	1	2	0	0	0	0	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	8	13	10	4	3	5	10	54
APPROACH %'s :	11.11%	88.89%	56.52%	43.48%	57.14%	42.86%	33.33%	66.67%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	2	6	3	3	1	2	5	22
PEAK HR FACTOR :		0.500	0.750	0.750	0.375	0.250	0.500	0.313	0.550
	0.500		0.750		0.500		0.350		

Prepared by National Data & Surveying Services

Tyler St & Stevens Creek Blvd

Peak Hour Turning Movement Count

ID: 23-080352-004
City: Santa Clara

Day: Tuesday
Date: 11/28/2023

PEAK HOURS	
AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS	
AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Tyler St)

AM	12	0	13	0	14	AM
NOON	0	0	0	0	0	NOON
PM	28	0	17	0	38	PM
	0	1	0	0		

EASTBOUND (Stevens Creek Blvd)

AM	NOON	PM	
1195	0	807	
0	0	9	0
8	0	22	0
569	0	1330	3
0	0	0	0
AM	NOON	PM	

WESTBOUND (Stevens Creek Blvd)

PM	NOON	AM	
16	0	6	0
770	0	1183	3
0	0	0	0
0	0	0	0
1347	0	582	
PM	NOON	AM	

NORTHBOUND (Tyler St)

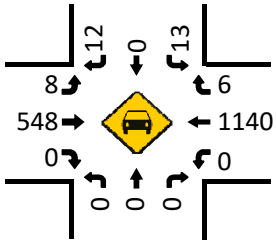
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
	0	0	1	0		

CONTROL

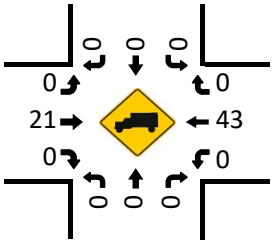
1-Way Stop(SB)

	AM	NOON	PM
TEV	1791	0	2192
PHF	0.83		0.93

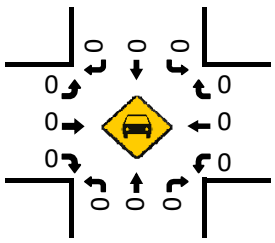
Cars (AM)



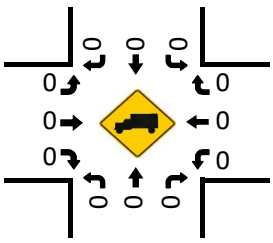
HT (AM)



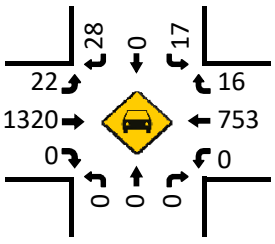
Cars (NOON)



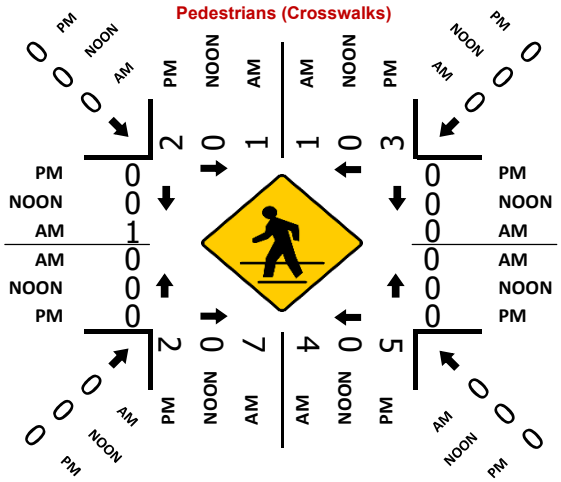
HT (NOON)



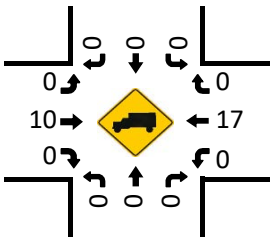
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Tyler St & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

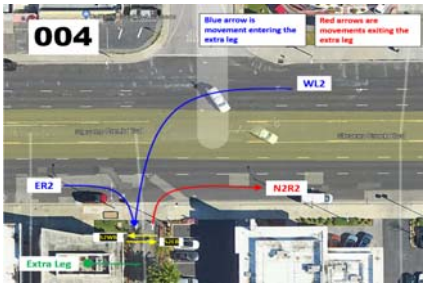
Project ID: 23-080352-004
Date: 11/28/2023

Data - Total

NS/EW Streets:	Tyler St				Tyler St				Stevens Creek Blvd					Stevens Creek Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					ORTHBOUND2	
	0	1	0	0	0	1	0	0	0	3	0	0	0	0	3	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	3	52	0	0	0	0	106	2	0	0	0	165
7:15 AM	0	0	0	0	1	0	2	0	1	73	0	1	0	0	164	3	0	0	0	245
7:30 AM	0	0	0	0	3	0	2	0	0	115	0	0	0	0	264	0	0	0	1	385
7:45 AM	0	0	0	0	4	0	6	0	2	171	0	0	1	0	354	3	0	1	0	542
8:00 AM	0	0	0	0	3	0	1	0	4	144	0	0	0	0	291	1	0	0	0	444
8:15 AM	0	0	0	0	3	0	3	0	2	139	0	0	1	0	274	2	0	1	0	425
8:30 AM	0	0	0	0	3	0	6	0	5	121	0	0	1	0	227	4	0	0	0	367
8:45 AM	1	0	0	0	2	0	1	0	4	146	0	1	0	0	249	1	0	0	1	406
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
TOTAL VOLUMES :	1	0	0	0	19	0	23	0	21	961	0	2	3	0	1929	16	0	2	2	2979
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	45.24%	0.00%	54.76%	0.00%	2.13%	97.37%	0.00%	0.20%	0.30%	0.00%	99.08%	0.82%	0.00%	0.10%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM																			TOTAL
PEAK HR VOL :	0	0	0	0	13	0	12	0	8	569	0	0	2	0	1183	6	0	2	1	1796
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.813	0.000	0.500	0.000	0.500	0.832	0.000	0.000	0.500	0.000	0.835	0.500	0.000	0.500	0.250	0.828
						0.625					0.832					0.832				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	1	0	0	0	1	0	0	0	3	0	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
4:00 PM	0	0	0	0	1	0	8	0	3	301	1	3	0	0	171	3	0	4	3	498
4:15 PM	0	0	0	0	2	0	6	0	6	301	0	1	2	0	201	5	0	0	2	526
4:30 PM	0	0	0	0	5	0	2	0	3	270	0	0	0	0	203	1	0	0	2	486
4:45 PM	0	0	0	0	2	0	4	0	7	331	0	2	0	0	161	4	0	0	3	514
5:00 PM	0	0	0	0	4	0	8	0	8	305	0	3	1	0	204	5	0	1	1	540
5:15 PM	0	0	0	0	2	0	3	0	3	320	0	1	0	0	175	4	0	2	7	517
5:30 PM	0	0	0	0	5	0	7	0	4	363	0	3	0	0	204	4	0	0	2	592
5:45 PM	0	0	0	0	6	0	10	0	7	342	0	2	1	0	187	3	0	4	2	564
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	27	0	48	0	41	2533	1	15	4	0	1506	29	0	11	22	4237
APPROACH %'s :					36.00%	0.00%	64.00%	0.00%	1.58%	97.65%	0.04%	0.58%	0.15%	0.00%	97.41%	1.88%	0.00%	0.71%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	17	0	28	0	22	1330	0	9	2	0	770	16	0	7	12	2213
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.708	0.000	0.700	0.000	0.688	0.916	0.000	0.750	0.500	0.000	0.944	0.800	0.000	0.438	0.429	0.935
						0.703					0.921					0.944				

Movements in Extra Leg
Movement ER2 is entering into the extra leg
Movement WL2 is entering into the extra leg
Movement N2R2 is exiting from the extra leg



National Data & Surveying Services

Intersection Turning Movement Count

Location: Tyler St & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 23-080352-004
Date: 11/28/2023

Data - Cars

NS/EW Streets:	Tyler St				Tyler St				Stevens Creek Blvd					Stevens Creek Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					ORTHBOUND2	
	0	1	0	0	0	1	0	0	0	3	0	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	3	46	0	0	0	0	99	2	0	0	0	152
7:15 AM	0	0	0	0	1	0	2	0	1	69	0	1	0	0	156	3	0	0	0	233
7:30 AM	0	0	0	0	3	0	2	0	0	108	0	0	0	0	253	0	0	0	1	367
7:45 AM	0	0	0	0	4	0	6	0	2	165	0	0	1	0	336	3	0	1	0	518
8:00 AM	0	0	0	0	3	0	1	0	4	139	0	0	0	0	285	1	0	0	0	433
8:15 AM	0	0	0	0	3	0	3	0	2	136	0	0	1	0	266	2	0	1	0	414
8:30 AM	0	0	0	0	3	0	6	0	5	120	0	0	1	0	217	4	0	0	0	356
8:45 AM	1	0	0	0	2	0	1	0	4	140	0	1	0	0	241	1	0	0	1	392
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
TOTAL VOLUMES :	1	0	0	0	19	0	23	0	21	923	0	2	3	0	1853	16	0	2	2	2865
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	45.24%	0.00%	54.76%	0.00%	2.21%	97.26%	0.00%	0.21%	0.32%	0.00%	99.04%	0.86%	0.00%	0.11%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM																			TOTAL
PEAK HR VOL :	0	0	0	0	13	0	12	0	8	548	0	0	2	0	1140	6	0	2	1	1732
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.813	0.000	0.500	0.000	0.500	0.830	0.000	0.000	0.500	0.000	0.848	0.500	0.000	0.500	0.250	0.836
					0.625						0.830					0.844				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	1	0	0	0	1	0	0	0	3	0	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
4:00 PM	0	0	0	0	1	0	8	0	3	297	1	3	0	0	166	3	0	4	3	489
4:15 PM	0	0	0	0	2	0	6	0	6	296	0	1	2	0	193	5	0	0	2	513
4:30 PM	0	0	0	0	5	0	2	0	3	267	0	0	0	0	200	1	0	0	2	480
4:45 PM	0	0	0	0	2	0	4	0	7	326	0	2	0	0	158	4	0	0	3	506
5:00 PM	0	0	0	0	4	0	8	0	8	305	0	3	1	0	196	5	0	1	1	532
5:15 PM	0	0	0	0	2	0	3	0	3	318	0	1	0	0	173	4	0	2	7	513
5:30 PM	0	0	0	0	5	0	7	0	4	356	0	3	0	0	201	4	0	0	2	582
5:45 PM	0	0	0	0	6	0	10	0	7	341	0	2	1	0	183	3	0	4	2	559
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	27	0	48	0	41	2506	1	15	4	0	1470	29	0	11	22	4174
APPROACH %'s :					36.00%	0.00%	64.00%	0.00%	1.60%	97.62%	0.04%	0.58%	0.16%	0.00%	97.35%	1.92%	0.00%	0.73%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	17	0	28	0	22	1320	0	9	2	0	753	16	0	7	12	2186
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.708	0.000	0.700	0.000	0.688	0.927	0.000	0.750	0.500	0.000	0.937	0.800	0.000	0.438	0.429	0.939
					0.703						0.932					0.946				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Tyler St & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 23-080352-004
Date: 11/28/2023

Data - HT

NS/EW Streets:	Tyler St				Tyler St				Stevens Creek Blvd					Stevens Creek Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					ORTHBOUND2	
	0	1	0	0	0	1	0	0	0	3	0	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	7	0	0	0	0	13
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	8	0	0	0	0	12
7:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	11	0	0	0	0	18
7:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	18	0	0	0	0	24
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	6	0	0	0	0	11
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	8	0	0	0	0	11
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	0	11
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	8	0	0	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	38	0	0	0	0	76	0	0	0	0	114
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%		
PEAK HR :	07:30 AM - 08:30 AM																			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	21	0	0	0	0	43	0	0	0	0	64
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.597	0.000	0.000	0.000	0.000	0.667
											0.750					0.597				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	1	0	0	0	1	0	0	0	3	0	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5	0	0	0	0	9
4:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	8	0	0	0	0	13
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	3	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	3	0	0	0	0	10
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	27	0	0	0	0	36	0	0	0	0	63
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%		
PEAK HR :	05:00 PM - 06:00 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	10	0	0	0	0	17	0	0	0	0	27
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.357	0.000	0.000	0.000	0.000	0.531	0.000	0.000	0.000	0.000	0.675
											0.357					0.531				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Tyler St & Stevens Creek Blvd
City: Santa Clara
Control: 1-Way Stop(SB)

Project ID: 23-080352-004
Date: 11/28/2023

Data - Bikes

NS/EW Streets:	Tyler St				Tyler St				Stevens Creek Blvd					Stevens Creek Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					ORTHBOUND2	
	0	1	0	0	0	1	0	0	0	3	0	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%							
PEAK HR :	07:30 AM - 08:30 AM																			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
											0.250									

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND						
	0	1	0	0	0	1	0	0	0	3	0	0	0	0	3	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	1	5	0	0	0	0	5	1	0	0	1	14
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	16.67%	83.33%	0.00%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM																			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.333
											0.250					0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Tyler St & Stevens Creek Blvd
City: Santa Clara

Project ID: 23-080352-004
Date: 11/28/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Tyler St		Tyler St		Stevens Creek Blvd		Stevens Creek Blvd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	1	3	0	0	0	0	2	3	9
7:45 AM	0	0	2	1	0	0	0	0	2	1	6
8:00 AM	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	1	1	3	0	0	0	0	1	3	0	9
8:30 AM	0	1	2	2	0	0	0	0	2	2	9
8:45 AM	2	0	0	1	0	0	0	0	0	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	3	2	9	7	0	0	0	1	12	7	41
APPROACH %'s :	60.00%	40.00%	56.25%	43.75%			0.00%	100.00%	63.16%	36.84%	
PEAK HR :	07:30 AM - 08:30 AM										TOTAL
PEAK HR VOL :	1	1	7	4	0	0	0	1	8	4	26
PEAK HR FACTOR :	0.250	0.250	0.583	0.333				0.250	0.667	0.333	0.722
	0.250		0.688				0.250		0.600		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
4:00 PM	2	1	2	3	0	0	0	0	2	2	12
4:15 PM	0	0	1	1	0	0	0	0	2	2	6
4:30 PM	0	2	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	1	1	0	0	0	0	1	1	5
5:00 PM	0	0	0	3	0	0	0	0	0	3	6
5:15 PM	0	1	0	2	0	0	0	0	0	2	5
5:30 PM	2	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	2	2	0	0	0	0	0	2	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	4	7	6	10	0	0	0	0	7	10	44
APPROACH %'s :	36.36%	63.64%	37.50%	62.50%					41.18%	58.82%	
PEAK HR :	05:00 PM - 06:00 PM										TOTAL
PEAK HR VOL :	2	3	2	5	0	0	0	0	2	5	19
PEAK HR FACTOR :	0.250	0.375	0.250	0.417					0.250	0.417	0.792
	0.625		0.583						0.583		

Prepared by National Data & Surveying Services

Harold Ave & Forest Ave

Peak Hour Turning Movement Count

ID: 24-080112-002
City: Santa Clara

Day: Wednesday
Date: 5/1/2024

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Harold Ave)

	L	T	R	U	Total	
AM	3	39	6	0	62	AM
NOON	0	0	0	0	0	NOON
PM	5	36	3	0	64	PM

EASTBOUND (Forest Ave)

	L	T	R	U	Total	
AM	11	0	13	0	24	AM
NOON	0	0	0	0	0	NOON
PM	5	0	2	0	7	PM
PM	5	0	1	1	7	PM
NOON	3	0	4	0	7	NOON
AM	0	1	0	0	1	AM

WESTBOUND (Forest Ave)

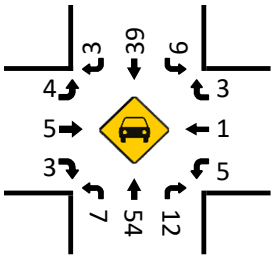
	L	T	R	U	Total	
PM	1	0	3	0	4	PM
NOON	3	0	1	1	5	NOON
AM	4	0	5	0	9	AM
PM	0	0	0	0	0	PM
NOON	38	0	23	0	61	NOON
AM	0	0	1	0	1	AM

NORTHBOUND (Harold Ave)

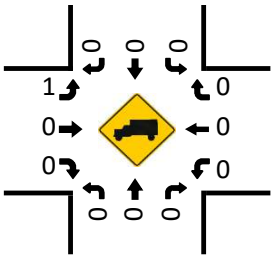
	L	T	R	U	Total	
PM	45	1	5	61	34	PM
NOON	0	0	0	0	0	NOON
AM	47	0	7	54	12	AM

CONTROL			
2-Way Stop(EB/WB)			
TEV	143	0	160
	AM	NOON	PM
PHF	0.79		0.83

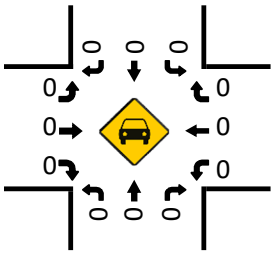
Cars (AM)



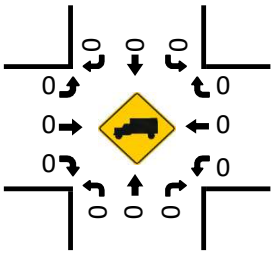
HT (AM)



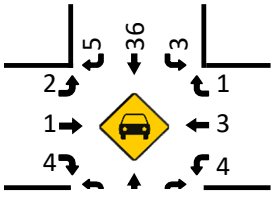
Cars (NOON)



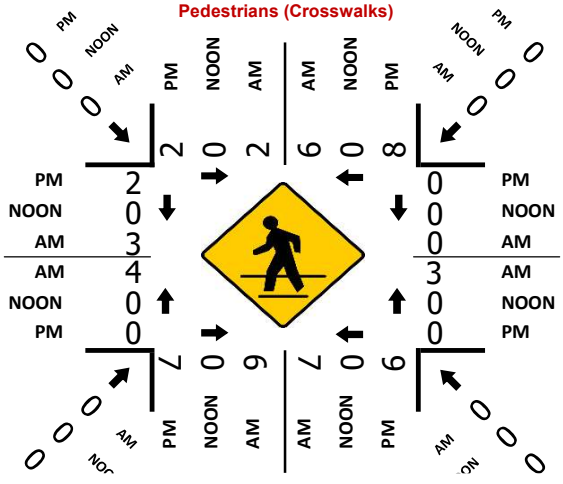
HT (NOON)



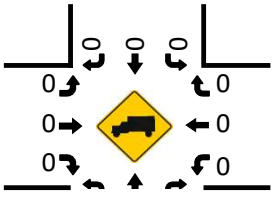
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara
Control: 2-Way Stop(EB/WB)

Project ID: 24-080112-002
Date: 5/1/2024

Data - Total

NS/EW Streets:	Harold Ave				Harold Ave				Forest Ave				Forest Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	3	0	0	0	2	1	0	1	0	0	0	2	1	0	0	11
7:15 AM	1	1	1	0	2	9	1	0	2	1	1	0	0	1	1	0	21
7:30 AM	0	5	0	0	3	10	1	0	1	1	0	0	0	0	0	0	21
7:45 AM	0	8	2	0	1	20	2	0	3	0	1	0	3	1	1	0	42
8:00 AM	1	15	1	0	3	16	2	0	2	3	1	0	1	0	0	0	45
8:15 AM	2	10	3	0	3	7	0	0	1	0	1	0	1	0	1	0	29
8:30 AM	2	7	2	0	0	9	0	0	1	2	0	0	2	1	1	0	27
8:45 AM	2	22	6	0	0	7	1	0	1	0	1	0	1	0	1	0	42
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	71	15	0	12	80	8	0	12	7	5	0	10	4	5	0	238
APPROACH %'s :	9.47%	74.74%	15.79%	0.00%	12.00%	80.00%	8.00%	0.00%	50.00%	29.17%	20.83%	0.00%	52.63%	21.05%	26.32%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	7	54	12	0	6	39	3	0	5	5	3	0	5	1	3	0	143
PEAK HR FACTOR :	0.875	0.614	0.500	0.000	0.500	0.609	0.375	0.000	0.625	0.417	0.750	0.000	0.625	0.250	0.750	0.000	0.794
	0.608				0.571				0.542				0.563				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	9	7	0	0	5	1	0	0	1	3	0	1	1	0	0	30
4:15 PM	2	17	7	0	2	7	1	0	2	1	5	0	0	3	1	0	48
4:30 PM	1	11	4	0	3	7	3	0	2	0	2	0	0	1	0	0	34
4:45 PM	1	18	7	0	0	4	1	0	3	0	1	0	2	0	0	0	37
5:00 PM	1	14	6	0	0	8	1	0	1	1	0	0	1	1	0	0	34
5:15 PM	1	11	8	1	1	11	1	0	0	0	0	0	0	1	0	0	35
5:30 PM	0	18	8	0	1	14	1	0	1	0	3	0	2	0	0	0	48
5:45 PM	3	18	12	0	1	3	2	0	0	0	1	0	1	1	1	0	43
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	116	59	1	8	59	11	0	9	3	15	0	7	8	2	0	309
APPROACH %'s :	5.88%	62.03%	31.55%	0.53%	10.26%	75.64%	14.10%	0.00%	33.33%	11.11%	55.56%	0.00%	41.18%	47.06%	11.76%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	61	34	1	3	36	5	0	2	1	4	0	4	3	1	0	160
PEAK HR FACTOR :	0.417	0.847	0.708	0.250	0.750	0.643	0.625	0.000	0.500	0.250	0.333	0.000	0.500	0.750	0.250	0.000	0.833
	0.765				0.688				0.438				0.667				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara
Control: 2-Way Stop(EB/WB)

Project ID: 24-080112-002
Date: 5/1/2024

Data - Cars

NS/EW Streets:	Harold Ave				Harold Ave				Forest Ave				Forest Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	3	0	0	0	2	1	0	1	0	0	0	2	1	0	0	11
7:15 AM	1	1	0	0	2	9	1	0	2	1	1	0	0	1	1	0	20
7:30 AM	0	5	0	0	3	10	1	0	1	1	0	0	0	0	0	0	21
7:45 AM	0	7	2	0	1	20	2	0	3	0	1	0	3	1	1	0	41
8:00 AM	1	15	1	0	3	16	2	0	1	3	1	0	1	0	0	0	44
8:15 AM	2	10	3	0	3	7	0	0	1	0	1	0	1	0	1	0	29
8:30 AM	2	7	2	0	0	9	0	0	1	2	0	0	2	1	1	0	27
8:45 AM	2	22	6	0	0	7	1	0	1	0	1	0	1	0	1	0	42
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	70	14	0	12	80	8	0	11	7	5	0	10	4	5	0	235
APPROACH %'s :	9.68%	75.27%	15.05%	0.00%	12.00%	80.00%	8.00%	0.00%	47.83%	30.43%	21.74%	0.00%	52.63%	21.05%	26.32%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	7	54	12	0	6	39	3	0	4	5	3	0	5	1	3	0	142
PEAK HR FACTOR :	0.875	0.614	0.500	0.000	0.500	0.609	0.375	0.000	1.000	0.417	0.750	0.000	0.625	0.250	0.750	0.000	0.807
	0.608				0.571				0.600				0.563				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	9	7	0	0	5	1	0	0	1	2	0	1	1	0	0	29
4:15 PM	2	17	7	0	2	7	1	0	2	1	5	0	0	3	1	0	48
4:30 PM	1	11	4	0	3	7	3	0	2	0	2	0	0	1	0	0	34
4:45 PM	1	18	7	0	0	4	1	0	3	0	1	0	2	0	0	0	37
5:00 PM	1	14	6	0	0	8	1	0	1	1	0	0	1	1	0	0	34
5:15 PM	1	11	8	1	1	11	1	0	0	0	0	0	0	1	0	0	35
5:30 PM	0	18	8	0	1	14	1	0	1	0	3	0	2	0	0	0	48
5:45 PM	3	18	12	0	1	3	2	0	0	0	1	0	1	1	1	0	43
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	116	59	1	8	59	11	0	9	3	14	0	7	8	2	0	308
APPROACH %'s :	5.88%	62.03%	31.55%	0.53%	10.26%	75.64%	14.10%	0.00%	34.62%	11.54%	53.85%	0.00%	41.18%	47.06%	11.76%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	61	34	1	3	36	5	0	2	1	4	0	4	3	1	0	160
PEAK HR FACTOR :	0.417	0.847	0.708	0.250	0.750	0.643	0.625	0.000	0.500	0.250	0.333	0.000	0.500	0.750	0.250	0.000	0.833
	0.765				0.688				0.438				0.667				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara
Control: 2-Way Stop(EB/WB)

Project ID: 24-080112-002
Date: 5/1/2024

Data - HT

NS/EW Streets:	Harold Ave				Harold Ave				Forest Ave				Forest Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%					100.00%	0.00%	0.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara
Control: 2-Way Stop(EB/WB)

Project ID: 24-080112-002
Date: 5/1/2024

Data - Bikes

NS/EW Streets:	Harold Ave				Harold Ave				Forest Ave				Forest Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
					0.250												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	3
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
					0.250				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara

Project ID: 24-080112-002
Date: 5/1/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harold Ave		Harold Ave		Forest Ave		Forest Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	0	0	0	0	0	1	4
7:30 AM	1	0	1	1	0	0	0	1	4
7:45 AM	1	0	0	1	0	0	0	0	2
8:00 AM	1	0	1	3	1	0	1	0	7
8:15 AM	0	2	1	2	0	0	0	0	5
8:30 AM	0	3	3	2	2	0	3	1	14
8:45 AM	1	1	1	0	0	0	0	2	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	8	7	9	3	0	4	5	41
APPROACH %'s :	38.46%	61.54%	43.75%	56.25%	100.00%	0.00%	44.44%	55.56%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	2	6	6	7	3	0	4	3	31
PEAK HR FACTOR :	0.500	0.500	0.500	0.583	0.375		0.333	0.375	0.554
	0.667		0.650		0.375		0.438		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	2	2	4
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	1	0	2	0	1	0	4	1	9
4:45 PM	0	1	2	1	0	0	0	2	6
5:00 PM	0	2	1	3	0	0	0	0	6
5:15 PM	2	3	3	0	0	0	0	0	8
5:30 PM	0	2	2	1	0	0	0	1	6
5:45 PM	0	1	1	5	0	0	0	1	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	9	12	10	1	0	6	7	48
APPROACH %'s :	25.00%	75.00%	54.55%	45.45%	100.00%	0.00%	46.15%	53.85%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	2	8	7	9	0	0	0	2	28
PEAK HR FACTOR :	0.250	0.667	0.583	0.450				0.500	0.875
	0.500		0.667				0.500		

Prepared by National Data & Surveying Services

Harold Ave & Forest Ave

Peak Hour Turning Movement Count

ID: 23-080352-005
City: Santa Clara

Day: Tuesday
Date: 11/28/2023

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM	AM	7:00 AM - 10:00 AM
01:00 PM - 02:00 PM	NOON	10:00 AM - 02:00 PM
05:15 PM - 06:15 PM	PM	2:00 PM - 07:00 PM

Harold Ave

SOUTHBOUND

AM	5	42	3	0	34	AM
NOON	5	18	4	1	28	NOON
PM	4	36	12	0	46	PM
	0	1	0	0		

EASTBOUND (Forest Ave)

AM	NOON	PM	
16	12	13	
0	0	0	0
2	3	7	0
8	9	4	1
6	5	4	0
AM	NOON	PM	

WESTBOUND (Forest Ave)

	PM	NOON	AM
0	0	4	3
1	4	5	4
0	3	4	3
0	0	0	0
	45	27	24
	PM	NOON	AM

CONTROL

2-Way Stop(EB/WB)

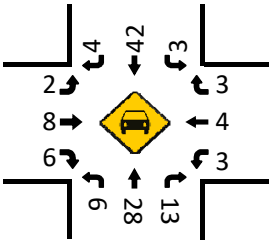
TEV	125	94	147
	AM	NOON	PM
PHF	0.80	0.84	0.78

		0	0	1	0	
PM	43	0	5	39	29	PM
NOON	27	0	2	20	14	NOON
AM	51	0	7	29	13	AM

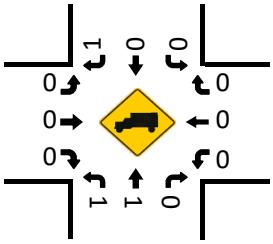
NORTHBOUND

Harold Ave

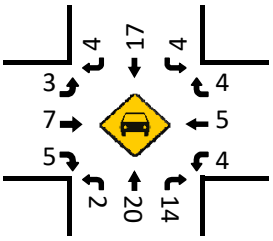
Cars (AM)



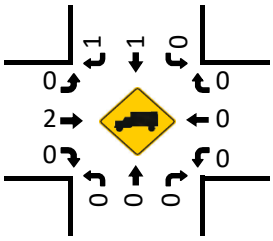
HT (AM)



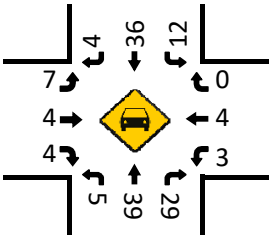
Cars (NOON)



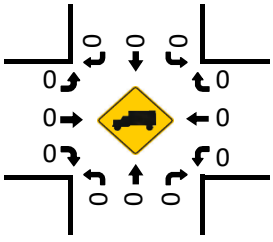
HT (NOON)



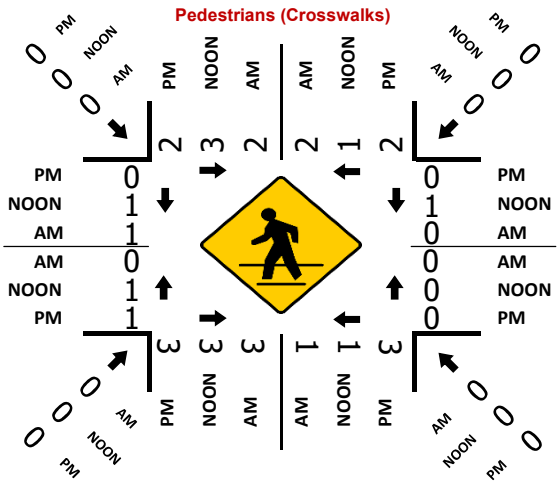
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara
Control: 2-Way Stop(EB/WB)

Project ID: 23-080352-005
Date: 11/28/2023

Data - Total

AM

NS/EW Streets:	Harold Ave				Harold Ave				Forest Ave				Forest Ave				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	0	0	0	6	1	0	0	1	0	0	1	0	0	0	13
7:15 AM	0	4	4	0	3	3	2	0	1	0	0	0	0	1	0	0	18
7:30 AM	0	2	1	0	3	9	1	0	3	1	2	0	1	0	1	0	24
7:45 AM	3	7	3	0	0	18	1	0	1	3	1	0	1	1	0	0	39
8:00 AM	0	6	3	0	3	10	2	0	0	3	2	0	0	2	0	0	31
8:15 AM	1	7	3	0	0	10	0	0	0	0	1	0	2	1	2	0	27
8:30 AM	3	9	4	0	0	4	2	0	1	2	2	0	0	0	1	0	28
8:45 AM	1	15	2	0	0	9	1	0	2	1	0	0	1	2	1	0	35
9:00 AM	0	9	3	0	2	6	1	0	2	1	1	0	0	0	0	0	25
9:15 AM	0	3	2	0	1	2	0	0	1	1	0	0	2	0	0	0	12
9:30 AM	0	3	0	0	1	4	0	0	1	1	3	0	1	0	0	0	14
9:45 AM	0	4	6	0	0	3	2	0	3	1	0	0	0	0	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	73	31	0	13	84	13	0	15	15	12	0	9	7	5	0	285
APPROACH %'s :	7.14%	65.18%	27.68%	0.00%	11.82%	76.36%	11.82%	0.00%	35.71%	35.71%	28.57%	0.00%	42.86%	33.33%	23.81%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	7	29	13	0	3	42	5	0	2	8	6	0	3	4	3	0	125
PEAK HR FACTOR :	0.583	0.806	0.813	0.000	0.250	0.583	0.625	0.000	0.500	0.667	0.750	0.000	0.375	0.500	0.375	0.000	0.801
	0.766				0.658				0.800				0.500				

NOON

NS/EW Streets:	Harold Ave				Harold Ave				Forest Ave				Forest Ave				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	1	0	0	0	2	2	0	0	3	2	0	0	1	0	0	12
10:15 AM	1	1	2	0	0	2	0	0	2	0	2	0	0	0	1	0	11
10:30 AM	3	4	3	0	0	3	1	0	1	1	1	0	2	2	0	0	21
10:45 AM	1	4	4	0	1	2	2	0	1	1	2	0	1	1	0	0	20
11:00 AM	1	4	3	1	2	6	0	0	2	1	1	0	0	1	1	0	23
11:15 AM	2	6	2	0	2	0	1	0	1	0	0	0	3	2	1	1	21
11:30 AM	2	5	4	0	2	4	3	0	3	0	1	0	2	2	0	0	28
11:45 AM	0	3	3	0	0	4	1	0	1	0	0	0	1	1	1	0	15
12:00 PM	0	8	1	0	0	5	0	0	0	3	0	0	0	1	0	0	18
12:15 PM	0	6	3	0	1	6	0	0	1	1	0	0	0	1	0	0	19
12:30 PM	1	3	3	0	0	7	1	0	3	3	0	0	0	0	2	0	23
12:45 PM	1	2	2	0	1	5	1	0	0	2	0	0	2	3	1	0	20
1:00 PM	0	3	3	0	1	6	0	0	1	2	0	0	0	1	2	0	19
1:15 PM	0	3	2	0	1	3	3	0	1	2	1	0	2	1	0	0	19
1:30 PM	1	10	4	0	1	4	2	0	1	1	1	0	1	1	1	0	28
1:45 PM	1	4	5	0	1	5	0	1	0	4	3	0	1	2	1	0	28
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	67	44	1	13	64	17	1	18	24	14	0	15	20	11	1	325
APPROACH %'s :	11.81%	52.76%	34.65%	0.79%	13.68%	67.37%	17.89%	1.05%	32.14%	42.86%	25.00%	0.00%	31.91%	42.55%	23.40%	2.13%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	2	20	14	0	4	18	5	1	3	9	5	0	4	5	4	0	94
PEAK HR FACTOR :	0.500	0.500	0.700	0.000	1.000	0.750	0.417	0.250	0.750	0.563	0.417	0.000	0.500	0.625	0.500	0.000	0.839
	0.600				1.000				0.607				0.813				

PM

NS/EW Streets:	Harold Ave				Harold Ave				Forest Ave				Forest Ave				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	5	3	0	2	4	1	0	0	1	1	0	2	0	2	0	23
2:15 PM	2	9	1	0	1	7	2	0	2	1	2	0	1	0	0	0	28
2:30 PM	6	6	4	0	2	5	0	0	1	3	0	0	4	1	3	0	35
2:45 PM	4	7	8	0	0	8	0	0	0	0	2	0	2	1	2	0	34
3:00 PM	3	7	7	0	0	8	4	0	1	0	1	0	3	0	0	0	34
3:15 PM	0	10	7	0	3	4	3	0	0	3	1	0	0	1	0	0	32
3:30 PM	2	5	3	0	3	5	1	0	2	1	3	0	0	1	1	0	27
3:45 PM	1	5	10	0	2	4	2	0	2	0	0	0	3	0	0	0	29
4:00 PM	1	7	2	0	3	4	0	0	2	4	1	0	0	0	0	0	24
4:15 PM	1	2	3	0	2	6	4	0	2	3	3	0	0	2	0	0	28
4:30 PM	3	7	3	1	1	13	3	0	3	2	0	0	3	2	0	0	41
4:45 PM	0	7	3	0	1	3	1	0	1	4	3	0	1	2	3	0	29
5:00 PM	1	10	6	0	1	8	3	0	1	2	1	0	0	1	1	0	35
5:15 PM	0	10	5	0	4	7	1	0	2	1	2	0	1	1	0	0	34
5:30 PM	0	13	12	0	1	9	2	0	4	2	0	0	2	2	0	0	47
5:45 PM	3	6	6	0	2	8	0	0	1	1	2	0	0	1	0	0	30
6:00 PM	2	10	6	0	5	12	1	0	0	0	0	0	0	0	0	0	36
6:15 PM	2	7	1	0	3	3	0	0	1	2	2	0	1	2	2	0	26
6:30 PM	0	8	2	0	1	3	2	0	0	1	1	0	0	0	1	0	19
6:45 PM	0	5	1	0	0	7	3	0	3	1	0	0	0	1	2	0	23
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	33	146	93	1	37	128	33	0	28	32	25	0	23	18	17	0	614
APPROACH %'s :	12.09%	53.48%	34.07%	0.37%	18.69%	64.65%	16.67%	0.00%	32.94%	37.65%	29.41%	0.00%	39.66%	31.03%	29.31%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	5	39	29	0	12	36	4	0	7	4	4	0	3	4	0	0	147
PEAK HR FACTOR :	0.417	0.750	0.604	0.000	0.600	0.750	0.500	0.000	0.438	0.500	0.500	0.000	0.375	0.500	0.000	0.000	0.782
	0.730				0.722				0.625				0.438				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara
Control: 2-Way Stop(EB/WB)

Project ID: 23-080352-005
Date: 11/28/2023

Data - Cars

NS/EW Streets:	Harold Ave				Harold Ave				Forest Ave				Forest Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	0	0	0	6	1	0	0	1	0	0	1	0	0	0	13
7:15 AM	0	4	3	0	3	3	2	0	1	0	0	0	0	1	0	0	17
7:30 AM	0	2	1	0	3	9	1	0	3	1	2	0	1	0	1	0	24
7:45 AM	3	7	3	0	0	18	1	0	1	3	1	0	1	1	0	0	39
8:00 AM	0	6	3	0	3	10	2	0	0	3	2	0	0	2	0	0	31
8:15 AM	1	6	3	0	0	10	0	0	0	0	1	0	2	1	2	0	26
8:30 AM	2	9	4	0	0	4	1	0	1	2	2	0	0	0	1	0	26
8:45 AM	1	15	2	0	0	9	1	0	1	1	0	0	1	2	1	0	34
9:00 AM	0	9	3	0	2	6	1	0	2	1	1	0	0	0	0	0	25
9:15 AM	0	3	2	0	1	2	0	0	1	1	0	0	2	0	0	0	12
9:30 AM	0	3	0	0	1	4	0	0	1	1	3	0	1	0	0	0	14
9:45 AM	0	4	6	0	0	3	2	0	3	1	0	0	0	0	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	72	30	0	13	84	12	0	14	15	12	0	9	7	5	0	280
APPROACH %'s :	6.42%	66.06%	27.52%	0.00%	11.93%	77.06%	11.01%	0.00%	34.15%	36.59%	29.27%	0.00%	42.86%	33.33%	23.81%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	6	28	13	0	3	42	4	0	2	8	6	0	3	4	3	0	122
PEAK HR FACTOR :	0.500	0.778	0.813	0.000	0.250	0.583	0.500	0.000	0.500	0.667	0.750	0.000	0.375	0.500	0.375	0.000	0.782
			0.783				0.645				0.800				0.500		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	1	0	0	0	2	2	0	0	3	2	0	0	1	0	0	12
10:15 AM	1	1	2	0	0	2	0	0	2	0	2	0	0	0	0	0	10
10:30 AM	3	4	3	0	0	3	1	0	1	1	1	0	2	2	0	0	21
10:45 AM	1	4	4	0	1	2	2	0	1	1	2	0	1	1	0	0	20
11:00 AM	1	4	3	1	1	6	0	0	2	1	1	0	0	0	0	0	20
11:15 AM	2	6	2	0	2	0	1	0	1	0	0	0	3	2	1	1	21
11:30 AM	2	5	3	0	1	4	3	0	2	0	0	0	2	2	0	0	24
11:45 AM	0	3	3	0	0	4	0	0	1	0	0	0	1	1	1	0	14
12:00 PM	0	7	1	0	0	5	0	0	0	2	0	0	0	1	0	0	16
12:15 PM	0	6	3	0	1	6	0	0	1	1	0	0	0	1	0	0	19
12:30 PM	1	3	3	0	0	7	1	0	2	2	0	0	0	0	2	0	21
12:45 PM	1	2	2	0	1	5	1	0	0	2	0	0	2	1	1	0	18
1:00 PM	0	3	3	0	1	6	0	0	1	1	0	0	0	1	2	0	18
1:15 PM	0	3	2	0	1	2	2	0	1	1	1	0	2	1	0	0	16
1:30 PM	1	10	4	0	1	4	2	0	1	1	1	0	1	1	1	0	28
1:45 PM	1	4	5	0	1	5	0	1	0	4	3	0	1	2	1	0	28
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	66	43	1	11	63	15	1	16	20	13	0	15	17	9	1	306
APPROACH %'s :	12.00%	52.80%	34.40%	0.80%	12.22%	70.00%	16.67%	1.11%	32.65%	40.82%	26.53%	0.00%	35.71%	40.48%	21.43%	2.38%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	2	20	14	0	4	17	4	1	3	7	5	0	4	5	4	0	90
PEAK HR FACTOR :	0.500	0.500	0.700	0.000	1.000	0.708	0.500	0.250	0.750	0.438	0.417	0.000	0.500	0.625	0.500	0.000	0.804
			0.600				0.929				0.536				0.813		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	5	3	0	2	4	1	0	0	1	1	0	2	0	2	0	22
2:15 PM	2	9	1	0	1	7	2	0	1	1	2	0	1	0	0	0	27
2:30 PM	6	6	4	0	2	5	0	0	1	3	0	0	4	1	3	0	35
2:45 PM	4	7	7	0	0	8	0	0	0	0	1	0	2	1	2	0	32
3:00 PM	3	7	7	0	0	8	4	0	1	0	1	0	3	0	0	0	34
3:15 PM	0	10	7	0	3	4	2	0	0	3	1	0	0	1	0	0	31
3:30 PM	2	5	3	0	3	5	1	0	1	0	3	0	0	1	1	0	25
3:45 PM	1	5	9	0	2	3	2	0	2	0	0	0	2	0	0	0	26
4:00 PM	1	6	2	0	3	4	0	0	1	4	1	0	0	0	0	0	22
4:15 PM	1	2	3	0	2	6	3	0	2	3	3	0	0	2	0	0	27
4:30 PM	2	7	3	1	1	13	3	0	3	2	0	0	3	2	0	0	40
4:45 PM	0	7	3	0	1	3	1	0	1	4	3	0	1	2	3	0	29
5:00 PM	1	10	6	0	1	8	3	0	1	2	1	0	0	1	1	0	35
5:15 PM	0	10	5	0	4	7	1	0	2	1	2	0	1	1	0	0	34
5:30 PM	0	13	12	0	1	9	2	0	4	2	0	0	2	2	0	0	47
5:45 PM	3	6	6	0	2	8	0	0	1	1	2	0	0	1	0	0	30
6:00 PM	2	10	6	0	5	12	1	0	0	0	0	0	0	0	0	0	36
6:15 PM	2	7	1	0	3	3	0	0	1	2	2	0	1	2	2	0	26
6:30 PM	0	8	2	0	1	3	2	0	0	1	1	0	0	0	1	0	19
6:45 PM	0	5	1	0	0	7	3	0	3	1	0	0	0	1	2	0	23
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	31	145	91	1	37	127	31	0	25	31	24	0	22	18	17	0	600
APPROACH %'s :	11.57%	54.10%	33.96%	0.37%	18.97%	65.13%	15.90%	0.00%	31.25%	38.75%	30.00%	0.00%	38.60%	31.58%	29.82%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	5	39	29	0	12	36	4	0	7	4	4	0	3	4	0	0	147
PEAK HR FACTOR :	0.417	0.750	0.604	0.000	0.600	0.750	0.500	0.000	0.438	0.500	0.500	0.000	0.375	0.500	0.000	0.000	0.782
			0.730				0.722				0.625				0.438		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara
Control: 2-Way Stop(EB/WB)

Project ID: 23-080352-005
Date: 11/28/2023

Data - HT

NS/EW Streets: Harold Ave | Harold Ave | Forest Ave | Forest Ave

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	5
APPROACH %'s :	33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.500				0.250												

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	4
11:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	2	1	2	0	2	4	1	0	0	3	2	0	19
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	40.00%	20.00%	40.00%	0.00%	28.57%	57.14%	14.29%	0.00%	0.00%	60.00%	40.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.333
					0.250				0.500								

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
3:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	3
4:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	2	0	0	1	2	0	3	1	1	0	1	0	0	0	14
APPROACH %'s :	40.00%	20.00%	40.00%	0.00%	0.00%	33.33%	66.67%	0.00%	60.00%	20.00%	20.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara
Control: 2-Way Stop(EB/WB)

Project ID: 23-080352-005
Date: 11/28/2023

Data - Bikes

NS/EW Streets: Harold Ave | Harold Ave | Forest Ave | Forest Ave

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	4
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Forest Ave
City: Santa Clara

Project ID: 23-080352-005
Date: 11/28/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harold Ave		Harold Ave		Forest Ave		Forest Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	1	0	0	2
7:30 AM	1	0	1	0	0	0	1	0	3
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	1	2
8:15 AM	2	0	1	1	0	0	0	0	4
8:30 AM	0	1	2	0	0	0	0	0	3
8:45 AM	0	1	2	2	0	0	0	0	5
9:00 AM	1	1	1	4	0	0	2	0	9
9:15 AM	0	1	3	1	0	0	0	0	5
9:30 AM	1	3	1	4	0	1	0	0	10
9:45 AM	1	0	4	0	0	0	0	2	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	8	15	12	0	2	3	3	50
APPROACH %'s :	46.67%	53.33%	55.56%	44.44%	0.00%	100.00%	50.00%	50.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	2	2	3	1	0	0	0	1	9
PEAK HR FACTOR :	0.250	0.500	0.375	0.250				0.250	0.563
	0.500		0.500				0.250		

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	2	0	2	0	0	0	0	4
10:30 AM	2	3	4	19	0	0	1	0	29
10:45 AM	0	1	1	1	0	1	0	0	4
11:00 AM	2	0	21	0	0	1	0	0	24
11:15 AM	0	0	0	4	0	0	0	0	4
11:30 AM	1	0	2	2	1	1	0	0	7
11:45 AM	0	0	0	1	0	0	0	0	1
12:00 PM	1	2	2	1	0	0	0	0	6
12:15 PM	0	2	0	1	0	1	0	0	4
12:30 PM	0	1	1	2	1	0	1	1	7
12:45 PM	1	0	0	1	0	0	0	0	2
1:00 PM	0	1	1	0	0	0	0	0	2
1:15 PM	0	0	0	1	0	1	0	0	2
1:30 PM	3	0	0	0	0	0	1	0	4
1:45 PM	0	0	2	0	0	0	0	1	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	12	34	35	2	5	3	2	103
APPROACH %'s :	45.45%	54.55%	49.28%	50.72%	28.57%	71.43%	60.00%	40.00%	
PEAK HR :	01:00 PM - 02:00 PM								TOTAL
PEAK HR VOL :	3	1	3	1	0	1	1	1	11
PEAK HR FACTOR :	0.250	0.250	0.375	0.250		0.250	0.250	0.250	0.688
	0.333		0.500		0.250		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	2	2	0	0	0	0	0	2	6
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	1	2
2:45 PM	0	0	1	1	0	0	0	1	3
3:00 PM	0	0	0	0	0	0	1	0	1
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	2	0	0	0	0	1	3
3:45 PM	3	1	0	2	1	0	0	0	7
4:00 PM	0	1	0	2	0	0	0	0	3
4:15 PM	4	0	2	4	0	1	0	1	12
4:30 PM	0	0	3	4	0	0	0	2	9
4:45 PM	1	0	3	4	0	1	1	1	11
5:00 PM	3	2	1	1	0	0	0	0	7
5:15 PM	1	0	1	0	0	0	0	0	2
5:30 PM	1	1	1	1	0	0	0	0	4
5:45 PM	0	1	1	2	0	0	0	0	4
6:00 PM	0	0	0	0	0	0	1	0	1
6:15 PM	1	0	0	1	0	1	0	1	4
6:30 PM	1	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	17	9	15	22	1	3	3	10	80
APPROACH %'s :	65.38%	34.62%	40.54%	59.46%	25.00%	75.00%	23.08%	76.92%	
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	2	2	3	3	0	0	1	0	11
PEAK HR FACTOR :	0.500	0.500	0.750	0.375			0.250		0.688
	0.500		0.500				0.250		

Prepared by National Data & Surveying Services

Harold Ave & Pruneridge Ave

Peak Hour Turning Movement Count

ID: 24-080112-003
City: Santa Clara

Day: Wednesday
Date: 5/1/2024

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(NB)

	AM	NOON	PM
TEV	1171	0	1478
PHF	0.94		0.89

SOUTHBOUND (Harold Ave)

	L	T	R	U	Thru	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Pruneridge Ave)

	L	T	R	U
AM	695	0	474	
NOON	0	0	0	
PM	1	0	1	0
	0	0	0	0
	388	0	895	2
	27	0	28	0

WESTBOUND (Pruneridge Ave)

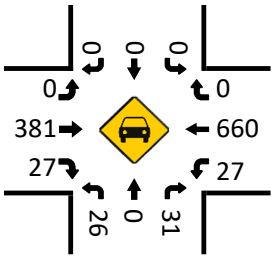
	L	T	R	U
PM	0	0	0	0
NOON	456	0	667	2
AM	30	0	28	0
	0	0	1	0
	946	0	421	

NORTHBOUND (Harold Ave)

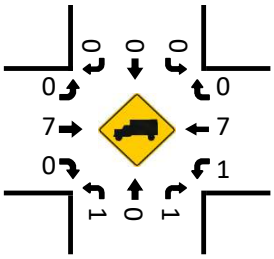
	L	T	R	U	Thru	
PM	58	0	17	0	51	PM
NOON	0	0	0	0	0	NOON
AM	55	0	27	0	32	AM

0 0 1 0

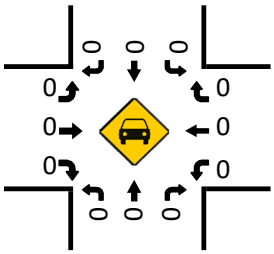
Cars (AM)



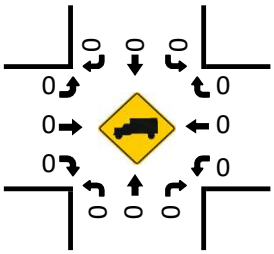
HT (AM)



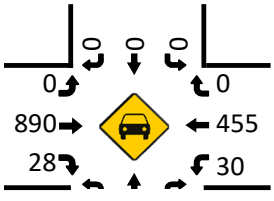
Cars (NOON)



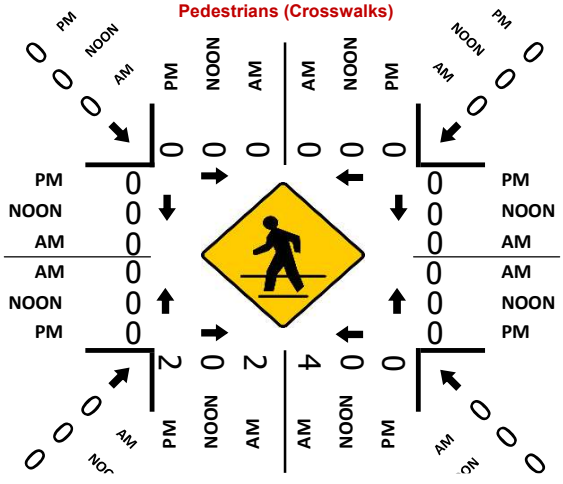
HT (NOON)



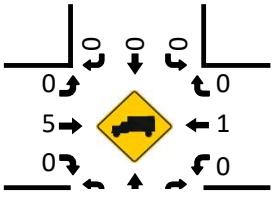
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara
Control: 1-Way Stop(NB)

Project ID: 24-080112-003
Date: 5/1/2024

Data - Total

NS/EW Streets:	Harold Ave				Harold Ave				Pruneridge Ave				Pruneridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	0	3	0	0	0	0	0	0	33	1	0	2	67	0	0	113
7:15 AM	6	0	1	0	0	0	0	0	0	42	2	0	3	83	0	0	137
7:30 AM	7	0	7	0	0	0	1	0	0	61	3	0	5	136	0	0	220
7:45 AM	6	0	6	0	0	0	0	0	0	69	3	0	5	168	0	0	257
8:00 AM	7	0	8	0	0	0	0	0	0	92	5	1	11	189	0	0	313
8:15 AM	6	0	7	0	0	0	0	0	0	92	10	0	3	174	0	0	292
8:30 AM	6	0	4	0	0	0	0	0	0	94	7	0	8	144	0	0	263
8:45 AM	8	0	13	0	0	0	0	0	0	110	5	0	6	160	0	1	303
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	0	49	0	0	0	1	0	0	593	36	1	43	1121	0	1	1898
APPROACH %'s :	51.96%	0.00%	48.04%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	94.13%	5.71%	0.16%	3.69%	96.22%	0.00%	0.09%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	27	0	32	0	0	0	0	0	0	388	27	1	28	667	0	1	1171
PEAK HR FACTOR :	0.844	0.000	0.615	0.000	0.000	0.000	0.000	0.000	0.000	0.882	0.675	0.250	0.636	0.882	0.000	0.250	0.935
	0.702								0.904				0.870				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	0	6	0	0	0	0	0	0	192	6	0	5	103	0	0	318
4:15 PM	4	0	8	0	0	0	0	0	0	209	9	1	5	105	0	0	341
4:30 PM	1	0	11	0	0	0	0	0	0	215	8	0	4	95	0	0	334
4:45 PM	5	0	16	0	0	0	0	0	0	236	7	0	3	81	0	0	348
5:00 PM	4	0	10	0	0	0	0	0	0	185	3	0	5	132	0	0	339
5:15 PM	5	0	10	0	0	0	0	0	0	218	8	1	13	97	0	0	352
5:30 PM	5	0	17	0	0	0	0	0	0	263	8	0	6	114	0	0	413
5:45 PM	3	0	14	0	0	0	0	0	0	229	9	0	6	113	0	0	374
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	33	0	92	0	0	0	0	0	0	1747	58	2	47	840	0	0	2819
APPROACH %'s :	26.40%	0.00%	73.60%	0.00%					0.00%	96.68%	3.21%	0.11%	5.30%	94.70%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	17	0	51	0	0	0	0	0	0	895	28	1	30	456	0	0	1478
PEAK HR FACTOR :	0.850	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.851	0.778	0.250	0.577	0.864	0.000	0.000	0.895
	0.773								0.852				0.887				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara
Control: 1-Way Stop(NB)

Project ID: 24-080112-003
Date: 5/1/2024

Data - Cars

NS/EW Streets:	Harold Ave				Harold Ave				Pruneridge Ave				Pruneridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	0	3	0	0	0	0	0	0	32	1	0	2	66	0	0	109
7:15 AM	6	0	1	0	0	0	0	0	0	41	2	0	3	82	0	0	135
7:30 AM	7	0	7	0	0	0	1	0	0	60	3	0	5	135	0	0	218
7:45 AM	6	0	5	0	0	0	0	0	0	69	3	0	5	166	0	0	254
8:00 AM	6	0	8	0	0	0	0	0	0	91	5	0	11	188	0	0	309
8:15 AM	6	0	6	0	0	0	0	0	0	92	10	0	3	172	0	0	289
8:30 AM	6	0	4	0	0	0	0	0	0	92	7	0	7	142	0	0	258
8:45 AM	8	0	13	0	0	0	0	0	0	106	5	0	6	158	0	1	297
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	50	0	47	0	0	0	1	0	0	583	36	0	42	1109	0	1	1869
APPROACH %'s :	51.55%	0.00%	48.45%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	94.18%	5.82%	0.00%	3.65%	96.27%	0.00%	0.09%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	26	0	31	0	0	0	0	0	0	381	27	0	27	660	0	1	1153
PEAK HR FACTOR :	0.813	0.000	0.596	0.000	0.000	0.000	0.000	0.000	0.000	0.899	0.675	0.000	0.614	0.878	0.000	0.250	0.933
	0.679								0.919				0.864				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	0	6	0	0	0	0	0	0	190	6	0	5	102	0	0	315
4:15 PM	4	0	8	0	0	0	0	0	0	203	9	1	5	102	0	0	332
4:30 PM	1	0	11	0	0	0	0	0	0	214	8	0	4	95	0	0	333
4:45 PM	5	0	16	0	0	0	0	0	0	235	7	0	3	81	0	0	347
5:00 PM	4	0	10	0	0	0	0	0	0	183	3	0	5	132	0	0	337
5:15 PM	5	0	10	0	0	0	0	0	0	216	8	1	13	96	0	0	349
5:30 PM	5	0	17	0	0	0	0	0	0	262	8	0	6	114	0	0	412
5:45 PM	3	0	14	0	0	0	0	0	0	229	9	0	6	113	0	0	374
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	33	0	92	0	0	0	0	0	0	1732	58	2	47	835	0	0	2799
APPROACH %'s :	26.40%	0.00%	73.60%	0.00%					0.00%	96.65%	3.24%	0.11%	5.33%	94.67%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	17	0	51	0	0	0	0	0	0	890	28	1	30	455	0	0	1472
PEAK HR FACTOR :	0.850	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.849	0.778	0.250	0.577	0.862	0.000	0.000	0.893
	0.773								0.851				0.885				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara
Control: 1-Way Stop(NB)

Project ID: 24-080112-003
Date: 5/1/2024

Data - HT

AM

NS/EW Streets:	Harold Ave				Harold Ave				Pruneridge Ave				Pruneridge Ave				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3
8:00 AM	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	4
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	2	0	0	0	0	0	0	10	0	1	1	12	0	0	29
APPROACH %'s :	60.00%	0.00%	40.00%	0.00%					0.00%	90.91%	0.00%	9.09%	7.69%	92.31%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	7	0	1	1	7	0	0	18
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.250	0.250	0.875	0.000	0.000	0.750
	0.500								0.500				0.667				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	15	0	0	0	5	0	0	20
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.250	0.000	0.000	0.500
									0.625				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara
Control: 1-Way Stop(NB)

Project ID: 24-080112-003
Date: 5/1/2024

Data - Bikes

NS/EW Streets:	Harold Ave				Harold Ave				Pruneridge Ave				Pruneridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	1	0	0	3	1	0	0	18	0	0	24
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	1	0	0	0	10	0	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.833	0.000	0.000	0.750
					0.250				0.250				0.833				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:15 PM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	11	1	0	1	7	0	0	21
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	91.67%	8.33%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	6	0	0	1	5	0	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.313	0.000	0.000	0.600
									0.500				0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara

Project ID: 24-080112-003
Date: 5/1/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harold Ave		Harold Ave		Pruneridge Ave		Pruneridge Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	1	1	0	0	0	0	2
8:15 AM	0	0	0	2	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	1	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	5	0	0	0	0	7
APPROACH %'s :			28.57%	71.43%					
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	0	0	2	4	0	0	0	0	6
PEAK HR FACTOR :			0.500	0.500					0.750
			0.750						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	1	1	0	0	0	0	2
5:00 PM	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	2	0	0	0	0	5
APPROACH %'s :			60.00%	40.00%					
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	2
PEAK HR FACTOR :			0.500						0.500
			0.500						

Prepared by National Data & Surveying Services

Harold Ave & Pruneridge Ave

Peak Hour Turning Movement Count

ID: 23-080352-006
City: Santa Clara

Day: Tuesday
Date: 11/28/2023

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (Harold Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	1	PM

EASTBOUND (Pruneridge Ave)

AM	NOON	PM		
687	0	486	⇦	
0	0	0	↶	0
0	0	0	↱	0
365	0	1043	→	2
19	0	37	↴	0
AM	NOON	PM		

WESTBOUND (Pruneridge Ave)

PM	NOON	AM		
			⇧	0
1	0	0	↰	0
464	0	668	←	2
18	0	20	↰	0
1	0	0	↶	0
1066	0	382	⇨	
PM	NOON	AM		

NORTHBOUND (Harold Ave)

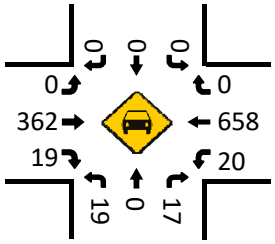
PM	55	0	22	0	22	PM
NOON	0	0	0	0	0	NOON
AM	39	0	19	0	17	AM

CONTROL

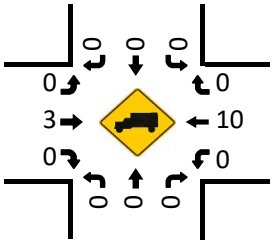
1-Way Stop(NB)

TEV	1108 AM	0 NOON	1608 PM
PHF	0.96		0.97

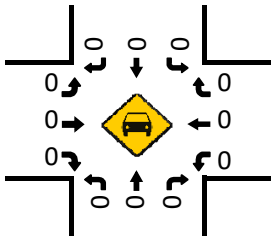
Cars (AM)



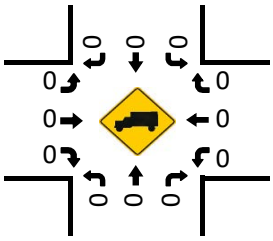
HT (AM)



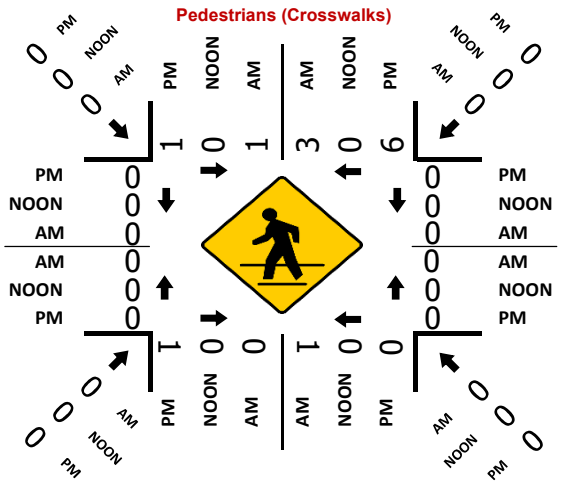
Cars (NOON)



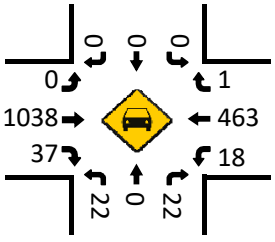
HT (NOON)



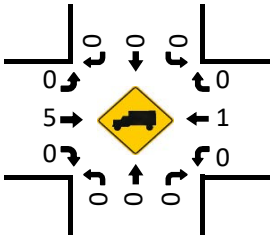
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara
Control: 1-Way Stop(NB)

Project ID: 23-080352-006
Date: 11/28/2023

Data - Total

NS/EW Streets:	Harold Ave				Harold Ave				Pruneridge Ave				Pruneridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	0	4	0	0	0	0	0	0	32	3	0	0	61	0	0	104
7:15 AM	5	0	3	0	0	0	0	0	0	46	3	0	4	82	0	0	143
7:30 AM	7	0	2	0	1	0	0	0	0	49	2	0	2	133	0	0	196
7:45 AM	6	0	5	0	0	0	0	0	0	89	6	0	7	175	0	0	288
8:00 AM	2	0	2	0	0	0	0	0	0	91	5	0	5	181	0	0	286
8:15 AM	4	0	5	0	0	0	0	0	0	103	5	0	5	164	0	0	286
8:30 AM	7	0	5	0	0	0	0	0	0	82	3	0	3	148	0	0	248
8:45 AM	11	0	8	0	0	0	0	0	0	96	7	0	2	136	0	0	260
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	0	34	0	1	0	0	0	0	588	34	0	28	1080	0	0	1811
APPROACH %'s :	57.50%	0.00%	42.50%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	94.53%	5.47%	0.00%	2.53%	97.47%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	19	0	17	0	0	0	0	0	0	365	19	0	20	668	0	0	1108
PEAK HR FACTOR :	0.679	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.000	0.886	0.792	0.000	0.714	0.923	0.000	0.000	0.962
	0.750								0.889				0.925				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	0	7	0	0	0	0	0	0	199	11	0	4	100	0	0	326
4:15 PM	2	0	3	0	0	0	0	0	0	215	10	0	3	111	0	0	344
4:30 PM	5	0	5	0	0	0	0	0	0	231	11	0	8	87	0	0	347
4:45 PM	5	0	5	0	0	0	0	0	0	268	5	0	7	105	0	0	395
5:00 PM	5	0	8	0	0	0	0	0	0	253	8	0	5	135	0	0	414
5:15 PM	6	0	4	0	0	0	0	0	0	252	11	0	4	119	0	0	396
5:30 PM	10	0	6	0	0	0	0	0	0	267	7	0	5	101	1	0	397
5:45 PM	1	0	4	0	0	0	0	0	0	271	11	0	4	109	0	1	401
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	39	0	42	0	0	0	0	0	0	1956	74	0	40	867	1	1	3020
APPROACH %'s :	48.15%	0.00%	51.85%	0.00%					0.00%	96.35%	3.65%	0.00%	4.40%	95.38%	0.11%	0.11%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	22	0	22	0	0	0	0	0	0	1043	37	0	18	464	1	1	1608
PEAK HR FACTOR :	0.550	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.962	0.841	0.000	0.900	0.859	0.250	0.250	0.971
	0.688								0.957				0.864				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara
Control: 1-Way Stop(NB)

Project ID: 23-080352-006
Date: 11/28/2023

Data - Cars

NS/EW Streets:	Harold Ave				Harold Ave				Pruneridge Ave				Pruneridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	0	4	0	0	0	0	0	0	32	3	0	0	61	0	0	104
7:15 AM	5	0	3	0	0	0	0	0	0	46	3	0	4	81	0	0	142
7:30 AM	7	0	2	0	1	0	0	0	0	49	2	0	2	131	0	0	194
7:45 AM	6	0	5	0	0	0	0	0	0	89	6	0	7	175	0	0	288
8:00 AM	2	0	2	0	0	0	0	0	0	90	5	0	5	178	0	0	282
8:15 AM	4	0	5	0	0	0	0	0	0	101	5	0	5	161	0	0	281
8:30 AM	7	0	5	0	0	0	0	0	0	82	3	0	3	144	0	0	244
8:45 AM	11	0	8	0	0	0	0	0	0	94	7	0	2	136	0	0	258
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	0	34	0	1	0	0	0	0	583	34	0	28	1067	0	0	1793
APPROACH %'s :	57.50%	0.00%	42.50%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	94.49%	5.51%	0.00%	2.56%	97.44%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	19	0	17	0	0	0	0	0	0	362	19	0	20	658	0	0	1095
PEAK HR FACTOR :	0.679	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.000	0.896	0.792	0.000	0.714	0.924	0.000	0.000	0.951
	0.750								0.899				0.926				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	6	0	0	0	0	0	0	198	11	0	4	100	0	0	323
4:15 PM	2	0	2	0	0	0	0	0	0	214	10	0	3	111	0	0	342
4:30 PM	5	0	5	0	0	0	0	0	0	230	11	0	8	86	0	0	345
4:45 PM	5	0	5	0	0	0	0	0	0	267	5	0	7	104	0	0	393
5:00 PM	5	0	8	0	0	0	0	0	0	252	8	0	5	135	0	0	413
5:15 PM	6	0	4	0	0	0	0	0	0	251	11	0	4	119	0	0	395
5:30 PM	10	0	6	0	0	0	0	0	0	265	7	0	5	101	1	0	395
5:45 PM	1	0	4	0	0	0	0	0	0	270	11	0	4	108	0	1	399
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	38	0	40	0	0	0	0	0	0	1947	74	0	40	864	1	1	3005
APPROACH %'s :	48.72%	0.00%	51.28%	0.00%					0.00%	96.34%	3.66%	0.00%	4.42%	95.36%	0.11%	0.11%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	22	0	22	0	0	0	0	0	0	1038	37	0	18	463	1	1	1602
PEAK HR FACTOR :	0.550	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.961	0.841	0.000	0.900	0.857	0.250	0.250	0.970
	0.688								0.956				0.863				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara
Control: 1-Way Stop(NB)

Project ID: 23-080352-006
Date: 11/28/2023

Data - HT

NS/EW Streets:	Harold Ave				Harold Ave				Pruneridge Ave				Pruneridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	18
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	10	0	0	13
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.625	0.000	0.000	0.650
										0.375				0.625			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
4:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	2	0	0	0	0	0	0	9	0	0	0	3	0	0	15
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.250	0.000	0.000	0.750
										0.625				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara
Control: 1-Way Stop(NB)

Project ID: 23-080352-006
Date: 11/28/2023

Data - Bikes

NS/EW Streets:	Harold Ave				Harold Ave				Pruneridge Ave				Pruneridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	0	11
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.500	0.000	0.000	0.750
									0.417				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	15	0	0	0	5	0	0	20
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.250	0.000	0.000	0.450
									0.583				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harold Ave & Pruneridge Ave
City: Santa Clara

Project ID: 23-080352-006
Date: 11/28/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harold Ave		Harold Ave		Pruneridge Ave		Pruneridge Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	4	1	0	0	0	0	0	0	5
7:30 AM	2	0	1	0	0	0	0	0	3
7:45 AM	1	1	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	1	0	0	0	0	3
8:45 AM	1	1	1	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	6	2	1	0	0	0	0	17
APPROACH %'s :	57.14%	42.86%	66.67%	33.33%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	1	3	0	1	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.375		0.250					0.417
	0.500			0.250					

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	1	0	2
4:30 PM	0	1	0	1	0	0	0	0	2
4:45 PM	1	0	1	0	0	0	0	0	2
5:00 PM	0	4	1	0	0	0	0	0	5
5:15 PM	0	2	0	0	0	0	0	0	2
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	8	2	1	0	0	1	0	14
APPROACH %'s :	20.00%	80.00%	66.67%	33.33%			100.00%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	1	6	1	0	0	0	0	0	8
PEAK HR FACTOR :	0.250	0.375	0.250						0.400
	0.438		0.250						

Appendix B – Existing Conditions Level of Service Worksheets

Starbucks Stevens Creek Boulevard

Vistro File: J:\...\Starbucks Stevens Creek_07082024.vistro Scenario 5 Existing Conditions AM - Stevens Creek Blvd

Report File: J:\...\Existing AM.pdf 7/10/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
251	San Tomas Expressway & Stevens Creek Boulevard	Signalized	HCM 6th Edition	NB Thru	1.210	120.4	F
252	Stevens Creek Boulevard & Harold Avenue	Two-way stop	HCM 6th Edition	SB Left	0.100	56.5	F
253	Stevens Creek Boulevard & Cypress Avenue	Signalized	HCM 6th Edition	WB Left	0.342	14.0	B
254	Stevens Creek Boulevard & Tyler Street	Two-way stop	HCM 6th Edition	SB Left	0.155	43.6	E
255	Harold Avenue & Forest Avenue	Two-way stop	HCM 6th Edition	EB Thru	0.008	10.1	B
256	Pruneridge Avenue & Harold Avenue	Two-way stop	HCM 6th Edition	NB Left	0.099	18.7	C
257	Stevens Creek Blvd & Project Driveway 1	Two-way stop	HCM 6th Edition	WB Thru	0.014	0.0	A
258	Harold Avenue & Project Driveway 2	Two-way stop	HCM 6th Edition	NB Thru	0.001	0.0	A

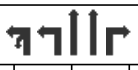
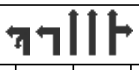
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 251: San Tomas Expressway & Stevens Creek Boulevard

Control Type:	Signalized	Delay (sec / veh):	120.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.210

Intersection Setup

Name	San Tomas Exp				San Tomas Exp				Stevens Creek Blvd				Stevens Creek Blvd			
Approach	Northbound				Southbound				Eastbound				Westbound			
Lane Configuration																
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	2	0	0	1	2	0	0	1	1	0	0	0	2	0	0	0
Entry Pocket Length [ft]	330.	100.	100.	470.	340.	100.	100.	250.	170.	100.	100.	100.	350.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	230.	0.00	0.00	0.00	70.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				45.00				35.00				35.00			
Grade [%]	0.00				0.00				0.00				0.00			
Curb Present	No				No				No				No			
Crosswalk	Yes				Yes				Yes				Yes			

Volumes

Name	San Tomas Exp				San Tomas Exp				Stevens Creek Blvd				Stevens Creek Blvd			
Base Volume Input [veh/h]	1	351	2644	232	0	162	1009	45	11	50	250	292	1	312	769	227
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	351	2644	232	0	162	1009	45	11	50	250	292	1	312	769	227
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	99	743	65	0	46	283	13	3	14	70	82	0	88	216	64
Total Analysis Volume [veh/h]	1	394	2971	261	0	182	1134	51	12	56	281	328	1	351	864	255
Presence of On-Street Parking	No			No	No			No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0				0				0				0			
v_di, Inbound Pedestrian Volume crossing major street	0				0				0				0			
v_co, Outbound Pedestrian Volume crossing minor stree	0				0				0				0			
v_ci, Inbound Pedestrian Volume crossing minor street	0				0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0				0			
Bicycle Volume [bicycles/h]	0				0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	190
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	117.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm
Signal Group	0	5	2	0	0	1	6	0	0	3	8	0	0	7	4	0
Auxiliary Signal Groups																
Lead / Lag	-	Lead	-	-	-	Lag	-	-	-	Lead	-	-	-	Lead	-	-
Minimum Green [s]	0	10	12	0	0	10	12	0	0	10	9	0	0	10	11	0
Maximum Green [s]	0	30	80	0	0	30	80	0	0	30	40	0	0	30	40	0
Amber [s]	0.0	3.6	4.8	0.0	0.0	3.6	4.8	0.0	0.0	3.6	4.1	0.0	0.0	3.6	4.1	0.0
All red [s]	0.0	2.0	1.0	0.0	0.0	1.9	1.0	0.0	0.0	1.7	1.0	0.0	0.0	1.8	1.3	0.0
Split [s]	0	37	106	0	0	18	87	0	0	21	45	0	0	21	45	0
Vehicle Extension [s]	0.0	3.0	6.0	0.0	0.0	3.0	6.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	4.0	0.0
Walk [s]	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0
Pedestrian Clearance [s]	0	0	27	0	0	0	26	0	0	0	37	0	0	0	38	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No				No				No				No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No	Yes			No	Yes			No	No			No	No	
Maximum Recall		No	No			No	No			No	No			No	No	
Pedestrian Recall		No	No			No	No			No	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	190	190	190	190	190	190	190	190	190	190	190	190
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	30	113	113	16	99	99	15	40	40	21	46	46
g / C, Green / Cycle	0.16	0.59	0.59	0.08	0.52	0.52	0.08	0.21	0.21	0.11	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.13	0.78	0.15	0.06	0.30	0.03	0.04	0.07	0.18	0.11	0.20	0.20
s, saturation flow rate [veh/h]	3150	3800	1750	3150	3800	1750	1750	3800	1800	3150	3800	1800
c, Capacity [veh/h]	493	2256	1039	268	1984	914	139	801	380	348	919	435
d1, Uniform Delay [s]	82.22	57.41	29.08	81.75	18.13	14.06	83.74	63.88	72.33	84.50	68.32	68.06
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.38	0.15	0.15	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.09	145.99	0.58	3.02	1.20	0.12	2.64	0.37	17.69	29.51	2.85	10.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	1.32	0.25	0.68	0.57	0.06	0.49	0.35	0.86	1.01	0.83	0.82
d, Delay for Lane Group [s/veh]	85.30	203.39	29.66	84.77	19.34	14.17	86.37	64.25	90.02	114.01	71.17	79.02
Lane Group LOS	F	F	C	F	B	B	F	E	F	F	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.89	100.81	8.72	4.29	10.94	0.74	3.32	5.89	17.32	10.01	17.98	17.69
50th-Percentile Queue Length [ft/ln]	247.22	2520.2	218.02	107.26	273.39	18.60	82.99	147.22	433.07	250.14	449.46	442.20
95th-Percentile Queue Length [veh/ln]	15.05	144.21	13.56	7.69	16.36	1.34	5.98	9.87	24.15	15.26	24.93	24.59
95th-Percentile Queue Length [ft/ln]	376.15	3605.3	339.09	192.19	408.98	33.48	149.39	246.71	603.71	381.62	623.31	614.63

Movement, Approach, & Intersection Results

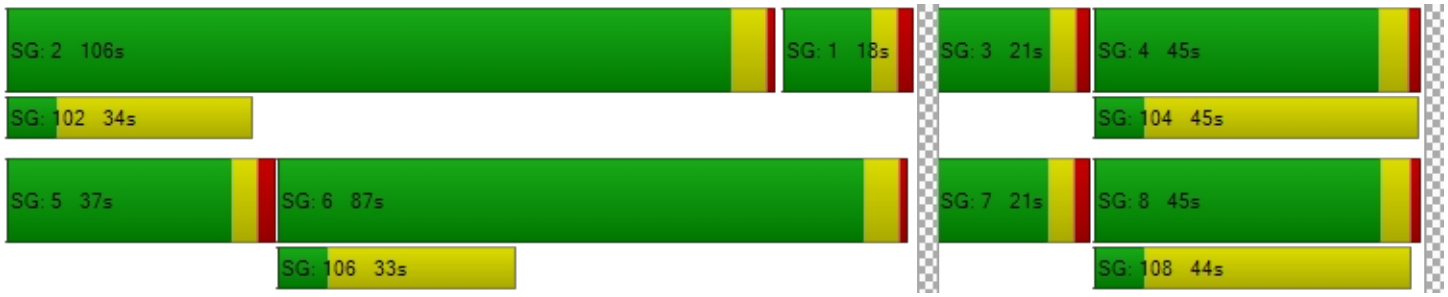
d_M, Delay for Movement [s/veh]	85.3	85.3	203.	29.6	84.7	84.7	19.3	14.1	86.3	86.3	64.2	90.0	114.	114.	72.0	79.0
Movement LOS	F	F	F	C	F	F	B	B	F	F	E	F	F	F	E	E
d_A, Approach Delay [s/veh]	178.03				27.86				78.96				83.32			
Approach LOS	F				C				E				F			
d_I, Intersection Delay [s/veh]	120.39															
Intersection LOS	F															
Intersection V/C	1.210															

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	84.32	84.32	84.32	84.32
l_p,int, Pedestrian LOS Score for Intersection	3.755	3.610	2.952	3.073
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1055	855	420	417
d_b, Bicycle Delay [s]	21.22	31.15	59.29	59.53
l_b,int, Bicycle LOS Score for Intersection	4.551	2.537	1.901	2.176
Bicycle LOS	E	B	A	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 252: Stevens Creek Boulevard & Harold Avenue

Control Type:	Two-way stop	Delay (sec / veh):	56.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Harold Avenue		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	60.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Harold Avenue		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	7	56	65	556	1294	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	56	65	556	1294	12
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	16	18	154	359	3
Total Analysis Volume [veh/h]	8	62	72	618	1438	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.20	0.31	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	56.55	22.76	26.86	0.00	0.00	0.00
Movement LOS	F	C	D	A	A	A
95th-Percentile Queue Length [veh/ln]	1.20	1.20	1.24	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	29.98	29.98	31.11	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	26.63		2.80		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.72					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 253: Stevens Creek Boulevard & Cypress Avenue

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

Intersection Setup

Name	Cypress Avenue			Cypress Avenue			Stevens Creek Blvd			Stevens Creek Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cypress Avenue			Cypress Avenue			Stevens Creek Blvd			Stevens Creek Blvd		
Base Volume Input [veh/h]	109	14	85	55	11	60	10	472	37	33	1203	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	14	85	55	11	60	10	472	37	33	1203	21
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	4	25	16	3	18	3	140	11	10	358	6
Total Analysis Volume [veh/h]	130	17	101	65	13	71	12	562	44	39	1432	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	5	10	0	5	10	0
Maximum Green [s]	0	30	0	0	30	0	25	50	0	25	50	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	40	0	0	40	0	20	60	0	20	60	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	31	0	0	31	0	0	16	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	11	11	11	8	8	2	95	95	4	95	95
g / C, Green / Cycle	0.09	0.09	0.09	0.06	0.06	0.01	0.79	0.79	0.03	0.79	0.79
(v / s)_i Volume / Saturation Flow Rate	0.07	0.01	0.06	0.04	0.05	0.01	0.11	0.11	0.02	0.25	0.28
s, saturation flow rate [veh/h]	1750	1900	1750	1750	1800	1750	3800	1800	1750	3800	1800
c, Capacity [veh/h]	168	168	155	135	117	25	3018	1430	54	2992	1417
d1, Uniform Delay [s]	53.85	50.30	52.90	54.47	55.01	58.71	2.84	2.87	57.66	3.63	3.76
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.30	0.26	4.57	2.64	7.93	13.84	0.09	0.21	16.88	0.28	0.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.10	0.65	0.48	0.72	0.48	0.13	0.14	0.73	0.32	0.35
d, Delay for Lane Group [s/veh]	61.14	50.56	57.47	57.11	62.95	72.55	2.93	3.08	74.54	3.91	4.44
Lane Group LOS	E	D	E	E	E	E	A	A	E	A	A
Critical Lane Group	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.24	0.49	3.17	2.02	2.77	0.45	0.87	0.95	1.42	2.66	3.00
50th-Percentile Queue Length [ft/ln]	105.91	12.20	79.24	50.61	69.27	11.37	21.84	23.70	35.42	66.38	75.11
95th-Percentile Queue Length [veh/ln]	7.61	0.88	5.71	3.64	4.99	0.82	1.57	1.71	2.55	4.78	5.41
95th-Percentile Queue Length [ft/ln]	190.29	21.96	142.63	91.09	124.68	20.47	39.32	42.67	63.76	119.48	135.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.14	50.56	57.47	57.11	62.95	62.95	72.55	2.97	3.08	74.54	4.09	4.44
Movement LOS	E	D	E	E	E	E	E	A	A	E	A	A
d_A, Approach Delay [s/veh]	58.92			60.40			4.33			5.93		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	14.00											
Intersection LOS	B											
Intersection V/C	0.342											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.215	2.009	3.100	3.062
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	923	923
d_b, Bicycle Delay [s]	29.40	29.40	17.39	17.39
l_b,int, Bicycle LOS Score for Intersection	1.969	1.805	1.900	2.382
Bicycle LOS	A	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 254: Stevens Creek Boulevard & Tyler Street

Control Type:	Two-way stop	Delay (sec / veh):	43.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.155

Intersection Setup

Name	Tyler Street		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	14	13	8	603	1254	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	13	8	603	1254	6
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	4	2	182	378	2
Total Analysis Volume [veh/h]	17	16	10	727	1511	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.05	0.05	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	43.59	22.88	22.28	0.00	0.00	0.00
Movement LOS	E	C	C	A	A	A
95th-Percentile Queue Length [veh/ln]	0.75	0.75	0.14	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.79	18.79	3.58	1.19	0.00	0.00
d_A, Approach Delay [s/veh]	33.55		0.30		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.58					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 255: Harold Avenue & Forest Avenue

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Harold Avenue			Harold Avenue			Forest Avenue			Forest Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Harold Avenue			Harold Avenue			Forest Avenue			Forest Avenue		
Base Volume Input [veh/h]	7	54	12	6	39	3	5	5	3	5	1	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	54	12	6	39	3	5	5	3	5	1	3
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	17	4	2	12	1	2	2	1	2	0	1
Total Analysis Volume [veh/h]	9	68	15	8	49	4	6	6	4	6	1	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	7.33	0.00	0.00	7.39	0.00	0.00	9.64	10.12	8.63	9.65	10.05	8.71
Movement LOS	A	A	A	A	A	A	A	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.02	0.02	0.06	0.06	0.06	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.44	0.44	0.44	0.40	0.40	0.40	1.52	1.52	1.52	1.00	1.00	1.00
d_A, Approach Delay [s/veh]	0.72			0.97			9.57			9.34		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.12											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 256: Pruneridge Avenue & Harold Avenue

Control Type:	Two-way stop	Delay (sec / veh):	18.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.099

Intersection Setup

Name	Harold Avenue		Pruneridge Avenue		Pruneridge Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Harold Avenue		Pruneridge Avenue		Pruneridge Avenue	
Base Volume Input [veh/h]	27	32	388	27	29	667
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	32	388	27	29	667
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	9	103	7	8	177
Total Analysis Volume [veh/h]	29	34	413	29	31	710
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.04	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	18.71	10.96	0.00	0.00	8.32	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.50	0.50	0.00	0.00	0.09	0.04
95th-Percentile Queue Length [ft/ln]	12.38	12.38	0.00	0.00	2.14	1.07
d_A, Approach Delay [s/veh]	14.52		0.00		0.35	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.94					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 257: Stevens Creek Blvd & Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Project Driveway 1		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	0	3	0	580	1370	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	580	1370	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	145	343	0
Total Analysis Volume [veh/h]	0	3	0	580	1370	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	18.93	0.00	0.00	0.00
Movement LOS			C	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 258: Harold Avenue & Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Harold Avenue		Harold Avenue		Project Driveway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Harold Avenue		Harold Avenue		Project Driveway 2	
Base Volume Input [veh/h]	69	0	0	50	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	0	0	50	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	0	13	0	0
Total Analysis Volume [veh/h]	69	0	0	50	0	0
Pedestrian Volume [ped/h]	0		0		0	

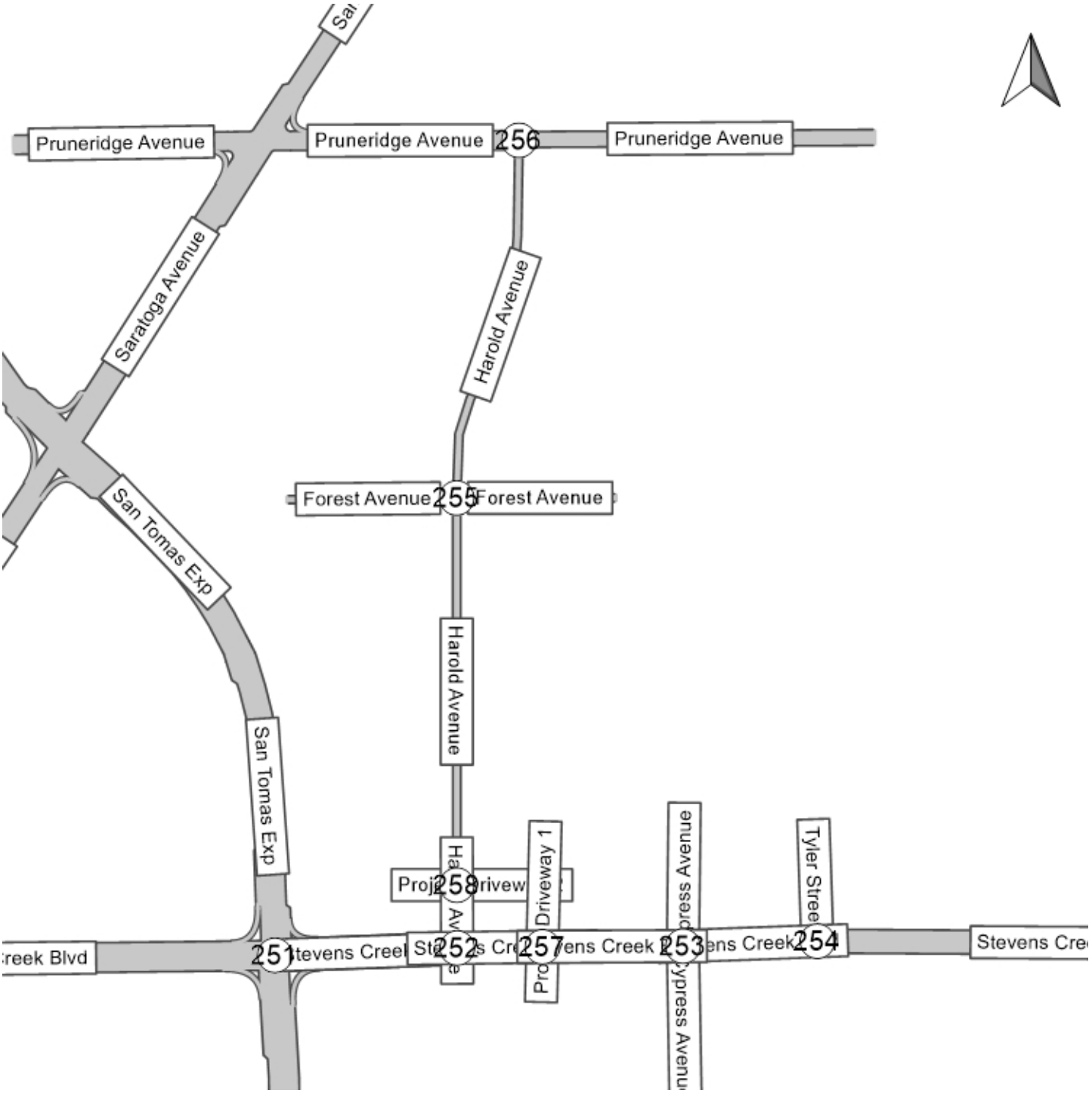
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

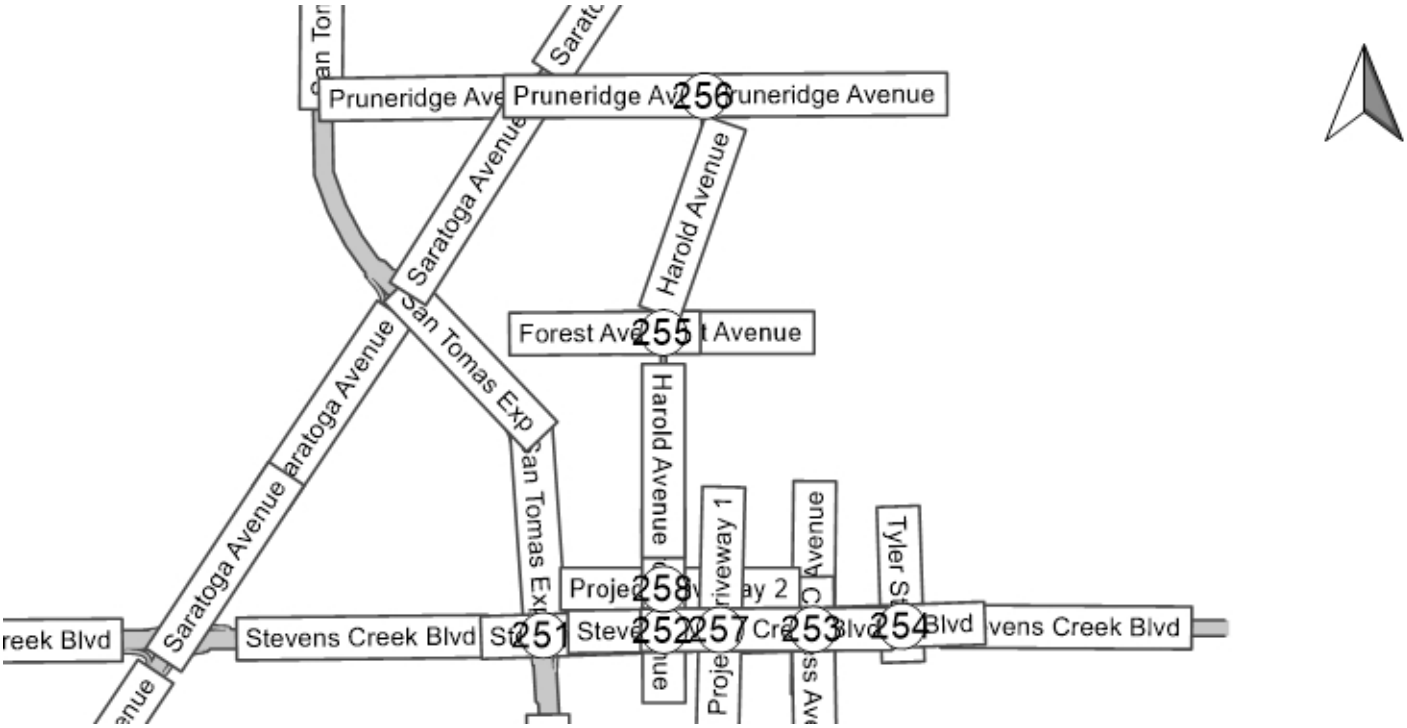
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.35	0.00	9.11	8.62
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

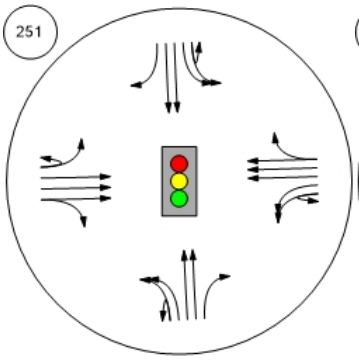
Study Intersections



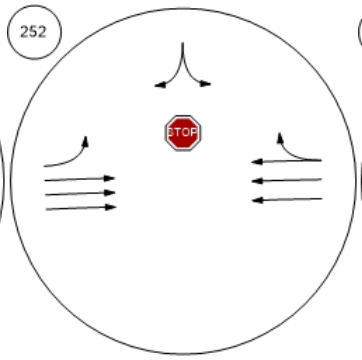
Lane Configuration and Traffic Control



San Tomas Expressway & St



Stevens Creek Boulevard &



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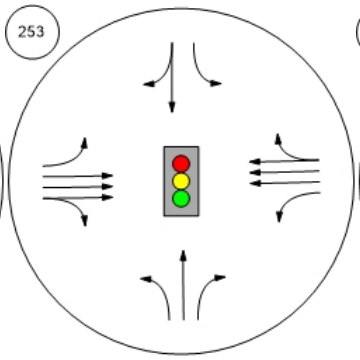
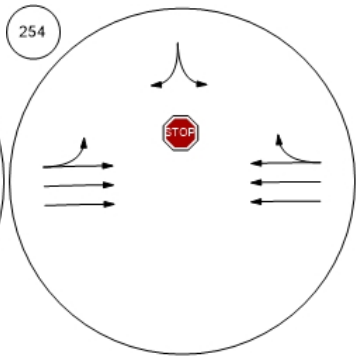
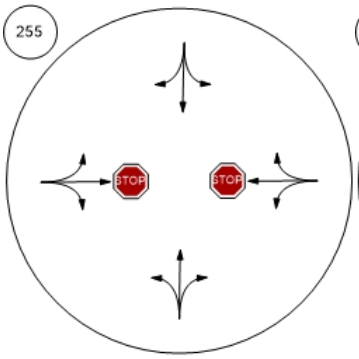


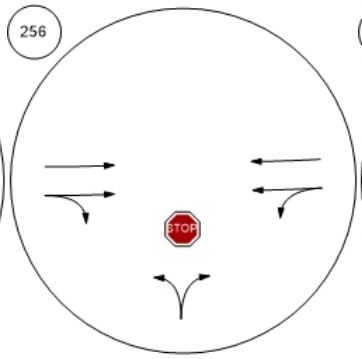
Stevens Creek Boulevard & T



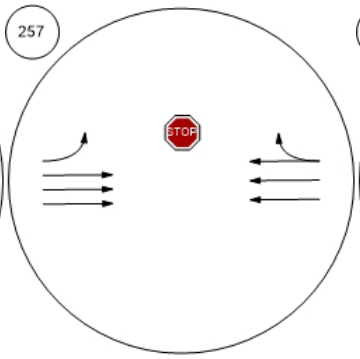
Harold Avenue & Forest Ave



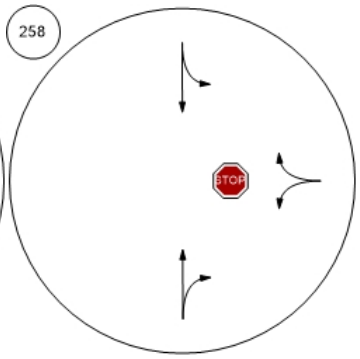
Pruneridge Avenue & Harold



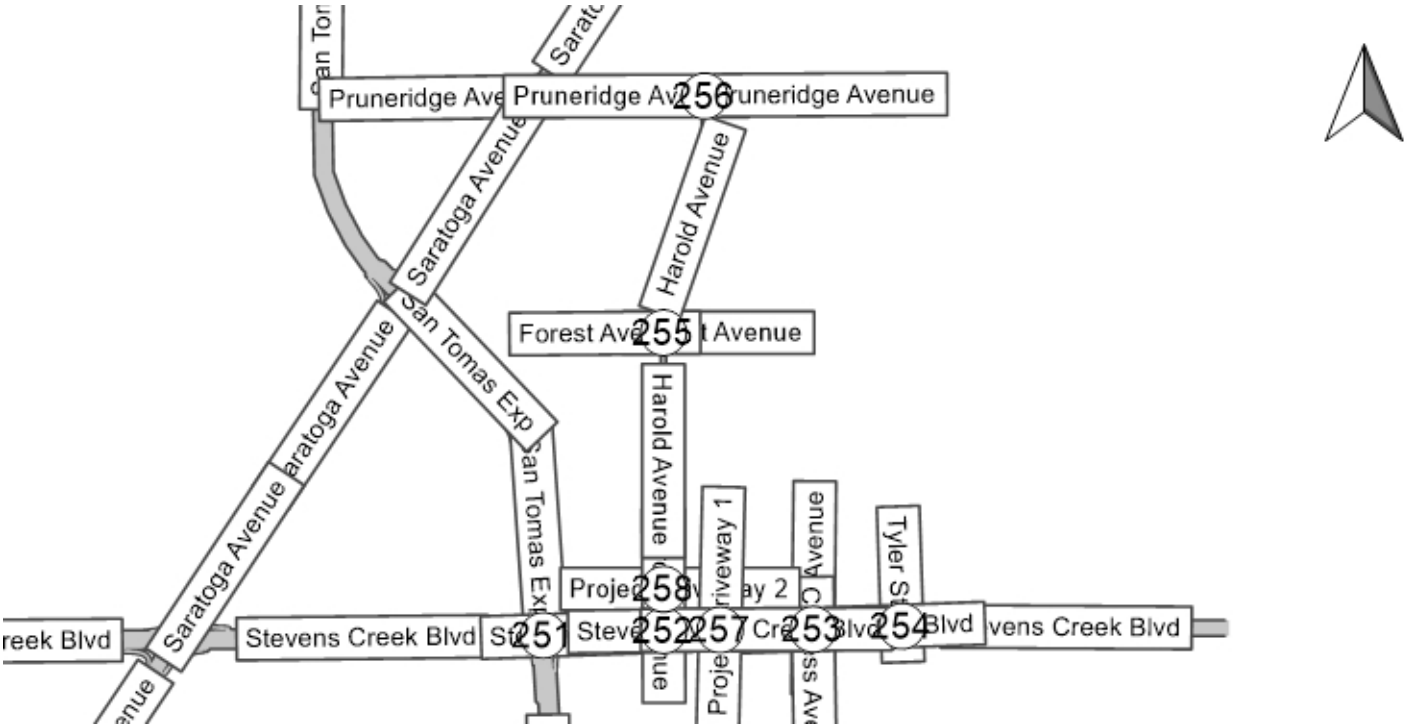
Stevens Creek Blvd & Project



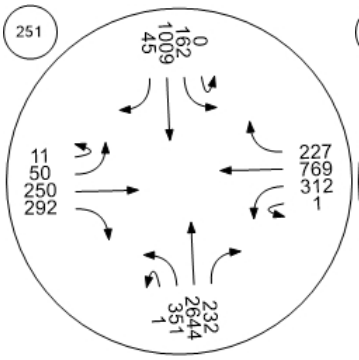
Harold Avenue & Project Dri



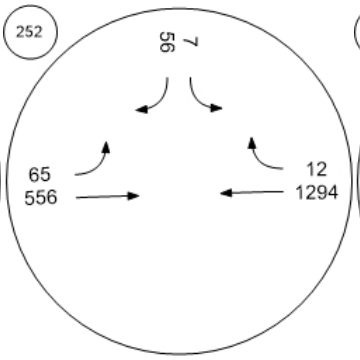
Traffic Volume - Base Volume



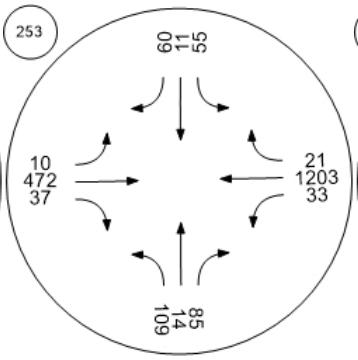
San Tomas Expressway & St



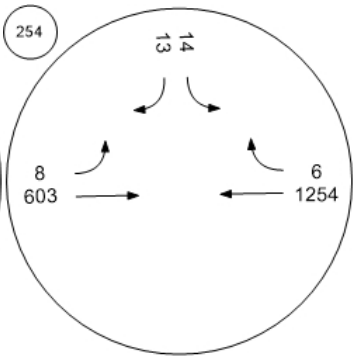
Stevens Creek Boulevard &



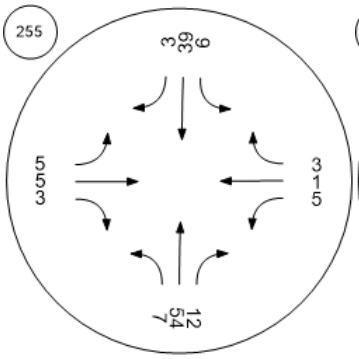
Stevens Creek Boulevard &



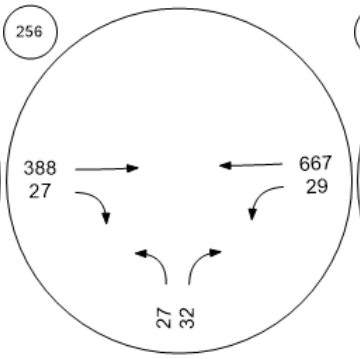
Stevens Creek Boulevard & T



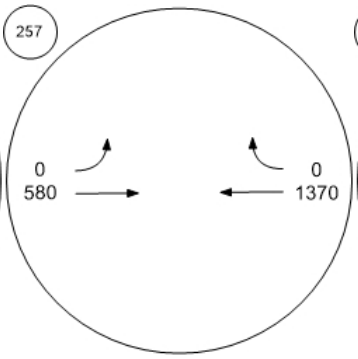
Harold Avenue & Forest Ave



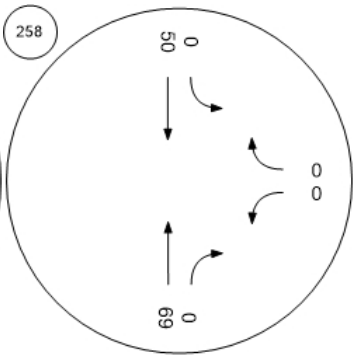
Pruneridge Avenue & Harold



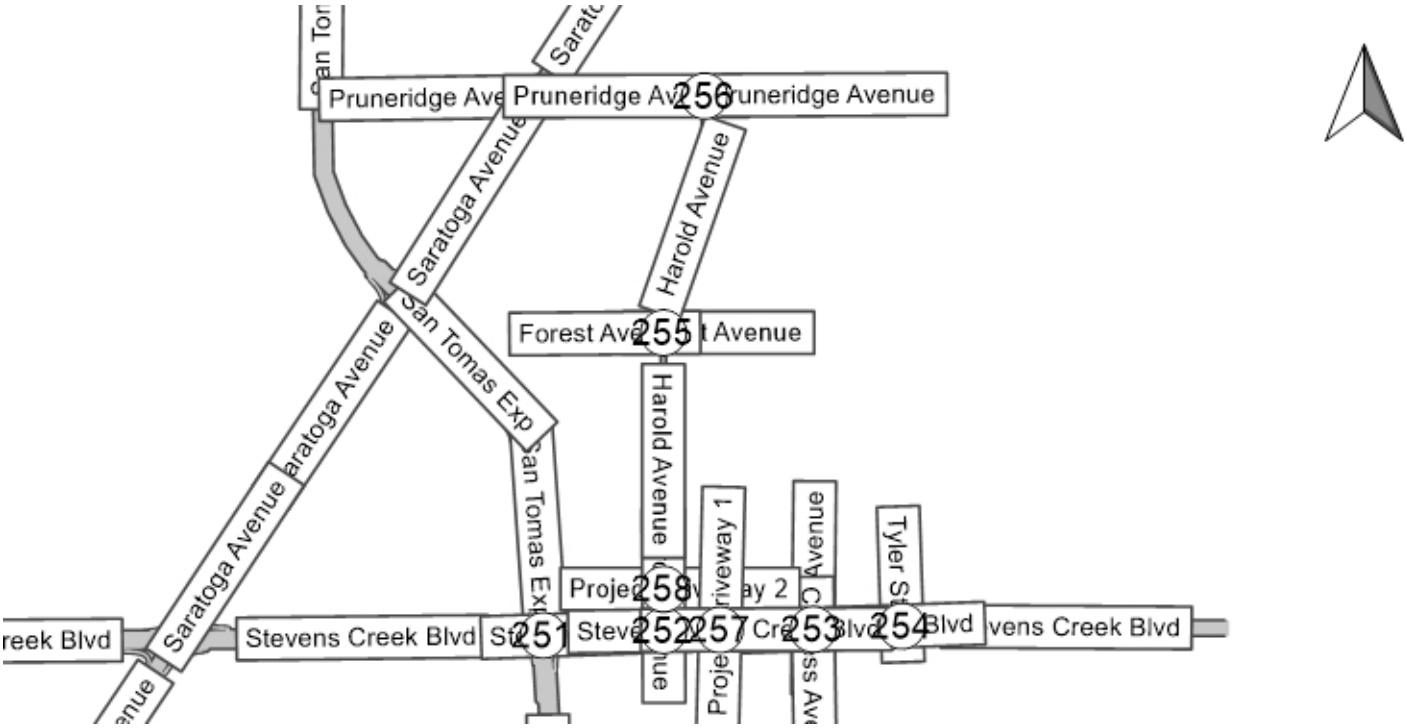
Stevens Creek Blvd & Project



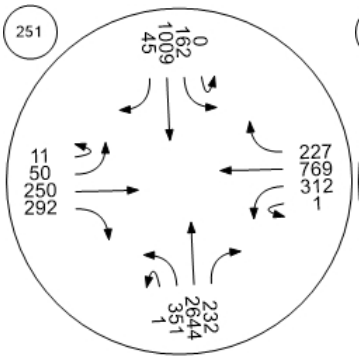
Harold Avenue & Project Dri



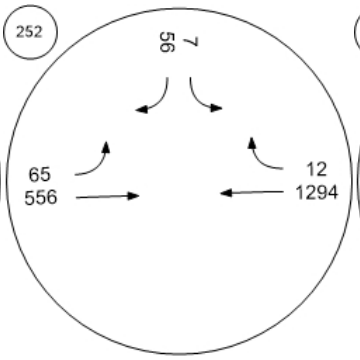
Traffic Volume - Future Total Volume



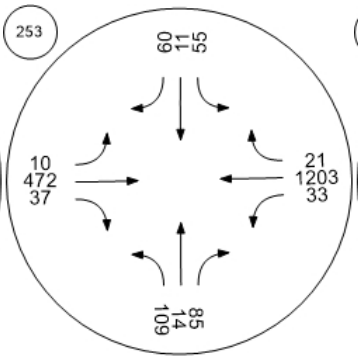
San Tomas Expressway & St



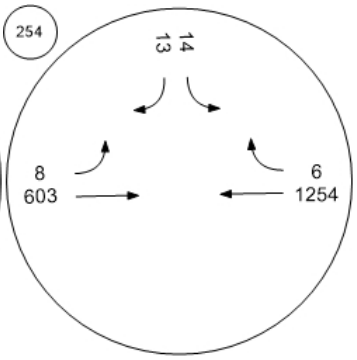
Stevens Creek Boulevard &



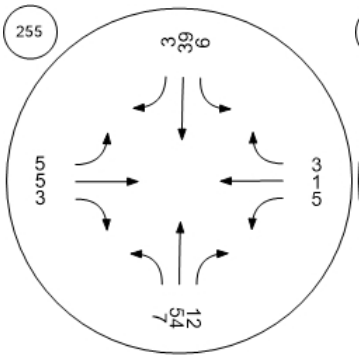
Stevens Creek Boulevard &



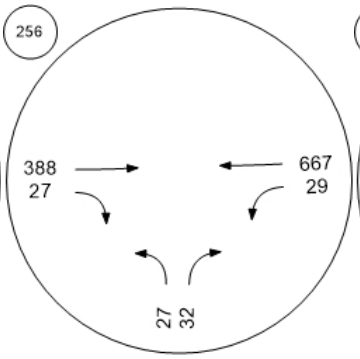
Stevens Creek Boulevard & T



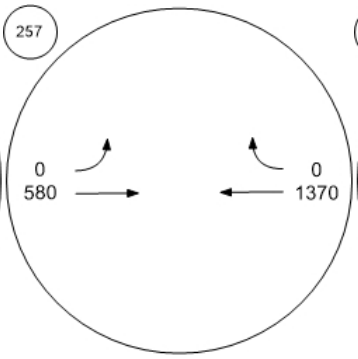
Harold Avenue & Forest Ave



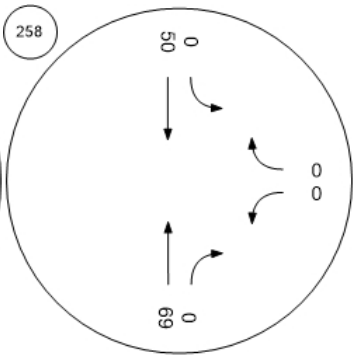
Pruneridge Avenue & Harold



Stevens Creek Blvd & Project



Harold Avenue & Project Dri



Starbucks Stevens Creek Boulevard

Vistro File: J:\...\Starbucks Stevens Creek_07082024.vistro Scenario 6 Existing Conditions PM - Stevens Creek Blvd

Report File: J:\...\Existing PM.pdf 7/10/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
251	San Tomas Expressway & Stevens Creek Boulevard	Signalized	HCM 6th Edition	SB Thru	1.046	70.5	E
252	Stevens Creek Boulevard & Harold Avenue	Two-way stop	HCM 6th Edition	SB Left	0.141	51.8	F
253	Stevens Creek Boulevard & Cypress Avenue	Signalized	HCM 6th Edition	EB Left	0.355	12.1	B
254	Stevens Creek Boulevard & Tyler Street	Two-way stop	HCM 6th Edition	SB Left	0.114	30.6	D
255	Harold Avenue & Forest Avenue	Two-way stop	HCM 6th Edition	EB Thru	0.001	10.1	B
256	Pruneridge Avenue & Harold Avenue	Two-way stop	HCM 6th Edition	NB Left	0.142	35.9	E
257	Stevens Creek Boulevard & Project Driveway 1	Two-way stop	HCM 6th Edition	EB Thru	0.014	0.0	A
258	Harold Avenue & Project Driveway 2	Two-way stop	HCM 6th Edition	NB Thru	0.001	0.0	A

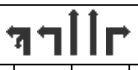
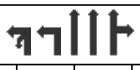
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 251: San Tomas Expressway & Stevens Creek Boulevard

Control Type:	Signalized	Delay (sec / veh):	70.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.046

Intersection Setup

Name	San Tomas Exp				San Tomas Exp				Stevens Creek Blvd				Stevens Creek Blvd			
Approach	Northbound				Southbound				Eastbound				Westbound			
Lane Configuration																
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	2	0	0	1	2	0	0	1	1	0	0	0	2	0	0	0
Entry Pocket Length [ft]	330.	100.	100.	470.	340.	100.	100.	250.	170.	100.	100.	100.	350.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	230.	0.00	0.00	0.00	70.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				45.00				35.00				35.00			
Grade [%]	0.00				0.00				0.00				0.00			
Curb Present	No				No				No				No			
Crosswalk	Yes				Yes				Yes				Yes			

Volumes

Name	San Tomas Exp				San Tomas Exp				Stevens Creek Blvd				Stevens Creek Blvd			
Base Volume Input [veh/h]	1	210	1094	281	7	336	2288	106	19	68	875	490	17	251	428	183
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	210	1094	281	7	336	2288	106	19	68	875	490	17	251	428	183
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	55	285	73	2	88	596	28	5	18	228	128	4	65	111	48
Total Analysis Volume [veh/h]	1	219	1140	293	7	350	2383	110	20	71	911	510	18	261	446	191
Presence of On-Street Parking	No			No	No			No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0				0				0				0			
v_di, Inbound Pedestrian Volume crossing major street	0				0				0				0			
v_co, Outbound Pedestrian Volume crossing minor stree	0				0				0				0			
v_ci, Inbound Pedestrian Volume crossing minor street	0				0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0				0			
Bicycle Volume [bicycles/h]	0				0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	190
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	1.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm	Perm	Perm	Perm	Perm
Signal Group	0	5	2	0	0	1	6	0	0	3	8	0	0	0	4	0
Auxiliary Signal Groups																
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	-	-	-	-
Minimum Green [s]	0	10	12	0	0	10	12	0	0	10	9	0	0	0	11	0
Maximum Green [s]	0	30	80	0	0	30	80	0	0	30	40	0	0	0	40	0
Amber [s]	0.0	3.6	4.8	0.0	0.0	3.6	4.8	0.0	0.0	3.6	4.1	0.0	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	1.0	0.0	0.0	1.9	1.0	0.0	0.0	1.7	1.0	0.0	0.0	0.0	1.3	0.0
Split [s]	0	21	72	0	0	24	95	0	0	25	48	0	0	0	49	0
Vehicle Extension [s]	0.0	3.0	6.0	0.0	0.0	3.0	6.0	0.0	0.0	3.0	4.0	0.0	0.0	0.0	4.0	0.0
Walk [s]	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0
Pedestrian Clearance [s]	0	0	27	0	0	0	26	0	0	0	37	0	0	0	38	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No				No				No				No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No	Yes			No	Yes			No	No				No	
Maximum Recall		No	No			No	No			No	No				No	
Pedestrian Recall		No	No			No	No			No	No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	190	190	190	190	190	190	190	190	190	190	190	190
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	19	93	93	24	104	104	15	62	62	52	52	52
g / C, Green / Cycle	0.10	0.49	0.49	0.13	0.55	0.55	0.08	0.33	0.33	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.07	0.30	0.17	0.11	0.63	0.06	0.05	0.24	0.28	0.09	0.11	0.11
s, saturation flow rate [veh/h]	3150	3800	1750	3150	3800	1750	1750	3800	1800	3150	3800	1800
c, Capacity [veh/h]	311	1862	857	398	2078	957	141	1237	586	0	1042	494
d1, Uniform Delay [s]	86.07	48.78	40.74	77.79	25.73	12.14	84.76	56.83	60.29	0.00	56.55	56.32
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.38	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.96	1.51	1.09	7.36	72.21	0.24	4.93	1.24	12.77	0.00	0.38	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.61	0.34	0.90	1.15	0.11	0.65	0.74	0.87	10000.	0.42	0.41
d, Delay for Lane Group [s/veh]	89.03	50.29	41.83	85.15	97.94	12.38	89.70	58.07	73.06	0.00	56.93	57.08
Lane Group LOS	F	D	D	F	F	B	F	E	E	F	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	5.54	24.02	11.19	8.64	57.46	1.46	4.55	19.66	25.18	0.00	8.74	8.04
50th-Percentile Queue Length [ft/ln]	138.42	600.42	279.87	215.90	1436.5	36.39	113.85	491.61	629.58	0.00	218.40	200.91
95th-Percentile Queue Length [veh/ln]	9.40	32.05	16.68	13.46	77.98	2.62	8.05	26.94	33.41	0.00	13.58	12.69
95th-Percentile Queue Length [ft/ln]	234.89	801.35	417.05	336.39	1949.6	65.50	201.34	673.42	835.33	0.00	339.58	317.13

Movement, Approach, & Intersection Results

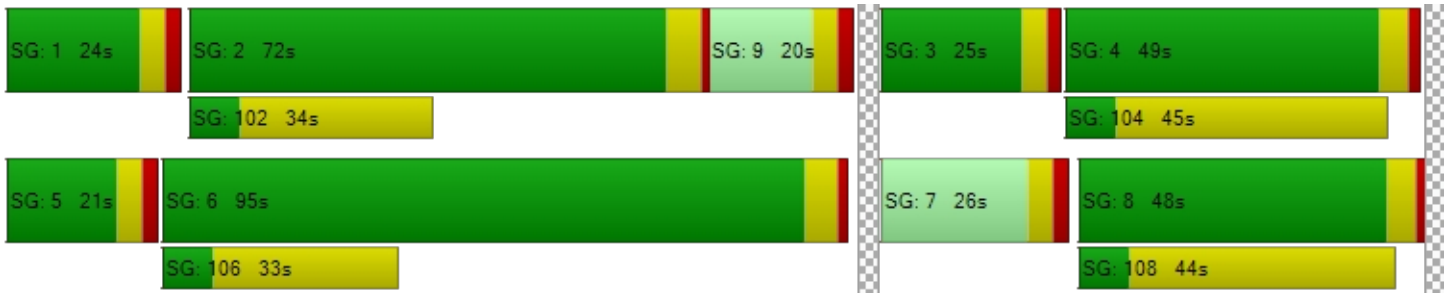
d_M, Delay for Movement [s/veh]	89.0	89.0	50.2	41.8	85.1	85.1	97.9	12.3	89.7	89.7	58.0	73.0	0.00	0.00	56.9	57.0
Movement LOS	F	F	D	D	F	F	F	B	F	F	E	E	A	A	E	E
d_A, Approach Delay [s/veh]	53.95				93.04				65.03				39.62			
Approach LOS	D				F				E				D			
d_I, Intersection Delay [s/veh]	70.55															
Intersection LOS	E															
Intersection V/C	1.046															

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	84.32	84.32	84.32	84.32
l_p,int, Pedestrian LOS Score for Intersection	4.036	3.538	3.001	3.509
Crosswalk LOS	D	D	C	D
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	697	939	452	459
d_b, Bicycle Delay [s]	40.33	26.74	56.94	56.40
l_b,int, Bicycle LOS Score for Intersection	2.923	3.622	2.352	1.920
Bicycle LOS	C	D	B	A

Sequence

Ring 1	1	2	9	3	4	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 252: Stevens Creek Boulevard & Harold Avenue

Control Type:	Two-way stop	Delay (sec / veh):	51.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

Intersection Setup

Name	Harold Avenue		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	60.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Harold Avenue		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	11	46	120	1441	819	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	46	120	1441	819	16
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	13	33	392	223	4
Total Analysis Volume [veh/h]	12	50	130	1566	890	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.11	0.30	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	51.77	17.21	16.81	0.00	0.00	0.00
Movement LOS	F	C	C	A	A	A
95th-Percentile Queue Length [veh/ln]	0.94	0.94	1.24	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	23.56	23.56	31.06	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.90		1.29		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.38					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 253: Stevens Creek Boulevard & Cypress Avenue

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

Intersection Setup

Name	Cypress Avenue			Cypress Avenue			Stevens Creek Blvd			Stevens Creek Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cypress Avenue			Cypress Avenue			Stevens Creek Blvd			Stevens Creek Blvd		
Base Volume Input [veh/h]	83	14	49	31	30	32	46	1287	96	59	703	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	14	49	31	30	32	46	1287	96	59	703	53
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	4	13	8	8	9	13	350	26	16	191	14
Total Analysis Volume [veh/h]	90	15	53	34	33	35	50	1399	104	64	764	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	5	10	0	5	10	0
Maximum Green [s]	0	30	0	0	30	0	25	50	0	25	50	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	40	0	0	40	0	20	60	0	20	60	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	31	0	0	31	0	0	16	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	9	8	8	7	7	4	94	94	6	94	94
g / C, Green / Cycle	0.07	0.07	0.07	0.06	0.06	0.04	0.79	0.79	0.05	0.78	0.78
(v / s)_i Volume / Saturation Flow Rate	0.05	0.01	0.03	0.02	0.04	0.03	0.26	0.28	0.04	0.14	0.15
s, saturation flow rate [veh/h]	1750	1900	1750	1750	1800	1750	3800	1800	1750	3800	1800
c, Capacity [veh/h]	153	133	123	124	103	65	2985	1414	83	2974	1409
d1, Uniform Delay [s]	54.68	52.28	53.48	54.37	55.41	57.27	3.75	3.84	56.53	3.31	3.35
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.60	0.37	2.37	1.19	6.96	17.27	0.30	0.71	14.17	0.14	0.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.11	0.43	0.27	0.66	0.77	0.33	0.36	0.77	0.18	0.20
d, Delay for Lane Group [s/veh]	58.27	52.65	55.86	55.56	62.37	74.54	4.05	4.55	70.70	3.44	3.66
Lane Group LOS	E	D	E	E	E	E	A	A	E	A	A
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.84	0.44	1.63	1.04	2.23	1.80	2.84	3.10	2.23	1.37	1.47
50th-Percentile Queue Length [ft/ln]	71.04	11.05	40.75	25.97	55.84	45.09	71.12	77.62	55.72	34.13	36.82
95th-Percentile Queue Length [veh/ln]	5.11	0.80	2.93	1.87	4.02	3.25	5.12	5.59	4.01	2.46	2.65
95th-Percentile Queue Length [ft/ln]	127.87	19.90	73.36	46.74	100.51	81.16	128.01	139.72	100.29	61.43	66.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.27	52.65	55.86	55.56	62.37	62.37	74.54	4.19	4.55	70.70	3.51	3.66
Movement LOS	E	D	E	E	E	E	E	A	A	E	A	A
d_A, Approach Delay [s/veh]	56.93			60.10			6.48			8.37		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	12.08											
Intersection LOS	B											
Intersection V/C	0.355											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.218	2.015	3.101	3.042
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	923	923
d_b, Bicycle Delay [s]	29.40	29.40	17.39	17.39
I_b,int, Bicycle LOS Score for Intersection	1.820	1.728	2.414	2.047
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 254: Stevens Creek Boulevard & Tyler Street

Control Type:	Two-way stop	Delay (sec / veh):	30.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Tyler Street		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	17	28	31	1343	778	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	28	31	1343	778	16
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	8	8	361	209	4
Total Analysis Volume [veh/h]	18	30	33	1444	837	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.06	0.07	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	30.63	15.08	13.43	0.00	0.00	0.00
Movement LOS	D	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.62	0.62	0.23	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.59	15.59	5.77	1.92	0.00	0.00
d_A, Approach Delay [s/veh]	20.91		0.30		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 255: Harold Avenue & Forest Avenue

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Harold Avenue			Harold Avenue			Forest Avenue			Forest Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Harold Avenue			Harold Avenue			Forest Avenue			Forest Avenue		
Base Volume Input [veh/h]	6	61	34	3	36	5	2	1	4	4	3	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	61	34	3	36	5	2	1	4	4	3	1
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	18	10	1	11	2	1	0	1	1	1	0
Total Analysis Volume [veh/h]	7	73	41	4	43	6	2	1	5	5	4	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	7.32	0.00	0.00	7.45	0.00	0.00	9.58	10.13	8.55	9.61	10.04	8.80
Movement LOS	A	A	A	A	A	A	A	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.01	0.01	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.34	0.34	0.34	0.20	0.20	0.20	0.67	0.67	0.67	0.98	0.98	0.98
d_A, Approach Delay [s/veh]	0.42			0.56			9.01			9.70		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.30											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 256: Pruneridge Avenue & Harold Avenue

Control Type:	Two-way stop	Delay (sec / veh):	35.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.142

Intersection Setup

Name	Harold Avenue		Pruneridge Avenue		Pruneridge Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Harold Avenue		Pruneridge Avenue		Pruneridge Avenue	
Base Volume Input [veh/h]	17	51	895	28	30	456
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	51	895	28	30	456
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	14	251	8	8	128
Total Analysis Volume [veh/h]	19	57	1006	31	34	512
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.11	0.01	0.00	0.05	0.01
d_M, Delay for Movement [s/veh]	35.92	16.26	0.00	0.00	10.70	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.99	0.99	0.00	0.00	0.16	0.08
95th-Percentile Queue Length [ft/ln]	24.80	24.80	0.00	0.00	4.03	2.01
d_A, Approach Delay [s/veh]	21.18		0.00		0.67	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.19					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 257: Stevens Creek Boulevard & Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Project Driveway 1		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	0	10	0	1429	808	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1429	808	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	357	202	0
Total Analysis Volume [veh/h]	0	10	0	1429	808	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	12.44	0.00	0.00	0.00
Movement LOS			B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 258: Harold Avenue & Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Harold Avenue		Harold Avenue		Project Driveway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Harold Avenue		Harold Avenue		Project Driveway 2	
Base Volume Input [veh/h]	76	0	0	38	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	0	0	38	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	0	10	0	0
Total Analysis Volume [veh/h]	76	0	0	38	0	0
Pedestrian Volume [ped/h]	0		0		0	

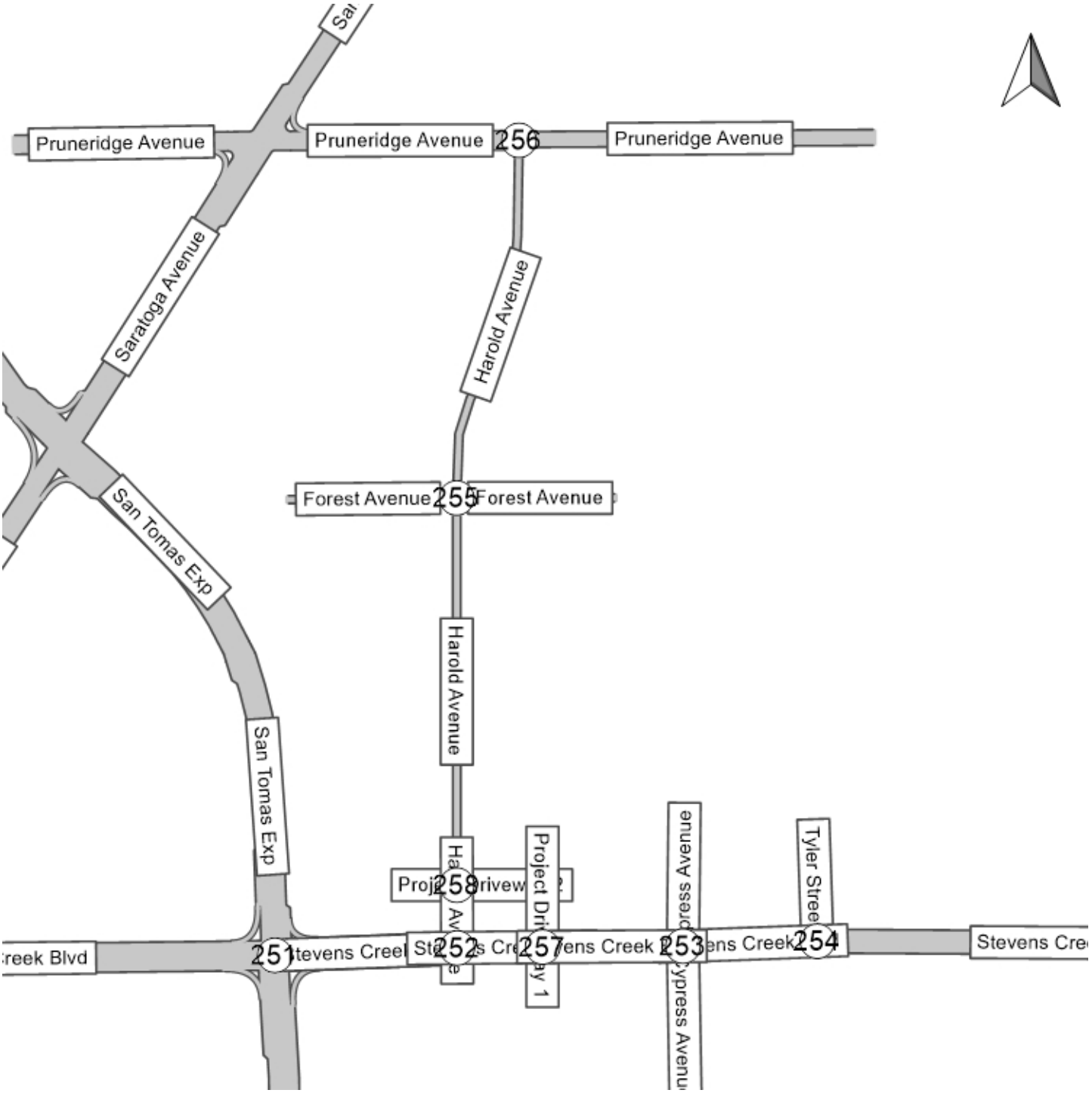
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

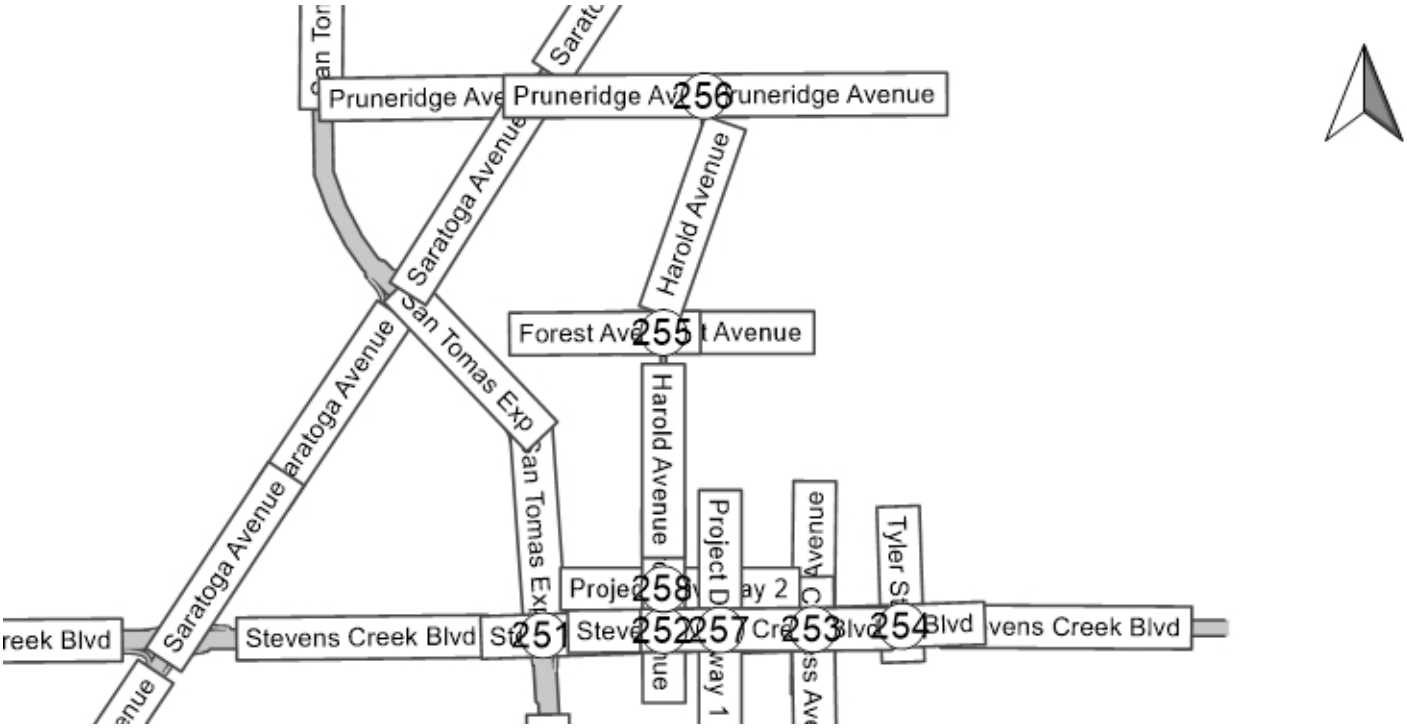
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.36	0.00	9.08	8.65
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.87	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

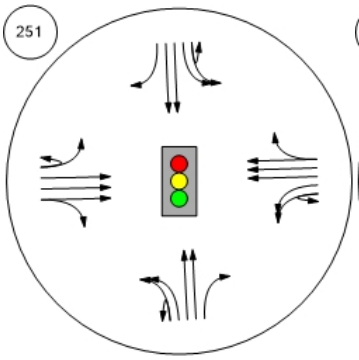
Study Intersections



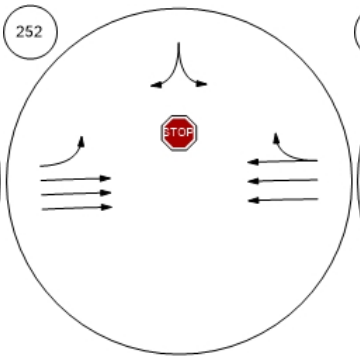
Lane Configuration and Traffic Control



San Tomas Expressway & St



Stevens Creek Boulevard &



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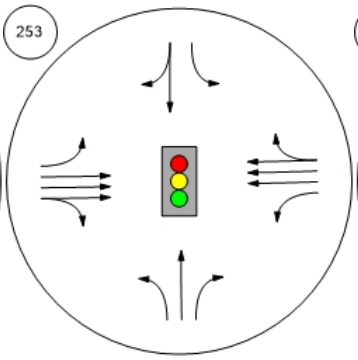

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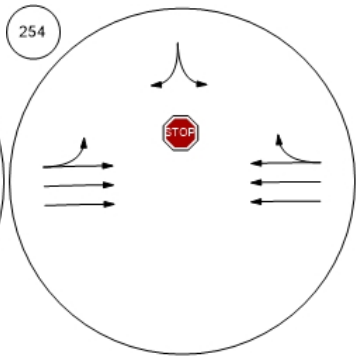
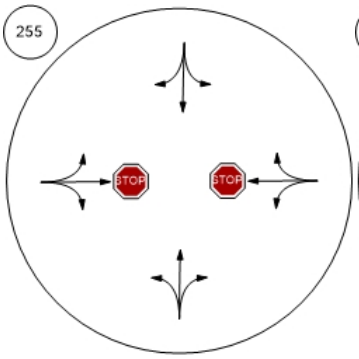
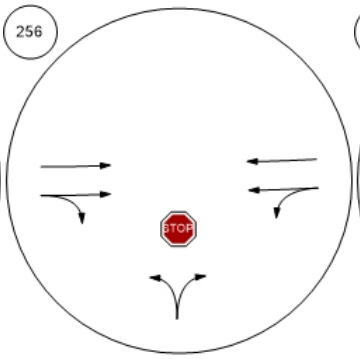


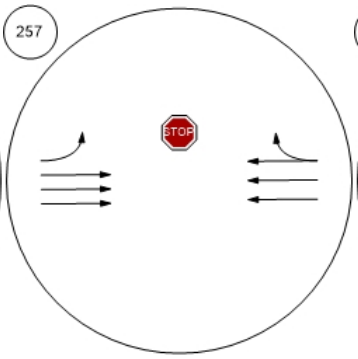
Harold Avenue & Forest Ave



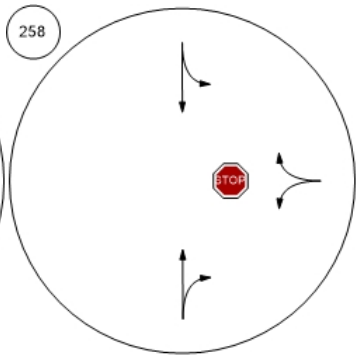
Pruneridge Avenue & Harold



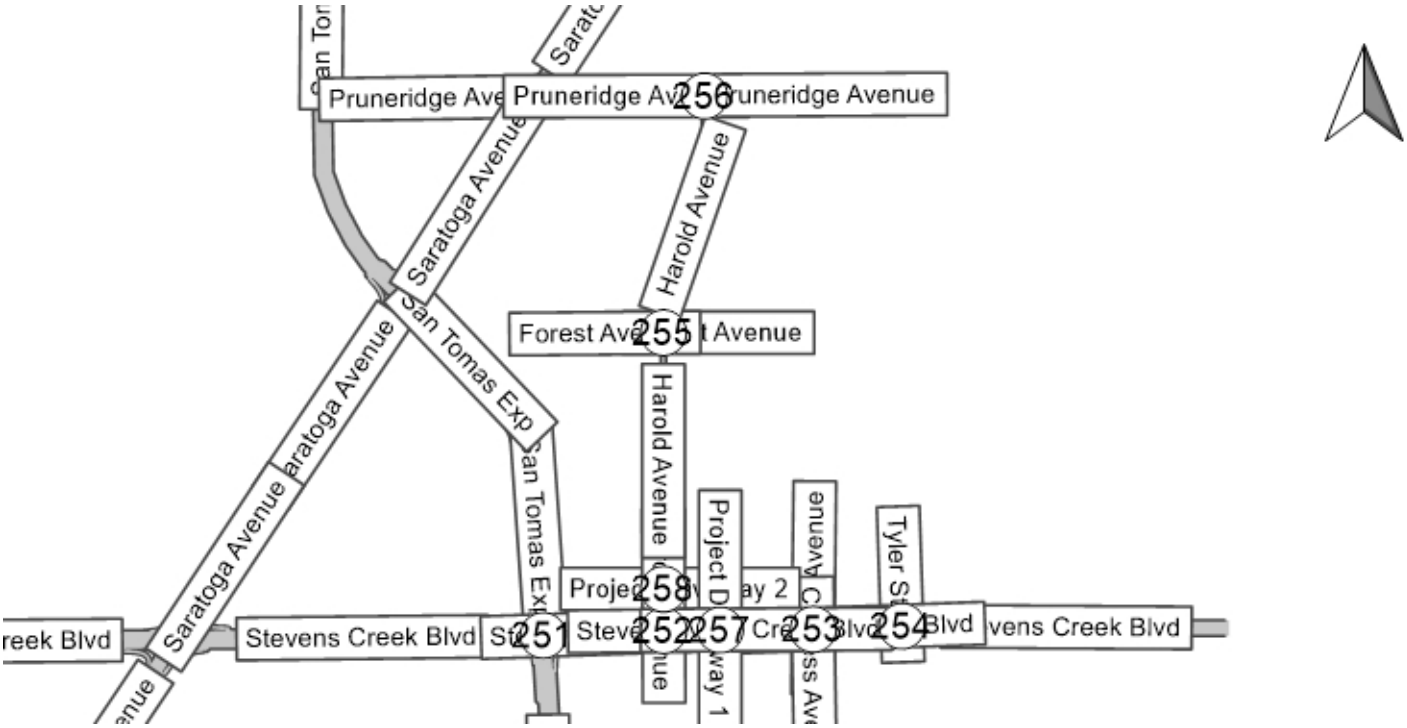
Stevens Creek Boulevard &



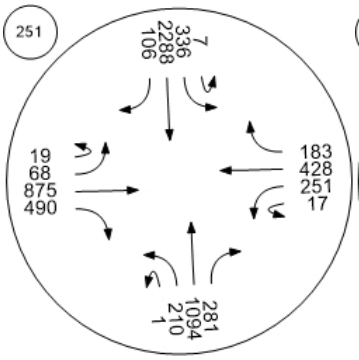
Harold Avenue & Project Dri



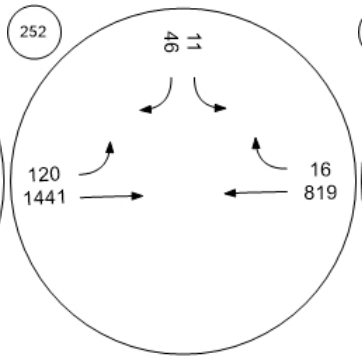
Traffic Volume - Base Volume



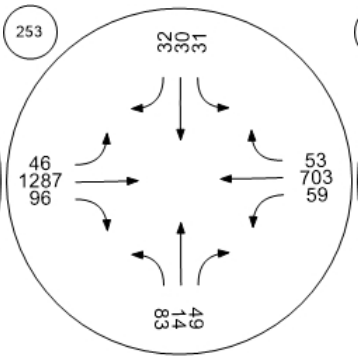
San Tomas Expressway & St



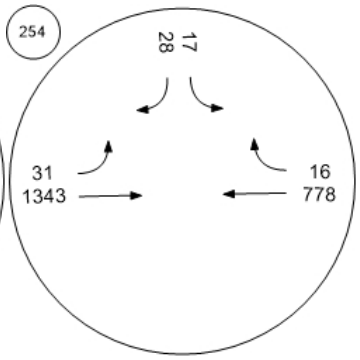
Stevens Creek Boulevard &



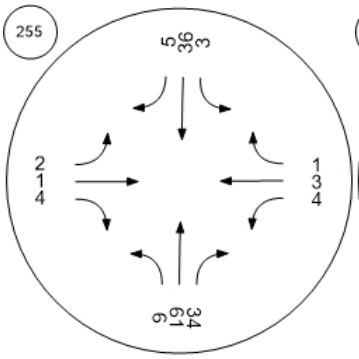
Stevens Creek Boulevard &



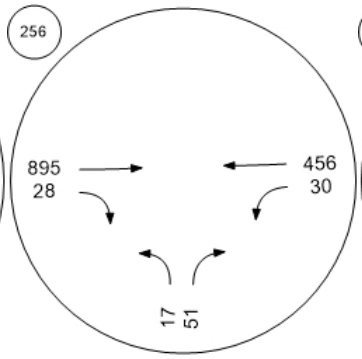
Stevens Creek Boulevard & T



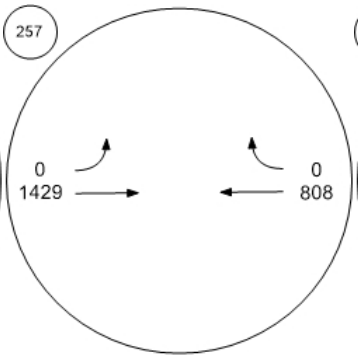
Harold Avenue & Forest Ave



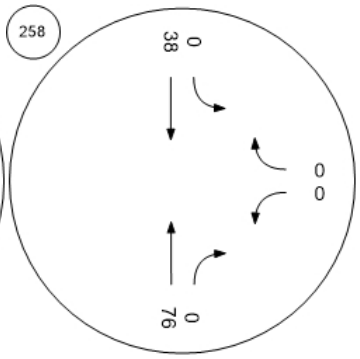
Pruneridge Avenue & Harold



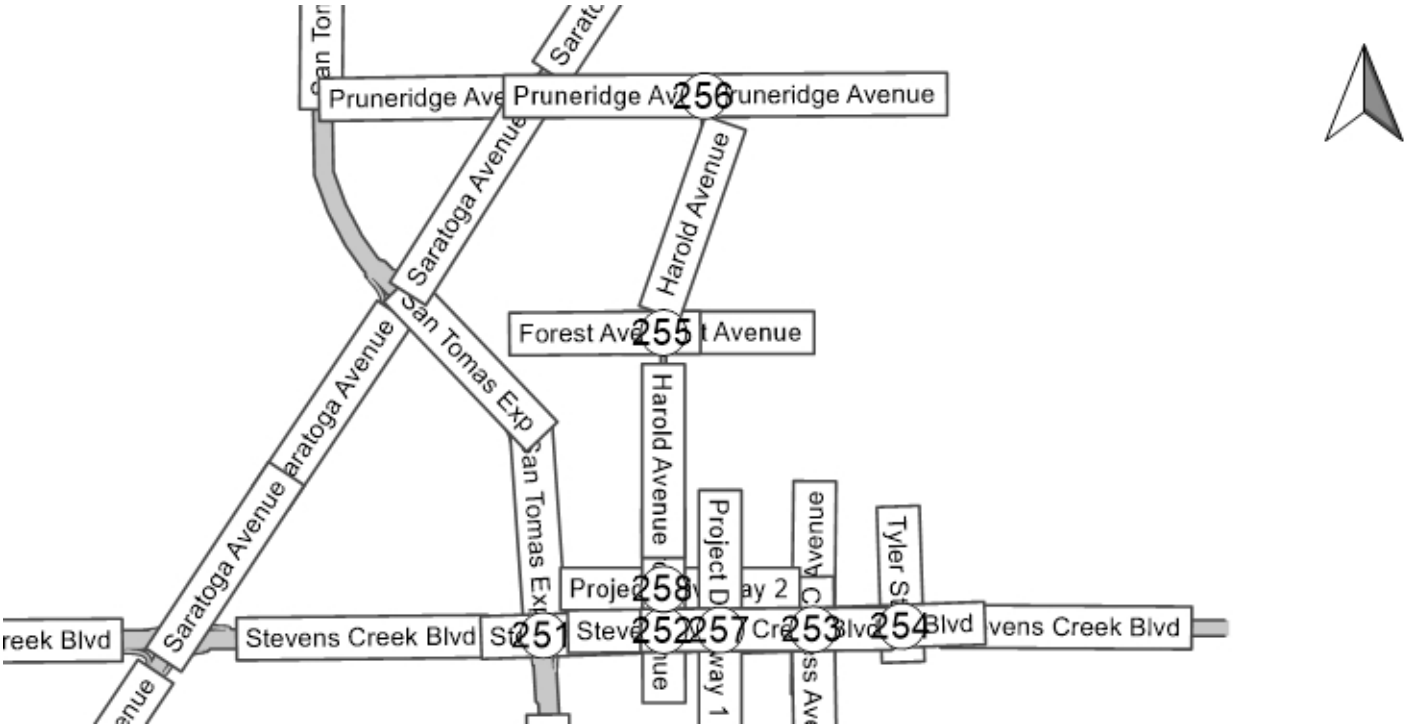
Stevens Creek Boulevard &



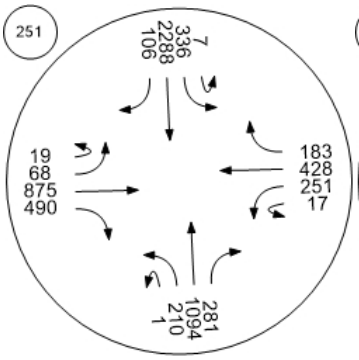
Harold Avenue & Project Dri



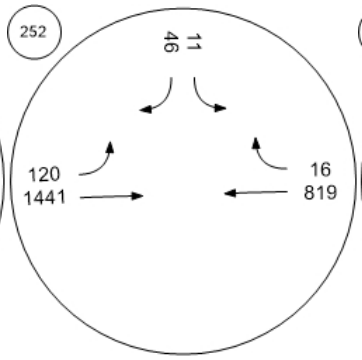
Traffic Volume - Future Total Volume



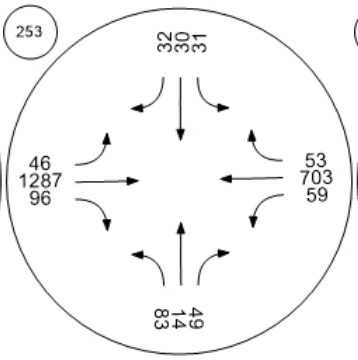
San Tomas Expressway & St



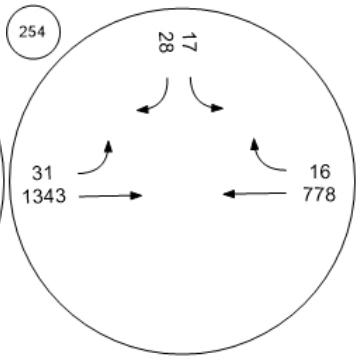
Stevens Creek Boulevard &



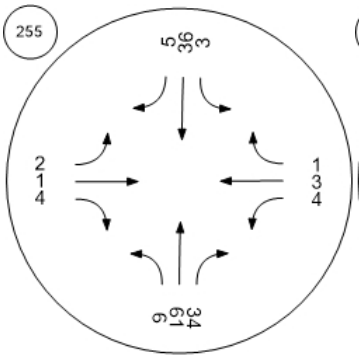
Stevens Creek Boulevard &



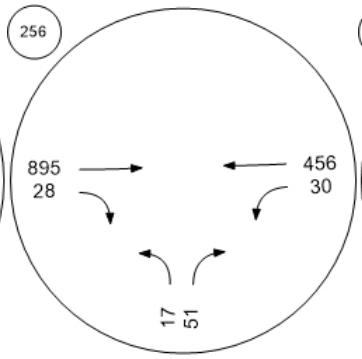
Stevens Creek Boulevard & T



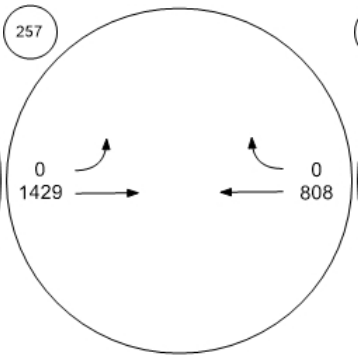
Harold Avenue & Forest Ave



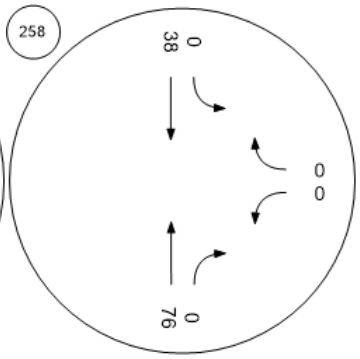
Pruneridge Avenue & Harold



Stevens Creek Boulevard &



Harold Avenue & Project Dri



Appendix C – Existing plus Project Conditions Level of Service Worksheets

Starbucks Stevens Creek Boulevard

Vistro File: J:\...\Starbucks Stevens Creek_07082024.vistro Scenario 7 7 Existing Conditions plus Project AM - Stevens Creek Blvd

Report File: J:\...\Existing plus Project AM.pdf 7/10/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
251	San Tomas Expressway & Stevens Creek Boulevard	Signalized	HCM 6th Edition	NB Thru	1.225	124.8	F
252	Stevens Creek Boulevard & Harold Avenue	Two-way stop	HCM 6th Edition	SB Left	0.397	97.9	F
253	Stevens Creek Boulevard & Cypress Avenue	Signalized	HCM 6th Edition	WB Left	0.344	13.9	B
254	Stevens Creek Boulevard & Tyler Street	Two-way stop	HCM 6th Edition	SB Left	0.158	44.7	E
255	Harold Avenue & Forest Avenue	Two-way stop	HCM 6th Edition	EB Thru	0.008	10.2	B
256	Pruneridge Avenue & Harold Avenue	Two-way stop	HCM 6th Edition	NB Left	0.107	19.0	C
257	Stevens Creek Boulevard & Project Driveway 1	Two-way stop	HCM 6th Edition	WB Thru	0.014	0.0	A
258	Harold Avenue & Project Driveway 2	Two-way stop	HCM 6th Edition	WB Left	0.112	9.9	A

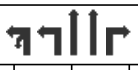
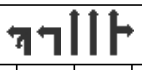
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 251: San Tomas Expressway & Stevens Creek Boulevard

Control Type:	Signalized	Delay (sec / veh):	124.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.225

Intersection Setup

Name	San Tomas Exp				San Tomas Exp				Stevens Creek Blvd				Stevens Creek Blvd			
Approach	Northbound				Southbound				Eastbound				Westbound			
Lane Configuration																
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	2	0	0	1	2	0	0	1	1	0	0	0	2	0	0	0
Entry Pocket Length [ft]	330.	100.	100.	470.	340.	100.	100.	250.	170.	100.	100.	100.	350.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	230.	0.00	0.00	0.00	70.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				45.00				35.00				35.00			
Grade [%]	0.00				0.00				0.00				0.00			
Curb Present	No				No				No				No			
Crosswalk	Yes				Yes				Yes				Yes			

Volumes

Name	San Tomas Exp				San Tomas Exp				Stevens Creek Blvd				Stevens Creek Blvd			
Base Volume Input [veh/h]	1	351	2644	232	0	162	1009	45	11	50	250	292	1	312	769	227
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	13	0	13	0	0	0	0	7	0	0	12	7	13
Pass-by Trips [veh/h]	0	0	-13	13	0	13	-13	0	0	0	0	0	0	12	-1	12
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	351	2631	258	0	188	996	45	11	50	257	292	1	336	775	252
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	99	739	72	0	53	280	13	3	14	72	82	0	94	218	71
Total Analysis Volume [veh/h]	1	394	2956	290	0	211	1119	51	12	56	289	328	1	378	871	283
Presence of On-Street Parking	No			No	No			No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0				0				0				0			
v_di, Inbound Pedestrian Volume crossing major street	0				0				0				0			
v_co, Outbound Pedestrian Volume crossing minor stree	0				0				0				0			
v_ci, Inbound Pedestrian Volume crossing minor street	0				0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0				0			
Bicycle Volume [bicycles/h]	0				0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	190
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	117.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm
Signal Group	0	5	2	0	0	1	6	0	0	3	8	0	0	7	4	0
Auxiliary Signal Groups																
Lead / Lag	-	Lead	-	-	-	Lag	-	-	-	Lead	-	-	-	Lead	-	-
Minimum Green [s]	0	10	12	0	0	10	12	0	0	10	9	0	0	10	11	0
Maximum Green [s]	0	30	80	0	0	30	80	0	0	30	40	0	0	30	40	0
Amber [s]	0.0	3.6	4.8	0.0	0.0	3.6	4.8	0.0	0.0	3.6	4.1	0.0	0.0	3.6	4.1	0.0
All red [s]	0.0	2.0	1.0	0.0	0.0	1.9	1.0	0.0	0.0	1.7	1.0	0.0	0.0	1.8	1.3	0.0
Split [s]	0	37	106	0	0	18	87	0	0	21	45	0	0	21	45	0
Vehicle Extension [s]	0.0	3.0	6.0	0.0	0.0	3.0	6.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	4.0	0.0
Walk [s]	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0
Pedestrian Clearance [s]	0	0	27	0	0	0	26	0	0	0	37	0	0	0	38	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No				No				No				No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No	Yes			No	Yes			No	No			No	No	
Maximum Recall		No	No			No	No			No	No			No	No	
Pedestrian Recall		No	No			No	No			No	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	190	190	190	190	190	190	190	190	190	190	190	190
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	30	111	111	18	99	99	15	41	41	21	47	47
g / C, Green / Cycle	0.16	0.58	0.58	0.09	0.52	0.52	0.08	0.21	0.21	0.11	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.13	0.78	0.17	0.07	0.29	0.03	0.04	0.08	0.18	0.12	0.21	0.20
s, saturation flow rate [veh/h]	3150	3800	1750	3150	3800	1750	1750	3800	1800	3150	3800	1800
c, Capacity [veh/h]	493	2212	1019	294	1972	908	139	813	385	348	931	441
d1, Uniform Delay [s]	82.22	58.14	30.93	80.75	18.44	14.34	83.74	63.52	71.77	84.50	68.35	67.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.38	0.15	0.15	0.37
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.09	154.60	0.70	3.26	1.19	0.12	2.64	0.38	16.30	54.24	3.17	12.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	1.34	0.28	0.72	0.57	0.06	0.49	0.36	0.85	1.09	0.85	0.83
d, Delay for Lane Group [s/veh]	85.30	212.74	31.63	84.01	19.62	14.46	86.37	63.89	88.06	138.74	71.52	80.29
Lane Group LOS	F	F	C	F	B	B	F	E	F	F	E	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.89	101.56	9.95	4.96	10.91	0.76	3.32	6.04	17.13	11.20	18.70	18.31
50th-Percentile Queue Length [ft/ln]	247.22	2539.0	248.86	123.92	272.71	18.88	82.99	151.08	428.33	280.04	467.53	457.81
95th-Percentile Queue Length [veh/ln]	15.05	146.21	15.13	8.61	16.32	1.36	5.98	10.07	23.92	17.28	25.79	25.33
95th-Percentile Queue Length [ft/ln]	376.15	3655.1	378.21	215.20	408.12	33.98	149.39	251.87	598.04	432.11	644.83	633.26

Movement, Approach, & Intersection Results

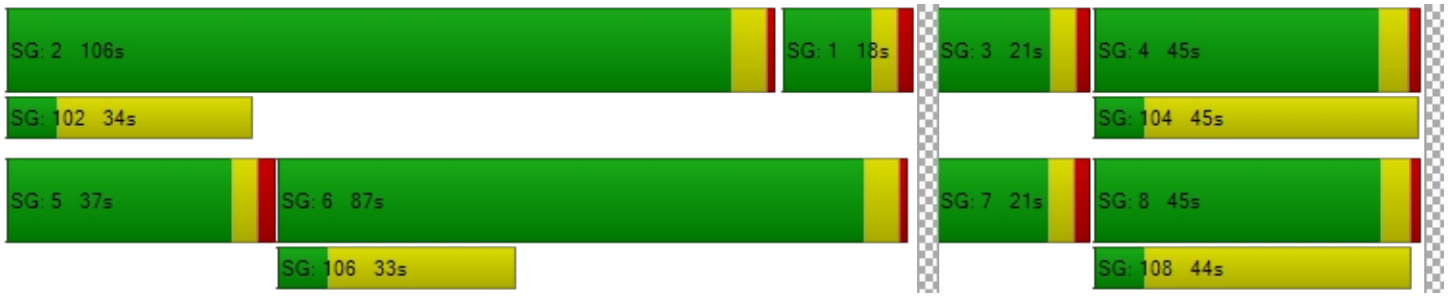
d_M, Delay for Movement [s/veh]	85.3	85.3	212.	31.6	84.0	84.0	19.6	14.4	86.3	86.3	63.8	88.0	138.	138.	72.3	80.2
Movement LOS	F	F	F	C	F	F	B	B	F	F	E	F	F	F	E	F
d_A, Approach Delay [s/veh]	184.49				29.27				77.70				90.23			
Approach LOS	F				C				E				F			
d_I, Intersection Delay [s/veh]	124.82															
Intersection LOS	F															
Intersection V/C	1.225															

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	84.32	84.32	84.32	84.32
l_p,int, Pedestrian LOS Score for Intersection	3.760	3.615	2.954	3.091
Crosswalk LOS	D	D	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1055	855	420	417
d_b, Bicycle Delay [s]	21.22	31.15	59.29	59.53
l_b,int, Bicycle LOS Score for Intersection	4.563	2.525	1.906	2.195
Bicycle LOS	E	B	A	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 252: Stevens Creek Boulevard & Harold Avenue

Control Type:	Two-way stop	Delay (sec / veh):	97.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.397

Intersection Setup

Name	Harold Avenue		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	60.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Harold Avenue		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	7	56	65	556	1294	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	12	32	33	0	0	0
Pass-by Trips [veh/h]	12	36	38	-13	-13	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	124	136	543	1281	12
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	34	38	151	356	3
Total Analysis Volume [veh/h]	34	138	151	603	1423	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.40	0.43	0.63	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	97.88	67.17	42.54	0.00	0.00	0.00
Movement LOS	F	F	E	A	A	A
95th-Percentile Queue Length [veh/ln]	6.12	6.12	3.80	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	153.08	153.08	95.08	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	73.24		8.52		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	8.05					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 253: Stevens Creek Boulevard & Cypress Avenue

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.344

Intersection Setup

Name	Cypress Avenue			Cypress Avenue			Stevens Creek Blvd			Stevens Creek Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cypress Avenue			Cypress Avenue			Stevens Creek Blvd			Stevens Creek Blvd		
Base Volume Input [veh/h]	109	14	85	55	11	60	10	472	37	33	1203	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	-1	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	14	85	55	11	60	10	483	37	33	1215	21
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	4	25	16	3	18	3	144	11	10	362	6
Total Analysis Volume [veh/h]	130	17	101	65	13	71	12	575	44	39	1446	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	5	10	0	5	10	0
Maximum Green [s]	0	30	0	0	30	0	25	50	0	25	50	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	40	0	0	40	0	20	60	0	20	60	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	31	0	0	31	0	0	16	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	11	11	11	8	8	2	95	95	4	95	95
g / C, Green / Cycle	0.09	0.09	0.09	0.06	0.06	0.01	0.79	0.79	0.03	0.79	0.79
(v / s)_i Volume / Saturation Flow Rate	0.07	0.01	0.06	0.04	0.05	0.01	0.11	0.12	0.02	0.25	0.28
s, saturation flow rate [veh/h]	1750	1900	1750	1750	1800	1750	3800	1800	1750	3800	1800
c, Capacity [veh/h]	168	168	155	135	117	25	3018	1430	54	2992	1417
d1, Uniform Delay [s]	53.85	50.30	52.90	54.47	55.01	58.71	2.85	2.88	57.66	3.64	3.77
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.30	0.26	4.57	2.64	7.93	13.84	0.09	0.22	16.88	0.29	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.10	0.65	0.48	0.72	0.48	0.14	0.15	0.73	0.32	0.36
d, Delay for Lane Group [s/veh]	61.14	50.56	57.47	57.11	62.95	72.55	2.94	3.09	74.54	3.93	4.47
Lane Group LOS	E	D	E	E	E	E	A	A	E	A	A
Critical Lane Group	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.24	0.49	3.17	2.02	2.77	0.45	0.89	0.97	1.42	2.69	3.05
50th-Percentile Queue Length [ft/ln]	105.91	12.20	79.24	50.61	69.27	11.37	22.37	24.28	35.42	67.24	76.13
95th-Percentile Queue Length [veh/ln]	7.61	0.88	5.71	3.64	4.99	0.82	1.61	1.75	2.55	4.84	5.48
95th-Percentile Queue Length [ft/ln]	190.29	21.96	142.63	91.09	124.68	20.47	40.26	43.71	63.76	121.03	137.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.14	50.56	57.47	57.11	62.95	62.95	72.55	2.98	3.09	74.54	4.11	4.47
Movement LOS	E	D	E	E	E	E	E	A	A	E	A	A
d_A, Approach Delay [s/veh]	58.92			60.40			4.31			5.93		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	13.91											
Intersection LOS	B											
Intersection V/C	0.344											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.215	2.009	3.104	3.066
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	923	923
d_b, Bicycle Delay [s]	29.40	29.40	17.39	17.39
l_b,int, Bicycle LOS Score for Intersection	1.969	1.805	1.907	2.390
Bicycle LOS	A	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 254: Stevens Creek Boulevard & Tyler Street

Control Type:	Two-way stop	Delay (sec / veh):	44.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.158

Intersection Setup

Name	Tyler Street		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	14	13	8	603	1254	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	12	12	0
Pass-by Trips [veh/h]	0	0	0	-1	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	13	8	614	1266	6
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	4	2	185	381	2
Total Analysis Volume [veh/h]	17	16	10	740	1525	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.05	0.05	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	44.69	23.29	22.57	0.00	0.00	0.00
Movement LOS	E	C	C	A	A	A
95th-Percentile Queue Length [veh/ln]	0.77	0.77	0.15	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.26	19.26	3.64	1.21	0.00	0.00
d_A, Approach Delay [s/veh]	34.31		0.30		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 255: Harold Avenue & Forest Avenue

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Harold Avenue			Harold Avenue			Forest Avenue			Forest Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Harold Avenue			Harold Avenue			Forest Avenue			Forest Avenue		
Base Volume Input [veh/h]	7	54	12	6	39	3	5	5	3	5	1	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	4	1	0	4	0	0	0	0	1	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	58	13	6	43	3	5	5	3	6	1	3
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	18	4	2	14	1	2	2	1	2	0	1
Total Analysis Volume [veh/h]	9	73	16	8	54	4	6	6	4	8	1	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	7.34	0.00	0.00	7.40	0.00	0.00	9.72	10.19	8.66	9.74	10.13	8.75
Movement LOS	A	A	A	A	A	A	A	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.02	0.02	0.06	0.06	0.06	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.44	0.44	0.44	0.40	0.40	0.40	1.54	1.54	1.54	1.21	1.21	1.21
d_A, Approach Delay [s/veh]	0.67			0.90			9.63			9.46		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.08											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 256: Pruneridge Avenue & Harold Avenue

Control Type:	Two-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.107

Intersection Setup

Name	Harold Avenue		Pruneridge Avenue		Pruneridge Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Harold Avenue		Pruneridge Avenue		Pruneridge Avenue	
Base Volume Input [veh/h]	27	32	388	27	29	667
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	2	2	0	2	2	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	34	388	29	31	667
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	9	103	8	8	177
Total Analysis Volume [veh/h]	31	36	413	31	33	710
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.05	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	18.96	11.09	0.00	0.00	8.33	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.54	0.54	0.00	0.00	0.09	0.05
95th-Percentile Queue Length [ft/ln]	13.44	13.44	0.00	0.00	2.29	1.15
d_A, Approach Delay [s/veh]	14.73		0.00		0.37	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 257: Stevens Creek Boulevard & Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Project Driveway 1		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	0	3	0	580	1370	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	12	0	12
Pass-by Trips [veh/h]	0	0	0	-1	-13	13
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	591	1357	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	148	339	6
Total Analysis Volume [veh/h]	0	3	0	591	1357	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	19.13	0.00	0.00	0.00
Movement LOS			C	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 258: Harold Avenue & Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.112

Intersection Setup

Name	Harold Avenue		Harold Avenue		Project Driveway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Harold Avenue		Harold Avenue		Project Driveway 2	
Base Volume Input [veh/h]	69	0	0	50	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	33	5	0	44	5
Pass-by Trips [veh/h]	0	38	0	0	48	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	71	5	50	92	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	18	1	13	23	1
Total Analysis Volume [veh/h]	69	71	5	50	92	5
Pedestrian Volume [ped/h]	0		0		0	

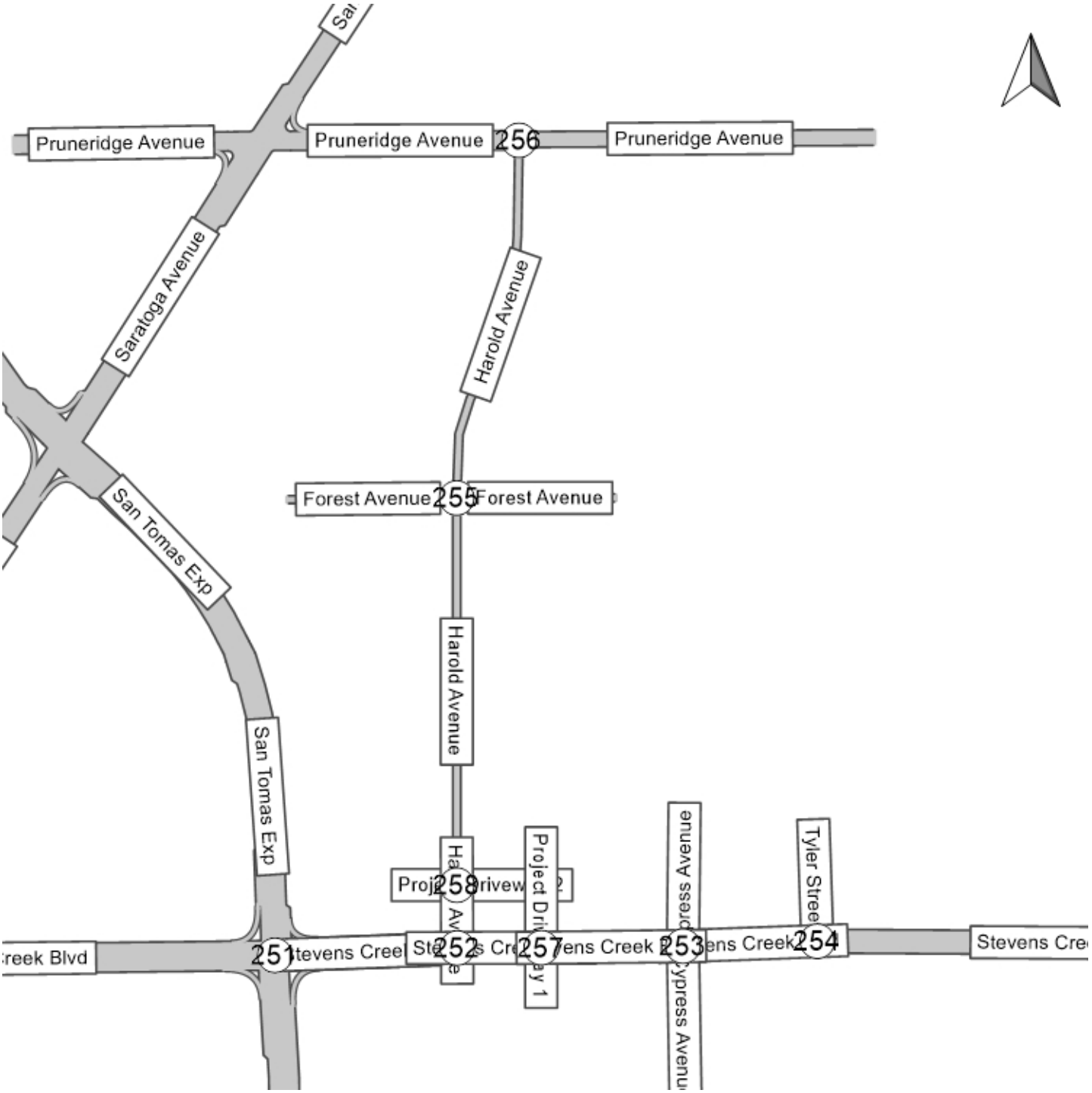
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

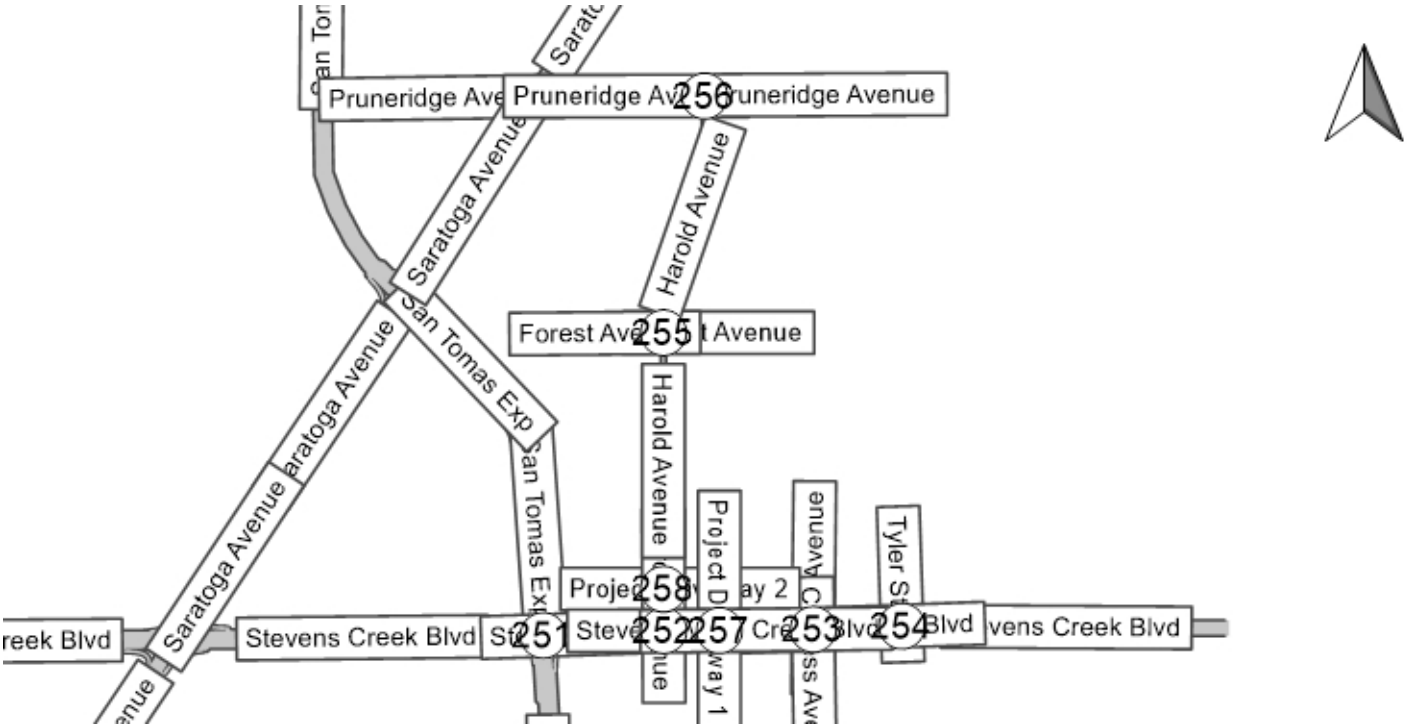
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.50	0.00	9.95	9.36
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.40	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.26	0.26	9.90	9.90
d_A, Approach Delay [s/veh]	0.00		0.68		9.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.42					
Intersection LOS	A					

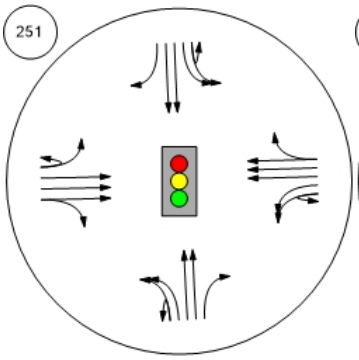
Study Intersections



Lane Configuration and Traffic Control



San Tomas Expressway & St



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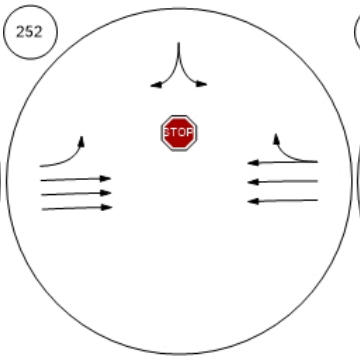

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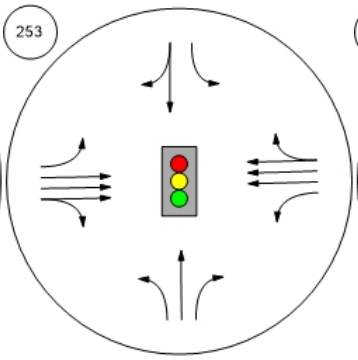
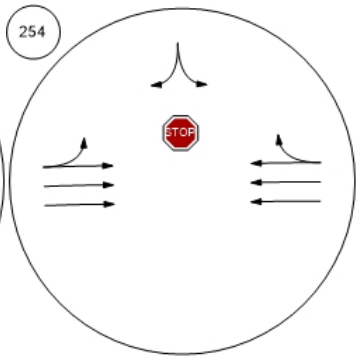
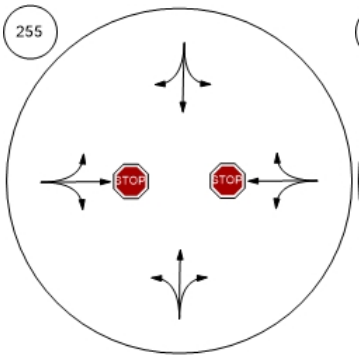


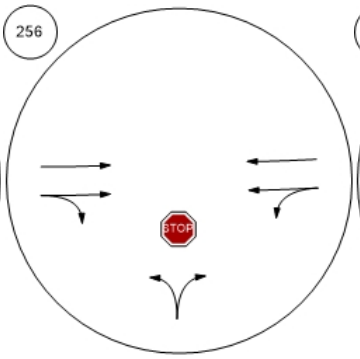
Stevens Creek Boulevard & T



Harold Avenue & Forest Ave



Pruneridge Avenue & Harold



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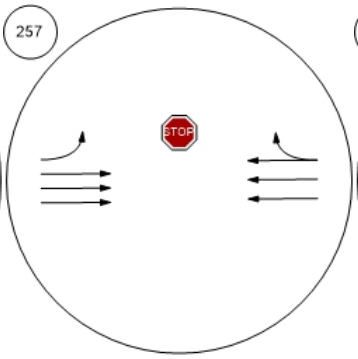
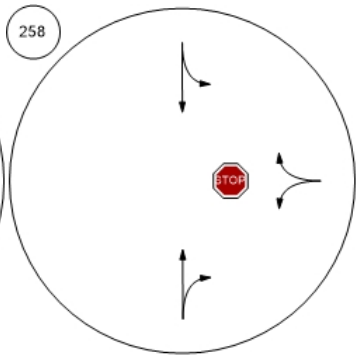
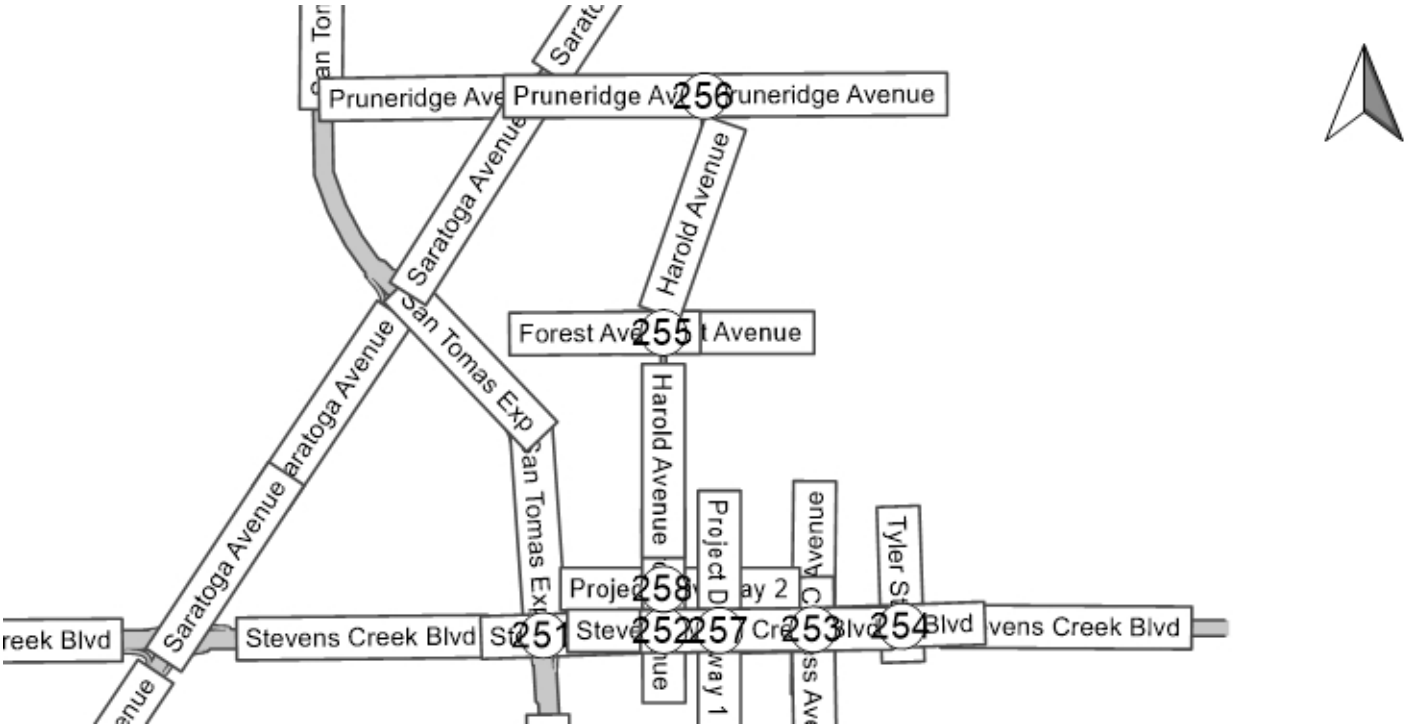


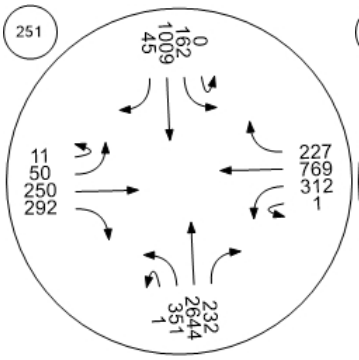
Harold Avenue & Project Dri



Traffic Volume - Base Volume



San Tomas Expressway & St



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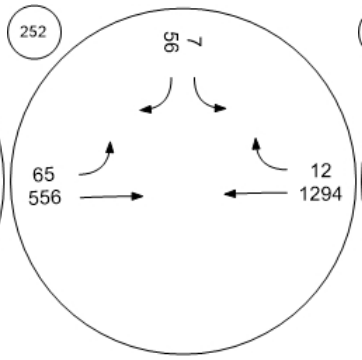

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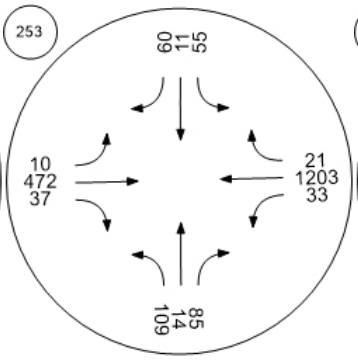
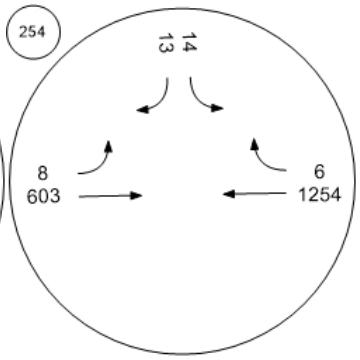
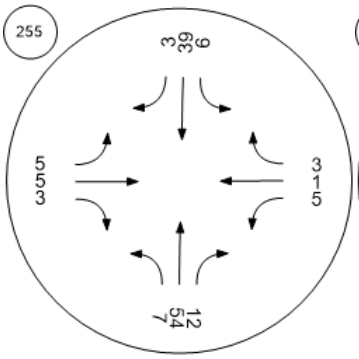


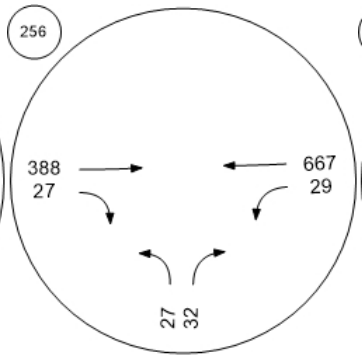
Stevens Creek Boulevard & T



Harold Avenue & Forest Ave



Pruneridge Avenue & Harold



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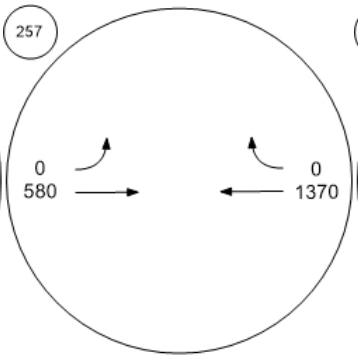
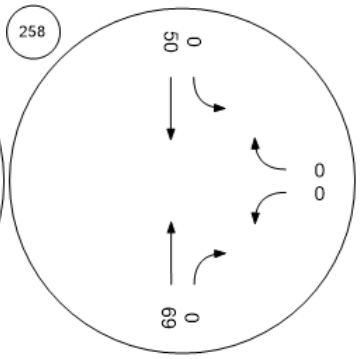
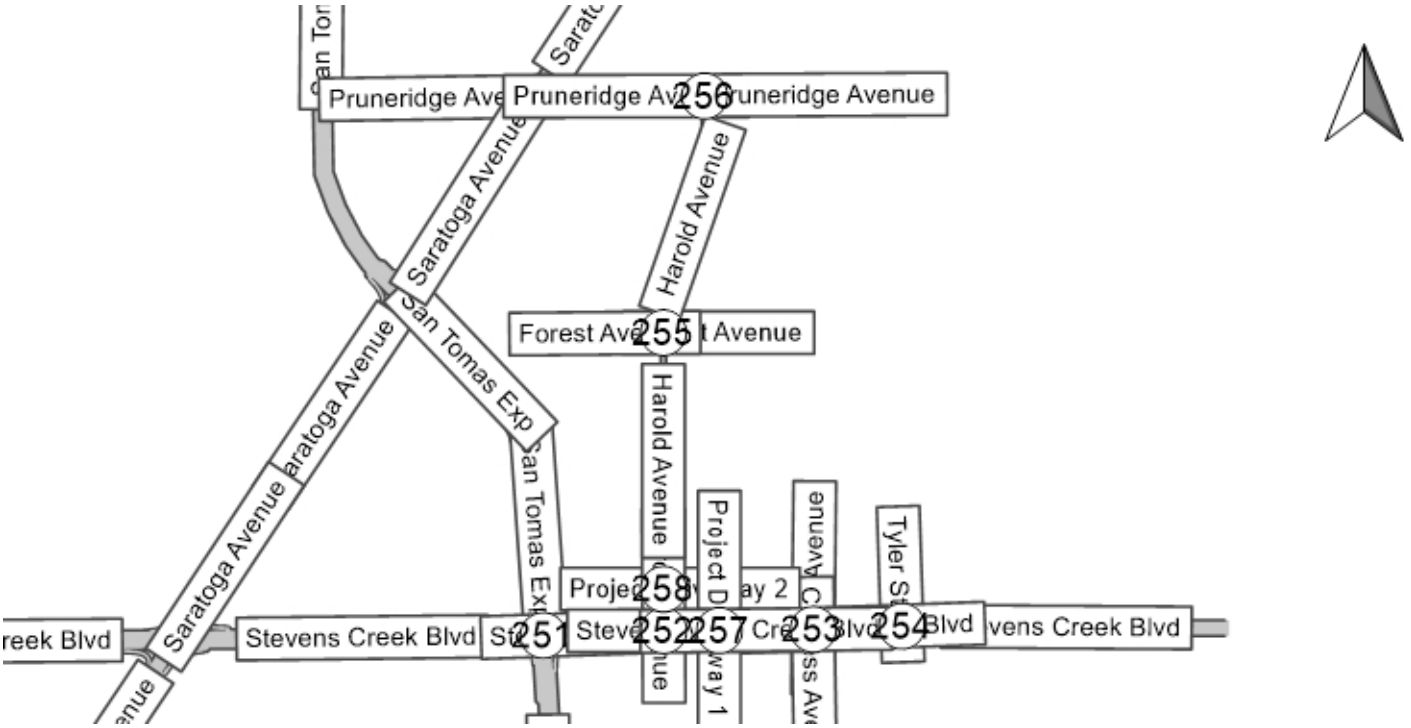


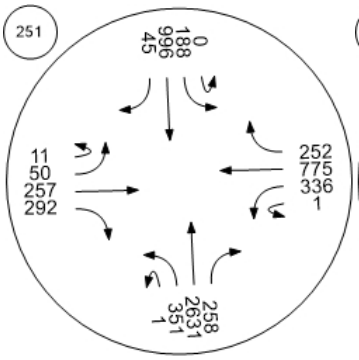
Harold Avenue & Project Dri



Traffic Volume - Future Total Volume



San Tomas Expressway & St



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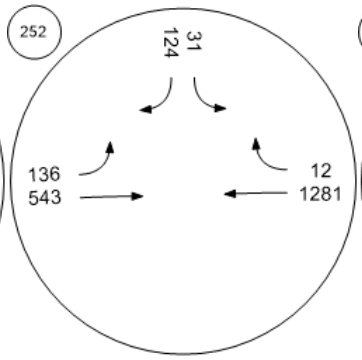

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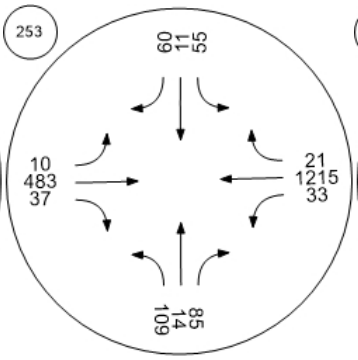

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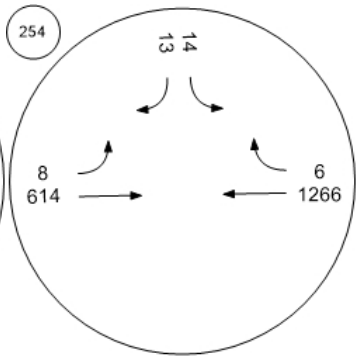
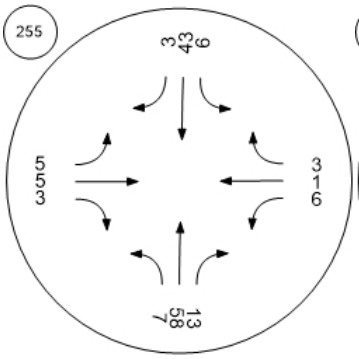
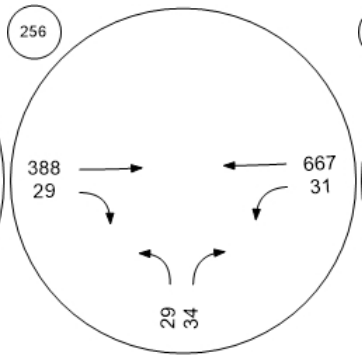


Harold Avenue & Forest Ave



Pruneridge Avenue & Harold



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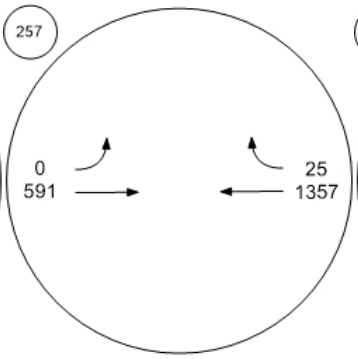
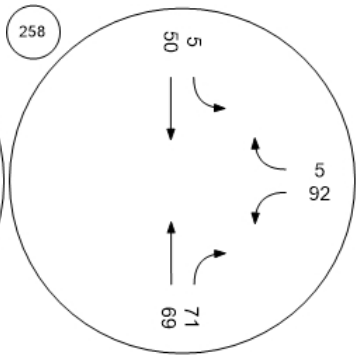


Harold Avenue & Project Dri



Starbucks Stevens Creek Boulevard

Vistro File: J:\...\Starbucks Stevens Creek_07082024.vistro Scenario 8 8 Existing Conditions plus Project PM - Stevens Creek Blvd

Report File: J:\...\Existing plus Project PM.pdf 7/10/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
251	San Tomas Expressway & Stevens Creek Boulevard	Signalized	HCM 6th Edition	SB Thru	1.045	70.1	E
252	Stevens Creek Boulevard & Harold Avenue	Two-way stop	HCM 6th Edition	SB Left	0.341	73.4	F
253	Stevens Creek Boulevard & Cypress Avenue	Signalized	HCM 6th Edition	EB Left	0.356	12.1	B
254	Stevens Creek Boulevard & Tyler Street	Two-way stop	HCM 6th Edition	SB Left	0.115	30.9	D
255	Harold Avenue & Forest Avenue	Two-way stop	HCM 6th Edition	EB Thru	0.001	10.2	B
256	Pruneridge Avenue & Harold Avenue	Two-way stop	HCM 6th Edition	NB Left	0.150	36.4	E
257	Stevens Creek Boulevard & Project Driveway 1	Two-way stop	HCM 6th Edition	EB Thru	0.014	0.0	A
258	Harold Avenue & Project Driveway 2	Two-way stop	HCM 6th Edition	WB Left	0.050	9.4	A

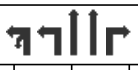
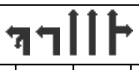
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 251: San Tomas Expressway & Stevens Creek Boulevard

Control Type:	Signalized	Delay (sec / veh):	70.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.045

Intersection Setup

Name	San Tomas Exp				San Tomas Exp				Stevens Creek Blvd				Stevens Creek Blvd			
Approach	Northbound				Southbound				Eastbound				Westbound			
Lane Configuration																
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	2	0	0	1	2	0	0	1	1	0	0	0	2	0	0	0
Entry Pocket Length [ft]	330.	100.	100.	470.	340.	100.	100.	250.	170.	100.	100.	100.	350.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	230.	0.00	0.00	0.00	70.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				45.00				35.00				35.00			
Grade [%]	0.00				0.00				0.00				0.00			
Curb Present	No				No				No				No			
Crosswalk	Yes				Yes				Yes				Yes			

Volumes

Name	San Tomas Exp				San Tomas Exp				Stevens Creek Blvd				Stevens Creek Blvd			
Base Volume Input [veh/h]	1	210	1094	281	7	336	2288	106	19	68	875	490	17	251	428	183
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	5	0	5	0	0	0	0	3	0	0	5	3	5
Pass-by Trips [veh/h]	0	0	-7	7	0	6	-6	0	0	0	0	0	0	6	0	7
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	210	1087	293	7	347	2282	106	19	68	878	490	17	262	431	195
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	55	283	76	2	90	594	28	5	18	229	128	4	68	112	51
Total Analysis Volume [veh/h]	1	219	1132	305	7	361	2377	110	20	71	915	510	18	273	449	203
Presence of On-Street Parking	No			No	No			No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0				0				0				0			
v_di, Inbound Pedestrian Volume crossing major street	0				0				0				0			
v_co, Outbound Pedestrian Volume crossing minor stree	0				0				0				0			
v_ci, Inbound Pedestrian Volume crossing minor street	0				0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0				0			
Bicycle Volume [bicycles/h]	0				0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	190
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	1.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm	Perm	Prote	Perm	Perm	Perm	Perm	Perm	Perm
Signal Group	0	5	2	0	0	1	6	0	0	3	8	0	0	0	4	0
Auxiliary Signal Groups																
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	-	-	-	-
Minimum Green [s]	0	10	12	0	0	10	12	0	0	10	9	0	0	0	11	0
Maximum Green [s]	0	30	80	0	0	30	80	0	0	30	40	0	0	0	40	0
Amber [s]	0.0	3.6	4.8	0.0	0.0	3.6	4.8	0.0	0.0	3.6	4.1	0.0	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	1.0	0.0	0.0	1.9	1.0	0.0	0.0	1.7	1.0	0.0	0.0	0.0	1.3	0.0
Split [s]	0	21	72	0	0	24	95	0	0	25	48	0	0	0	49	0
Vehicle Extension [s]	0.0	3.0	6.0	0.0	0.0	3.0	6.0	0.0	0.0	3.0	4.0	0.0	0.0	0.0	4.0	0.0
Walk [s]	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0
Pedestrian Clearance [s]	0	0	27	0	0	0	26	0	0	0	37	0	0	0	38	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No				No				No				No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No	Yes			No	Yes			No	No				No	
Maximum Recall		No	No			No	No			No	No				No	
Pedestrian Recall		No	No			No	No			No	No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	190	190	190	190	190	190	190	190	190	190	190	190
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	19	93	93	24	104	104	15	62	62	52	52	52
g / C, Green / Cycle	0.10	0.49	0.49	0.13	0.55	0.55	0.08	0.33	0.33	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.07	0.30	0.17	0.12	0.63	0.06	0.05	0.24	0.28	0.09	0.12	0.11
s, saturation flow rate [veh/h]	3150	3800	1750	3150	3800	1750	1750	3800	1800	3150	3800	1800
c, Capacity [veh/h]	311	1862	857	398	2078	957	141	1238	586	0	1042	494
d1, Uniform Delay [s]	86.07	48.65	41.13	78.11	25.74	12.15	84.76	56.89	60.27	0.00	56.72	56.43
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.38	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.96	1.49	1.15	9.41	71.09	0.24	4.93	1.26	12.75	0.00	0.40	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.61	0.36	0.92	1.14	0.11	0.65	0.74	0.87	10000.	0.43	0.41
d, Delay for Lane Group [s/veh]	89.03	50.14	42.29	87.52	96.83	12.39	89.70	58.15	73.02	0.00	57.12	57.22
Lane Group LOS	F	D	D	F	F	B	F	E	E	F	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	5.54	23.81	11.72	9.05	57.14	1.46	4.55	19.78	25.18	0.00	8.99	8.20
50th-Percentile Queue Length [ft/ln]	138.42	595.15	292.98	226.24	1428.4	36.41	113.85	494.42	629.40	0.00	224.82	205.03
95th-Percentile Queue Length [veh/ln]	9.40	31.81	17.33	13.98	77.45	2.62	8.05	27.07	33.40	0.00	13.91	12.90
95th-Percentile Queue Length [ft/ln]	234.89	795.19	433.34	349.58	1936.2	65.54	201.34	676.75	835.12	0.00	347.77	322.45

Movement, Approach, & Intersection Results

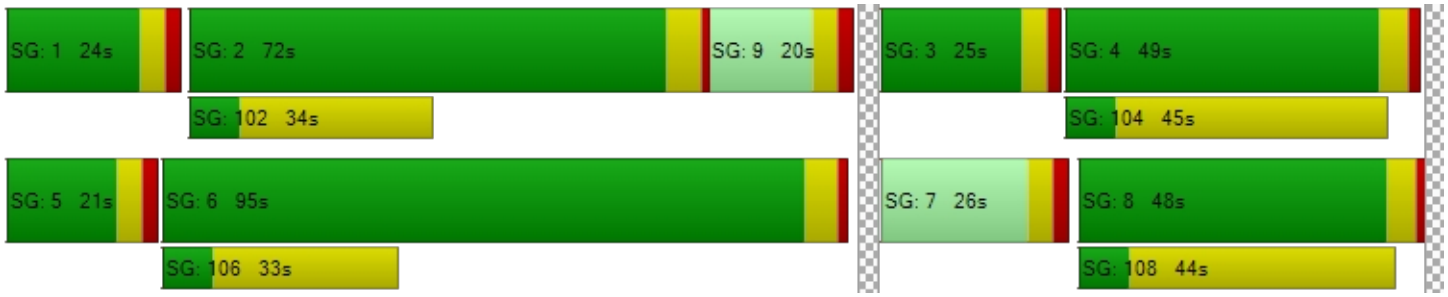
d_M, Delay for Movement [s/veh]	89.0	89.0	50.1	42.2	87.5	87.5	96.8	12.3	89.7	89.7	58.1	73.0	0.00	0.00	57.1	57.2
Movement LOS	F	F	D	D	F	F	F	B	F	F	E	E	A	A	E	E
d_A, Approach Delay [s/veh]	53.86				92.38				65.04				39.52			
Approach LOS	D				F				E				D			
d_I, Intersection Delay [s/veh]	70.13															
Intersection LOS	E															
Intersection V/C	1.045															

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	84.32	84.32	84.32	84.32
l_p,int, Pedestrian LOS Score for Intersection	4.055	3.540	3.002	3.533
Crosswalk LOS	D	D	C	D
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	697	939	452	459
d_b, Bicycle Delay [s]	40.33	26.74	56.94	56.40
l_b,int, Bicycle LOS Score for Intersection	2.926	3.617	2.354	1.928
Bicycle LOS	C	D	B	A

Sequence

Ring 1	1	2	9	3	4	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 252: Stevens Creek Boulevard & Harold Avenue

Control Type:	Two-way stop	Delay (sec / veh):	73.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.341

Intersection Setup

Name	Harold Avenue		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	60.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Harold Avenue		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	11	46	120	1441	819	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	5	13	13	0	0	0
Pass-by Trips [veh/h]	6	19	19	-6	-6	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	78	152	1435	813	16
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	21	41	390	221	4
Total Analysis Volume [veh/h]	24	85	165	1560	884	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.18	0.38	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	73.43	29.81	18.16	0.00	0.00	0.00
Movement LOS	F	D	C	A	A	A
95th-Percentile Queue Length [veh/ln]	2.68	2.68	1.73	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	66.99	66.99	43.32	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	39.41		1.74		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.67					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 253: Stevens Creek Boulevard & Cypress Avenue

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.356

Intersection Setup

Name	Cypress Avenue			Cypress Avenue			Stevens Creek Blvd			Stevens Creek Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cypress Avenue			Cypress Avenue			Stevens Creek Blvd			Stevens Creek Blvd		
Base Volume Input [veh/h]	83	14	49	31	30	32	46	1287	96	59	703	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	5	0	0	5	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	14	49	31	30	32	46	1292	96	59	708	53
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	4	13	8	8	9	13	351	26	16	192	14
Total Analysis Volume [veh/h]	90	15	53	34	33	35	50	1404	104	64	770	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	5	10	0	5	10	0
Maximum Green [s]	0	30	0	0	30	0	25	50	0	25	50	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	40	0	0	40	0	20	60	0	20	60	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	31	0	0	31	0	0	16	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00	2.00	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	9	8	8	7	7	4	94	94	6	94	94
g / C, Green / Cycle	0.07	0.07	0.07	0.06	0.06	0.04	0.79	0.79	0.05	0.78	0.78
(v / s)_i Volume / Saturation Flow Rate	0.05	0.01	0.03	0.02	0.04	0.03	0.26	0.28	0.04	0.14	0.16
s, saturation flow rate [veh/h]	1750	1900	1750	1750	1800	1750	3800	1800	1750	3800	1800
c, Capacity [veh/h]	153	133	123	124	103	65	2985	1414	83	2974	1409
d1, Uniform Delay [s]	54.68	52.28	53.48	54.37	55.41	57.27	3.75	3.85	56.53	3.31	3.35
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.60	0.37	2.37	1.19	6.96	17.27	0.30	0.71	14.17	0.14	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.11	0.43	0.27	0.66	0.77	0.34	0.36	0.77	0.18	0.20
d, Delay for Lane Group [s/veh]	58.27	52.65	55.86	55.56	62.37	74.54	4.05	4.56	70.70	3.45	3.67
Lane Group LOS	E	D	E	E	E	E	A	A	E	A	A
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.84	0.44	1.63	1.04	2.23	1.80	2.86	3.12	2.23	1.38	1.49
50th-Percentile Queue Length [ft/ln]	71.04	11.05	40.75	25.97	55.84	45.09	71.43	78.00	55.72	34.42	37.15
95th-Percentile Queue Length [veh/ln]	5.11	0.80	2.93	1.87	4.02	3.25	5.14	5.62	4.01	2.48	2.67
95th-Percentile Queue Length [ft/ln]	127.87	19.90	73.36	46.74	100.51	81.16	128.58	140.39	100.29	61.95	66.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.27	52.65	55.86	55.56	62.37	62.37	74.54	4.20	4.56	70.70	3.51	3.67
Movement LOS	E	D	E	E	E	E	E	A	A	E	A	A
d_A, Approach Delay [s/veh]	56.93			60.10			6.48			8.34		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	12.05											
Intersection LOS	B											
Intersection V/C	0.356											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.218	2.015	3.103	3.043
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	923	923
d_b, Bicycle Delay [s]	29.40	29.40	17.39	17.39
l_b,int, Bicycle LOS Score for Intersection	1.820	1.728	2.417	2.050
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 254: Stevens Creek Boulevard & Tyler Street

Control Type:	Two-way stop	Delay (sec / veh):	30.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Tyler Street		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	17	28	31	1343	778	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	5	5	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	28	31	1348	783	16
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	8	8	362	210	4
Total Analysis Volume [veh/h]	18	30	33	1449	842	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.06	0.07	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	30.89	15.16	13.48	0.00	0.00	0.00
Movement LOS	D	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.63	0.63	0.23	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.72	15.72	5.80	1.93	0.00	0.00
d_A, Approach Delay [s/veh]	21.05		0.30		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 255: Harold Avenue & Forest Avenue

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Harold Avenue			Harold Avenue			Forest Avenue			Forest Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Harold Avenue			Harold Avenue			Forest Avenue			Forest Avenue		
Base Volume Input [veh/h]	6	61	34	3	36	5	2	1	4	4	3	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	2	0	0	2	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	63	34	3	38	5	2	1	4	4	3	1
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	19	10	1	11	2	1	0	1	1	1	0
Total Analysis Volume [veh/h]	7	76	41	4	46	6	2	1	5	5	4	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	7.33	0.00	0.00	7.45	0.00	0.00	9.62	10.17	8.57	9.66	10.08	8.81
Movement LOS	A	A	A	A	A	A	A	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.01	0.01	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.34	0.34	0.34	0.20	0.20	0.20	0.67	0.67	0.67	0.99	0.99	0.99
d_A, Approach Delay [s/veh]	0.41			0.53			9.03			9.74		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 256: Pruneridge Avenue & Harold Avenue

Control Type:	Two-way stop	Delay (sec / veh):	36.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.150

Intersection Setup

Name	Harold Avenue		Pruneridge Avenue		Pruneridge Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Harold Avenue		Pruneridge Avenue		Pruneridge Avenue	
Base Volume Input [veh/h]	17	51	895	28	30	456
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	1	1	0	1	1	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	52	895	29	31	456
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	15	251	8	9	128
Total Analysis Volume [veh/h]	20	58	1006	33	35	512
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.12	0.01	0.00	0.05	0.01
d_M, Delay for Movement [s/veh]	36.39	16.56	0.00	0.00	10.71	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	1.05	1.05	0.00	0.00	0.17	0.08
95th-Percentile Queue Length [ft/ln]	26.13	26.13	0.00	0.00	4.16	2.08
d_A, Approach Delay [s/veh]	21.65		0.00		0.69	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.24					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 257: Stevens Creek Boulevard & Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Project Driveway 1		Stevens Creek Blvd		Stevens Creek Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Stevens Creek Blvd		Stevens Creek Blvd	
Base Volume Input [veh/h]	0	10	0	1429	808	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	5	0	5
Pass-by Trips [veh/h]	0	0	0	0	-6	6
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1434	802	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	359	201	3
Total Analysis Volume [veh/h]	0	10	0	1434	802	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	12.48	0.00	0.00	0.00
Movement LOS			B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 258: Harold Avenue & Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Harold Avenue		Harold Avenue		Project Driveway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Harold Avenue		Harold Avenue		Project Driveway 2	
Base Volume Input [veh/h]	76	0	0	38	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	13	2	0	18	2
Pass-by Trips [veh/h]	0	19	0	0	25	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	32	2	38	43	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	8	1	10	11	1
Total Analysis Volume [veh/h]	76	32	2	38	43	2
Pedestrian Volume [ped/h]	0		0		0	

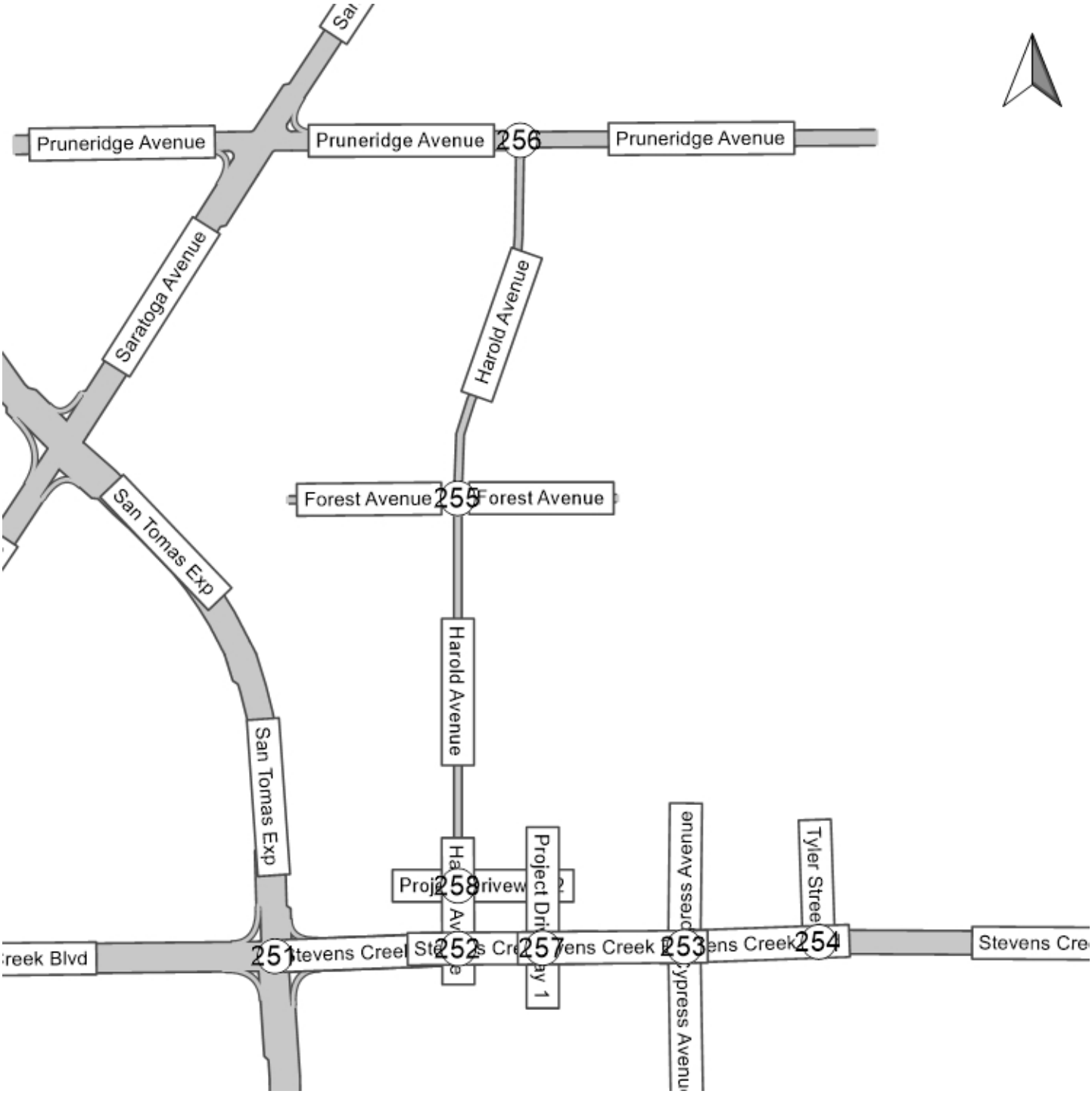
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

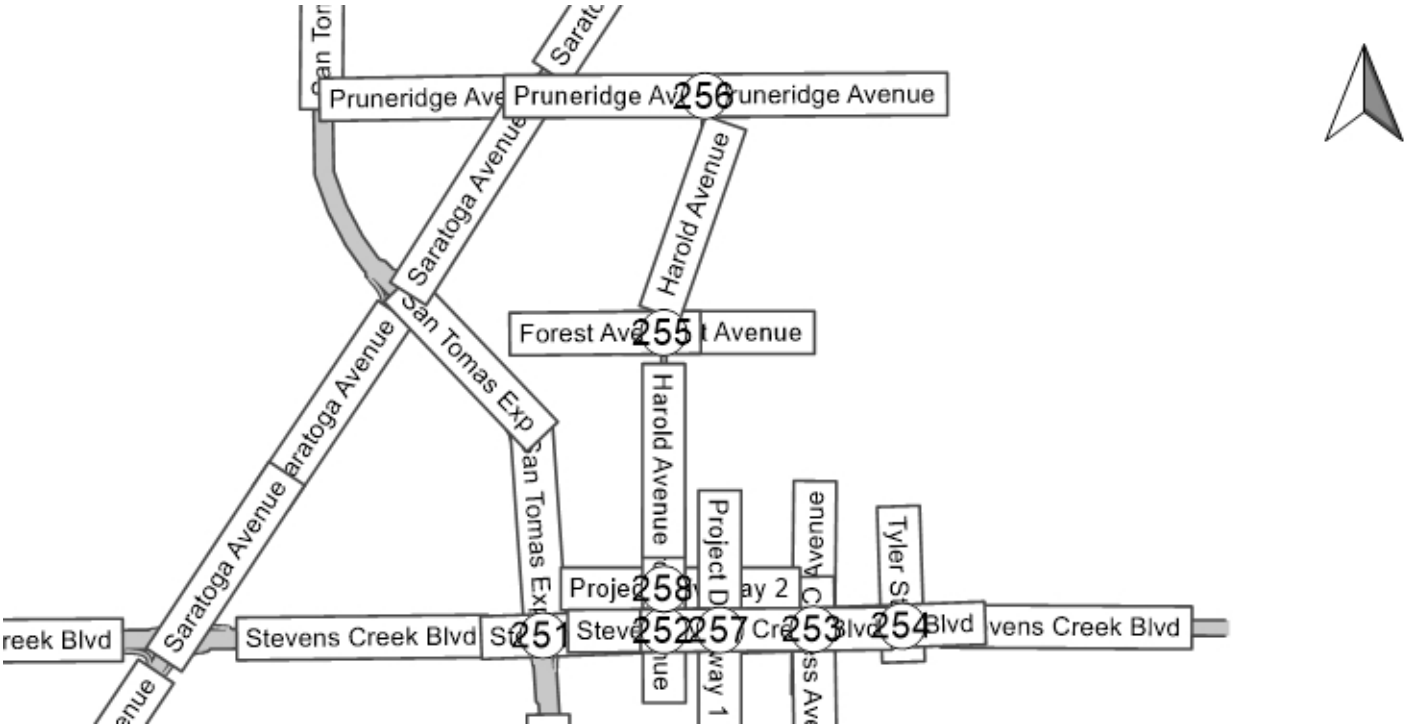
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.43	0.00	9.42	8.96
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.10	4.12	4.12
d_A, Approach Delay [s/veh]	0.00		0.37		9.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.27					
Intersection LOS	A					

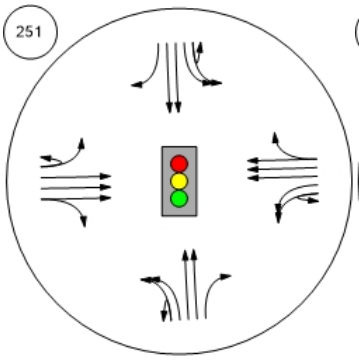
Study Intersections



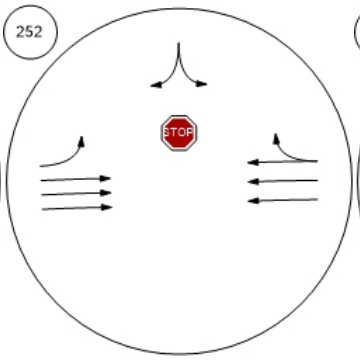
Lane Configuration and Traffic Control



San Tomas Expressway & St



Stevens Creek Boulevard &



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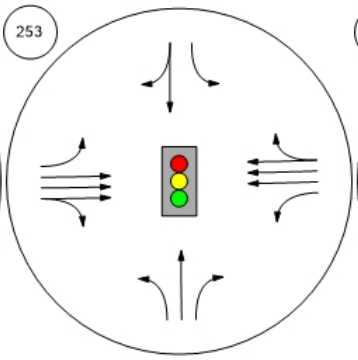
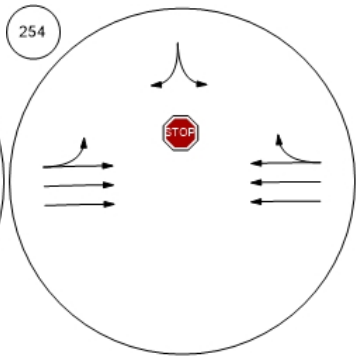
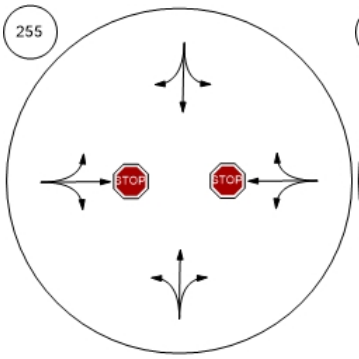


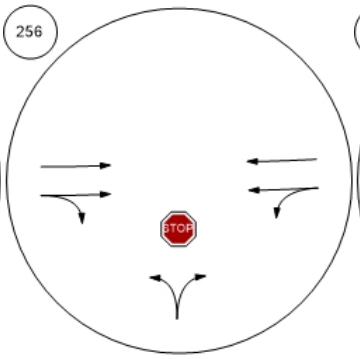
Stevens Creek Boulevard & T



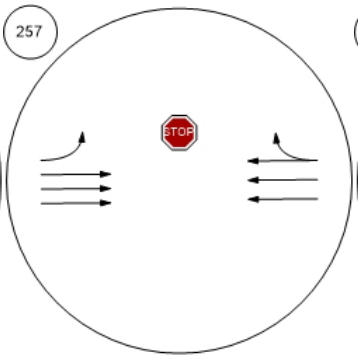
Harold Avenue & Forest Ave



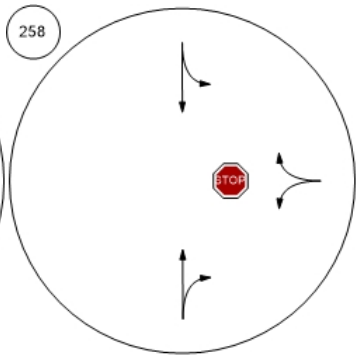
Pruneridge Avenue & Harold



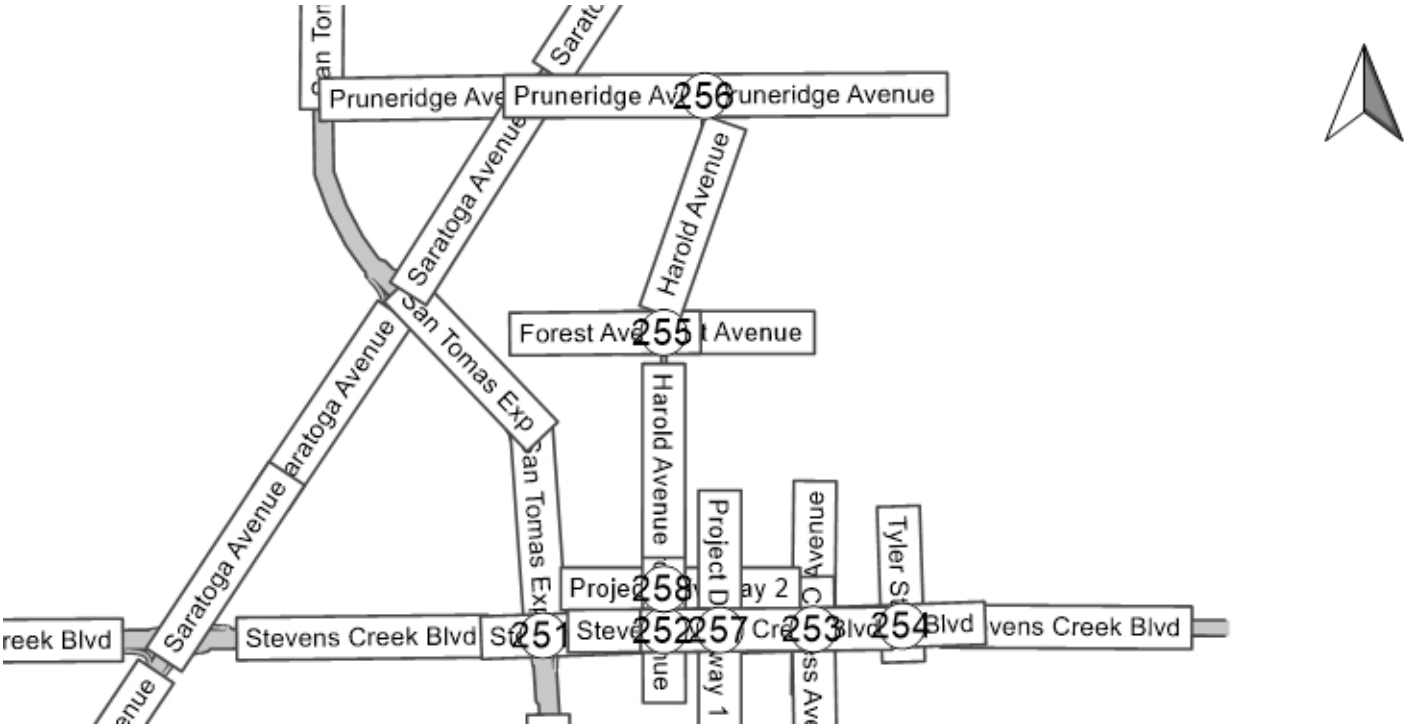
Stevens Creek Boulevard &



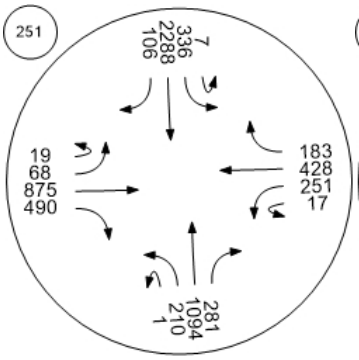
Harold Avenue & Project Dri



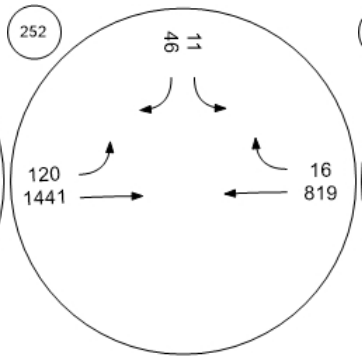
Traffic Volume - Base Volume



San Tomas Expressway & St



Stevens Creek Boulevard &



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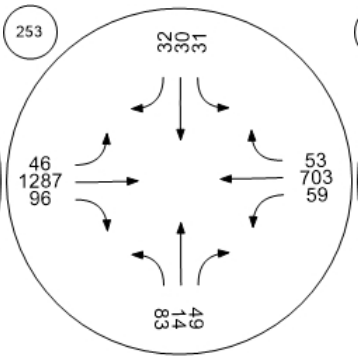
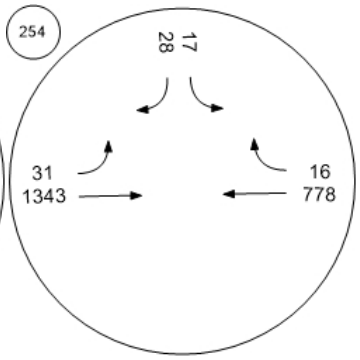
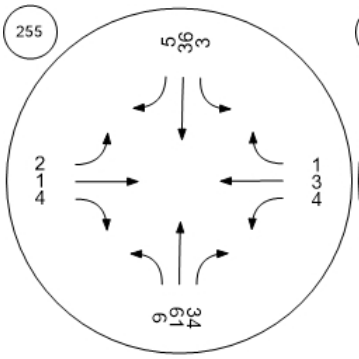


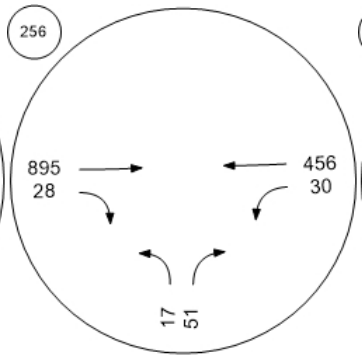
Stevens Creek Boulevard & T



Harold Avenue & Forest Ave



Pruneridge Avenue & Harold



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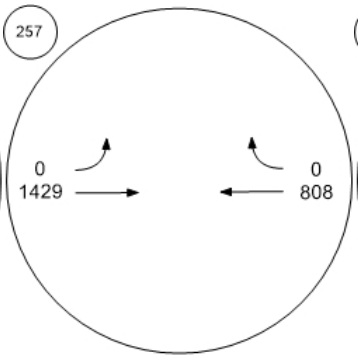
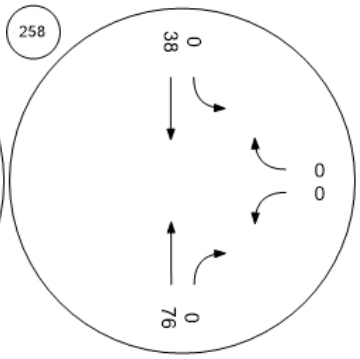
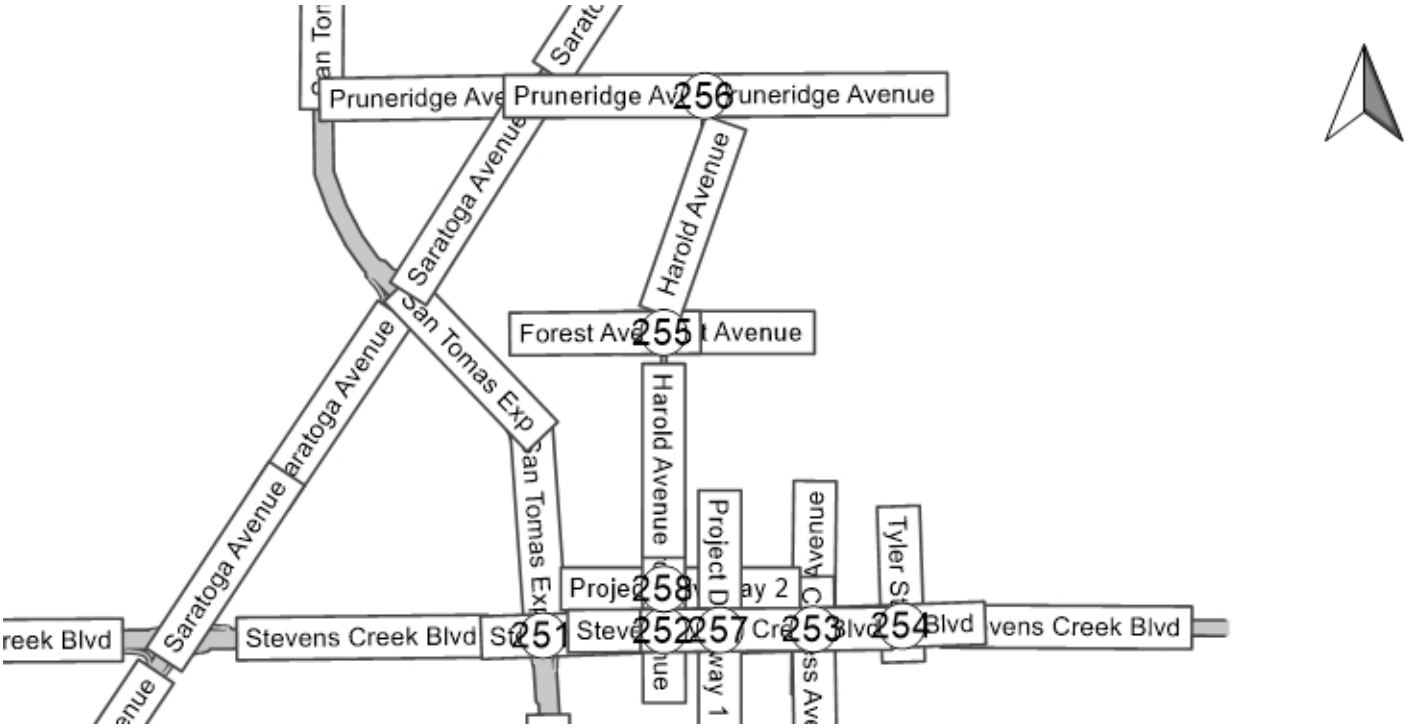


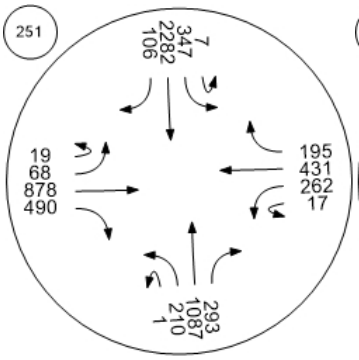
Harold Avenue & Project Dri



Traffic Volume - Future Total Volume



San Tomas Expressway & St



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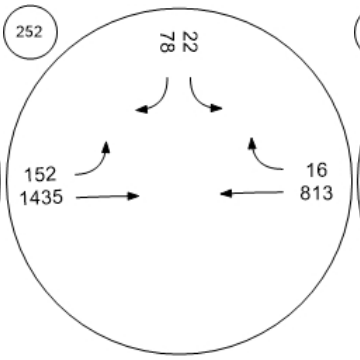

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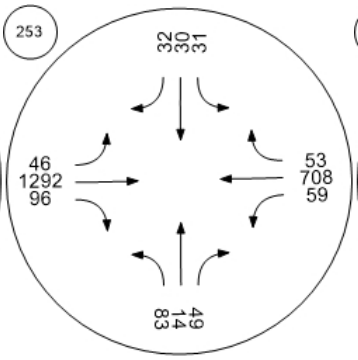
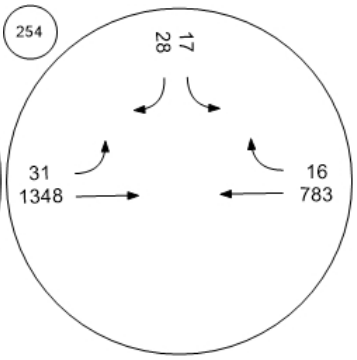
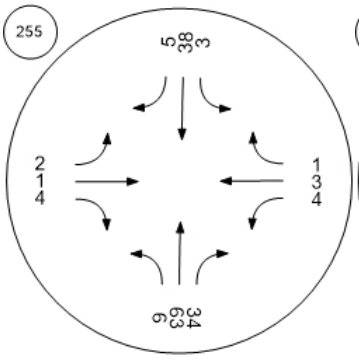


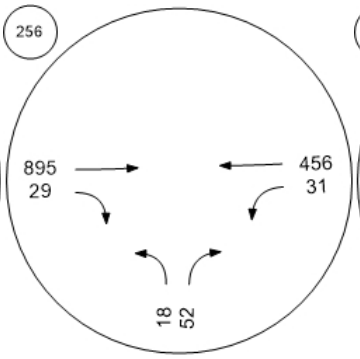
Stevens Creek Boulevard & T



Harold Avenue & Forest Ave



Pruneridge Avenue & Harold



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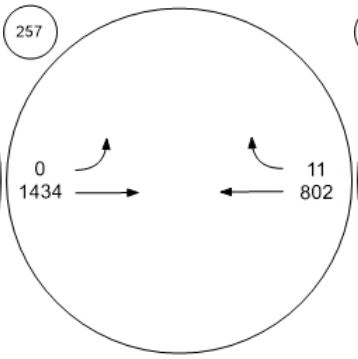
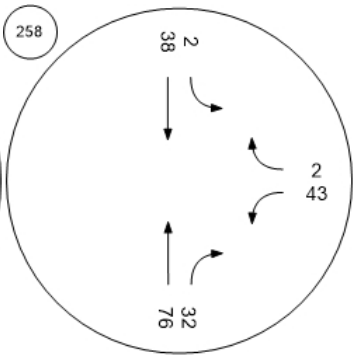


Harold Avenue & Project Dri



Appendix D – Existing Conditions Queuing Worksheets

Intersection: 1: San Tomas Expy & Stevens Creek Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	L	T	T	TR	UL	L	T
Maximum Queue (ft)	136	160	143	28	277	296	251	263	351	305	415	934
Average Queue (ft)	97	118	109	14	192	229	220	230	305	255	385	700
95th Queue (ft)	164	174	179	34	294	316	257	269	361	298	483	987
Link Distance (ft)		1168	1168	1168			474	474	474			918
Upstream Blk Time (%)												4
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	150				275	275				295	295	
Storage Blk Time (%)	0	4			1	7				0		33
Queuing Penalty (veh)	0	3			2	17				1		116

Intersection: 1: San Tomas Expy & Stevens Creek Blvd

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	T
Maximum Queue (ft)	879	756	420	146	180	380	322	275
Average Queue (ft)	678	574	168	52	125	301	250	200
95th Queue (ft)	946	755	507	139	176	458	419	329
Link Distance (ft)	918	918				856	856	856
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300	280	280			
Storage Blk Time (%)		31				16		1
Queuing Penalty (veh)		71				25		0

Intersection: 2: Stevens Creek Blvd & Harold Ave

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	76	56
Average Queue (ft)	42	28
95th Queue (ft)	83	57
Link Distance (ft)		95
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	60	
Storage Blk Time (%)	5	
Queuing Penalty (veh)	8	

Intersection: 3: Cypress Ave & Stevens Creek Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	28	30	76	94	24	174	110	40	132	30	52	71
Average Queue (ft)	6	12	42	70	23	95	37	26	63	6	34	47
95th Queue (ft)	24	36	84	94	24	169	101	44	126	26	49	73
Link Distance (ft)		437	437	437		332	332	332		567		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				145				100		100	85
Storage Blk Time (%)						2			2			0
Queuing Penalty (veh)						1			2			0

Intersection: 3: Cypress Ave & Stevens Creek Blvd

Movement	SB
Directions Served	TR
Maximum Queue (ft)	52
Average Queue (ft)	33
95th Queue (ft)	65
Link Distance (ft)	318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Stevens Creek Blvd & Typer Ave

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	30	53
Average Queue (ft)	12	23
95th Queue (ft)	36	57
Link Distance (ft)		286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 5: Harold Ave & Forest Ave

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	291
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Harold Ave & Pruneridge Avenue

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	49
Average Queue (ft)	12	34
95th Queue (ft)	37	53
Link Distance (ft)	295	988
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Stevens Creek Blvd & Project Driveway 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 8: Harold Ave & Project Driveway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Zone Summary

Zone wide Queuing Penalty: 245

Intersection: 1: San Tomas Expy & Stevens Creek Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	L	T	T	TR	UL	L	T
Maximum Queue (ft)	224	524	489	548	123	139	183	161	252	190	230	475
Average Queue (ft)	130	433	397	412	98	125	103	107	158	83	140	349
95th Queue (ft)	259	557	502	533	123	154	191	187	246	195	221	464
Link Distance (ft)		1168	1168	1168			474	474	474			918
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				275	275				295	295	
Storage Blk Time (%)		69										24
Queuing Penalty (veh)		60										51

Intersection: 1: San Tomas Expy & Stevens Creek Blvd

Movement	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	406	331	87	211	420	901	759	613	410
Average Queue (ft)	320	260	56	147	419	692	587	479	82
95th Queue (ft)	422	386	106	219	421	881	755	608	352
Link Distance (ft)	918	918				856	856	856	
Upstream Blk Time (%)						3			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)			300	280	280				260
Storage Blk Time (%)		1				36		22	
Queuing Penalty (veh)		3				123		24	

Intersection: 2: Stevens Creek Blvd & Harold Ave

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	121	28
Average Queue (ft)	55	27
95th Queue (ft)	118	29
Link Distance (ft)		95
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	60	
Storage Blk Time (%)	7	
Queuing Penalty (veh)	32	

Intersection: 3: Cypress Ave & Stevens Creek Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	72	107	135	158	24	127	87	41	72	30	31	30
Average Queue (ft)	47	37	76	114	19	69	47	23	53	6	24	6
95th Queue (ft)	72	103	127	157	28	127	100	48	79	26	45	26
Link Distance (ft)		437	437	437		332	332	332		567		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				145				100		100	85
Storage Blk Time (%)						0						
Queuing Penalty (veh)						0						

Intersection: 3: Cypress Ave & Stevens Creek Blvd

Movement	SB
Directions Served	TR
Maximum Queue (ft)	54
Average Queue (ft)	45
95th Queue (ft)	62
Link Distance (ft)	318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Stevens Creek Blvd & Typer Ave

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	30	31
Average Queue (ft)	6	22
95th Queue (ft)	26	42
Link Distance (ft)		286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 5: Harold Ave & Forest Ave

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	28	28
Average Queue (ft)	6	6
95th Queue (ft)	25	24
Link Distance (ft)	291	649
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Harold Ave & Pruneridge Avenue

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	76	47
Average Queue (ft)	32	30
95th Queue (ft)	81	44
Link Distance (ft)	295	988
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Stevens Creek Blvd & Project Driveway 1

Movement	EB	EB	EB
Directions Served	T	T	T
Maximum Queue (ft)	120	100	129
Average Queue (ft)	24	52	59
95th Queue (ft)	103	123	132
Link Distance (ft)	131	131	131
Upstream Blk Time (%)	0		1
Queuing Penalty (veh)	0		2
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Harold Ave & Project Driveway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Zone Summary

Zone wide Queuing Penalty: 295

Appendix E – Existing plus Project Conditions Queuing Worksheets

Intersection: 1: San Tomas Expy & Stevens Creek Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	L	T	T	TR	UL	L	T
Maximum Queue (ft)	142	200	179	132	230	239	376	438	484	230	414	827
Average Queue (ft)	71	175	147	34	133	159	275	305	352	180	331	594
95th Queue (ft)	155	214	196	116	219	235	370	428	499	227	491	877
Link Distance (ft)		1168	1168	1168			474	474	474			918
Upstream Blk Time (%)									1			
Queuing Penalty (veh)									6			
Storage Bay Dist (ft)	150				275	275				295	295	
Storage Blk Time (%)	3	19					11					34
Queuing Penalty (veh)	2	11					37					118

Intersection: 1: San Tomas Expy & Stevens Creek Blvd

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	L	L	T	T	T
Maximum Queue (ft)	752	654	73	115	365	301	188
Average Queue (ft)	588	407	64	77	279	251	156
95th Queue (ft)	783	677	79	111	401	342	241
Link Distance (ft)	918	918			856	856	856
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			280	280			
Storage Blk Time (%)		21			8		
Queuing Penalty (veh)		54			16		

Intersection: 2: Stevens Creek Blvd & Harold Ave

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	86	56
Average Queue (ft)	59	46
95th Queue (ft)	97	62
Link Distance (ft)		95
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	60	
Storage Blk Time (%)	9	
Queuing Penalty (veh)	16	

Intersection: 3: Cypress Ave & Stevens Creek Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	73	51	73	148	23	146	171	83	71	30	31	50
Average Queue (ft)	15	13	48	82	22	92	72	52	48	6	30	33
95th Queue (ft)	63	45	97	146	23	149	161	89	90	25	32	47
Link Distance (ft)		437	437	437		332	332	332		567		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				145				100		100	85
Storage Blk Time (%)						1						
Queuing Penalty (veh)						0						

Intersection: 3: Cypress Ave & Stevens Creek Blvd

Movement	SB
Directions Served	TR
Maximum Queue (ft)	79
Average Queue (ft)	50
95th Queue (ft)	79
Link Distance (ft)	318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	1
Queuing Penalty (veh)	0

Intersection: 4: Stevens Creek Blvd & Typer Ave

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	31
Average Queue (ft)	6	19
95th Queue (ft)	27	44
Link Distance (ft)		286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 5: Harold Ave & Forest Ave

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	31
Average Queue (ft)	18	6
95th Queue (ft)	42	26
Link Distance (ft)	291	649
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Harold Ave & Pruneridge Avenue

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	30	48
Average Queue (ft)	12	30
95th Queue (ft)	36	45
Link Distance (ft)	295	988
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Stevens Creek Blvd & Project Driveway 1

Movement	EB
Directions Served	T
Maximum Queue (ft)	53
Average Queue (ft)	11
95th Queue (ft)	45
Link Distance (ft)	131
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Harold Ave & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	28
95th Queue (ft)	56
Link Distance (ft)	91
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 262

Intersection: 1: San Tomas Expy & Stevens Creek Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	L	T	T	TR	UL	L	T
Maximum Queue (ft)	225	407	422	553	192	179	157	178	200	158	172	402
Average Queue (ft)	125	378	350	443	152	150	115	128	146	108	150	290
95th Queue (ft)	265	427	435	571	193	188	173	181	231	190	174	395
Link Distance (ft)		1168	1168	1168			474	474	474			918
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				275	275				295	295	
Storage Blk Time (%)	4	57										6
Queuing Penalty (veh)	13	50										13

Intersection: 1: San Tomas Expy & Stevens Creek Blvd

Movement	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	UL	L	T	T	T	R
Maximum Queue (ft)	292	261	113	420	871	871	716	410
Average Queue (ft)	249	190	59	278	673	625	522	164
95th Queue (ft)	314	316	110	564	843	865	686	495
Link Distance (ft)	918	918			856	856	856	
Upstream Blk Time (%)					10	3		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)			280	280				260
Storage Blk Time (%)					38		27	
Queuing Penalty (veh)					135		29	

Intersection: 2: Stevens Creek Blvd & Harold Ave

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	79	51
Average Queue (ft)	43	36
95th Queue (ft)	92	69
Link Distance (ft)		95
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	60	
Storage Blk Time (%)	4	
Queuing Penalty (veh)	19	

Intersection: 3: Cypress Ave & Stevens Creek Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	92	166	230	248	65	110	87	61	95	53	50	30
Average Queue (ft)	52	84	119	146	53	77	40	30	59	23	28	22
95th Queue (ft)	94	184	229	264	80	126	87	58	94	56	55	41
Link Distance (ft)		437	437	437		332	332	332		567		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				145				100		100	85
Storage Blk Time (%)		1							3			
Queuing Penalty (veh)		0							2			

Intersection: 3: Cypress Ave & Stevens Creek Blvd

Movement	SB
Directions Served	TR
Maximum Queue (ft)	79
Average Queue (ft)	44
95th Queue (ft)	75
Link Distance (ft)	318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	1
Queuing Penalty (veh)	0

Intersection: 4: Stevens Creek Blvd & Typer Ave

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	50
Average Queue (ft)	18	34
95th Queue (ft)	42	48
Link Distance (ft)		286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 5: Harold Ave & Forest Ave

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	291
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Harold Ave & Pruneridge Avenue

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	53	26
Average Queue (ft)	23	26
95th Queue (ft)	56	26
Link Distance (ft)	295	988
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Stevens Creek Blvd & Project Driveway 1

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	94	96
Average Queue (ft)	42	46
95th Queue (ft)	104	116
Link Distance (ft)	131	131
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Harold Ave & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	91
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

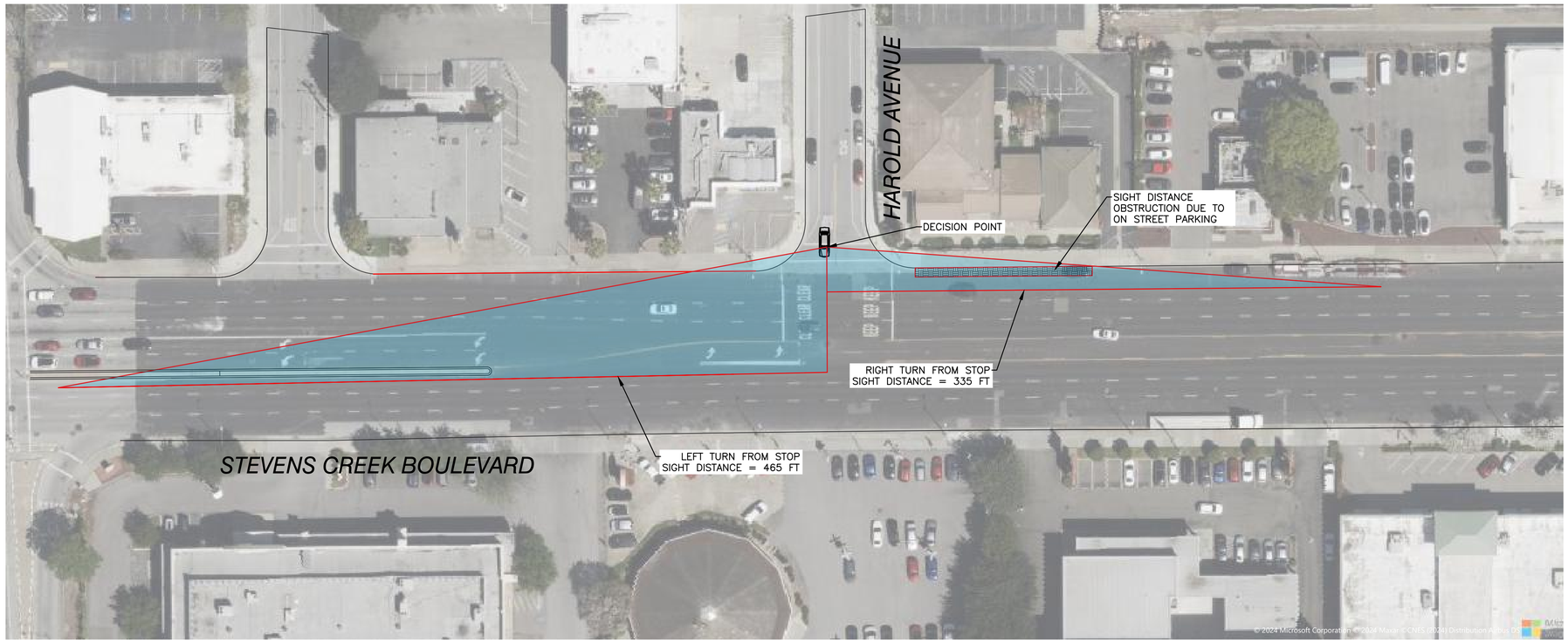
Zone Summary

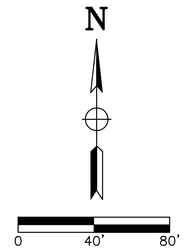
Zone wide Queuing Penalty: 261

Appendix F – Sight Distance Analysis

HAROLD AVE AND STEVENS CREEK BOULEVARD - SIGHT DISTANCE ANALYSIS

TJKM
4305 Hacienda Drive, Suite 550
Pleasanton, CA 94588
tjkm@tjkm.com





SCALE: 1"=40'

LEFT AND RIGHT TURN SIGHT DISTANCE ANALYSIS

TABLE 1: DESIGN SIGHT DISTANCE, LEFT TURN FROM HAROLD AVENUE
(SOURCE: A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, 2018 7TH EDITION BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) SECTION 9.5.3.2 CASE B – INTERSECTIONS WITH STOP CONTROL ON THE MINOR ROAD)

DESIGN SPEED (MPH)	STOPPING SIGHT DISTANCE (FT)	STOPPING SIGHT DISTANCE FOR PASSENGER CARS	
		CALCULATED (FT)	DESIGN (FT)
35	465	463.1	465

TABLE 2: DESIGN SIGHT DISTANCE, RIGHT TURN FROM HAROLD AVENUE
(SOURCE: A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, 2018 7TH EDITION BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) SECTION 9.5.3.2 CASE B – INTERSECTIONS WITH STOP CONTROL ON THE MINOR ROAD)

DESIGN SPEED (MPH)	STOPPING SIGHT DISTANCE (FT)	STOPPING SIGHT DISTANCE FOR PASSENGER CARS	
		CALCULATED (FT)	DESIGN (FT)
35	335	334.4	335

GENERAL NOTES:

1. THE DESIGN SPEED USED TO DETERMINE STOPPING SIGHT DISTANCE IS BASED ON THE 35 MPH POSTED SPEED LIMIT SIGNS ON STEVENS CREEK BOULEVARD CLOSE TO THE INTERSECTION UNDER STUDY.
2. THE PRELIMINARY SIGHT TRIANGLES ILLUSTRATED WERE DETERMINED ASSUMING A DRIVER POSITION DISTANCE 14.5' BEHIND THE EDGE OF MAJOR–ROAD TRAVELED WAY.

LEGEND

REQUIRED CLEAR SIGHT ZONE FOR 35 MPH SPEED LIMIT

FIGURE 1

07/10/2024