HEXAGON TRANSPORTATION CONSULTANTS, INC.

Lester Property Residential

Traffic Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Lester Property residential development in San Jose, California. The project site, located along Blossom Hill Road between Southcrest Way and Cahalan Avenue, is currently a vacant parcel. The project as proposed will consist of up to 90 single-family detached residential units. Access to the site will be provided via connections to Blairburry Way and Chesbro Avenue. Several of the proposed units also will have driveways along Southcrest Way.

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose level of service policy. The study included an analysis of AM and PM peak-hour traffic conditions for five signalized intersections. The study also includes an operations analysis, based on vehicle-storage requirements at select intersections. An analysis of freeway segments was not performed because the proposed project will not add traffic equal to at least one percent of capacity of any freeway segment.

Project Trip Generation

The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The recommended trip generation rates for use in the City of San Jose are detailed in *the City of San Jose Traffic Impact Analysis Handbook Vol.1, 2008*. On the basis of the trip generation rates recommended by the City of San Jose, it is estimated that the project would generate 891 daily trips, with 89 trips occurring during the AM peak hour and 89 trips during the PM peak hour. Using the specified inbound/outbound splits, the project would produce 31 inbound trips and 58 outbound trips during the AM peak hour and 58 inbound trips and 31 outbound trips during the PM peak hour. The trip distribution pattern for the proposed project was estimated based on existing travel patterns in the area and the locations of complementary land uses.

Project Impacts

Intersection Level of Service Analysis

The intersection level of service is summarized in Table ES1. The results of the intersection level of service analysis under project conditions show that no study intersections would be impacted by the project according to City of San Jose level of service standards.

Freeway Segment Analysis

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table ES 2.

Other Transportation Issues

Intersection Operational Impacts

The operations analysis indicated that the estimated maximum vehicle queues at the selected study locations would not exceed the existing vehicle storage capacity under project conditions. The addition of project traffic at the selected study locations would lengthen projected vehicle queues by no more than two vehicles. Project generated traffic at other locations would be too low to have a measurable effect on queue lengths. The vehicle queuing analysis is summarized in Table ES 3.

Site Access

The project site plan indicates that direct access will be provided via connections to Blairburry Way and Chesbro Avenue. Several of the proposed units also will have driveways along Southcrest Way. Access to and from Blossom Hill Road will be provided at the signalized intersections at Cahalan and Chesbro Avenues. Right-turn only access to Blossom Hill Road will be provided at Southcrest Way. A proposed internal roadway will provide connection between Chesbro Avenue and Blairburry Way.

Truck and Emergency Vehicle Access

An analysis was conducted based on the site plan from HMH Engineers dated April 2010 to determine the adequacy of access to the project site for the truck categories SU 30, which includes small buses, fire trucks, garbage trucks and other single unit trucks, and WB 40, which represents semi-trailer trucks. The site plan indicates that the curb-to-curb width of the internal roadway will be 52 feet which will provide adequate width for trucks and emergency vehicles. The cul-de-sac on-site will also provide adequate turning radius for trucks and emergency vehicles.

Transit, Pedestrian and Bicycle Analysis

Although no deduction was applied to the estimated trip generation for the project, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of approximately two transit trips during each of the peak hours. Given that the site is served by several bus routes and is located in close proximity to a light rail station, these riders easily could be accommodated by the existing service.

Sidewalks are found along all streets that are near the project site. These sidewalks are adequate to serve the anticipated pedestrian demand.

The bikeways within the vicinity of the project site include bike lanes on segments of Blossom Hill Road west of Snell Avenue, Snell Avenue north of Blossom Hill Road, Santa Teresa Boulevard south of SR 87, Cahalan Avenue south of Blossom Hill Road, and Blossom Avenue south of Blossom Hill Road. These facilities would remain unchanged under project conditions.

General Plan Amendment Analysis

An analysis of long-term traffic impacts on the countywide transportation system associated with the proposed land use change was also completed. Future traffic volumes used in the General Plan analysis are consistent with ABAG projections and the VTA 2030 model. The analysis indicates that the proposed land use change would result in an increase in households, however the traffic associated with the growth would not result in significant impacts to the transportation system.

Table ES 1
Intersection Level of Service Summary

Study Number	Intersection Name	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS	Project Conditions Avg. Delay	Project Conditions LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	SR 85 Ramps and Blossom Hill Road (E) *	AM	09/10/08	32.5	C	30.4	C	30.4	C	0.0	0.001
		PM	09/10/08	27.5	C	26.3	C	26.3	C	0.0	0.001
2	SR 85 Ramps and Blossom Hill Road (W) *	AM	09/10/08	**58.9**	**E**	**69.2**	**E**	**70.1**	**E**	1.5	0.006
		PM	09/10/08	53.3	D	**56.0**	**E**	**56.3**	**E**	0.4	0.003
3	Chesbro Avenue and Blossom Hill Road	AM	03/10/09	21.4	C	18.5	B	18.5	B	0.1	0.007
		PM	03/10/09	29.1	C	25.6	C	25.6	C	-0.1	0.002
4	Cahalan Avenue and Blossom Hill Road	AM	02/13/08	27.8	C	26.0	C	26.9	C	1.2	0.019
		PM	02/13/08	38.6	D	34.0	C	34.2	C	0.1	0.008
5	Santa Teresa Boulevard and Blossom Hill Road *	AM	10/01/08	34.8	C	35.7	D	35.7	D	0.0	0.000
		PM	10/01/08	41.1	D	42.7	D	42.8	D	0.1	0.008

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the City's level of service standard.

Table ES 2
Freeway Segment Capacity

				Capacity				Project Trips			
				Mixed-Flow		HOV Lane		Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	# of Lanes	Capacity (vph)	# of Lanes	Capacity (vph)	Volume	% Capacity	Volume	% Capacity
SR 85	Cottle Road to Blossom Hill Road	NB	AM	2	4,400	1	1,650	2	0.1%	1	0.0%
			PM	2	4,400	1	1,650	5	0.1%	1	0.0%
SR 85	Blossom Hill Road to SR 87	NB	AM	2	4,400	1	1,650	8	0.2%	4	0.2%
			PM	2	4,400	1	1,650	19	0.4%	4	0.2%
SR 85	SR 87 to Almaden Expressway	NB	AM	2	4,400	1	1,650	5	0.1%	4	0.2%
			PM	2	4,400	1	1,650	15	0.3%	2	0.1%
SR 87	SR 85 to Capitol Expressway	NB	AM	2	4,400	1	1,650	18	0.4%	11	0.6%
			PM	2	4,400	1	1,650	13	0.3%	3	0.1%
SR 87	Capitol Expressway to Curtner Avenue	NB	AM	2	4,400	1	1,650	19	0.4%	10	0.6%
			PM	2	4,400	1	1,650	14	0.3%	2	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	AM	2	4,400	1	1,650	14	0.3%	2	0.1%
			PM	2	4,400	1	1,650	22	0.5%	7	0.4%
SR 87	Capitol Expressway to SR 85	SB	AM	2	4,400	1	1,650	14	0.3%	2	0.1%
			PM	2	4,400	1	1,650	22	0.5%	7	0.4%
SR 85	Almaden Expressway to SR 87	SB	AM	2	4,400	1	1,650	15	0.3%	2	0.1%
			PM	2	4,400	1	1,650	7	0.2%	2	0.1%
SR 85	SR 87 to Blossom Hill Road	SB	AM	2	4,400	1	1,650	20	0.5%	3	0.1%
			PM	2	4,400	1	1,650	8	0.2%	4	0.2%
SR 85	Blossom Hill Road to Cottle Road	SB	AM	2	4,400	1	1,650	5	0.1%	1	0.1%
			PM	2	4,400	1	1,650	2	0.0%	1	0.0%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

Table ES 3
Vehicle Queuing Analysis Summary

Measurement	Cahalan/ Blossom Hill SBL AM	Cahalan/ Blossom Hill SBL PM	Cahalan/ Blossom Hill EBL AM	Cahalan/ Blossom Hill EBL PM	Santa Teresa/ Blossom Hill SBL AM	Santa Teresa/ Blossom Hill SBL PM	Chesbro/ Blossom Hill EBL AM	Chesbro/ Blossom Hill EBL PM	Chesbro/ Blossom Hill SBL AM	Chesbro/ Blossom Hill SBL PM
Existing Conditions										
Cycle/Delay[1] (sec)	120	156	120	156	120	130	120	156	120	156
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	38	24	11	31	163	374	14	57	58	72
Volume (vphpl)	38	24	11	31	82	187	14	57	58	72
Avg. Queue (veh/ln.)	1.3	1.0	0.4	1.3	2.7	6.8	0.5	2.5	1.9	3.1
Avg. Queue[2] (ft./ln)	32	26	9	34	68	169	12	62	48	78
95th %. Queue (veh/ln.)	3	3	2	3	6	11	2	5	4	6
95th %. Queue (ft./ln)	75	75	50	75	150	275	50	125	100	150
Storage (ft./ ln.)	125	125	175	175	325	325	175	175	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Backgound Conditions										
Cycle/Delay[1] (sec)	120	156	120	156	120	130	120	156	120	156
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	38	24	11	31	198	394	14	57	58	72
Volume (vphpl)	38	24	11	31	99	197	14	57	58	72
Avg. Queue (veh/ln.)	1.3	1.0	0.4	1.3	3.3	7.1	0.5	2.5	1.9	3.1
Avg. Queue[2] (ft./ln)	32	26	9	34	83	178	12	62	48	78
95th %. Queue (veh/ln.)	3	3	2	3	7	12	2	5	4	6
95th %. Queue (ft./ln)	75	75	50	75	175	300	50	125	100	150
Storage (ft./ ln.)	125	125	175	175	325	325	175	175	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Project Conditions										
Cycle/Delay[1] (sec)	120	156	120	156	120	130	120	156	120	156
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	57	34	19	46	210	417	20	68	71	79
Volume (vphpl)	57	34	19	46	105	209	20	68	71	79
Avg. Queue (veh/ln.)	1.9	1.5	0.6	2.0	3.5	7.5	0.7	2.9	2.4	3.4
Avg. Queue[2] (ft./ln)	48	37	16	50	88	188	17	74	59	86
95th %. Queue (veh/ln.)	4	4	2	5	7	12	2	6	5	7
95th %. Queue (ft./ln)	100	100	50	125	175	300	50	150	125	175
Storage (ft./ ln.)	125	125	175	175	325	325	175	175	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Lester Property residential development in San Jose, California. The project site, located along Blossom Hill Road between Southcrest Way and Cahalan Avenue, is currently a vacant parcel. The project as proposed will consist of up to 90 single-family detached residential units. Access to the site will be provided via connections to Blairburry Way and Chesbro Avenue. Several of the proposed units also will have driveways along Southcrest Way. The project site and surrounding study area are shown in Figure 1. The project site plan is shown in Figure 2.

Scope of Study

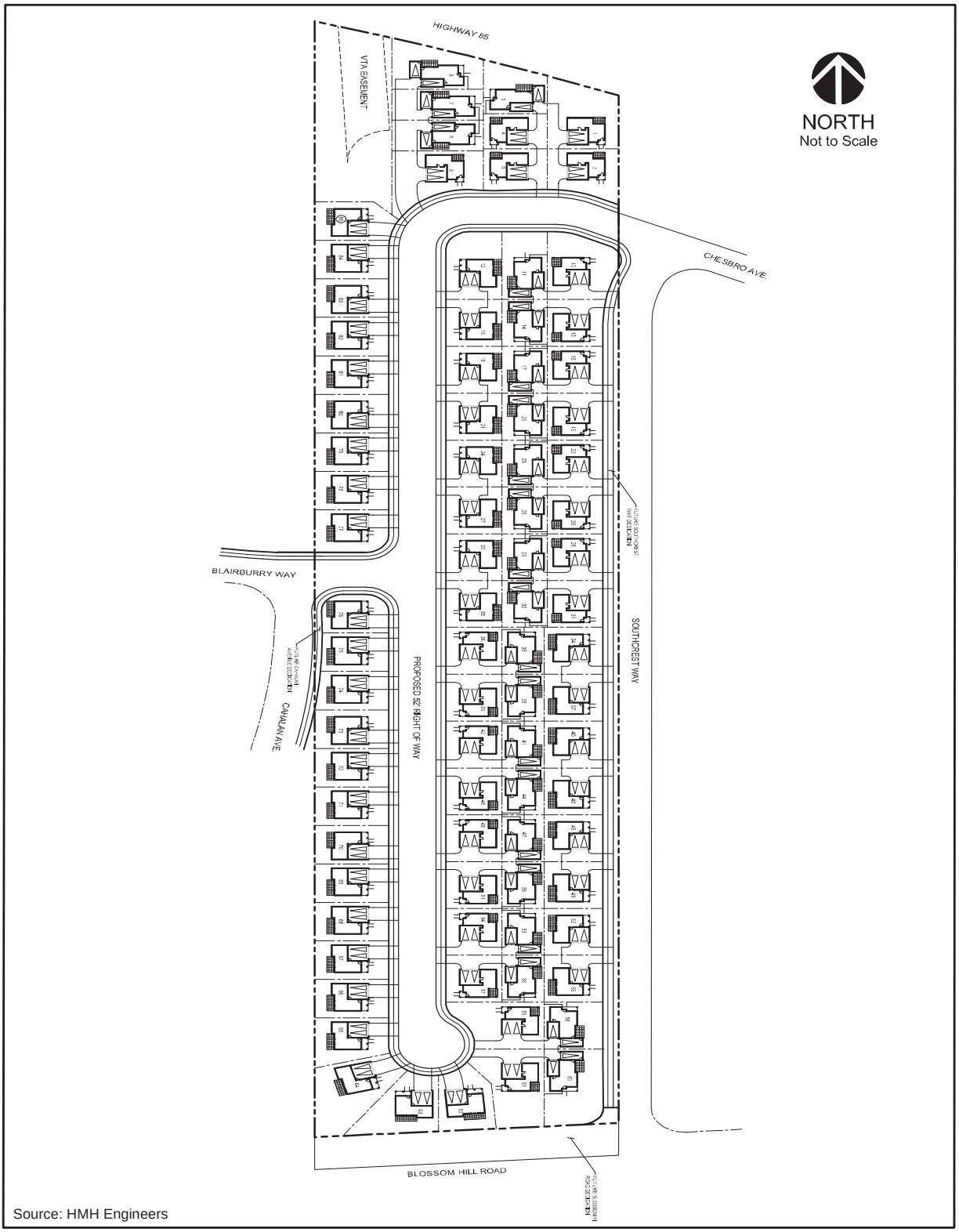
This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose level of service policy. The study included an analysis of AM and PM peak-hour traffic conditions for five signalized intersections. The study also includes an operations analysis, based on vehicle-storage requirements at select intersections. An analysis of freeway segments was not performed because the proposed project will not add traffic equal to at least one percent of capacity of any freeway segment. The study intersections are identified below.

Study Intersections

1. SR 85 and Blossom Hill Road (E) *
2. SR 85 and Blossom Hill Road (W) *
3. Chesbro Avenue and Blossom Hill Road
4. Cahalan Avenue and Blossom Hill Road
4. Santa Teresa Boulevard and Blossom Hill Road *

* Denotes CMP Intersections

Figure 1
Site Location and Study Intersection



Source: HMH Engineers

Figure 2
Site Plan

In summary, the study includes an analysis of five signalized intersections in the vicinity of the project site. Traffic conditions at the intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from the latest available TRAFFIX database provided by the City of San Jose.

Scenario 2: *Background Conditions.* Background conditions were represented by future background traffic volumes on the near-term future roadway network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments. The latter component is contained in the City of San Jose Approved Trips Inventory (ATI).

Scenario 3: *Project Conditions.* Project conditions were represented by future traffic volumes, with the project, on the near-term future roadway network. Future traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Methodology

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

Data Requirements

The data required for the analysis were obtained from previous traffic studies and the City of San Jose. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing (for signalized intersections)
- trips from approved developments

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

Signalized Intersections

All of the signalized study intersections are located in the City of San Jose and are therefore subject to the City of San Jose Level of Service standards. The City of San Jose level of service methodology is TRAFFIX, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of

service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

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

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operation with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths or high V/C rations. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual*, (Washington, D.C., 2000)

Intersection Operations

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic and its impact on the transportation system and describes the recommended mitigation measures. Chapter 5 presents the analysis of other transportation related issues, including intersection operational analysis, site access and circulation, and parking. Chapter 6 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided via SR 85 and SR 87. These facilities are described below.

SR 85 is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the project. It extends from Mountain View to south San Jose, terminating at US 101. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. It connects to I-280, SR 17, SR 87, and US 101. SR 85 provides access to the project site via its interchanges with Blossom Hill Road and Santa Teresa Boulevard.

SR 87 is a six-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward to US 101. Access to the project site is provided via SR 85 and its ramps at Santa Teresa Boulevard.

Local access to the site is provided by Blossom Hill Road, Santa Teresa Boulevard, Cahalan Avenue, Chesbro Avenue, and Southcrest Way.

Blossom Hill Road is a six-lane divided arterial that runs in an east-west direction in the vicinity of the site. Blossom Hill Road extends westward to Los Gatos and eastward to US 101, where it transitions into Silver Creek Valley Road. This roadway includes full interchanges at US 101 and SR 85. Access to the project site is provided via Cahalan and Chesbro Avenues and Southcrest Way.

Santa Teresa Boulevard is a six-lane divided arterial that begins at the terminus of SR 87 and ends in Morgan Hill. This roadway provides connections to both SR 87 and SR 85. Access to the project site is provided via Blossom Hill Road.

Cahalan Avenue is a two-lane collector that begins just north of Blossom Hill Road and extends southward just beyond Santa Teresa Bouleavard. Cahalan Avenue runs along the western boundary of the project site. Access to the site is provided via its signalized intersection with Blossom Hill Road

Chesbro Avneue is a two-lane local street that begins just north of Blossom Hill Road and extends southward just beyond Santa Teresa Boulevard. Access to the project site is provided via its signalized intersection with Blossom Hill Road.

Southcrest Way is a two-lane local street that runs along the eastern boundary of the project site. Direct access to several of the proposed units is provided via driveways along Southcrest Way.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the study area consist primarily of sidewalks along the network of public streets. Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area including the intersections of Cahalan and Chesbro Avenues with Blossom Hill Road. The existing network of sidewalks provides good connectivity for pedestrians.

There are a number of roadways in the project study area that have Class II bike lanes (see Figure 3). Bike lanes currently exist on the following roadway segments:

- Blossom Hill Road, between Snell Avenue and Almaden Expressway
- Snell Avenue, between Blossom Hill Road and Capitol Expressway
- Santa Teresa Boulevard, between SR 87 and Bernal Road
- Blossom Avenue, between Blossom Hill Road and Santa Teresa Boulevard
- Cahalan Avenue, between Blossom Hill Road and Santa Teresa Boulevard

Existing Transit Service

Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA). These are described below and shown on Figure 4.

Bus Routes

Local Route 27 provides service between Good Samaritan Hospital and Kaiser Hospital (San Jose Medical Center). Route 27 operates along Blossom Hill Road, Poughkeepsie Road and Cottle Road, with 30-minute headways during the peak commute hours. Route 27 is the only bus route that provides direct service to the project site. The nearest bus stop to the project site is located at the Blossom Hill LRT Station. Other nearby routes (Routes 66, 122 and 304) operate along Snell Avenue.

Local Route 66 provides service between Kaiser Hospital and Dixon Landing Road in Milpitas. Route 66 operates along Snell Avenue, with 15-minute headways during the peak commute hours.

Express Route 102 runs along Snell Avenue and SR 85 and provides service between the Santa Teresa LRT station and Palo Alto. Express Route 102 operates on 30- to 60-minute headways between 5:56 AM and 8:30 AM in the northbound direction, and between 3:33 PM and 6:43 PM in the southbound direction.

Express Route 122 provides service once per day in each direction between the Santa Teresa LRT station and Lockheed Martin/Moffet Park. Express Route 122 runs along Snell Avenue and operates northbound between 5:53 AM and 6:43 AM, and southbound between 4:46 PM and 5:43 PM.

Express Route 168 runs along US 101 and SR 85 and provides limited service between the San Jose Diridon Transit Center and the Gilroy Transit Center. Express Route 168 operates on 30-minute headways between 5:42 AM and 8:51 AM in the northbound direction, and between 3:33 PM and 6:45 PM in the southbound direction. Express Route 168 provides five daily trips in each direction.

Express Route 182 runs along SR 85 and provides limited service between Palo Alto and IBM/Bailey Road. Express Route 182 operates on 30- to 40-minute headways between 4:51 PM and 6:35 PM in the northbound direction, and 7:02 AM and 8:33 AM in the southbound direction. Express Route 182 provides two daily trips in each direction.

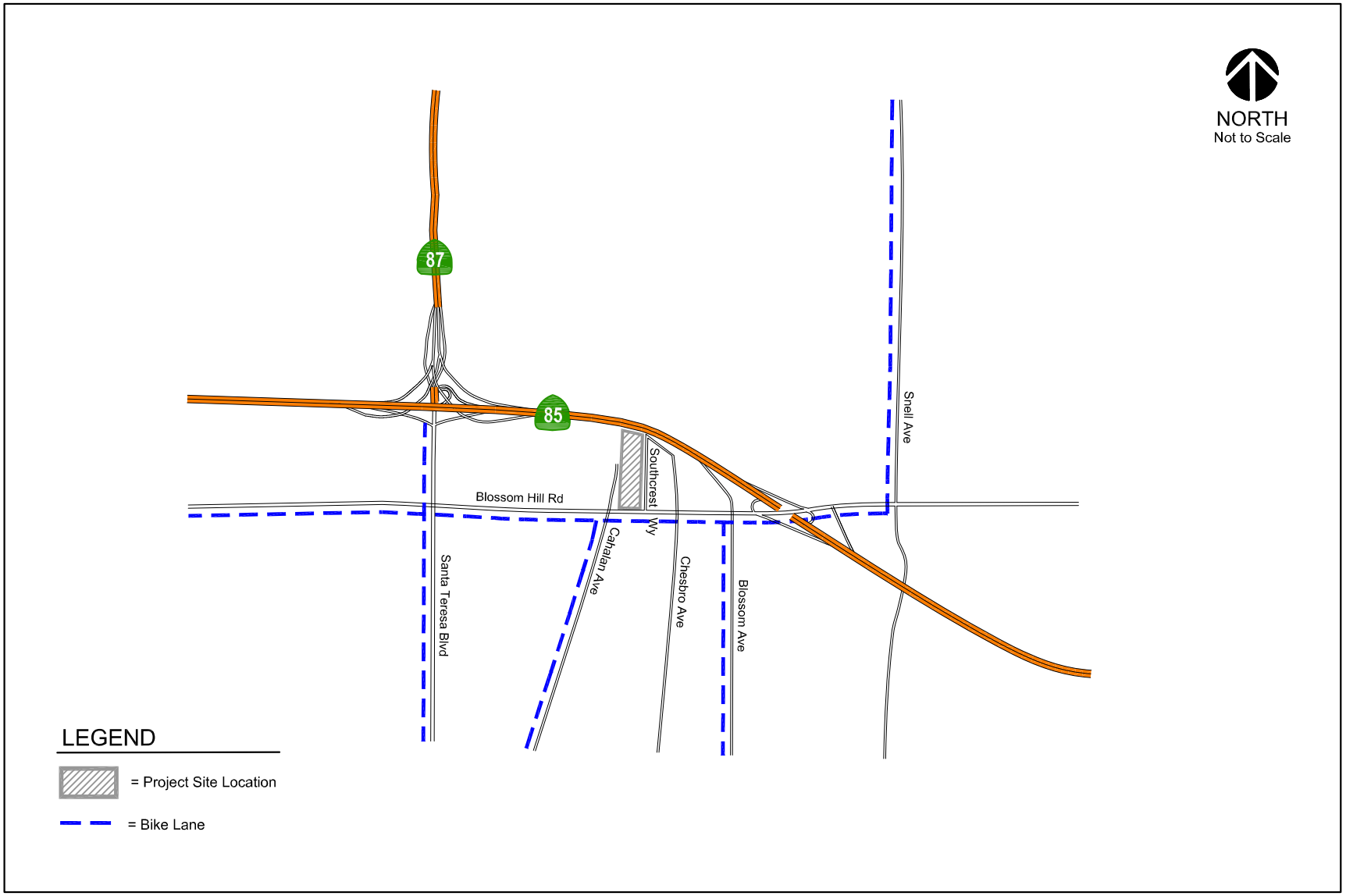


Figure 3
Existing Bicycle Facilities

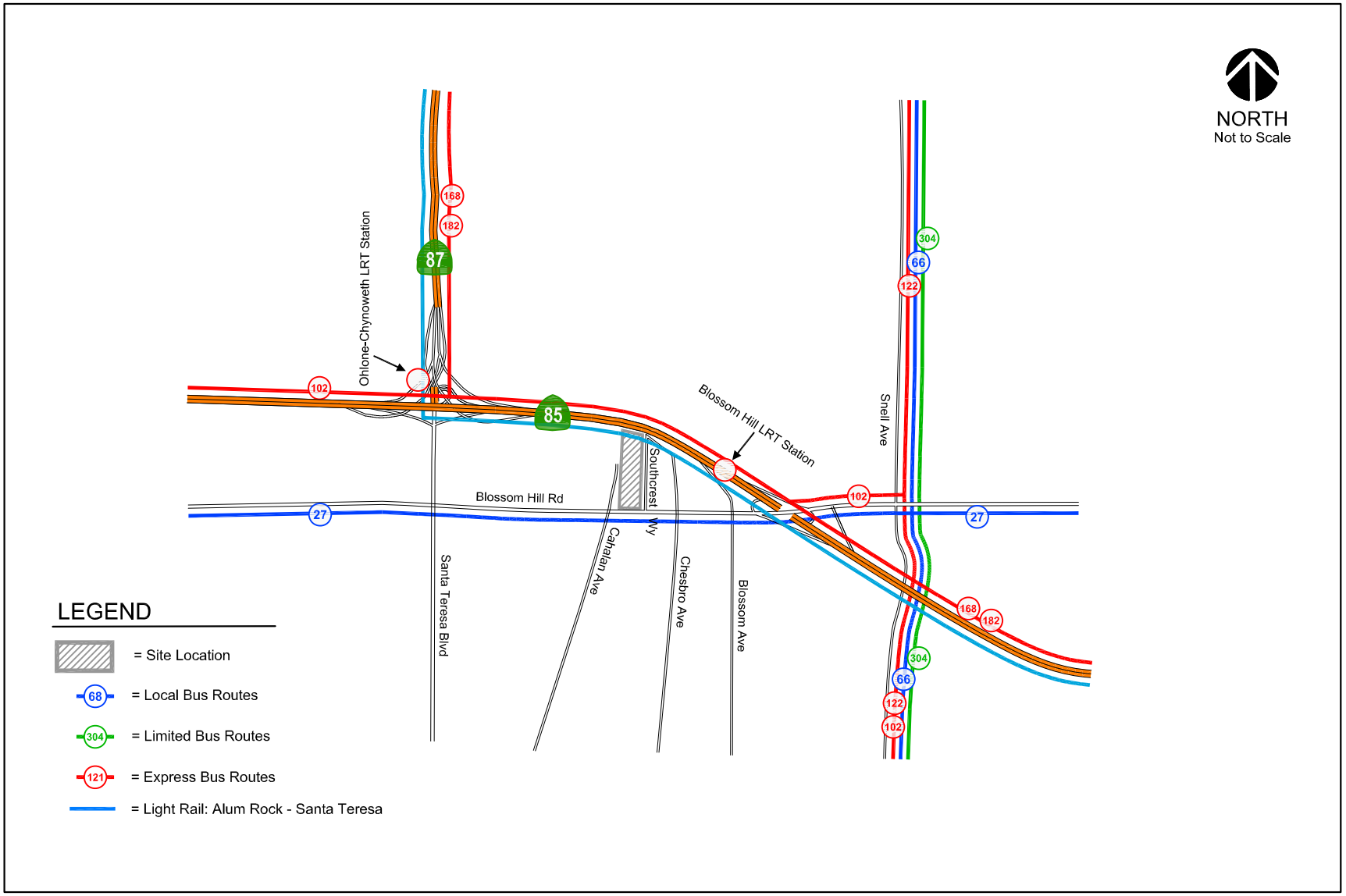


Figure 4
Existing Transit Service

Limited Stop Route 304 provides service between the Santa Teresa LRT station and the Sunnyvale transit center, with stops in downtown San Jose. It operates along Snell Avenue and Monterey Highway. Limited Stop Route 304 operates on 30- to 40-minute headways during the peak commute hours. Limited Stop Route 304 provides four trips in each direction per day.

Light Rail Transit (LRT) Service

The VTA currently operates a light rail transit (LRT) line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View and Sunnyvale. The Alum Rock-Santa Teresa Line operates on a generally 15-minute headways between 4 AM and 1 AM in the vicinity of the project site. The nearest LRT station is located near Blossom Hill Road and SR 85.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by city staff and confirmed by observations in the field. The existing intersection lane configurations are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from the latest available City of San Jose TRAFFIX database. The existing peak-hour intersection volumes are shown on Figure 6.

Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized in Table 2. The results show that, measured against the City of San Jose level of service standards, the intersection of SR 85 Ramps and Blossom Hill Road (West) is currently operating at an unacceptable LOS E during the AM peak hour. The remaining study intersections are currently operating at an acceptable LOS D or better. The level of service calculation sheets are included in Appendix B.

Table 2
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay	LOS
1	SR 85 Ramps and Blossom Hill Road (E) *	AM	09/10/08	32.5	C
		PM	09/10/08	27.5	C
2	SR 85 Ramps and Blossom Hill Road (W) *	AM	09/10/08	**58.9**	**E**
		PM	09/10/08	53.3	D
3	Chesbro Avenue and Blossom Hill Road	AM	03/10/09	21.4	C
		PM	03/10/09	29.1	C
4	Cahalan Avenue and Blossom Hill Road	AM	02/13/08	27.8	C
		PM	02/13/08	38.6	D
5	Santa Teresa Boulevard and Blossom Hill Road *	AM	10/01/08	34.8	C
		PM	10/01/08	41.1	D

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the City's level of service standard.

Observed Existing Traffic Conditions

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

Overall, the study intersections operate adequately during the weekday AM and PM peak hours, and the calculated levels of service accurately reflect actual existing traffic conditions. However, field observations showed that some operational issues currently occur near the project site as described below.

AM Peak Hour Observations (Between 7:00 AM and 9:00 AM)

During the AM peak hour, long vehicle queues develop on westbound Blossom Hill Road between SR 85 and Snell Avenue due to the metered on-ramp to northbound SR 85. The vehicle queue occasionally extends to Snell Avenue, but typically has no effect on the overall operation of adjacent intersections.

PM Peak Hour Observations (Between 4:00 PM and 6:00 PM)

Long vehicle queues develop on westbound Blossom Hill Road between SR 85 and Snell Avenue during the PM peak hour as well, due mostly to high westbound traffic volumes and disproportionate lane usage. All of the vehicles preparing to enter northbound SR 85 use the outside through lane (curb lane) on Blossom Hill Road. However, the northbound ramps are not metered during the PM peak hour allowing the vehicles to clear efficiently without causing any operational issue.

Figure 5
Existing Lane Configurations

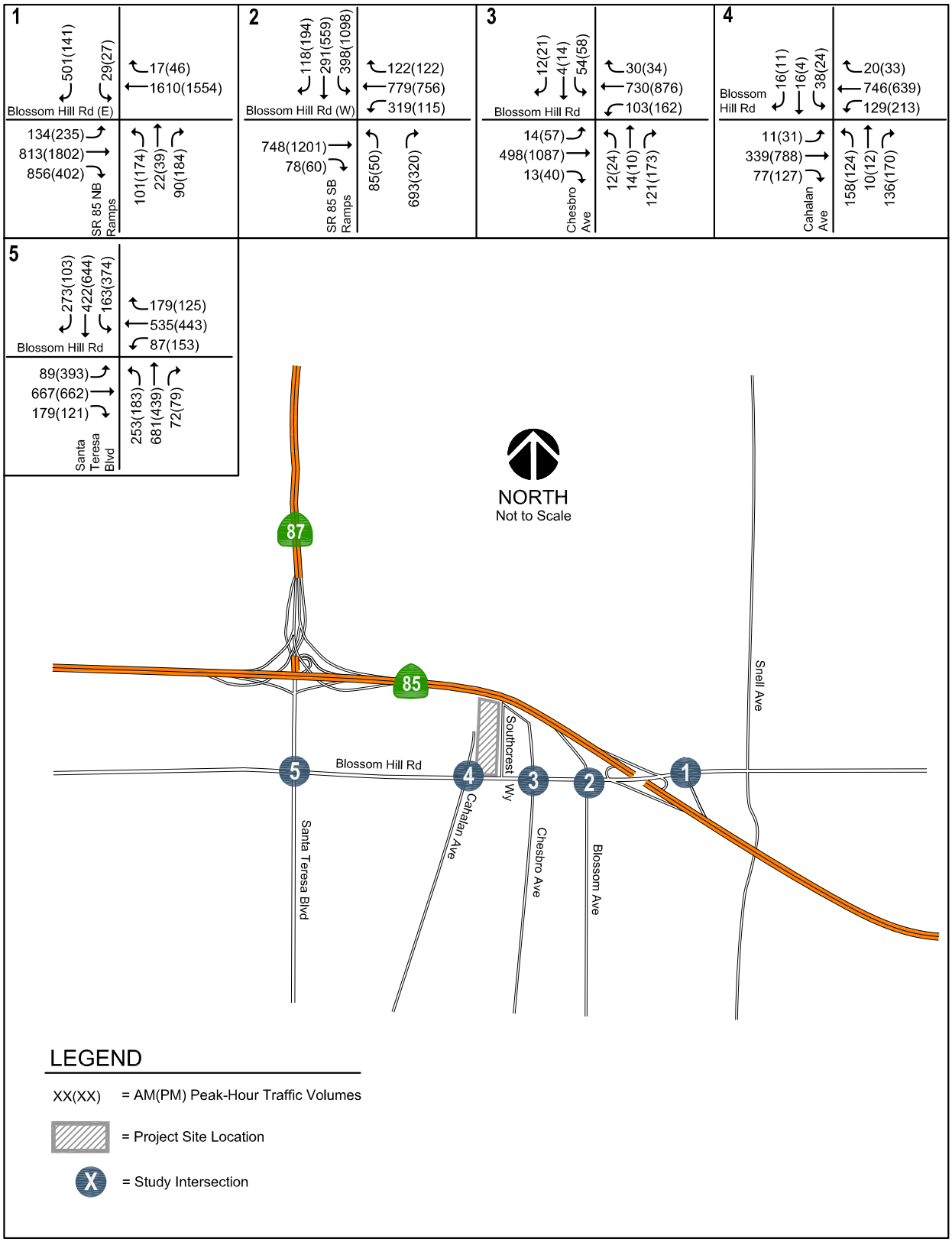


Figure 6
Existing Traffic Volumes

3. Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network.

Background Traffic Volumes

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved, but not yet constructed, developments. The added traffic from approved but not yet constructed developments was provided by the City in the form of the Approved Trips Inventory (ATI). Background traffic volumes are shown on Figure 7. The approved trips and traffic volumes for all components of traffic are tabulated in Appendix A.

Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 3. The results show that, measured against the City of San Jose level of service standards, the intersection of SR 85 Ramps and Blossom Hill Road (West) is projected to operate at an unacceptable LOS E during both the AM and PM peak hours under background conditions. The remaining study intersections would operate at an acceptable LOS D or better. The level of service calculation sheets are included in Appendix B.

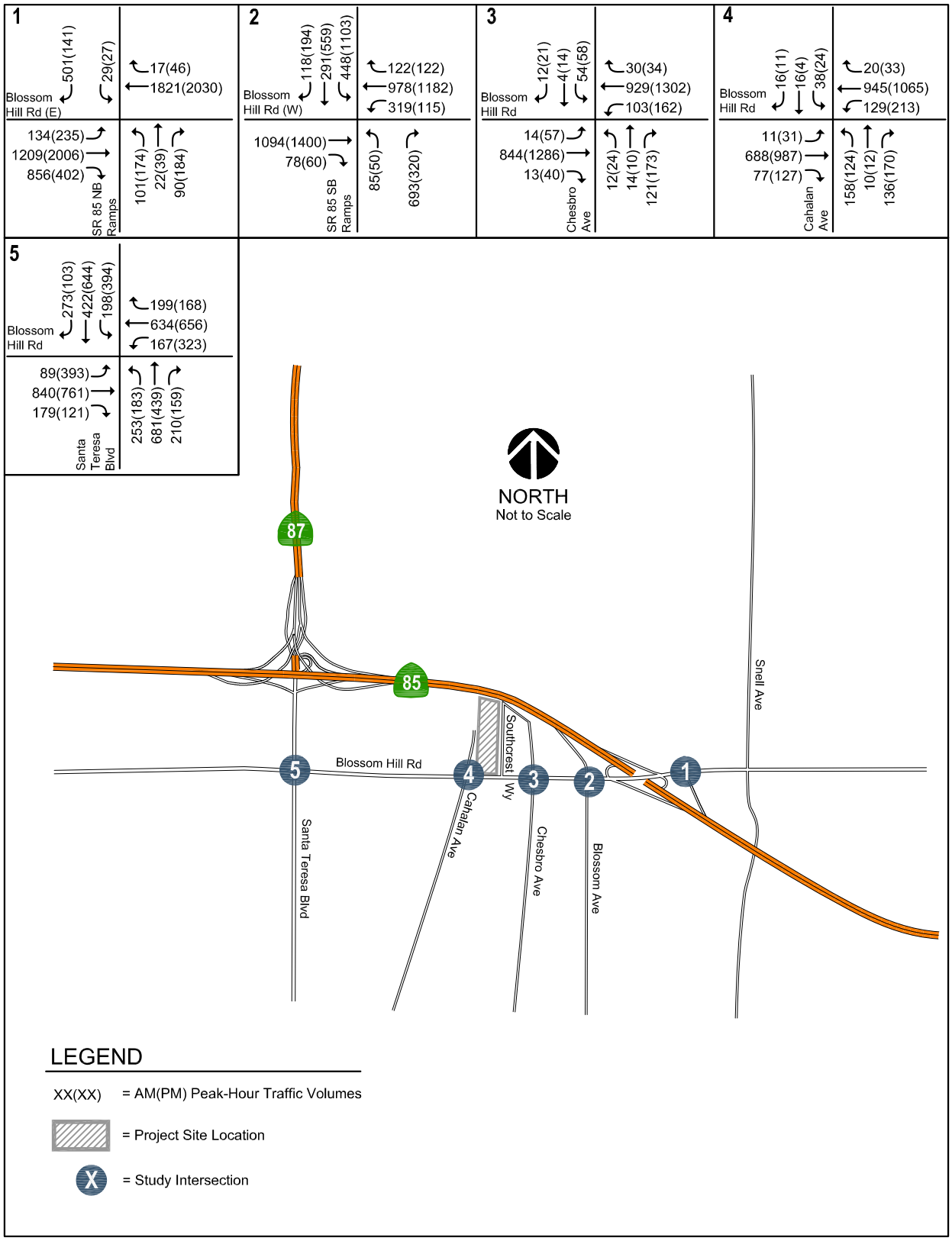


Figure 7
Background Traffic Volumes

Table 3
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
1	SR 85 Ramps and Blossom Hill Road (E) *	AM	09/10/08	32.5	C	30.4	C
		PM	09/10/08	27.5	C	26.3	C
2	SR 85 Ramps and Blossom Hill Road (W) *	AM	09/10/08	**58.9**	**E**	**69.2**	**E**
		PM	09/10/08	53.3	D	**56.0**	**E**
3	Chesbro Avenue and Blossom Hill Road	AM	03/10/09	21.4	C	18.5	B
		PM	03/10/09	29.1	C	25.6	C
4	Cahalan Avenue and Blossom Hill Road	AM	02/13/08	27.8	C	26.0	C
		PM	02/13/08	38.6	D	34.0	C
5	Santa Teresa Boulevard and Blossom Hill Road *	AM	10/01/08	34.8	C	35.7	D
		PM	10/01/08	41.1	D	42.7	D

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the City's level of service standard.

4.
Project Impacts and Mitigation Measures

This chapter describes project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Significance criteria for impacts on intersections for this analysis are based on: the City of San Jose (CSJ) Level of Service standards.

Project impacts on other transportation facilities, such as bicycle facilities and transit, were determined on the basis of engineering judgment.

City of San Jose Definition of Significant Intersection Impacts

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

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

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

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

Transportation Network Under Project Conditions

It is assumed in this analysis that the transportation network under project conditions would be the same as described under background conditions.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The recommended trip generation rates for use in the City of San Jose are detailed in *the City of San Jose Traffic Impact Analysis Handbook Vol.1, 2008*. On the basis of the trip generation rates recommended by the City of San Jose, it is estimated that the project would generate 891 daily trips, with 89 trips occurring during the AM peak hour and 89 trips during the PM peak hour. Using the specified inbound/outbound splits, the project would produce 31 inbound trips and 58 outbound trips during the AM peak hour and 58 inbound trips and 31 outbound trips during the PM peak hour. The project trip generation estimates are presented in Table 4.

Trip Distribution

The trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The trip distribution pattern is shown graphically on Figure 8.

Trip Assignment

The peak-hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution pattern discussed above. Figure 9 shows the project trip assignment.

Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to future background traffic volumes to obtain background plus project traffic volumes. Background traffic volumes plus project trips are typically referred to simply as *project traffic volumes*; this is contrasted with the term *project trips,* which is used to signify the traffic that is produced specifically by the project. The project traffic volumes are shown graphically on Figure 10. Traffic volumes for all components of traffic are tabulated in Appendix A.

Figure 8
Project Trip Distribution

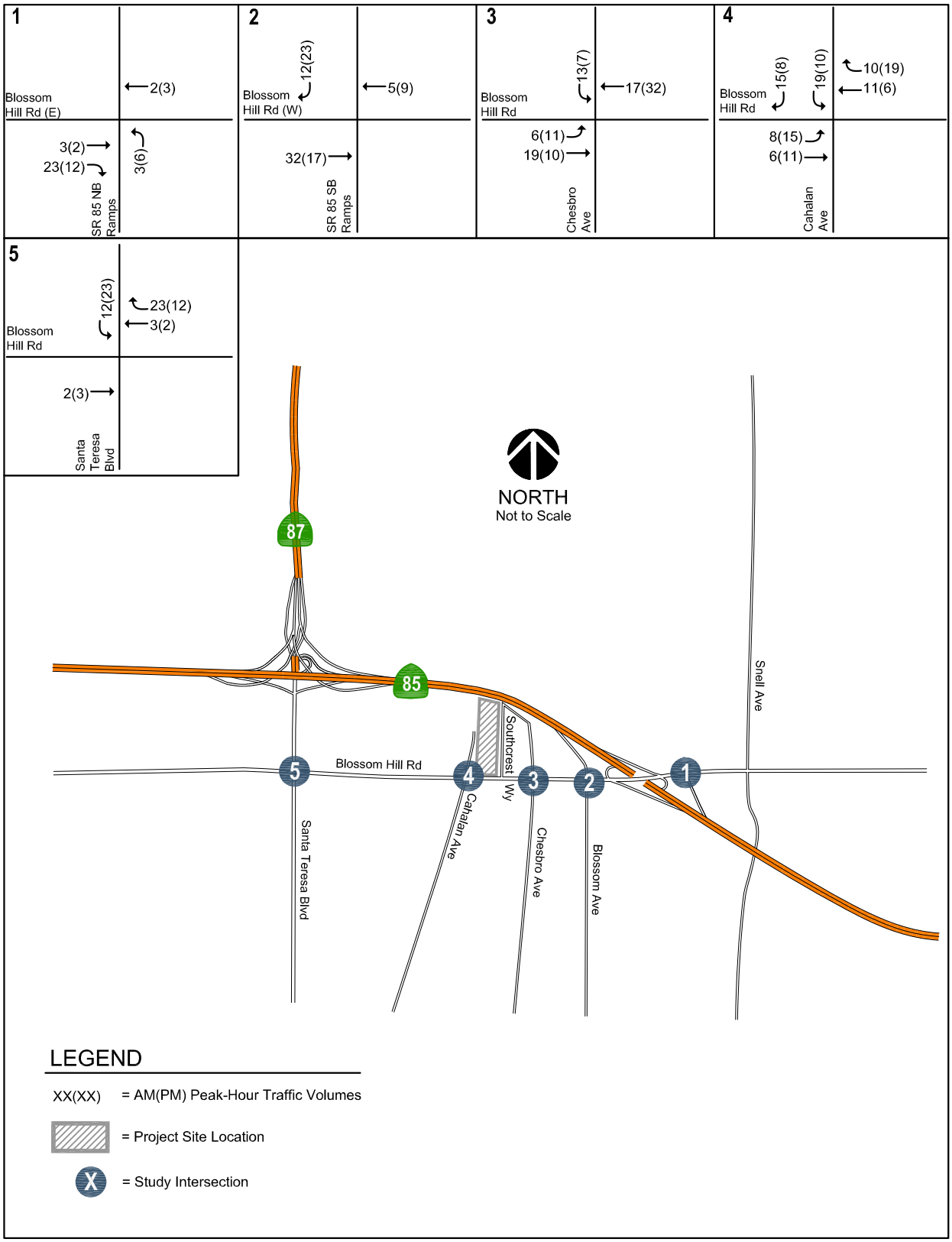


Figure 9
Project Trip Assignment

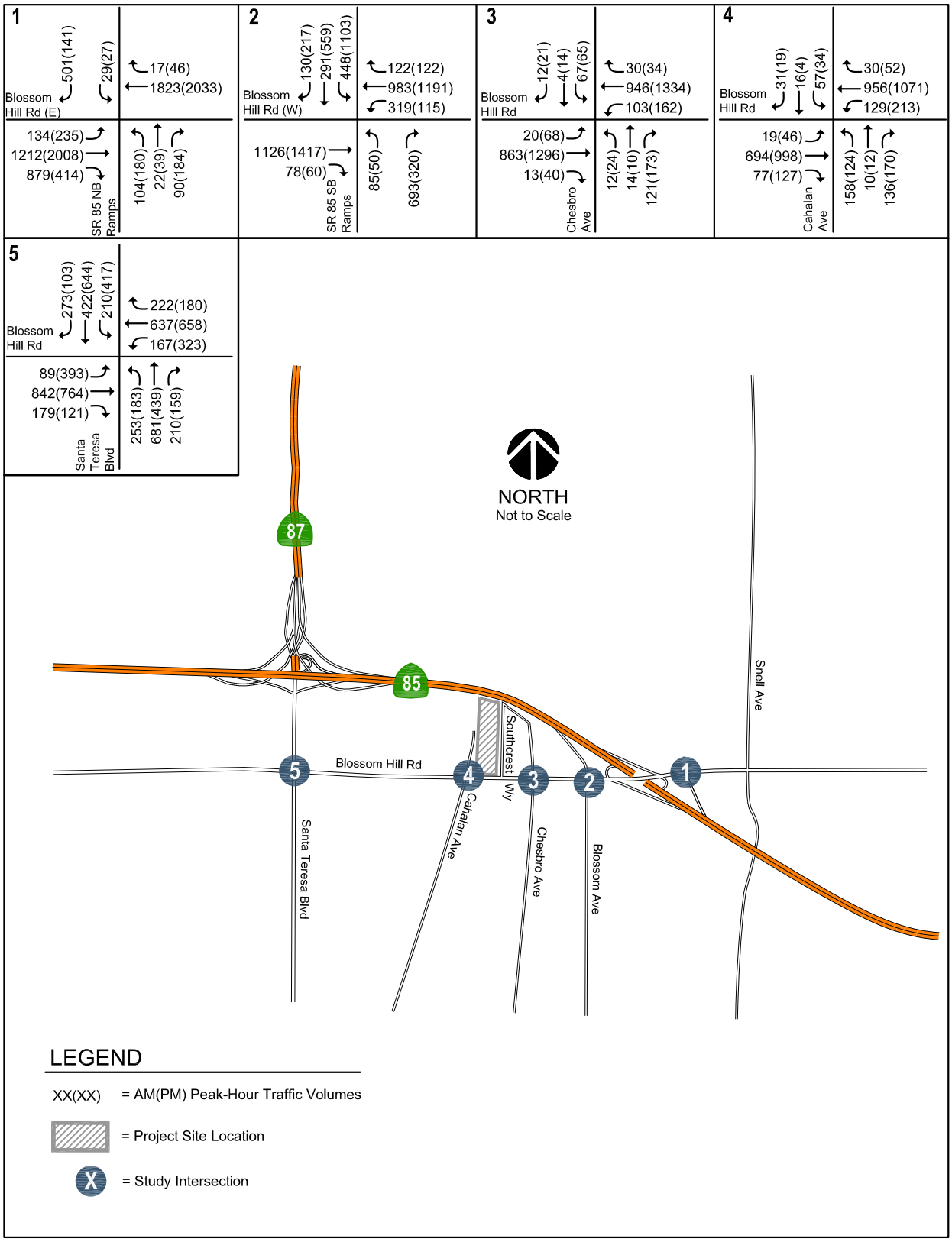


Figure 10
Project Traffic Volumes

Table 4
Project Trip Generation Estimates

					AM Peak Hour						PM Peak Hour					
			Daily	Daily	% of	Splits		Trips			% of	Splits		Trips		
Land Use	Size		Trip Rates	Trips	Daily	In	Out	In	Out	Total	Daily	In	Out	In	Out	Total
Residential																
Single Family Detached	90	units	9.9	891	10.0%	35%	65%	31	58	89	10.0%	65%	35%	58	31	89

Source: Traffic Impact Analysis Handbook Volume I - Methodologies & Requirements

Project Intersection Analysis

The results of the intersection level of service analysis under project conditions are summarized in Table 5. The results show that, measured against the City of San Jose level of service standards, the same signalized study intersection projected to operate at an unacceptable LOS E under background conditions will continue to operate at unacceptable levels under project conditions. However, no study intersection would be significantly impacted by the project, according to City of San Jose level of service standards. The level of service calculation sheets are included in Appendix B.

Table 5
Project Intersection Levels of Service

			Background		Project Conditions			
Study Number	Intersection	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	SR 85 Ramps and Blossom Hill Road (E) *	AM	30.4	C	30.4	C	0.0	0.001
		PM	26.3	C	26.3	C	0.0	0.001
2	SR 85 Ramps and Blossom Hill Road (W) *	AM	**69.2**	**E**	**70.1**	**E**	1.5	0.006
		PM	**56.0**	**E**	**56.3**	**E**	0.4	0.003
3	Chesbro Avenue and Blossom Hill Road	AM	18.5	B	18.5	B	0.1	0.007
		PM	25.6	C	25.6	C	-0.1	0.002
4	Cahalan Avenue and Blossom Hill Road	AM	26.0	C	26.9	C	1.2	0.019
		PM	34.0	C	34.2	C	0.1	0.008
5	Santa Teresa Boulevard and Blossom Hill Road *	AM	35.7	D	35.7	D	0.0	0.000
		PM	42.7	D	42.8	D	0.1	0.008

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the City's level of service standard.

Freeway Segment Analysis

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted in all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project is summarized in Table 6.

Table 6
Freeway Segment Capacity

				Capacity				Project Trips			
				Mixed-Flow		HOV Lane		Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	# of Lanes	Capacity (vph)	# of Lanes	Capacity (vph)	Volume	% Capacity	Volume	% Capacity
SR 85	Cottle Road to Blossom Hill Road	NB	AM	2	4,400	1	1,650	2	0.1%	1	0.0%
			PM	2	4,400	1	1,650	5	0.1%	1	0.0%
SR 85	Blossom Hill Road to SR 87	NB	AM	2	4,400	1	1,650	8	0.2%	4	0.2%
			PM	2	4,400	1	1,650	19	0.4%	4	0.2%
SR 85	SR 87 to Almaden Expressway	NB	AM	2	4,400	1	1,650	5	0.1%	4	0.2%
			PM	2	4,400	1	1,650	15	0.3%	2	0.1%
SR 87	SR 85 to Capitol Expressway	NB	AM	2	4,400	1	1,650	18	0.4%	11	0.6%
			PM	2	4,400	1	1,650	13	0.3%	3	0.1%
SR 87	Capitol Expressway to Curtner Avenue	NB	AM	2	4,400	1	1,650	19	0.4%	10	0.6%
			PM	2	4,400	1	1,650	14	0.3%	2	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	AM	2	4,400	1	1,650	14	0.3%	2	0.1%
			PM	2	4,400	1	1,650	22	0.5%	7	0.4%
SR 87	Capitol Expressway to SR 85	SB	AM	2	4,400	1	1,650	14	0.3%	2	0.1%
			PM	2	4,400	1	1,650	22	0.5%	7	0.4%
SR 85	Almaden Expressway to SR 87	SB	AM	2	4,400	1	1,650	15	0.3%	2	0.1%
			PM	2	4,400	1	1,650	7	0.2%	2	0.1%
SR 85	SR 87 to Blossom Hill Road	SB	AM	2	4,400	1	1,650	20	0.5%	3	0.1%
			PM	2	4,400	1	1,650	8	0.2%	4	0.2%
SR 85	Blossom Hill Road to Cottle Road	SB	AM	2	4,400	1	1,650	5	0.1%	1	0.1%
			PM	2	4,400	1	1,650	2	0.0%	1	0.0%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

5. Other Transportation Issues

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

- Vehicle queuing and left-turn storage capacity
- Vehicular site access and on-site circulation
- Truck access and circulation
- Potential impacts to bike, pedestrian and transit facilities

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

Signalized Intersection Operations Analysis

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

Traffic Operational Requirements

Traffic operational requirements are determined based on the adequacy of existing storage to accommodate estimated maximum vehicle queues at turn pockets. The project is said to create a significant adverse impact on traffic conditions if for either peak-hour:

> The estimated maximum (95th-percentile) vehicle queue exceeds the available storage capacity of an intersection turn pocket.

A significant traffic operational impact is said to be satisfactorily mitigated when measures are implemented that would provide the storage capacity needed to accommodate the estimated maximum vehicle queues.

The operations analysis indicated that the estimated maximum vehicle queues at the selected study locations would not exceed the existing vehicle storage capacity under project conditions. The addition of project traffic at the selected study locations would lengthen projected vehicle queues by no more than two vehicles. Project generated traffic at other locations would be too low to have a measurable effect on queue lengths. The vehicle queuing analysis is summarized in Table 7. Poisson probability calculation sheets are provided in Appendix C.

Site Access and Circulation

The project site plan indicates that direct access will be provided via connections to Blairburry Way and Chesbro Avenue. Several of the proposed units also will have driveways along Southcrest Way. Access to and from Blossom Hill Road will be provided at the signalized intersections at Cahalan and Chesbro Avenues. Right-turn only access to Blossom Hill Road will be provided at Southcrest Way. A proposed internal roadway will provide connection between Chesbro Avenue and Blairburry Way. It is projected that the majority (58%) of project traffic will access the site via Cahalan Avenue. The remaining project trips would be split between Chesbro Avenue and Southcrest Way. Figure 11 indicates project trips at each of the proposed access points.

Truck and Emergency Vehicle Access

An analysis was conducted based on the site plan from HMH Engineers dated April 2010 to determine the adequacy of access to the project site for the truck categories SU 30, which includes small buses, fire trucks, garbage trucks and other single unit trucks, and WB 40, which represents semi-trailer trucks. The site plan indicates that the curb-to-curb width of the internal roadway will be 52 feet which will provide adequate width for trucks and emergency vehicles. The cul-de-sac on-site will also provide adequate turning radius for trucks and emergency vehicles.

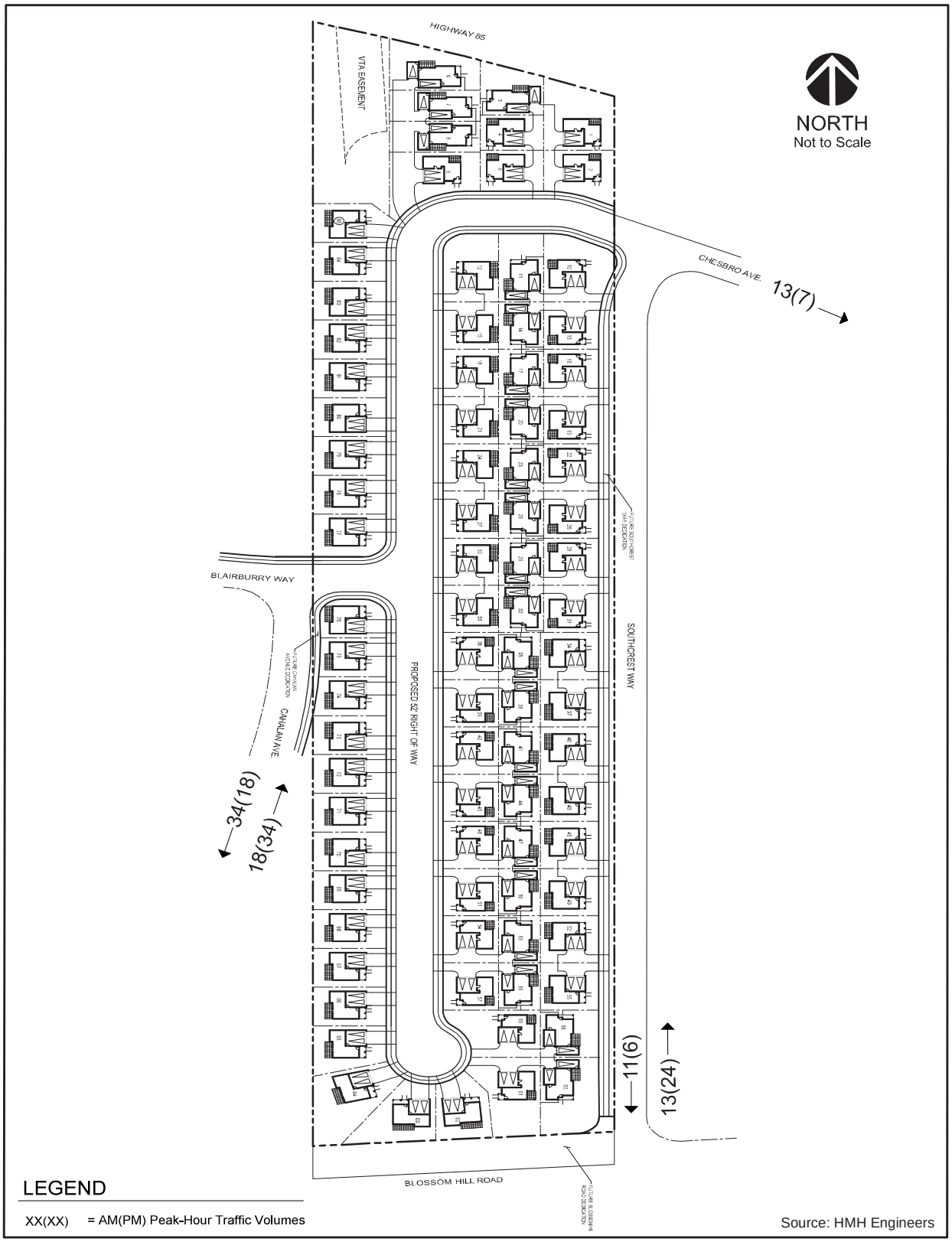


Figure 11
Project Trips at Proposed Access Points

Table 7
Vehicle Queuing Analysis

Measurement	Cahalan/ Blossom Hill SBL AM	Cahalan/ Blossom Hill SBL PM	Cahalan/ Blossom Hill EBL AM	Cahalan/ Blossom Hill EBL PM	Santa Teresa/ Blossom Hill SBL AM	Santa Teresa/ Blossom Hill SBL PM	Chesbro/ Blossom Hill EBL AM	Chesbro/ Blossom Hill EBL PM	Chesbro/ Blossom Hill SBL AM	Chesbro/ Blossom Hill SBL PM
Existing Conditions										
Cycle/Delay[1] (sec)	120	156	120	156	120	130	120	156	120	156
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	38	24	11	31	163	374	14	57	58	72
Volume (vphpl)	38	24	11	31	82	187	14	57	58	72
Avg. Queue (veh/ln.)	1.3	1.0	0.4	1.3	2.7	6.8	0.5	2.5	1.9	3.1
Avg. Queue[2] (ft./ln)	32	26	9	34	68	169	12	62	48	78
95th %. Queue (veh/ln.)	3	3	2	3	6	11	2	5	4	6
95th %. Queue (ft./ln)	75	75	50	75	150	275	50	125	100	150
Storage (ft./ ln.)	125	125	175	175	325	325	175	175	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Backgound Conditions										
Cycle/Delay[1] (sec)	120	156	120	156	120	130	120	156	120	156
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	38	24	11	31	198	394	14	57	58	72
Volume (vphpl)	38	24	11	31	99	197	14	57	58	72
Avg. Queue (veh/ln.)	1.3	1.0	0.4	1.3	3.3	7.1	0.5	2.5	1.9	3.1
Avg. Queue[2] (ft./ln)	32	26	9	34	83	178	12	62	48	78
95th %. Queue (veh/ln.)	3	3	2	3	7	12	2	5	4	6
95th %. Queue (ft./ln)	75	75	50	75	175	300	50	125	100	150
Storage (ft./ ln.)	125	125	175	175	325	325	175	175	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Project Conditions										
Cycle/Delay[1] (sec)	120	156	120	156	120	130	120	156	120	156
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	57	34	19	46	210	417	20	68	71	79
Volume (vphpl)	57	34	19	46	105	209	20	68	71	79
Avg. Queue (veh/ln.)	1.9	1.5	0.6	2.0	3.5	7.5	0.7	2.9	2.4	3.4
Avg. Queue[2] (ft./ln)	48	37	16	50	88	188	17	74	59	86
95th %. Queue (veh/ln.)	4	4	2	5	7	12	2	6	5	7
95th %. Queue (ft./ln)	100	100	50	125	175	300	50	150	125	175
Storage (ft./ ln.)	125	125	175	175	325	325	175	175	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

Transit, Pedestrian and Bicycle Analysis

Although no deduction was applied to the estimated trip generation for the project, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of approximately two transit trips during each of the peak hours. Given that the site is served by several bus routes and is located in close proximity to a light rail station, these riders easily could be accommodated by the existing service.

Sidewalks are found along all streets that are near the project site. These sidewalks are adequate to serve the anticipated pedestrian demand.

The bikeways within the vicinity of the project site include bike lanes on segments of Blossom Hill Road west of Snell Avenue, Snell Avenue north of Blossom Hill Road, Santa Teresa Boulevard south of SR 87, Cahalan Avenue south of Blossom Hill Road, and Blossom Avenue south of Blossom Hill Road. These facilities would remain unchanged under project conditions.

6.
General Plan Amendment Analysis

The purpose of this General Plan Amendment (GPA) traffic study is to evaluate the long-term traffic impacts of the proposed change in General Plan land use designation for a 8.6 acre project site. The City of San Jose file number for this GPA site is GP10-10-01. The GPA site location is presented on Figure 12.

General Plan Amendment Site Description

The current adopted General Plan land use designation for the project GPA site is public park and open space. The proposed project involves changing the City's General Plan land use designation to medium density residential (8-16 dwelling unit/acre). The GPA would result in a net change of 110 additional households and no change in the number of jobs relative to the current adopted General Plan land use designation.

City of San Jose Traffic Forecasting Model Description

The City of San José's traffic forecasting model was developed to help the City project peak hour traffic impacts attributable to changes proposed to the City's General Plan. The model uses the CUBE transportation planning software system and is consistent with the structures of the Metropolitan Transportation Commission's (MTC) BAYCAST regional model and VTA's VTP2030 model. The San José model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment.

The fundamental structure of the model includes a computer readable representation of the street system (roadway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link attributes) that describe the length, travel speeds,

Figure 12
Proposed General Plan Amendment Site Location

and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones, also called TAZs) are used to quantify the planned land use activity throughout the City's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers that have an effect on traffic access to the modeled network. Within the City's planning area, the TAZs are small in size. In outlying areas of the modeled network (such as in distant counties), the TAZs will typically be larger.

Transit systems are represented in the model by transit networks that are also identifiable by links and nodes. Unlike the roadway network, the key link attributes of a transit link are operating speed and headways – elapsed time between successive transit services.Transit stops and "dwelling times" (the time allowed for passengers embarking and disembarking transit vehicles) are described as transit node attributes. Transit networks are further grouped by type of transit (rail versus bus) and operator (VTA bus versus AC Transit bus). Transit accessibility for each TAZ is evaluated by proximity to transit stops or stations, and the connectivity of transit lines to destinations.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), population, average income, age distribution, and employment (stratified by groupings of Standard Industrial Codes). Both the number of workers per household and the auto ownership within a TAZ are calculated based on these factors, as well as the types and densities of residences. The model projects trip generation rates and the traffic attributable to residents and resident workers, categorized by trip purposes, using a set trip generation formula. The trip generation formulae were originally created by the Metropolitan Transportation Commission in 1997 based on 1990 U.S. Census data and 1994 San Francisco Bay Region Travel Survey, and are calibrated to 2000 U.S. Census data to more accurately reflect travel frequency for Bay Area residents.

Travel times within and between TAZs (intra-zonal and inter-zonal, and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to the nearest three adjacent zones. Time to walk to and from the trip maker's car (terminal times) are also added.

The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the modeling region, which presently consists of 13 counties. Shares of transportation modes are then assigned to the daily trip distributions (or trip tables) utilizing a nested-Logit methodology. The City of San José CUBE Model is capable of estimating up to 7 modes of transportation – auto drive alone, auto shared ride 2+ occupants, auto shared ride 3+ occupants, rail transit, bus transit, bicycle, and walk. For school trip purposes, auto driver and auto passenger are assumed for automobile travel. Time-of-day factors and directionality factors are then applied to automobile trips occurring during the AM peak hour, AM 3-hour peak period, PM peak hour, and PM 3-hour peak period before the traffic is assigned to the roadway networks. The assignment of the trip tables to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity-constrained user equilibrium-seeking process. This capacity-constrained traffic assignment process enables the model to reflect diversion of traffic around congested areas of the overall street system.

High Occupancy Vehicle (HOV) lanes on freeways, expressways, and on-ramps are specifically dealt with in the model network, with access restricted to auto-shared-ride mode trips only, similar to real world operations of roadway facilities with HOV lanes.

Transit use is modeled for peak and non-peak periods, based on computed transit levels of services (speeds and wait times). The model includes a feedback loop. Based on the conditions that influence transit speeds and wait times (such as traffic congestion), transit use numbers are modified to reflect the likelihood of transit use, based on the constraints to the system. This loop is a modern enhancement in the model to address the dynamics of transit ridership related to the expansion or contraction of roadway capacities. The model is also calibrated to project freight truck and delivery truck traffic in 2-axle, 3-axle, and 4+ axle categories. Truck volumes are assigned to those segments of the roadway network where truck traffic is permitted. Truck traffic is not, for example, permitted on SR 85.

In addition to providing projected peak hour and peak period volumes and ratios comparing projected traffic volume to available roadway capacity (V/C ratios) on each roadway segment, the model provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). This information can be used to compare projected conditions under the current General Plan with the impacts of proposed land use amendments. The San José traffic forecasting model is intended for use as a "macro analysis tool," that projects probable future conditions and is best used when comparing alternative future scenarios. It is not designed to answer "micro analysis" level questions about the operations of individual links and intersections.

General Plan Amendment Analysis Methodology

The proposed land use amendment site is located within the South San Jose special policy subarea. The City has identified geographic subareas within which localized near-term congestion has resulted in the adoption of an Area Development Policy that presently determines how traffic and traffic infrastructure are managed within that area. For the purposes of preparing a General Plan CUBE analyses, the specific geographic areas within which land use changes would be assumed to impact the transportation system in and near these special policy subareas are shown on Figure 13.

The general plan amendment analayis for land use amendments within each of the special subareas consists of a cordon line analysis and proximity analysis. The cordon line analysis measures areawide traffic impacts by evaluating all traffic that enters and exits each of the special subareas via imaginary boundaries (cordon lines) established for each subarea. The cordon line analysis is useful when transportation options are limited and/or the roadway network is at or near capacity, as is the case within the majority of the South San Jose special subarea which is primarliy limited to the use of Almaden Expressway. However, the proposed land use amendment site is located along or near two major arterials (Blossom Hill Road and Santa Teresa Boulevard) that provide direct connections to two major regional facilties (SR 85 and SR 87). Therefore, City staff determined that a screenline analysis was better suited to evaluate the effects of the proposed land use amendment.

The screenline analysis, as described below, evaluates the extent to which the proposed change contributes to projected peak hour travel and congestion in the vicinity of the proposed amendment. Thus analysis completed for the proposed amendment includes both a quantification of increased trips across regional screenlines near the project and a proximity analysis. The significant impact criteria applicable to the proposed GPA (City of San Jose file number GP10-10-01) are described below.

Proximity Analysis

All proposed amendments to the General Plan Land Use/Transportation Diagram that are not exempted from preparing a CUBE analysis require preparation of a proximity analysis. The proximity analysis will provide specific information on the anticipated traffic operations within the area surrounding a proposed General Plan amendment site. Specific quantitative differences will be identified, including overall VMT, changes in VMT on congested roadways, and the number of congested roadway links that would occur under the project condition compared to the existing General Plan base case. A proposed land use amendment that would intensify land use would generally be expected to result in higher overall VMT on all roadway links, and on already congested roadway links within the proximity area for the proposed amendment.

Thresholds of Significance

The City has found that when a land use change causes a substantial increase in VMT on congested roadway links there is also a substantial increase in VMT on most other roadway links within the same area. The threshold of significance is therefore the significant increase in traffic on the congested links within the proximity area.

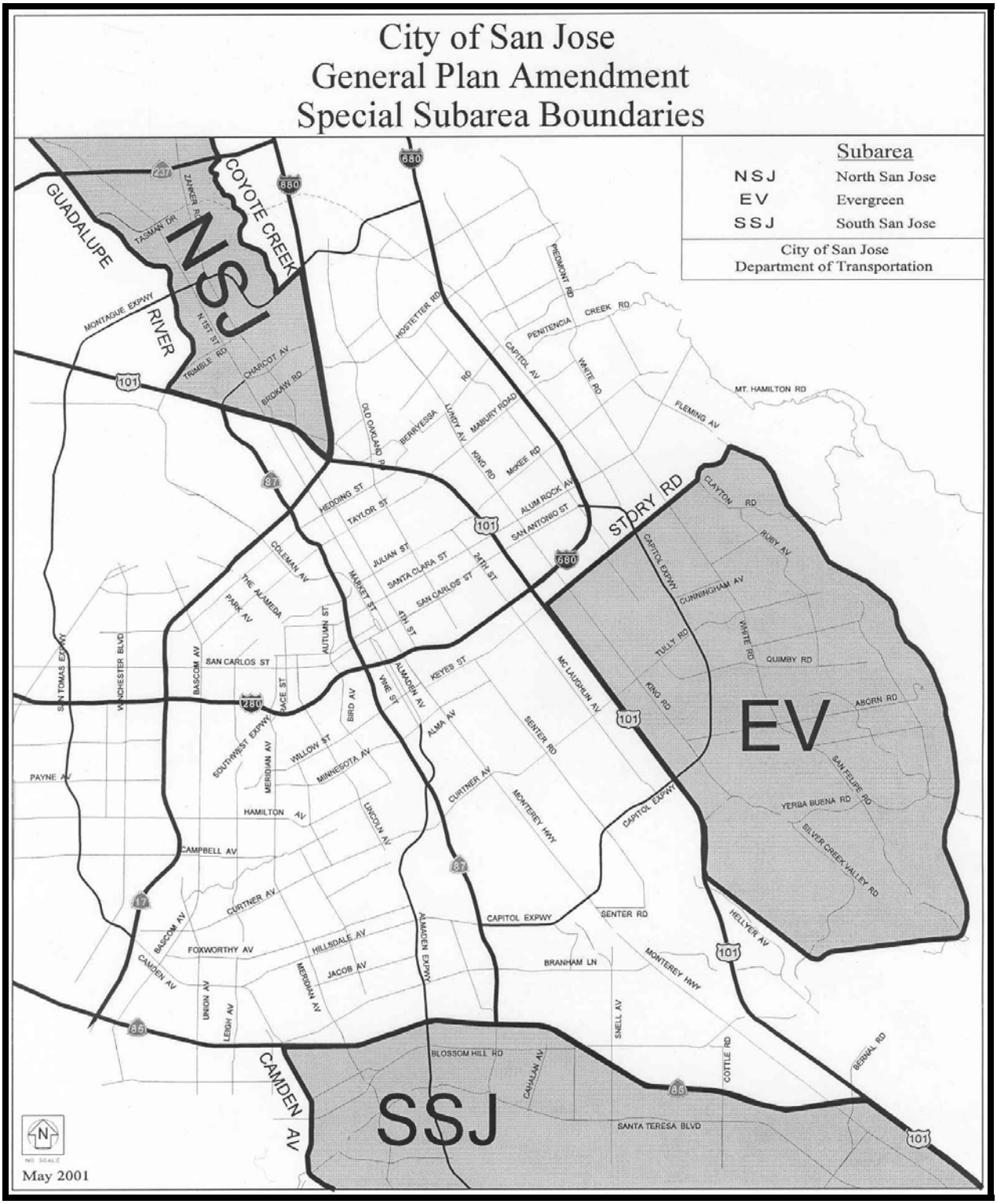


Figure 13
Special Subarea Boundaries

The impact from traffic generated by a proposed land use amendment on roadways in the vicinity of the project site will be considered significant if the proximity analysis concludes that the following occurs in either the AM or PM peak hour:

The number of VMT on congested links increases by at least 0.5% **and** 100 vehicle miles within the proximity area of the proposed amendment.

Screenline Analysis

Regional screenlines occur along transportation barriers, manmade or natural, that have a substantial capacity-constraining effect on local and regional travel. The barrier will have a limited number of crossing points, through which traffic can be measured. Regional screenlines are an excellent method for capturing travel characteristics at a macroscopic level. Aspects of travel behavior, such as the volume and capacity of multiple roadway links, can be evaluated as a group. Instead of evaluating individual link volume and capacity, links affected by an amendment are evaluated collectively at or near all of the screenlines within the proposed amendment's proximity area by summing up volume and capacity of all roadway links that cross each screenline.

The methodology to evaluate this grouped volume-to-capacity ratio is called the aggregated V/C ratio. Aggregated V/C can be computed for: (1) all links, and/or (2) congested links only, on a screenline affected by an amendment. It has been the City's experience that significant increases measured on the congested links crossing a screenline occurs with significant increases on uncongested links crossing the same screenline. The threshold of significance used to evaluate increased travel across a screenline is therefore the increased quantity of traffic on the congested links.

Thresholds of Significance

The traffic impact from a proposed land use amendment outside the boundaries of the special subareas will be significant if the CUBE model analysis concludes that the proposed amendment causes one or both of the following to occur in either the AM or PM peak hour:

- The Agg. E/F link V/C ratios of one or more nearby regional screenlines increase in the peak direction by at least 0.005, **and** total volumes on the same E/F links increase in the peak direction by at least 2.5% of average congested link capacity.

General Plan Amendment Transportation Impacts

The determination of significance is based on the extent to which the proposed land use change contributes to existing peak hour congestion in the vicinity of the proposed General Plan Amendment. The evaluation of the effects of the proposed land use change is based on a proximity analysis that provides specific information on the anticipated traffic operations within the area surrounding the General Plan Amendment site. The proximity analysis consists of the determination of differences in peak hour trip generation, VMT, and traffic added to congested links between project conditions with the proposed land use change and the existing General Plan base case.

Consistent with City policies and practice, the CUBE model used to evaluate traffic impacts for this proposed amendment includes all of the major infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded.

Proximity Analysis

A proximity radius of 0.7 miles was determined for this GPA, since this radius corresponds to a magnitude of approximately 20,000 VMT as calculated under the General Plan base condition. The results of the proximity analysis show that as a result of the proposed GPA the overall VMT in the proximity area would increase by 0.24 percent during the AM peak hour and 0.26 percent during the PM peak hour, which

correspond to increases of 52 and 58 vehicle-miles, respectively. The proposed GPA would cause the congested VMT in the project area to increase by 0.05 percent, with a corresponding increase of 3 vehicle-miles on the congested links during the AM peak hour. The proposed GPA would cause the congested VMT in the project area to increase by 0.10 percent, with a corresponding increase of 7 vehicle-miles on the congested links during the PM peak hour.

Based on the impact criteria for the proximity analysis, the increases in traffic volumes on the roadways in the proximity area do not constitute a significant adverse traffic impact. The results of the proximity analysis are shown in Table 8.

Screenline Analysis

The detailed screenline results for the link are contained in Appendix D and summarized in Table 9. Ten total links were included in the analysis during each of the peak hours. The links consist of facilities that are located south of SR 85 and include, Almaden Expressway, Winfield Boulevard, Santa Teresa Boulevard, Blossom Hill Road, Snell Avenue, Lean Avenue, Cottle Road, Via Del Oro, Great Oaks Boulevard, and Monterey Highway. The table shows that two and one links operate at either LOS E or F during the AM and PM peak hours, respectively.

Based on the screenline impact criteria, the increases in V/C and the corresponding increases in traffic volumes due to the proposed land use amendment would result in less than significant impacts on the LOS E/F links. The results of the screenline analysis are shown in Table 9.

Cumulative Impacts Analysis

Since the proposed land use amendment will not result in a project level impact, a cumulative GPA analysis was not required for the proposed land use amendment. Based upon City methodology, future cumulative GPA analysis will include all proposed General Plan land use and transportation network amendments, including those individual amendments that were exempted from preparing individual CUBE analyses or resulted in no project level impacts.

Table 8
Proximity Analysis

PROXIMITY RADIUS 0.7 MILE

TRAVEL STATISTICS IN PROXIMITY AREA (AM)

	BASE AM	PROJECT AM	GROWTH AM	GROWTH % AM
CONGESTED LINKS				
VMT	5658.84	5661.77	2.93	0.05%
VHT	214.31	214.45	0.14	
NEW LINK	0	--	--	
SIGNIFICANT IMPACT	1/2 of congested link VMT growth & 100 VMT		= 100 for AM	
ALL LINKS				
VMT	21397.95	21449.75	51.8	0.24%
VHT	674.29	676.4	2.11	

TRAVEL STATISTICS IN PROXIMITY AREA (PM)

	BASE PM	PROJECT PM	GROWTH PM	GROWTH % PM
CONGESTED LINKS				
VMT	7166.69	7174.11	7.42	0.10%
VHT	281.32	281.72	0.4	
NEW LINK	0	--	--	
SIGNIFICANT IMPACT	1/2 of congested link VMT growth & 100 VMT		= 100 for PM	
ALL LINKS				
VMT	21825.24	21882.79	57.55	0.26%
VHT	725.47	727.87	2.4	

Table 9
Screenline Analysis

AM Peak Hour

Link # 1 NB
S/O SR-85

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8025	7006	Almaden Exp	4194	4350	0.96	4193	4350	0.96	Yes	0
2	7084	7093	Winfield	379	1800	0.21	379	1800	0.21	No	0
3	7810	7094	Santa Teresa	2294	2700	0.85	2319	2700	0.86	No	25
4	4085	10946	Blossom Hill	2705	2700	1.00	2720	2700	1.01	Yes	15
5	4071	10470	Snell	693	1100	0.63	693	1100	0.63	No	0
6	9074	5230	Lean	79	550	0.14	79	550	0.14	No	0
7	7410	10990	Cottle	2079	2700	0.77	2078	2700	0.77	No	0
8	6923	6922	Via Del Oro	98	550	0.18	98	550	0.18	No	0
9	4703	11393	Great Oaks	990	1800	0.55	990	1800	0.55	No	0
10	4083	6951	Monterey Hwy	627	2700	0.23	627	2700	0.23	No	0

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	14137	20950	0.675	14177	20950	0.677	10	40
All E/F Links	6898	7050	0.979	6913	7050	0.981	2	14
Average Link Cap		2095						
Average E/F Link Cap		3525						
5% Average Link Cap		104.00						
2.5% Average E/F Link Cap		88.00						

	All Links	E/F Links
Change in V/C	0.002	0.002
Change in Volume	40	14
Significant Impact		0.005 in V/C & 88 in Vol

PM Peak Hour

Link # 1 SB
S/O SR-85

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	7006	8025	Almaden Exp	4339	4350	1.00	4340	4350	1.00	Yes	1
2	7093	7084	Winfield	480	1800	0.27	480	1800	0.27	No	0
3	7094	7810	Santa Teresa	1595	2700	0.59	1606	2700	0.59	No	11
4	10943	4085	SB off ramp	2200	2800	0.79	2210	2800	0.79	No	10
5	10948	4085	Blossom Hill	1097	2700	0.41	1113	2700	0.41	No	15
6	10470	4071	Snell	657	1100	0.60	657	1100	0.60	No	0
7	5230	9074	Lean	145	550	0.26	145	550	0.26	No	0
8	10990	7410	Cottle	1977	2700	0.73	1978	2700	0.73	No	1
9	6922	6923	Via Del Oro	89	550	0.16	89	550	0.16	No	0
10	6951	4083	Monterey Hwy	587	2700	0.22	587	2700	0.22	No	0

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	13167	21950	0.600	13205	21950	0.602	10	38
All E/F Links	4339	4350	0.998	4340	4350	0.998	1	1
Average Link Cap		2195						
Average E/F Link Cap		4350						
5% Average Link Cap		109.00						
2.5% Average E/F Link Cap		108.00						

	All Links	E/F Links
Change in V/C	0.002	0.000
Change in Volume	38	1
Significant Impact		0.005 in V/C & 108 in Vol

7. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose. The study included the analysis of AM and PM peak-hour traffic conditions for five signalized intersections. The impacts of the project on intersections were identified on the basis of the following criteria: (1) the City of San Jose (CSJ) Level of Service standards and (2) the City of San Jose traffic operations requirements, based on vehicle-storage requirements at intersections.

Project impacts on other transportation facilities, such as bicycle facilities and transit, were determined on the basis of engineering judgment.

Intersection Levels of Service Analysis

Based on level of service analysis, the project is not projected to have an adverse impact on any of the signalized study intersections based on City of San Jose standards.

Intersection Operational Analysis

The operations analysis indicated that the estimated maximum vehicle queues at the selected study locations would not exceed the existing vehicle storage capacity under project conditions. The addition of project traffic at the selected study locations would lengthen projected vehicle queues by no more than two vehicles. Project generated traffic at other locations would be too low to have a measurable effect on queue lengths.

Site Access and Circulation

The project site plan indicates that direct access will be provided via connections to Blairburry Way and Chesbro Avenue. Several of the proposed units also will have driveways along Southcrest Way. Access to and from Blossom Hill Road will be provided at the signalized intersections at Cahalan and Chesbro Avenues. Right-turn only access to Blossom Hill Road will be provided at Southcrest Way. A proposed internal roadway will provide connection between Chesbro Avenue and Blairburry Way.

Truck and Emergency Vehicle Access

An analysis was conducted based on the site plan from HMH Engineers dated April 2010 to determine the adequacy of access to the project site for the truck categories SU 30, which includes small buses, fire trucks, garbage trucks and other single unit trucks, and WB 40, which represents semi-trailer trucks. The site plan indicates that the curb-to-curb width of the internal roadway will be 52 feet which will provide adequate width for trucks and emergency vehicles. The cul-de-sac on-site will also provide adequate turning radius for trucks and emergency vehicles.

Transit, Pedestrian and Bicycle Analysis

Although no deduction was applied to the estimated trip generation for the project, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of approximately two transit trips during each of the peak hours. Given that the site is served by several bus routes and is located in close proximity to a light rail station, these riders easily could be accommodated by the existing service.

Sidewalks are found along all streets that are near the project site. These sidewalks are adequate to serve the anticipated pedestrian demand.

The bikeways within the vicinity of the project site include bike lanes on segments of Blossom Hill Road west of Snell Avenue, Snell Avenue north of Blossom Hill Road, Santa Teresa Boulevard south of SR 87, Cahalan Avenue south of Blossom Hill Road, and Blossom Avenue south of Blossom Hill Road. These facilities would remain unchanged under project conditions.

General Plan Amendment Analysis

An analysis of long-term traffic impacts on the countywide transportation system associated with the proposed land use change was also completed. Future traffic volumes used in the General Plan analysis are consistent with ABAG projections and the VTA 2030 model. The analysis indicates that the proposed land use change would result in an increase in households, however the traffic associated with the growth would not result in significant impacts to the transportation system.

Lester Property Residential Development

Technical Appendices

September 22, 2010

Appendix A

Volume Summary Tables

Study Inter. #	Traffix Inter. #	N/S street	E/W street	AM Count Date	PM Count Date
1	3004	SR 85 Ramps	Blossom Hill Road (E) *	09/10/08	09/10/08
2	3005	SR 85 Ramps	Blossom Hill Road (W) *	09/10/08	09/10/08
3	3316	Chesbro Avenue	Blossom Hill Road	03/10/09	03/10/09
4	3314	Cahalan Avenue	Blossom Hill Road	02/13/08	02/13/08
5	3080	Santa Teresa Boulevard	Blossom Hill Road *	10/01/08	10/01/08

Intersection Number: 1
Traffix Node Number: 3004
Intersection Name: SR 85 Ramps & Blossom Hill Road (E) *
Peak Hour: AM
Date of Analysis: 06/09/10
Count Date: 09/10/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	501	0	29	17	1610	0	90	22	101	856	813	134
Approved Project Trips												
ATI	0	0	0	0	211	0	0	0	0	0	396	0
Background Conditions	501	0	29	17	1821	0	90	22	101	856	1209	134
Proposed Project Trips												
Project Trips	0	0	0	0	2	0	0	0	3	23	3	0
Project Conditions	501	0	29	17	1823	0	90	22	104	879	1212	134

Intersection Number: 2
Traffix Node Number: 3005
Intersection Name: SR 85 Ramps & Blossom Hill Road (W) *
Peak Hour: AM
Date of Analysis: 06/09/10
Count Date: 09/10/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	118	291	398	122	779	319	693	0	85	78	748	0
Approved Project Trips												
ATI	0	0	50	0	199	0	0	0	0	0	346	0
Background Conditions	118	291	448	122	978	319	693	0	85	78	1094	0
Proposed Project Trips												
Project Trips	12	0	0	0	5	0	0	0	0	0	32	0
Project Conditions	130	291	448	122	983	319	693	0	85	78	1126	0

Intersection Number: 3
Traffix Node Number: 3316
Intersection Name: Chesbro Avenue & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 06/09/10
Count Date: 03/10/09
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	12	4	54	30	730	103	121	14	12	13	498	14
Approved Project Trips												
ATI	0	0	0	0	199	0	0	0	0	0	346	0
Background Conditions	12	4	54	30	929	103	121	14	12	13	844	14
Proposed Project Trips												
Project Trips	0	0	13	0	17	0	0	0	0	0	19	6
Project Conditions	12	4	67	30	946	103	121	14	12	13	863	20

Intersection Number: 4
Traffix Node Number: 3314
Intersection Name: Cahalan Avenue & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 06/09/10
Count Date: 02/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	16	16	38	20	746	129	136	10	158	77	339	11
Approved Project Trips												
ATI	0	0	0	0	199	0	0	0	0	0	349	0
Background Conditions	16	16	38	20	945	129	136	10	158	77	688	11
Proposed Project Trips												
Project Trips	15	0	19	10	11	0	0	0	0	0	6	8
Project Conditions	31	16	57	30	956	129	136	10	158	77	694	19

Intersection Number:	5		
Traffix Node Number:	3080		
Intersection Name:	Santa Teresa Boulevard & Blossom Hill Road *		
Peak Hour:	AM	Date of Analysis:	06/09/10
Count Date:	10/01/08		
Scenario:	0		
(SJ) Growth Factor:	0.003	Future Growth % Per Year:	0.012
(SJ) Number of Months:	0.0	Number of Years to Buildout:	2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	273	422	163	179	535	87	72	681	253	179	667	89
Approved Project Trips												
ATI	0	0	35	20	99	80	138	0	0	0	173	0
Background Conditions	273	422	198	199	634	167	210	681	253	179	840	89
Proposed Project Trips												
Project Trips	0	0	12	23	3	0	0	0	0	0	2	0
Project Conditions	273	422	210	222	637	167	210	681	253	179	842	89

Intersection Number: 1
Traffix Node Number: 3004
Intersection Name: SR 85 Ramps & Blossom Hill Road (E) *
Peak Hour: PM
Date of Analysis: 06/09/10
Count Date: 09/10/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	141	0	27	46	1554	0	184	39	174	402	1802	235
Approved Project Trips												
ATI	0	0	0	0	476	0	0	0	0	0	204	0
Background Conditions	141	0	27	46	2030	0	184	39	174	402	2006	235
Proposed Project Trips												
Project Trips	0	0	0	0	3	0	0	0	6	12	2	0
Project Conditions	141	0	27	46	2033	0	184	39	180	414	2008	235

Intersection Number: 2
Traffix Node Number: 3005
Intersection Name: SR 85 Ramps & Blossom Hill Road (W) *
Peak Hour: PM
Date of Analysis: 06/09/10
Count Date: 09/10/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	194	559	1098	122	756	115	320	0	50	60	1201	0
Approved Project Trips												
ATI	0	0	5	0	426	0	0	0	0	0	199	0
Background Conditions	194	559	1103	122	1182	115	320	0	50	60	1400	0
Proposed Project Trips												
Project Trips	23	0	0	0	9	0	0	0	0	0	17	0
Project Conditions	217	559	1103	122	1191	115	320	0	50	60	1417	0

Intersection Number: 3
Traffix Node Number: 3316
Intersection Name: Chesbro Avenue & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 06/09/10
Count Date: 03/10/09
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	21	14	58	34	876	162	173	10	24	40	1087	57
Approved Project Trips												
ATI	0	0	0	0	426	0	0	0	0	0	199	0
Background Conditions	21	14	58	34	1302	162	173	10	24	40	1286	57
Proposed Project Trips												
Project Trips	0	0	7	0	32	0	0	0	0	0	10	11
Project Conditions	21	14	65	34	1334	162	173	10	24	40	1296	68

Intersection Number: 4
Traffix Node Number: 3314
Intersection Name: Cahalan Avenue & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 06/09/10
Count Date: 02/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	11	4	24	33	639	213	170	12	124	127	788	31
Approved Project Trips												
ATI	0	0	0	0	426	0	0	0	0	0	199	0
Background Conditions	11	4	24	33	1065	213	170	12	124	127	987	31
Proposed Project Trips												
Project Trips	8	0	10	19	6	0	0	0	0	0	11	15
Project Conditions	19	4	34	52	1071	213	170	12	124	127	998	46

Intersection Number:	5		
Traffix Node Number:	3080		
Intersection Name:	Santa Teresa Boulevard & Blossom Hill Road *		
Peak Hour:	PM	Date of Analysis:	06/09/10
Count Date:	10/01/08		
Scenario:	0		
(SJ) Growth Factor:	0.003	Future Growth % Per Year:	0.012
(SJ) Number of Months:	0.0	Number of Years to Buildout:	2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	103	644	374	125	443	153	79	439	183	121	662	393
Approved Project Trips												
ATI	0	0	20	43	213	170	80	0	0	0	99	0
Background Conditions	103	644	394	168	656	323	159	439	183	121	761	393
Proposed Project Trips												
Project Trips	0	0	23	12	2	0	0	0	0	0	3	0
Project Conditions	103	644	417	180	658	323	159	439	183	121	764	393

Appendix B

Level of Service Calculations

Table
Intersection Levels of Service Summary

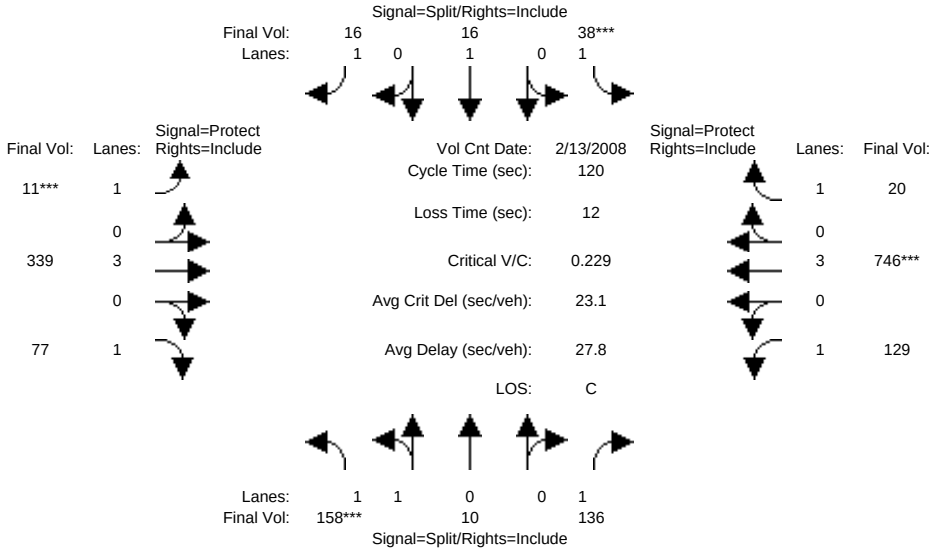
Study Number	Intersection Name	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS	Project Conditions Avg. Delay	Project Conditions LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	SR 85 Ramps and Blossom Hill Road (E) *	AM	09/10/08	32.5	C	30.4	C	30.4	C	0.0	0.001
		PM	09/10/08	27.5	C	26.3	C	26.3	C	0.0	0.001
2	SR 85 Ramps and Blossom Hill Road (W) *	AM	09/10/08	**58.9**	**E**	**69.2**	**E**	**70.1**	**E**	1.5	0.006
		PM	09/10/08	53.3	D	**56.0**	**E**	**56.3**	**E**	0.4	0.003
3	Chesbro Avenue and Blossom Hill Road	AM	03/10/09	21.4	C	18.5	B	18.5	B	0.1	0.007
		PM	03/10/09	29.1	C	25.6	C	25.6	C	-0.1	0.002
4	Cahalan Avenue and Blossom Hill Road	AM	02/13/08	27.8	C	26.0	C	26.9	C	1.2	0.019
		PM	02/13/08	38.6	D	34.0	C	34.2	C	0.1	0.008
5	Santa Teresa Boulevard and Blossom Hill Road *	AM	10/01/08	34.8	C	35.7	D	35.7	D	0.0	0.000
		PM	10/01/08	41.1	D	42.7	D	42.8	D	0.1	0.008

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the City's level of service standard.

Lester Property

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

Intersection #3314: BLOSSOM HILL/CAHALAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2008 << 7:30-8:30AM												
Base Vol:	158	10	136	38	16	16	11	339	77	129	746	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	10	136	38	16	16	11	339	77	129	746	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	10	136	38	16	16	11	339	77	129	746	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	10	136	38	16	16	11	339	77	129	746	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	10	136	38	16	16	11	339	77	129	746	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	10	136	38	16	16	11	339	77	129	746	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3339	211	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.02	0.01	0.01	0.01	0.06	0.04	0.07	0.13	0.01
Crit Moves:	****			****			****				****	
Green Time:	33.9	33.9	33.9	10.0	10.0	10.0	7.0	34.0	34.0	30.1	57.1	57.1
Volume/Cap:	0.17	0.17	0.28	0.26	0.10	0.11	0.11	0.21	0.16	0.29	0.28	0.02
Delay/Veh:	32.5	32.5	33.8	52.5	51.1	51.2	54.0	32.8	32.4	36.7	19.0	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.5	33.8	52.5	51.1	51.2	54.0	32.8	32.4	36.7	19.0	16.7
LOS by Move:	C	C	C	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	2	2	4	1	1	1	0	3	2	4	5	0

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

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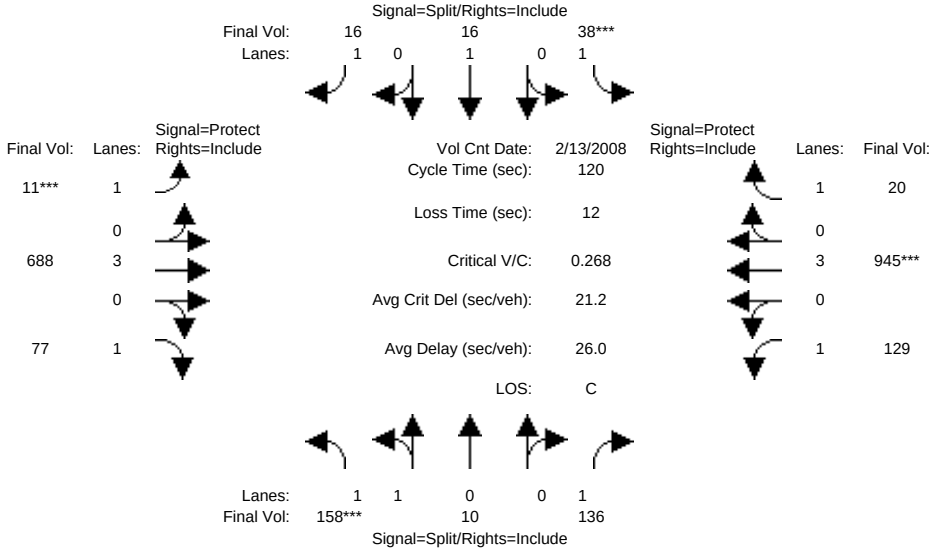
Lester Property

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

Intersection #3314: BLOSSOM HILL/CAHALAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2008 << 7:30-8:30AM												
Base Vol:	158	10	136	38	16	16	11	339	77	129	746	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	10	136	38	16	16	11	339	77	129	746	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	349	0	0	199	0
Initial Fut:	158	10	136	38	16	16	11	688	77	129	945	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	10	136	38	16	16	11	688	77	129	945	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	10	136	38	16	16	11	688	77	129	945	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	10	136	38	16	16	11	688	77	129	945	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3339	211	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.02	0.01	0.01	0.01	0.12	0.04	0.07	0.17	0.01
Crit Moves:	****			****			****				****	
Green Time:	29.0	29.0	29.0	10.0	10.0	10.0	7.0	42.8	42.8	26.1	62.0	62.0
Volume/Cap:	0.20	0.20	0.32	0.26	0.10	0.11	0.11	0.34	0.12	0.34	0.32	0.02
Delay/Veh:	36.3	36.3	37.8	52.5	51.1	51.2	54.0	28.3	26.1	40.2	16.9	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	37.8	52.5	51.1	51.2	54.0	28.3	26.1	40.2	16.9	14.2
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	3	3	5	1	1	1	0	6	2	4	6	0

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

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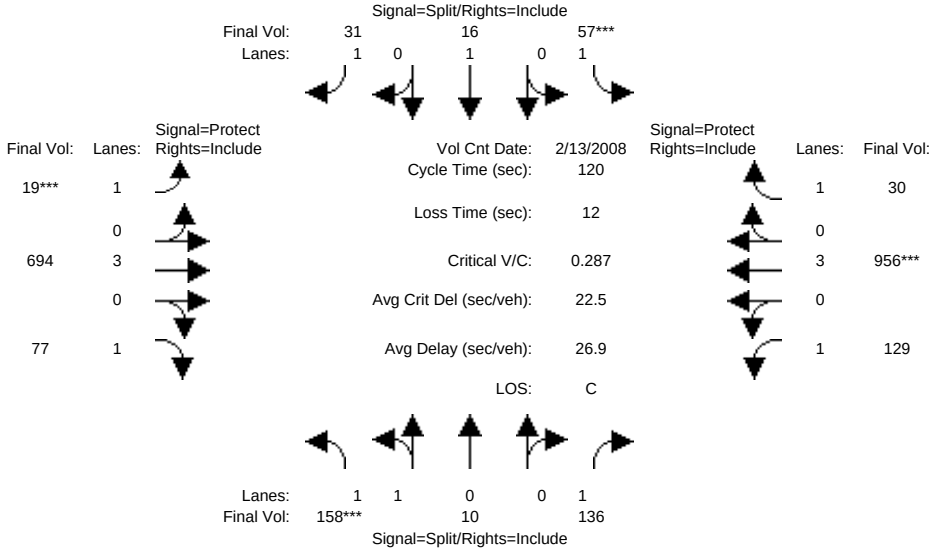
Lester Property

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

Intersection #3314: BLOSSOM HILL/CAHALAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2008 << 7:30-8:30AM												
Base Vol:	158	10	136	38	16	16	11	339	77	129	746	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	10	136	38	16	16	11	339	77	129	746	20
Added Vol:	0	0	0	19	0	15	8	6	0	0	11	10
ATI:	0	0	0	0	0	0	0	349	0	0	199	0
Initial Fut:	158	10	136	57	16	31	19	694	77	129	956	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	10	136	57	16	31	19	694	77	129	956	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	10	136	57	16	31	19	694	77	129	956	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	10	136	57	16	31	19	694	77	129	956	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3339	211	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.03	0.01	0.02	0.01	0.12	0.04	0.07	0.17	0.02
Crit Moves:	****			****			****				****	
Green Time:	28.2	28.2	28.2	11.8	11.8	11.8	7.0	42.3	42.3	25.6	60.9	60.9
Volume/Cap:	0.20	0.20	0.33	0.33	0.09	0.18	0.19	0.35	0.12	0.35	0.33	0.03
Delay/Veh:	36.9	36.9	38.5	51.5	49.4	50.1	54.7	28.7	26.4	40.6	17.5	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	36.9	38.5	51.5	49.4	50.1	54.7	28.7	26.4	40.6	17.5	14.8
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	3	3	5	2	1	1	1	6	2	4	7	1

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

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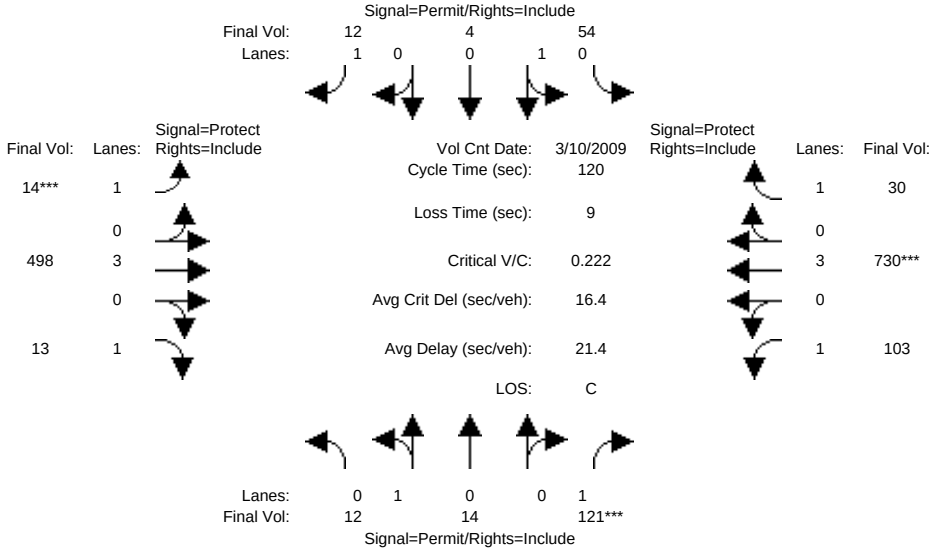
Lester Property

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

Intersection #3316: BLOSSOM HILL/CHESBRO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Mar 2009 << 7:45-8:45AM												
Base Vol:	12	14	121	54	4	12	14	498	13	103	730	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	14	121	54	4	12	14	498	13	103	730	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	14	121	54	4	12	14	498	13	103	730	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	14	121	54	4	12	14	498	13	103	730	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	14	121	54	4	12	14	498	13	103	730	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	14	121	54	4	12	14	498	13	103	730	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.46	0.54	1.00	0.93	0.07	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	831	969	1750	1676	124	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.07	0.03	0.03	0.01	0.01	0.09	0.01	0.06	0.13	0.02
Crit Moves:			****				****				****	
Green Time:	36.5	36.5	36.5	36.5	36.5	36.5	7.0	44.5	44.5	30.0	67.5	67.5
Volume/Cap:	0.05	0.05	0.23	0.11	0.11	0.02	0.14	0.24	0.02	0.24	0.23	0.03
Delay/Veh:	29.5	29.5	31.5	30.1	30.1	29.3	54.2	26.1	23.9	36.1	13.2	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	29.5	31.5	30.1	30.1	29.3	54.2	26.1	23.9	36.1	13.2	11.7
LOS by Move:	C	C	C	C	C	C	D	C	C	D	B	B
HCM2kAvgQ:	1	1	4	2	2	0	1	4	0	3	4	1

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

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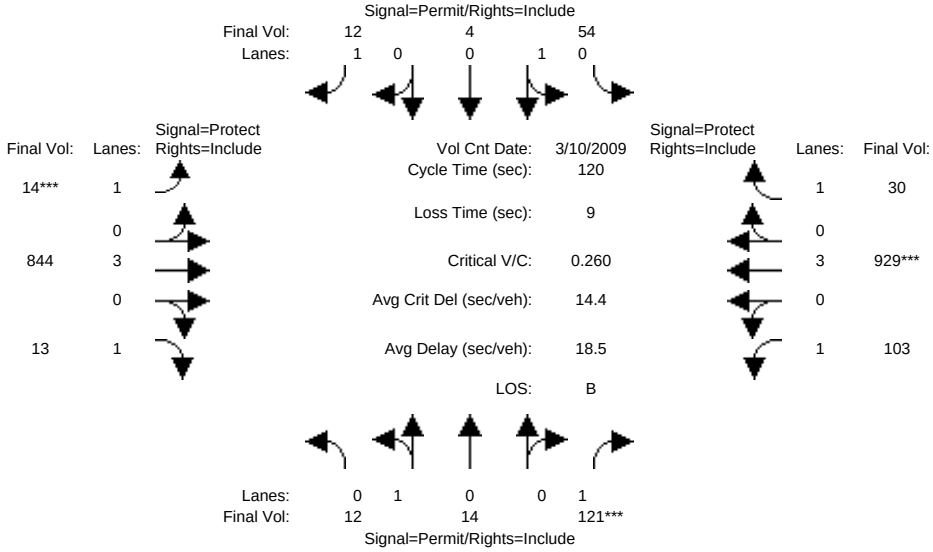
Lester Property

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

Intersection #3316: BLOSSOM HILL/CHESBRO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Mar 2009 << 7:45-8:45AM												
Base Vol:	12	14	121	54	4	12	14	498	13	103	730	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	14	121	54	4	12	14	498	13	103	730	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	346	0	0	199	0
Initial Fut:	12	14	121	54	4	12	14	844	13	103	929	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	14	121	54	4	12	14	844	13	103	929	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	14	121	54	4	12	14	844	13	103	929	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	14	121	54	4	12	14	844	13	103	929	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.46	0.54	1.00	0.93	0.07	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	831	969	1750	1676	124	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.07	0.03	0.03	0.01	0.01	0.15	0.01	0.06	0.16	0.02
Crit Moves:			****				****				****	
Green Time:	31.0	31.0	31.0	31.0	31.0	31.0	7.0	57.3	57.3	22.8	73.0	73.0
Volume/Cap:	0.06	0.06	0.27	0.12	0.12	0.03	0.14	0.31	0.02	0.31	0.27	0.03
Delay/Veh:	33.6	33.6	35.8	34.2	34.2	33.3	54.2	19.3	16.5	42.4	11.0	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	33.6	35.8	34.2	34.2	33.3	54.2	19.3	16.5	42.4	11.0	9.4
LOS by Move:	C	C	D	C	C	C	D	B	B	D	B	A
HCM2kAvgQ:	1	1	4	2	2	0	1	6	0	3	5	0

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

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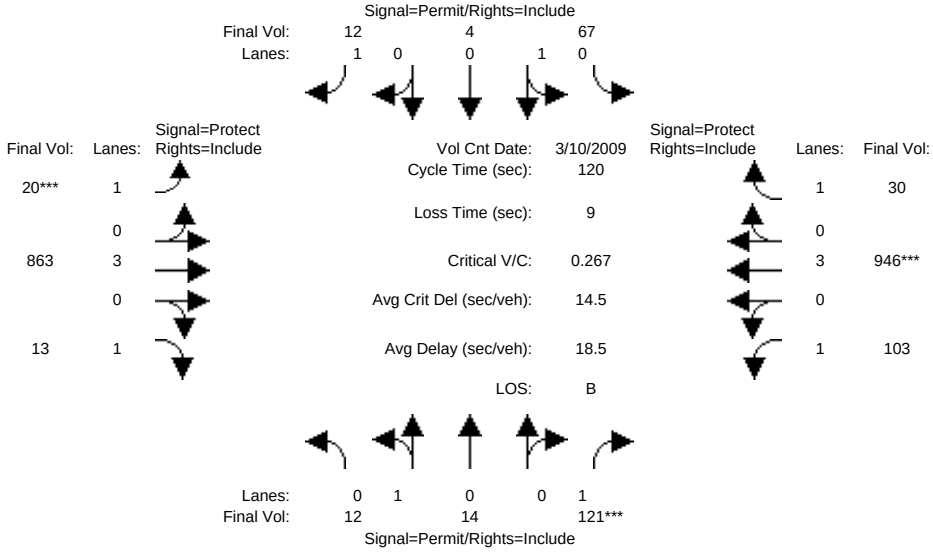
Lester Property

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

Intersection #3316: BLOSSOM HILL/CHESBRO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Mar 2009 << 7:45-8:45AM												
Base Vol:	12	14	121	54	4	12	14	498	13	103	730	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	14	121	54	4	12	14	498	13	103	730	30
Added Vol:	0	0	0	13	0	0	6	19	0	0	17	0
ATI:	0	0	0	0	0	0	0	346	0	0	199	0
Initial Fut:	12	14	121	67	4	12	20	863	13	103	946	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	14	121	67	4	12	20	863	13	103	946	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	14	121	67	4	12	20	863	13	103	946	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	14	121	67	4	12	20	863	13	103	946	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.46	0.54	1.00	0.94	0.06	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	831	969	1750	1699	101	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.07	0.04	0.04	0.01	0.01	0.15	0.01	0.06	0.17	0.02
Crit Moves:			****				****				****	
Green Time:	30.6	30.6	30.6	30.6	30.6	30.6	7.0	57.9	57.9	22.5	73.4	73.4
Volume/Cap:	0.06	0.06	0.27	0.15	0.15	0.03	0.20	0.31	0.02	0.31	0.27	0.03
Delay/Veh:	33.9	33.9	36.1	34.8	34.8	33.6	54.8	19.0	16.2	42.6	10.9	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	33.9	36.1	34.8	34.8	33.6	54.8	19.0	16.2	42.6	10.9	9.2
LOS by Move:	C	C	D	C	C	C	D	B	B	D	B	A
HCM2kAvgQ:	1	1	4	2	2	0	1	6	0	3	5	0

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

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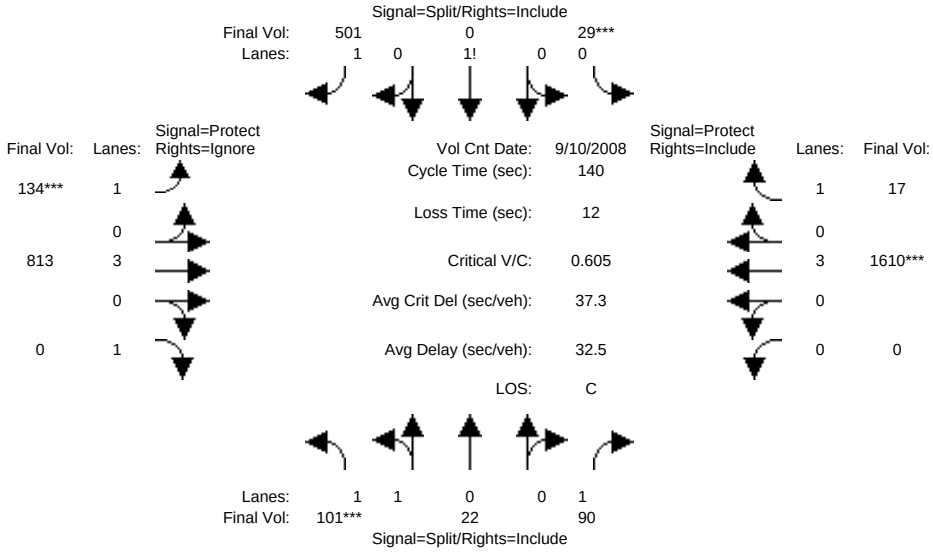
Lester Property

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2008 << 7:30-8:30AM												
Base Vol:	101	22	90	29	0	501	134	813	856	0	1610	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	22	90	29	0	501	134	813	856	0	1610	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	22	90	29	0	501	134	813	856	0	1610	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	101	22	90	29	0	501	134	813	0	0	1610	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	22	90	29	0	501	134	813	0	0	1610	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	101	22	90	29	0	501	134	813	0	0	1610	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.65	0.35	1.00	0.10	0.00	1.90	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2915	635	1750	182	0	3318	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.16	0.00	0.15	0.08	0.14	0.00	0.00	0.28	0.01
Crit Moves:	****			****			****				****	
Green Time:	11.9	11.9	11.9	35.7	0.0	35.7	17.1	80.4	0.0	0.0	63.2	63.2
Volume/Cap:	0.41	0.41	0.61	0.63	0.00	0.59	0.63	0.25	0.00	0.00	0.63	0.02
Delay/Veh:	61.6	61.6	68.7	47.7	0.0	46.8	64.1	14.9	0.0	0.0	29.8	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	61.6	68.7	47.7	0.0	46.8	64.1	14.9	0.0	0.0	29.8	21.3
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	C
HCM2kAvgQ:	3	3	4	12	0	11	6	6	0	0	17	0

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

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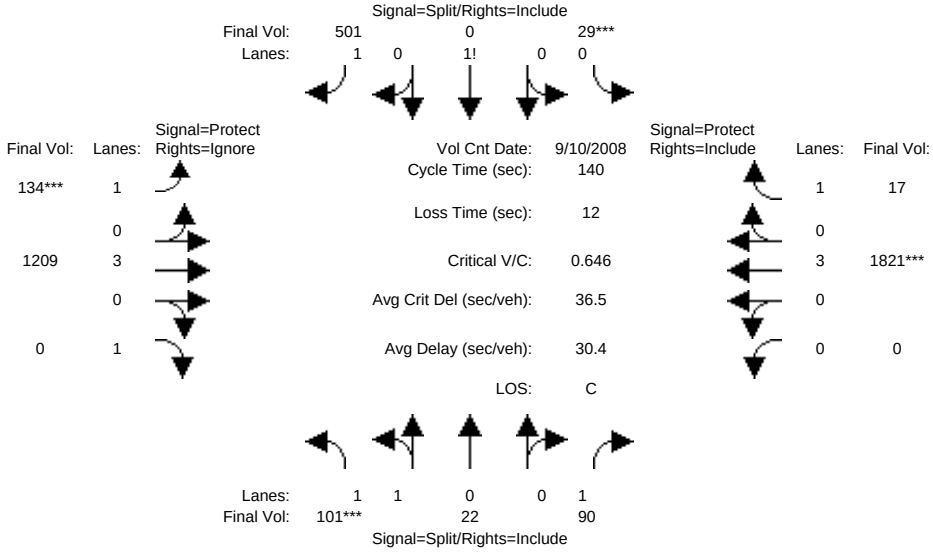
Lester Property

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		0		10		7		10		10		0		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 10 Sep 2008 << 7:30-8:30AM																								
Base Vol:	101		22		90		29		0		501		134		813		856		0		1610		17	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	101		22		90		29		0		501		134		813		856		0		1610		17	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		396		0		0		211		0	
Initial Fut:	101		22		90		29		0		501		134		1209		856		0		1821		17	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00	
PHF Volume:	101		22		90		29		0		501		134		1209		0		0		1821		17	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	101		22		90		29		0		501		134		1209		0		0		1821		17	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00	
FinalVolume:	101		22		90		29		0		501		134		1209		0		0		1821		17	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.93		0.95		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	1.65		0.35		1.00		0.10		0.00		1.90		1.00		3.00		1.00		0.00		3.00		1.00	
Final Sat.:	2915		635		1750		182		0		3318		1750		5700		1750		0		5700		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.03		0.05		0.16		0.00		0.15		0.08		0.21		0.00		0.00		0.32		0.01	
Crit Moves:	****						****						****								****			
Green Time:	11.1		11.1		11.1		33.6		0.0		33.6		16.1		83.3		0.0		0.0		67.2		67.2	
Volume/Cap:	0.44		0.44		0.65		0.67		0.00		0.63		0.67		0.36		0.00		0.00		0.67		0.02	
Delay/Veh:	62.5		62.5		72.5		50.3		0.0		49.2		67.6		14.7		0.0		0.0		28.5		19.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	62.5		62.5		72.5		50.3		0.0		49.2		67.6		14.7		0.0		0.0		28.5		19.1	
LOS by Move:	E		E		E		D		A		D		E		B		A		A		C		B	
HCM2kAvgQ:	3		3		4		12		0		12		6		9		0		0		20		0	

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

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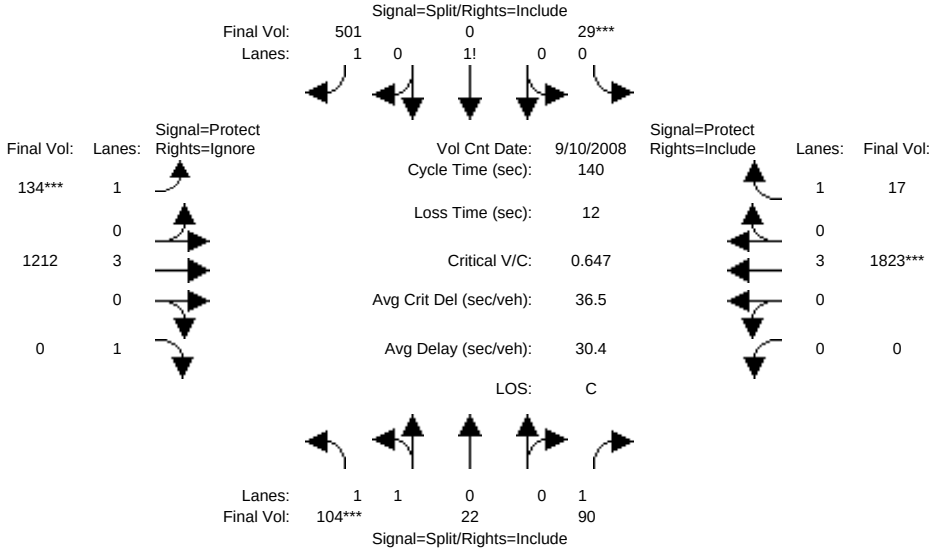
Lester Property

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2008 << 7:30-8:30AM												
Base Vol:	101	22	90	29	0	501	134	813	856	0	1610	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	22	90	29	0	501	134	813	856	0	1610	17
Added Vol:	3	0	0	0	0	0	0	3	23	0	2	0
ATI:	0	0	0	0	0	0	0	396	0	0	211	0
Initial Fut:	104	22	90	29	0	501	134	1212	879	0	1823	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	104	22	90	29	0	501	134	1212	0	0	1823	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	22	90	29	0	501	134	1212	0	0	1823	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	104	22	90	29	0	501	134	1212	0	0	1823	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.66	0.34	1.00	0.10	0.00	1.90	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2930	620	1750	182	0	3318	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.16	0.00	0.15	0.08	0.21	0.00	0.00	0.32	0.01
Crit Moves:	****			****			****				****	
Green Time:	11.1	11.1	11.1	33.6	0.0	33.6	16.1	83.3	0.0	0.0	67.2	67.2
Volume/Cap:	0.45	0.45	0.65	0.67	0.00	0.63	0.67	0.36	0.00	0.00	0.67	0.02
Delay/Veh:	62.6	62.6	72.7	50.3	0.0	49.2	67.6	14.6	0.0	0.0	28.5	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	62.6	72.7	50.3	0.0	49.2	67.6	14.6	0.0	0.0	28.5	19.1
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	B
HCM2kAvgQ:	3	3	4	12	0	12	6	9	0	0	20	0

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

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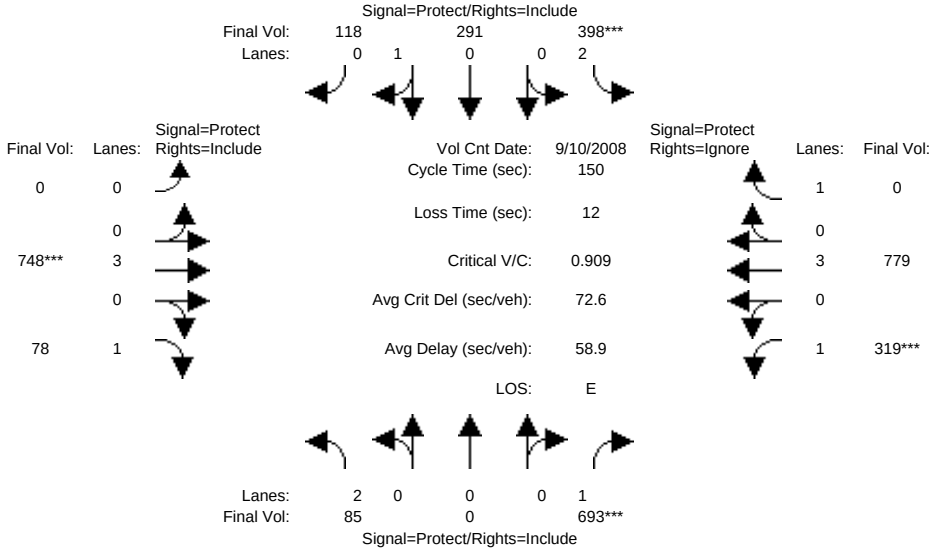
Lester Property

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

Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 10 Sep 2008 << 7:30-8:30AM																
Base Vol:	85	0	693		398	291	118		0	748	78		319	779	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	0	693		398	291	118		0	748	78		319	779	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	0	693		398	291	118		0	748	78		319	779	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	85	0	693		398	291	118		0	748	78		319	779	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	0	693		398	291	118		0	748	78		319	779	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	85	0	693		398	291	118		0	748	78		319	779	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.71	0.29		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1281	519		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.40		0.13	0.23	0.23		0.00	0.13	0.04		0.18	0.14	0.00	
Crit Moves:			****		****					****			****			
Green Time:	14.7	0.0	65.4		20.9	71.5	71.5		0.0	21.7	21.7		30.1	51.8	0.0	
Volume/Cap:	0.28	0.00	0.91		0.91	0.48	0.48		0.00	0.91	0.31		0.91	0.40	0.00	
Delay/Veh:	63.2	0.0	54.3		86.2	27.0	27.0		0.0	77.1	58.2		85.1	37.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	63.2	0.0	54.3		86.2	27.0	27.0		0.0	77.1	58.2		85.1	37.4	0.0	
LOS by Move:	E	A	D		F	C	C		A	E	E		F	D	A	
HCM2kAvgQ:	2	0	35		12	13	13		0	13	3		17	9	0	

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

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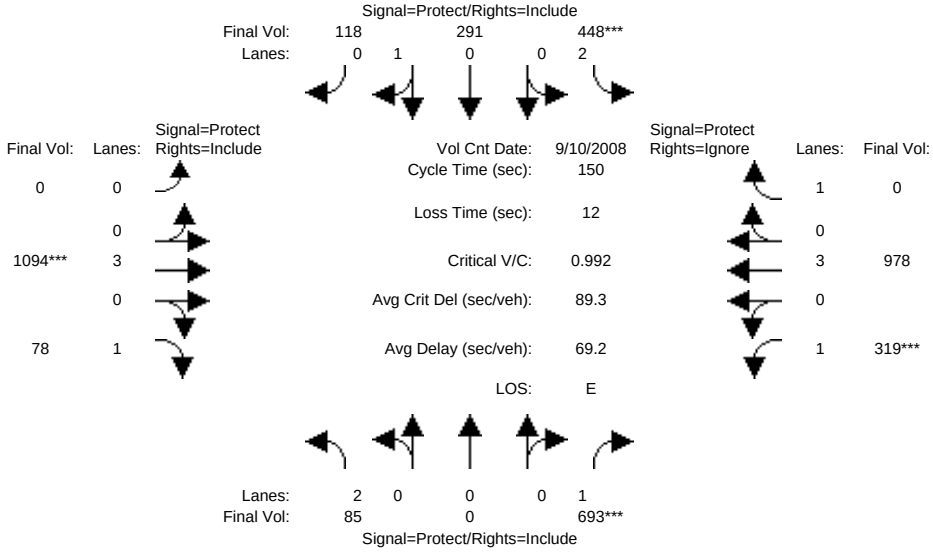
Lester Property

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

Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 10 Sep 2008 << 7:30-8:30AM																
Base Vol:	85	0	693		398	291	118		0	748	78		319	779	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	0	693		398	291	118		0	748	78		319	779	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		50	0	0		0	346	0		0	199	0	
Initial Fut:	85	0	693		448	291	118		0	1094	78		319	978	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	85	0	693		448	291	118		0	1094	78		319	978	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	0	693		448	291	118		0	1094	78		319	978	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	85	0	693		448	291	118		0	1094	78		319	978	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.71	0.29		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1281	519		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.40		0.14	0.23	0.23		0.00	0.19	0.04		0.18	0.17	0.00	
Crit Moves:			****		****					****			****			
Green Time:	13.9	0.0	59.9		21.5	67.5	67.5		0.0	29.0	29.0		27.6	56.6	0.0	
Volume/Cap:	0.29	0.00	0.99		0.99	0.50	0.50		0.00	0.99	0.23		0.99	0.45	0.00	
Delay/Veh:	64.0	0.0	76.7		104.2	29.8	29.8		0.0	85.4	51.4		108.9	35.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	64.0	0.0	76.7		104.2	29.8	29.8		0.0	85.4	51.4		108.9	35.3	0.0	
LOS by Move:	E	A	E		F	C	C		A	F	D		F	D	A	
HCM2kAvgQ:	2	0	40		15	14	14		0	20	3		19	11	0	

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

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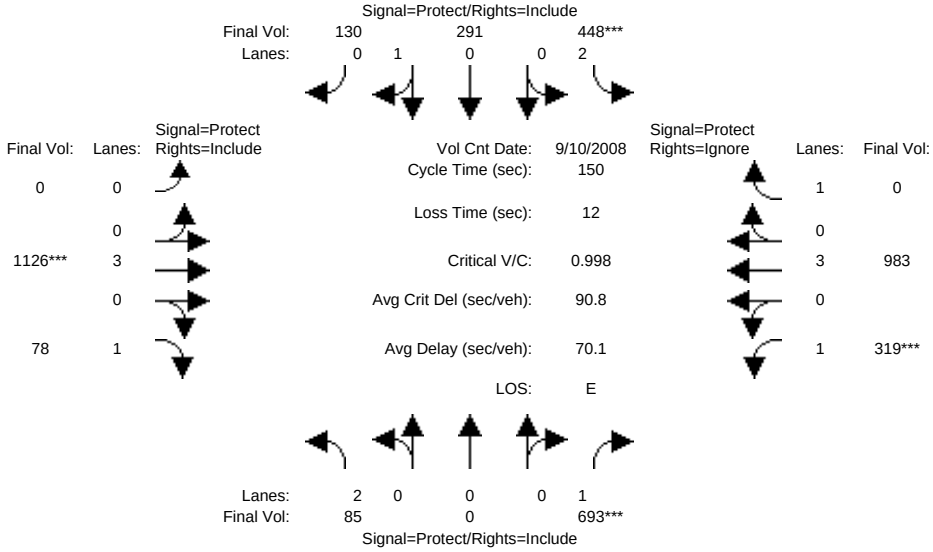
Lester Property

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

Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 10 Sep 2008 << 7:30-8:30AM																
Base Vol:	85	0	693		398	291	118		0	748	78		319	779	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	0	693		398	291	118		0	748	78		319	779	122	
Added Vol:	0	0	0		0	0	12		0	32	0		0	5	0	
ATI:	0	0	0		50	0	0		0	346	0		0	199	0	
Initial Fut:	85	0	693		448	291	130		0	1126	78		319	983	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	85	0	693		448	291	130		0	1126	78		319	983	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	0	693		448	291	130		0	1126	78		319	983	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	85	0	693		448	291	130		0	1126	78		319	983	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.69	0.31		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1244	556		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.40		0.14	0.23	0.23		0.00	0.20	0.04		0.18	0.17	0.00	
Crit Moves:			****		****					****			****			
Green Time:	13.5	0.0	59.5		21.4	67.4	67.4		0.0	29.7	29.7		27.4	57.1	0.0	
Volume/Cap:	0.30	0.00	1.00		1.00	0.52	0.52		0.00	1.00	0.23		1.00	0.45	0.00	
Delay/Veh:	64.5	0.0	78.8		106.2	30.3	30.3		0.0	86.4	50.8		111.0	34.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	64.5	0.0	78.8		106.2	30.3	30.3		0.0	86.4	50.8		111.0	34.9	0.0	
LOS by Move:	E	A	E		F	C	C		A	F	D		F	C	A	
HCM2kAvgQ:	2	0	41		15	14	14		0	21	3		19	11	0	

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

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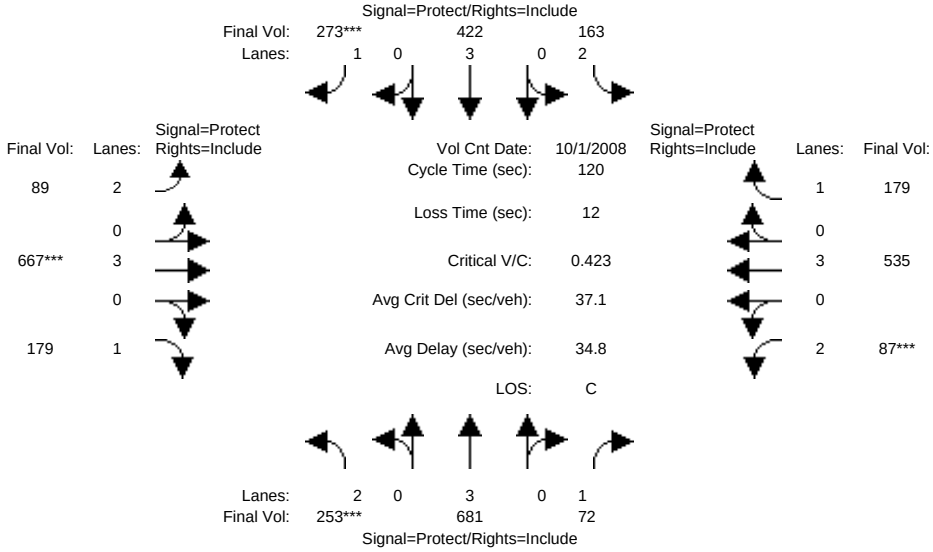
Lester Property

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2008 << 7:30-8:30AM												
Base Vol:	253	681	72	163	422	273	89	667	179	87	535	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	681	72	163	422	273	89	667	179	87	535	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	681	72	163	422	273	89	667	179	87	535	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	681	72	163	422	273	89	667	179	87	535	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	681	72	163	422	273	89	667	179	87	535	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	681	72	163	422	273	89	667	179	87	535	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.04	0.05	0.07	0.16	0.03	0.12	0.10	0.03	0.09	0.10
Crit Moves:	****					****		****		****		
Green Time:	22.8	45.0	45.0	22.0	44.2	44.2	14.9	33.2	33.2	7.8	26.1	26.1
Volume/Cap:	0.42	0.32	0.11	0.28	0.20	0.42	0.23	0.42	0.37	0.42	0.43	0.47
Delay/Veh:	43.3	26.7	24.5	42.5	25.9	28.8	47.7	35.8	35.5	55.3	40.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	26.7	24.5	42.5	25.9	28.8	47.7	35.8	35.5	55.3	40.8	41.8
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	5	6	2	3	3	8	2	6	6	2	6	7

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

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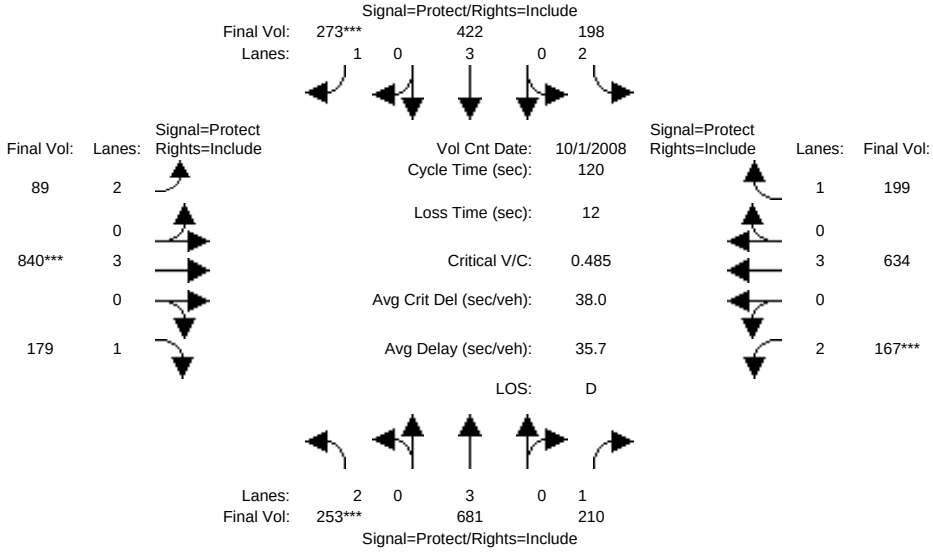
Lester Property

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2008 << 7:30-8:30AM												
Base Vol:	253	681	72	163	422	273	89	667	179	87	535	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	681	72	163	422	273	89	667	179	87	535	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	138	35	0	0	0	173	0	80	99	20
Initial Fut:	253	681	210	198	422	273	89	840	179	167	634	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	681	210	198	422	273	89	840	179	167	634	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	681	210	198	422	273	89	840	179	167	634	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	681	210	198	422	273	89	840	179	167	634	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.06	0.07	0.16	0.03	0.15	0.10	0.05	0.11	0.11
Crit Moves:	****					****		****		****		
Green Time:	19.9	38.4	38.4	20.1	38.6	38.6	16.8	36.4	36.4	13.1	32.8	32.8
Volume/Cap:	0.49	0.37	0.38	0.38	0.23	0.49	0.20	0.49	0.34	0.49	0.41	0.42
Delay/Veh:	46.1	31.7	32.0	44.8	29.9	33.4	45.9	34.3	32.8	51.3	35.9	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	31.7	32.0	44.8	29.9	33.4	45.9	34.3	32.8	51.3	35.9	36.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	6	6	6	4	4	9	2	8	5	4	6	7

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

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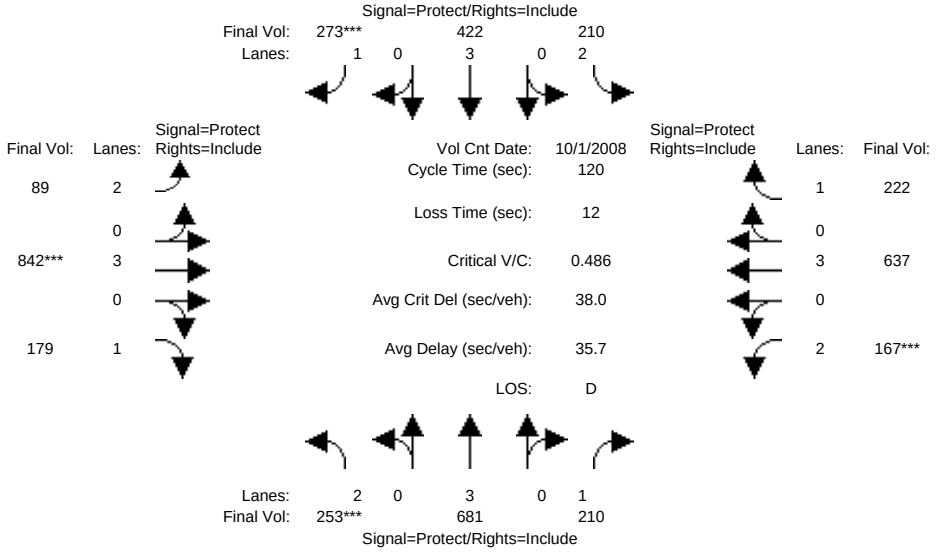
Lester Property

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2008 << 7:30-8:30AM												
Base Vol:	253	681	72	163	422	273	89	667	179	87	535	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	681	72	163	422	273	89	667	179	87	535	179
Added Vol:	0	0	0	12	0	0	0	2	0	0	3	23
ATI:	0	0	138	35	0	0	0	173	0	80	99	20
Initial Fut:	253	681	210	210	422	273	89	842	179	167	637	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	681	210	210	422	273	89	842	179	167	637	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	681	210	210	422	273	89	842	179	167	637	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	681	210	210	422	273	89	842	179	167	637	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.07	0.07	0.16	0.03	0.15	0.10	0.05	0.11	0.13
Crit Moves:	****					****		****		****		
Green Time:	19.8	37.5	37.5	20.9	38.5	38.5	15.6	36.5	36.5	13.1	34.0	34.0
Volume/Cap:	0.49	0.38	0.38	0.38	0.23	0.49	0.22	0.49	0.34	0.49	0.39	0.45
Delay/Veh:	46.2	32.3	32.6	44.3	29.9	33.4	47.0	34.3	32.7	51.4	34.9	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	32.3	32.6	44.3	29.9	33.4	47.0	34.3	32.7	51.4	34.9	36.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	D
HCM2kAvgQ:	6	7	7	4	4	9	2	8	5	4	6	7

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

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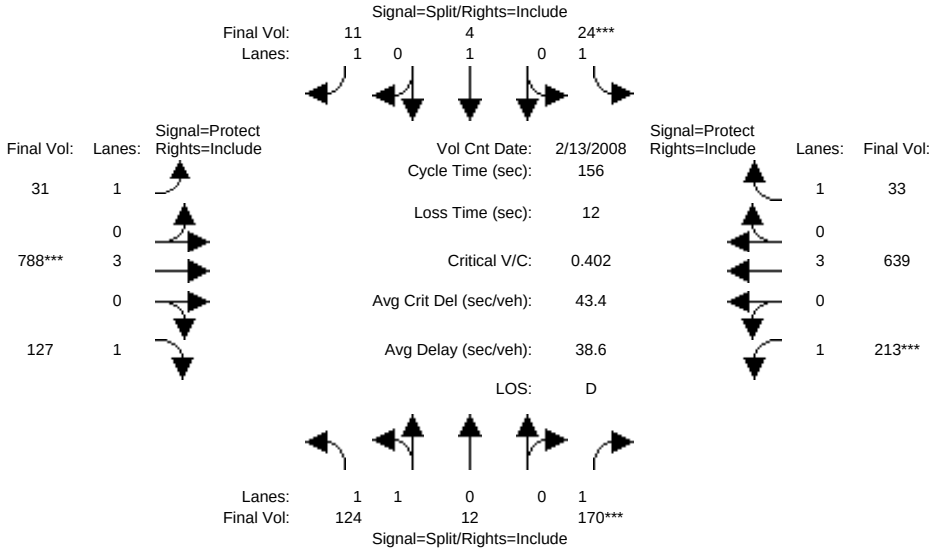
Lester Property

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

Intersection #3314: BLOSSOM HILL/CAHALAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2008 << 4:00-5:00PM												
Base Vol:	124	12	170	24	4	11	31	788	127	213	639	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	12	170	24	4	11	31	788	127	213	639	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	12	170	24	4	11	31	788	127	213	639	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	12	170	24	4	11	31	788	127	213	639	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	12	170	24	4	11	31	788	127	213	639	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	12	170	24	4	11	31	788	127	213	639	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.83	0.17	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3237	313	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.01	0.00	0.01	0.02	0.14	0.07	0.12	0.11	0.02
Crit Moves:			****	****				****		****		
Green Time:	36.5	36.5	36.5	10.0	10.0	10.0	27.9	51.9	51.9	45.7	69.7	69.7
Volume/Cap:	0.16	0.16	0.42	0.21	0.03	0.10	0.10	0.42	0.22	0.42	0.25	0.04
Delay/Veh:	47.7	47.7	51.4	70.2	68.6	69.1	53.7	40.5	37.7	45.0	27.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	51.4	70.2	68.6	69.1	53.7	40.5	37.7	45.0	27.0	24.4
LOS by Move:	D	D	D	E	E	E	D	D	D	D	C	C
HCM2kAvgQ:	3	3	7	1	0	1	1	9	5	9	6	1

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

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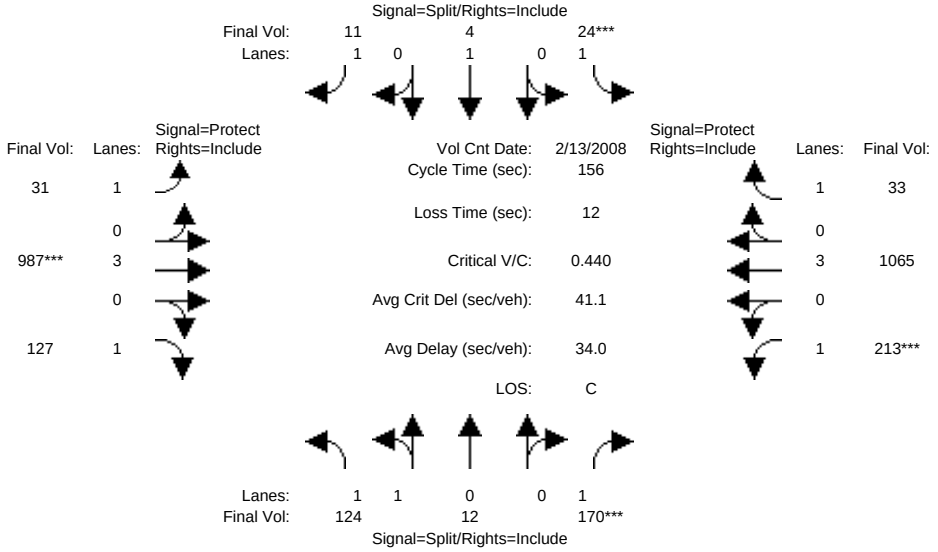
Lester Property

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

Intersection #3314: BLOSSOM HILL/CAHALAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2008 << 4:00-5:00PM												
Base Vol:	124	12	170	24	4	11	31	788	127	213	639	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	12	170	24	4	11	31	788	127	213	639	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	199	0	0	426	0
Initial Fut:	124	12	170	24	4	11	31	987	127	213	1065	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	12	170	24	4	11	31	987	127	213	1065	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	12	170	24	4	11	31	987	127	213	1065	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	12	170	24	4	11	31	987	127	213	1065	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.83	0.17	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3237	313	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.01	0.00	0.01	0.02	0.17	0.07	0.12	0.19	0.02
Crit Moves:			****	****				****		****		
Green Time:	33.2	33.2	33.2	10.0	10.0	10.0	19.5	59.2	59.2	41.6	81.3	81.3
Volume/Cap:	0.18	0.18	0.46	0.21	0.03	0.10	0.14	0.46	0.19	0.46	0.36	0.04
Delay/Veh:	50.4	50.4	54.4	70.2	68.6	69.1	61.1	36.5	32.5	48.5	22.1	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	50.4	54.4	70.2	68.6	69.1	61.1	36.5	32.5	48.5	22.1	18.3
LOS by Move:	D	D	D	E	E	E	E	D	C	D	C	B
HCM2kAvgQ:	3	3	8	1	0	1	1	11	4	9	10	1

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

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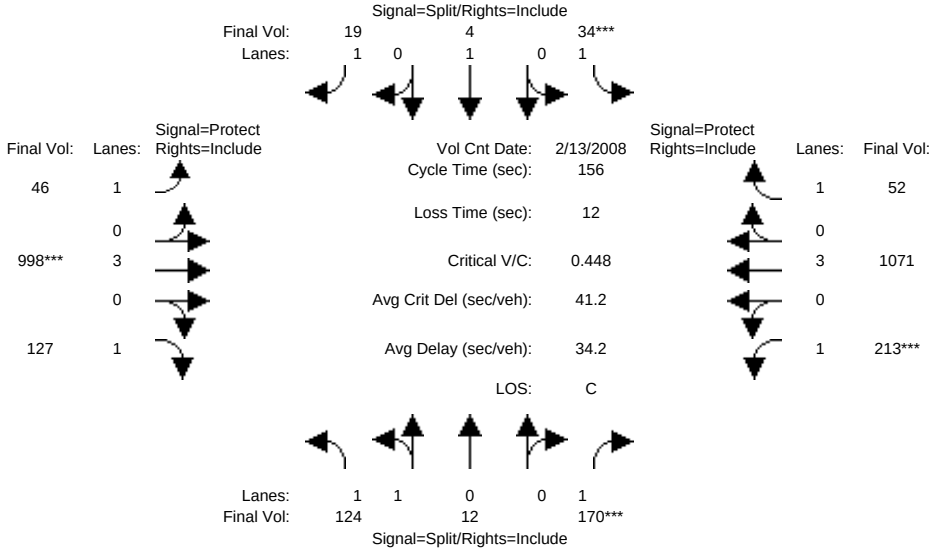
Lester Property

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

Intersection #3314: BLOSSOM HILL/CAHALAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2008 << 4:00-5:00PM												
Base Vol:	124	12	170	24	4	11	31	788	127	213	639	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	12	170	24	4	11	31	788	127	213	639	33
Added Vol:	0	0	0	10	0	8	15	11	0	0	6	19
ATI:	0	0	0	0	0	0	0	199	0	0	426	0
Initial Fut:	124	12	170	34	4	19	46	998	127	213	1071	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	12	170	34	4	19	46	998	127	213	1071	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	12	170	34	4	19	46	998	127	213	1071	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	12	170	34	4	19	46	998	127	213	1071	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.83	0.17	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3237	313	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.02	0.00	0.01	0.03	0.18	0.07	0.12	0.19	0.03
Crit Moves:			****	****				****		****		
Green Time:	33.0	33.0	33.0	10.0	10.0	10.0	19.5	59.6	59.6	41.4	81.5	81.5
Volume/Cap:	0.18	0.18	0.46	0.30	0.03	0.17	0.21	0.46	0.19	0.46	0.36	0.06
Delay/Veh:	50.5	50.5	54.6	71.2	68.6	69.8	61.8	36.3	32.3	48.6	22.0	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	54.6	71.2	68.6	69.8	61.8	36.3	32.3	48.6	22.0	18.4
LOS by Move:	D	D	D	E	E	E	E	D	C	D	C	B
HCM2kAvgQ:	3	3	8	2	0	1	2	11	4	9	10	1

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

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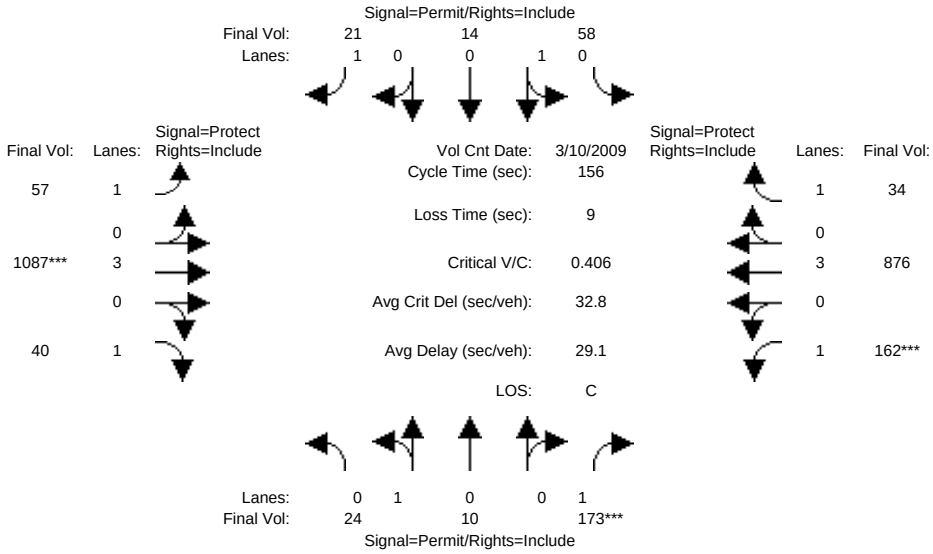
Lester Property

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

Intersection #3316: BLOSSOM HILL/CHESBRO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Mar 2009 << 4:45-5:45PM												
Base Vol:	24	10	173	58	14	21	57	1087	40	162	876	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	10	173	58	14	21	57	1087	40	162	876	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	10	173	58	14	21	57	1087	40	162	876	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	10	173	58	14	21	57	1087	40	162	876	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	10	173	58	14	21	57	1087	40	162	876	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	10	173	58	14	21	57	1087	40	162	876	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.71	0.29	1.00	0.81	0.19	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1271	529	1750	1450	350	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.10	0.04	0.04	0.01	0.03	0.19	0.02	0.09	0.15	0.02
Crit Moves:			****					****		****		
Green Time:	38.0	38.0	38.0	38.0	38.0	38.0	24.6	73.4	73.4	35.6	84.3	84.3
Volume/Cap:	0.08	0.08	0.41	0.16	0.16	0.05	0.21	0.41	0.05	0.41	0.28	0.04
Delay/Veh:	45.5	45.5	50.1	46.6	46.6	45.2	57.6	27.1	22.4	51.9	19.5	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	45.5	50.1	46.6	46.6	45.2	57.6	27.1	22.4	51.9	19.5	16.8
LOS by Move:	D	D	D	D	D	D	E	C	C	D	B	B
HCM2kAvgQ:	1	1	7	3	3	1	3	11	1	7	7	1

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

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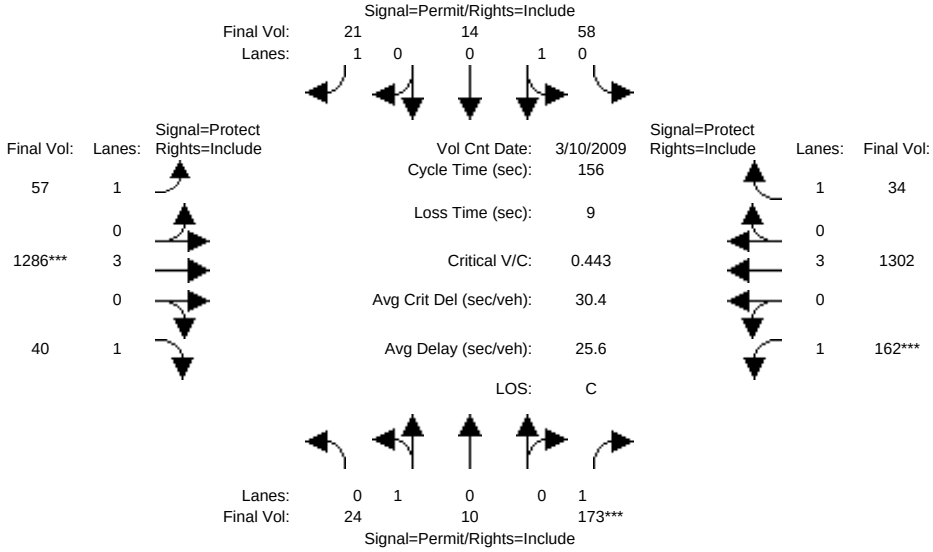
Lester Property

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

Intersection #3316: BLOSSOM HILL/CHESBRO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Mar 2009 << 4:45-5:45PM												
Base Vol:	24	10	173	58	14	21	57	1087	40	162	876	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	10	173	58	14	21	57	1087	40	162	876	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	199	0	0	426	0
Initial Fut:	24	10	173	58	14	21	57	1286	40	162	1302	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	10	173	58	14	21	57	1286	40	162	1302	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	10	173	58	14	21	57	1286	40	162	1302	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	10	173	58	14	21	57	1286	40	162	1302	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.71	0.29	1.00	0.81	0.19	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1271	529	1750	1450	350	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.10	0.04	0.04	0.01	0.03	0.23	0.02	0.09	0.23	0.02
Crit Moves:			****					****		****		
Green Time:	34.8	34.8	34.8	34.8	34.8	34.8	18.4	79.5	79.5	32.6	93.7	93.7
Volume/Cap:	0.08	0.08	0.44	0.18	0.18	0.05	0.28	0.44	0.04	0.44	0.38	0.03
Delay/Veh:	48.0	48.0	53.0	49.2	49.2	47.7	63.4	24.3	19.2	54.6	16.2	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	48.0	53.0	49.2	49.2	47.7	63.4	24.3	19.2	54.6	16.2	12.7
LOS by Move:	D	D	D	D	D	D	E	C	B	D	B	B
HCM2kAvgQ:	1	1	8	3	3	1	3	13	1	7	10	1

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

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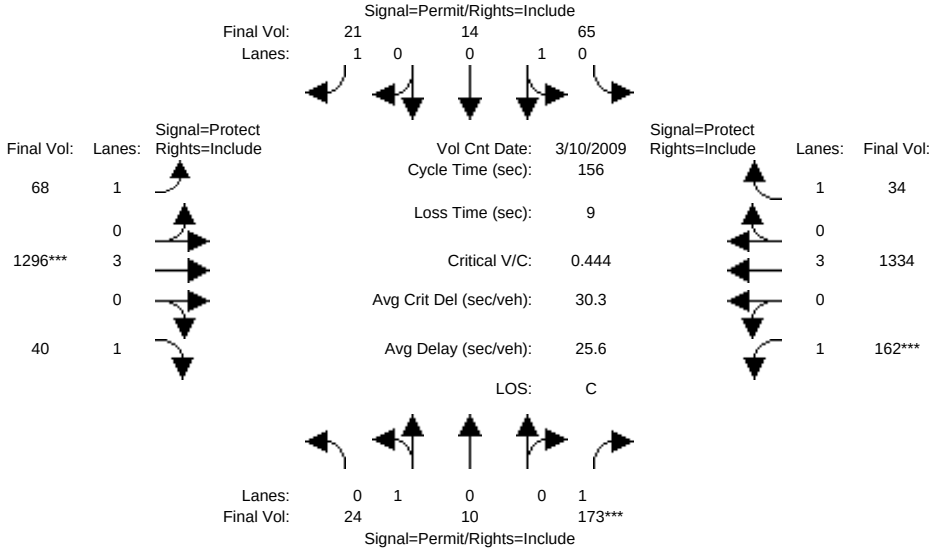
Lester Property

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

Intersection #3316: BLOSSOM HILL/CHESBRO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Mar 2009 << 4:45-5:45PM												
Base Vol:	24	10	173	58	14	21	57	1087	40	162	876	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	10	173	58	14	21	57	1087	40	162	876	34
Added Vol:	0	0	0	7	0	0	11	10	0	0	32	0
ATI:	0	0	0	0	0	0	0	199	0	0	426	0
Initial Fut:	24	10	173	65	14	21	68	1296	40	162	1334	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	10	173	65	14	21	68	1296	40	162	1334	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	10	173	65	14	21	68	1296	40	162	1334	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	10	173	65	14	21	68	1296	40	162	1334	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.71	0.29	1.00	0.82	0.18	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1271	529	1750	1481	319	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.10	0.04	0.04	0.01	0.04	0.23	0.02	0.09	0.23	0.02
Crit Moves:			****					****		****		
Green Time:	34.7	34.7	34.7	34.7	34.7	34.7	18.1	79.8	79.8	32.5	94.2	94.2
Volume/Cap:	0.08	0.08	0.44	0.20	0.20	0.05	0.34	0.44	0.04	0.44	0.39	0.03
Delay/Veh:	48.2	48.2	53.1	49.6	49.6	47.8	64.4	24.2	19.1	54.7	16.0	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	53.1	49.6	49.6	47.8	64.4	24.2	19.1	54.7	16.0	12.5
LOS by Move:	D	D	D	D	D	D	E	C	B	D	B	B
HCM2kAvgQ:	1	1	8	3	3	1	3	13	1	7	11	1

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

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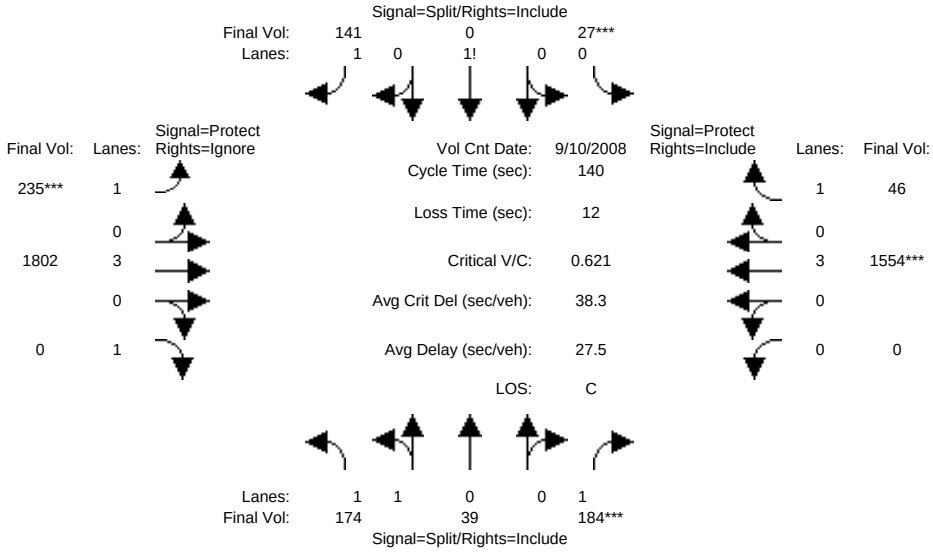
Lester Property

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2008 << 4:45-5:45PM												
Base Vol:	174	39	184	27	0	141	235	1802	402	0	1554	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	39	184	27	0	141	235	1802	402	0	1554	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	39	184	27	0	141	235	1802	402	0	1554	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	174	39	184	27	0	141	235	1802	0	0	1554	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	39	184	27	0	141	235	1802	0	0	1554	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	174	39	184	27	0	141	235	1802	0	0	1554	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.64	0.36	1.00	0.28	0.00	1.72	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2900	650	1750	485	0	3015	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.11	0.06	0.00	0.05	0.13	0.32	0.00	0.00	0.27	0.03
Crit Moves:			****	****			****				****	
Green Time:	23.7	23.7	23.7	12.6	0.0	12.6	30.3	91.7	0.0	0.0	61.5	61.5
Volume/Cap:	0.35	0.35	0.62	0.62	0.00	0.52	0.62	0.48	0.00	0.00	0.62	0.06
Delay/Veh:	51.7	51.7	58.0	65.8	0.0	62.4	52.8	12.3	0.0	0.0	30.8	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	51.7	58.0	65.8	0.0	62.4	52.8	12.3	0.0	0.0	30.8	22.7
LOS by Move:	D	D	E	E	A	E	D	B	A	A	C	C
HCM2kAvgQ:	4	4	8	5	0	4	10	13	0	0	17	1

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

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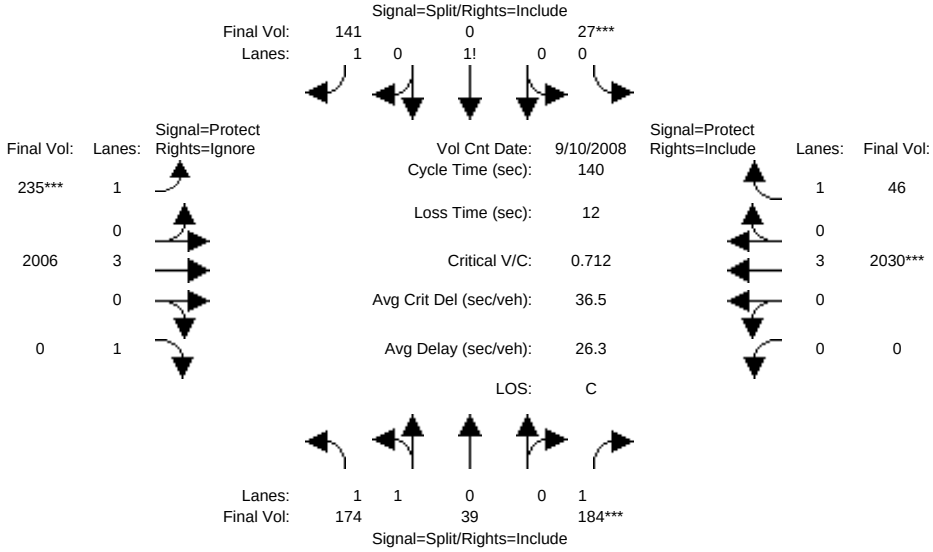
Lester Property

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		0		10		7		10		10		0		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 10 Sep 2008 << 4:45-5:45PM																								
Base Vol:	174		39		184		27		0		141		235		1802		402		0		1554		46	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	174		39		184		27		0		141		235		1802		402		0		1554		46	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		204		0		0		476		0	
Initial Fut:	174		39		184		27		0		141		235		2006		402		0		2030		46	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00	
PHF Volume:	174		39		184		27		0		141		235		2006		0		0		2030		46	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	174		39		184		27		0		141		235		2006		0		0		2030		46	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00	
FinalVolume:	174		39		184		27		0		141		235		2006		0		0		2030		46	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.93		0.95		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	1.64		0.36		1.00		0.28		0.00		1.72		1.00		3.00		1.00		0.00		3.00		1.00	
Final Sat.:	2900		650		1750		485		0		3015		1750		5700		1750		0		5700		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.06		0.11		0.06		0.00		0.05		0.13		0.35		0.00		0.00		0.36		0.03	
Crit Moves:					****		****						****								****			
Green Time:	20.7		20.7		20.7		10.9		0.0		10.9		26.4		96.4		0.0		0.0		70.0		70.0	
Volume/Cap:	0.41		0.41		0.71		0.71		0.00		0.60		0.71		0.51		0.00		0.00		0.71		0.05	
Delay/Veh:	54.6		54.6		65.8		72.8		0.0		65.9		60.4		10.6		0.0		0.0		28.1		18.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	54.6		54.6		65.8		72.8		0.0		65.9		60.4		10.6		0.0		0.0		28.1		18.0	
LOS by Move:	D		D		E		E		A		E		E		B		A		A		C		B	
HCM2kAvgQ:	4		4		8		6		0		5		10		14		0		0		22		1	

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

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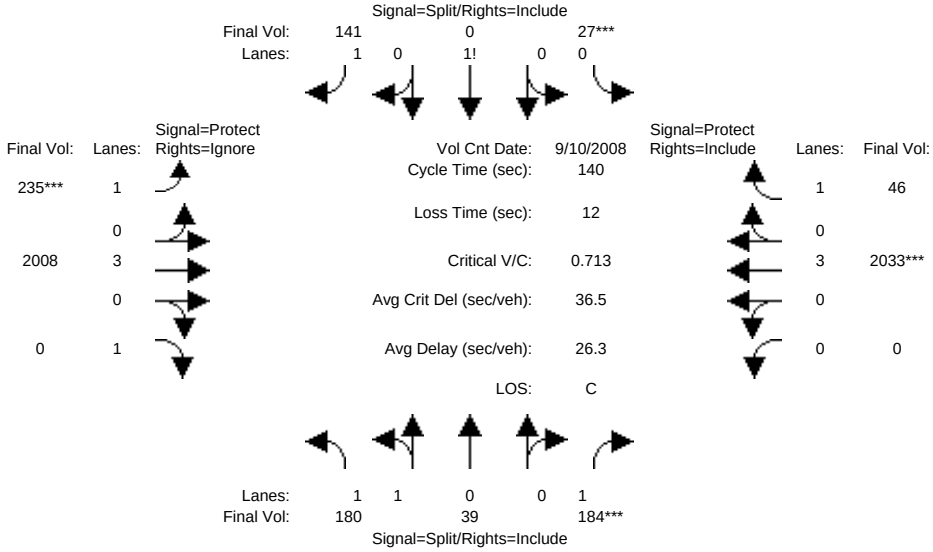
Lester Property

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2008 << 4:45-5:45PM												
Base Vol:	174	39	184	27	0	141	235	1802	402	0	1554	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	39	184	27	0	141	235	1802	402	0	1554	46
Added Vol:	6	0	0	0	0	0	0	2	12	0	3	0
ATI:	0	0	0	0	0	0	0	204	0	0	476	0
Initial Fut:	180	39	184	27	0	141	235	2008	414	0	2033	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	180	39	184	27	0	141	235	2008	0	0	2033	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	39	184	27	0	141	235	2008	0	0	2033	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	180	39	184	27	0	141	235	2008	0	0	2033	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.65	0.35	1.00	0.28	0.00	1.72	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2918	632	1750	485	0	3015	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.11	0.06	0.00	0.05	0.13	0.35	0.00	0.00	0.36	0.03
Crit Moves:			****	****			****				****	
Green Time:	20.6	20.6	20.6	10.9	0.0	10.9	26.4	96.4	0.0	0.0	70.0	70.0
Volume/Cap:	0.42	0.42	0.71	0.71	0.00	0.60	0.71	0.51	0.00	0.00	0.71	0.05
Delay/Veh:	54.8	54.8	65.9	72.8	0.0	65.9	60.4	10.6	0.0	0.0	28.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	54.8	65.9	72.8	0.0	65.9	60.4	10.6	0.0	0.0	28.0	18.0
LOS by Move:	D	D	E	E	A	E	E	B	A	A	C	B
HCM2kAvgQ:	4	4	8	6	0	5	10	14	0	0	23	1

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

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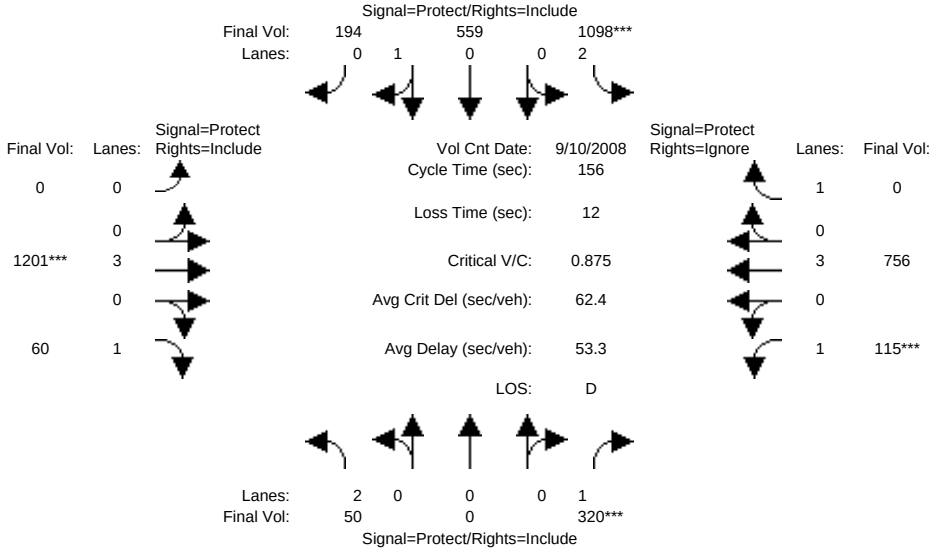
Lester Property

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

Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 10 Sep 2008 << 5:00-6:00PM																
Base Vol:	50	0	320		1098	559	194		0	1201	60		115	756	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	0	320		1098	559	194		0	1201	60		115	756	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	0	320		1098	559	194		0	1201	60		115	756	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	0	320		1098	559	194		0	1201	60		115	756	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	0	320		1098	559	194		0	1201	60		115	756	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	50	0	320		1098	559	194		0	1201	60		115	756	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.74	0.26		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1336	464		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.18		0.35	0.42	0.42		0.00	0.21	0.03		0.07	0.13	0.00	
Crit Moves:			****		****					****			****			
Green Time:	9.2	0.0	32.6		62.1	85.6	85.6		0.0	37.6	37.6		11.7	49.3	0.0	
Volume/Cap:	0.27	0.00	0.88		0.88	0.76	0.76		0.00	0.88	0.14		0.88	0.42	0.00	
Delay/Veh:	71.0	0.0	80.0		50.5	30.9	30.9		0.0	63.6	46.7		114.8	42.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	71.0	0.0	80.0		50.5	30.9	30.9		0.0	63.6	46.7		114.8	42.3	0.0	
LOS by Move:	E	A	F		D	C	C		A	E	D		F	D	A	
HCM2kAvgQ:	2	0	19		31	30	30		0	20	2		7	9	0	

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

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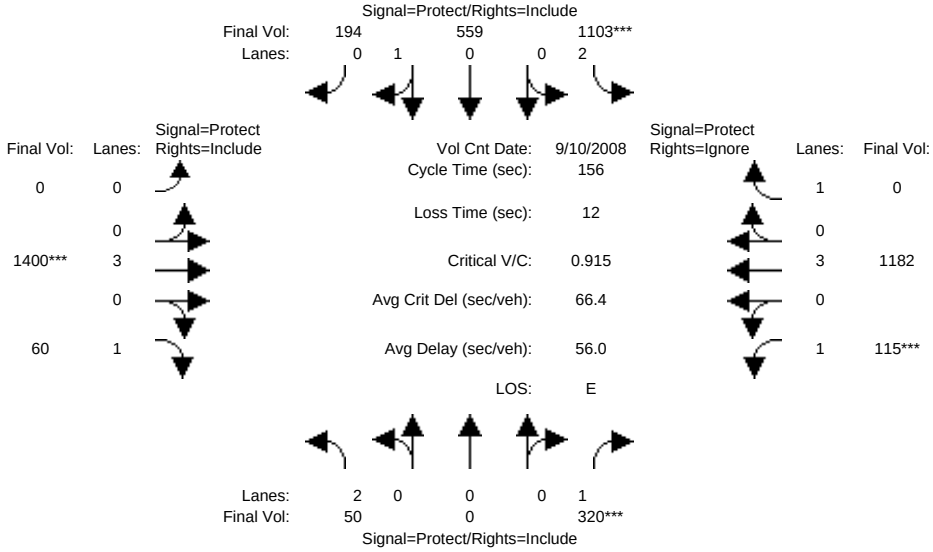
Lester Property

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

Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 10 Sep 2008 << 5:00-6:00PM																
Base Vol:	50	0	320		1098	559	194		0	1201	60		115	756	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	0	320		1098	559	194		0	1201	60		115	756	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		5	0	0		0	199	0		0	426	0	
Initial Fut:	50	0	320		1103	559	194		0	1400	60		115	1182	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	0	320		1103	559	194		0	1400	60		115	1182	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	0	320		1103	559	194		0	1400	60		115	1182	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	50	0	320		1103	559	194		0	1400	60		115	1182	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.74	0.26		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1336	464		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.18		0.35	0.42	0.42		0.00	0.25	0.03		0.07	0.21	0.00	
Crit Moves:			****		****					****			****			
Green Time:	8.8	0.0	31.2		59.7	82.1	82.1		0.0	41.9	41.9		11.2	53.1	0.0	
Volume/Cap:	0.28	0.00	0.91		0.91	0.79	0.79		0.00	0.91	0.13		0.91	0.61	0.00	
Delay/Veh:	71.4	0.0	88.8		56.5	34.8	34.8		0.0	64.2	43.3		126.6	43.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	71.4	0.0	88.8		56.5	34.8	34.8		0.0	64.2	43.3		126.6	43.4	0.0	
LOS by Move:	E	A	F		E	C	C		A	E	D		F	D	A	
HCM2kAvgQ:	2	0	20		33	31	31		0	24	2		7	15	0	

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

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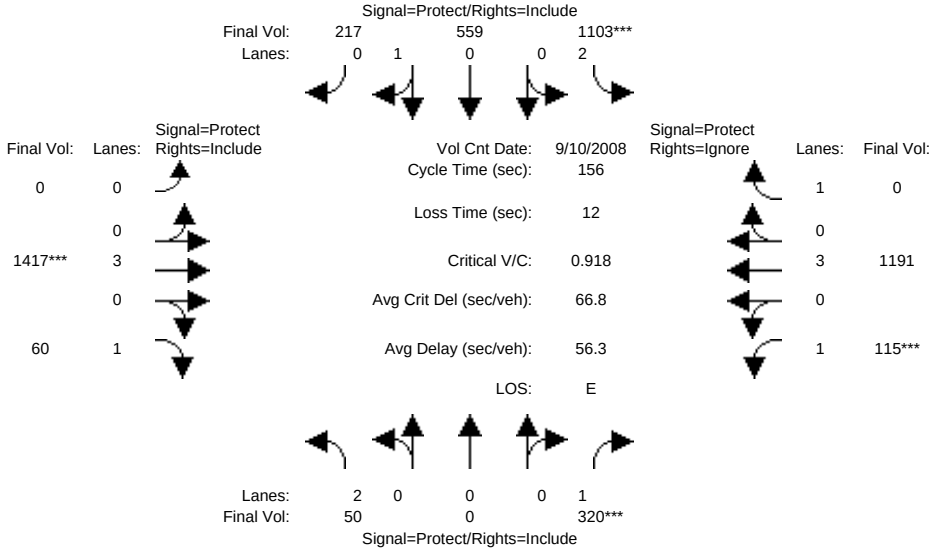
Lester Property

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

Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		0		10		7		10		10		0		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 10 Sep 2008 << 5:00-6:00PM																								
Base Vol:	50		0		320		1098		559		194		0		1201		60		115		756		122	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	50		0		320		1098		559		194		0		1201		60		115		756		122	
Added Vol:	0		0		0		0		0		23		0		17		0		0		9		0	
ATI:	0		0		0		5		0		0		0		199		0		0		426		0	
Initial Fut:	50		0		320		1103		559		217		0		1417		60		115		1191		122	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Volume:	50		0		320		1103		559		217		0		1417		60		115		1191		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	50		0		320		1103		559		217		0		1417		60		115		1191		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	50		0		320		1103		559		217		0		1417		60		115		1191		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.83		0.95		0.95		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	2.00		0.00		1.00		2.00		0.72		0.28		0.00		3.00		1.00		1.00		3.00		1.00	
Final Sat.:	3150		0		1750		3150		1297		503		0		5700		1750		1750		5700		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.00		0.18		0.35		0.43		0.43		0.00		0.25		0.03		0.07		0.21		0.00	
Crit Moves:					****		****								****				****					
Green Time:	8.5		0.0		31.1		59.5		82.0		82.0		0.0		42.2		42.2		11.2		53.4		0.0	
Volume/Cap:	0.29		0.00		0.92		0.92		0.82		0.82		0.00		0.92		0.13		0.92		0.61		0.00	
Delay/Veh:	71.8		0.0		89.6		57.1		36.6		36.6		0.0		64.3		43.1		127.6		43.2		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	71.8		0.0		89.6		57.1		36.6		36.6		0.0		64.3		43.1		127.6		43.2		0.0	
LOS by Move:	E		A		F		E		D		D		A		E		D		F		D		A	
HCM2kAvgQ:	2		0		20		33		33		33		0		24		2		7		15		0	

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

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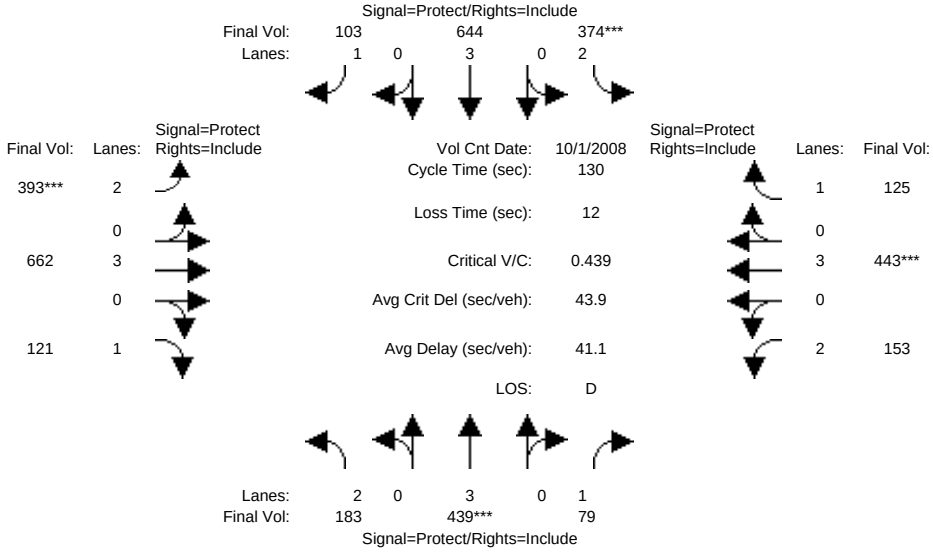
Lester Property

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2008 << 4:45-5:45PM												
Base Vol:	183	439	79	374	644	103	393	662	121	153	443	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	439	79	374	644	103	393	662	121	153	443	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	439	79	374	644	103	393	662	121	153	443	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	439	79	374	644	103	393	662	121	153	443	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	439	79	374	644	103	393	662	121	153	443	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	439	79	374	644	103	393	662	121	153	443	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.12	0.11	0.06	0.12	0.12	0.07	0.05	0.08	0.07
Crit Moves:		****		****			****				****	
Green Time:	19.7	22.8	22.8	35.2	38.3	38.3	37.0	41.0	41.0	19.0	23.0	23.0
Volume/Cap:	0.38	0.44	0.26	0.44	0.38	0.20	0.44	0.37	0.22	0.33	0.44	0.40
Delay/Veh:	50.2	48.2	46.7	39.6	36.6	34.6	38.4	34.6	32.9	50.2	48.0	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	48.2	46.7	39.6	36.6	34.6	38.4	34.6	32.9	50.2	48.0	48.3
LOS by Move:	D	D	D	D	D	C	D	C	C	D	D	D
HCM2kAvgQ:	4	5	3	7	7	3	7	7	4	3	6	5

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

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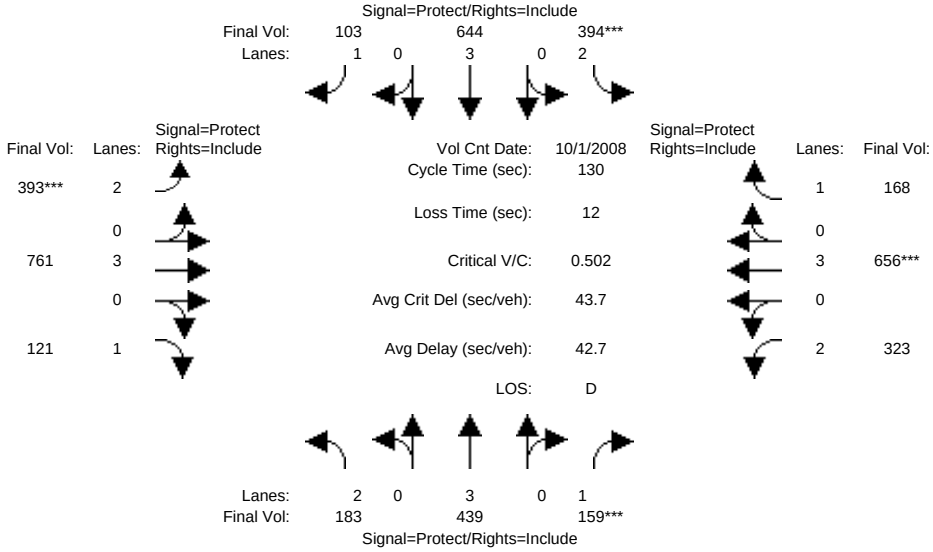
Lester Property

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2008 << 4:45-5:45PM												
Base Vol:	183	439	79	374	644	103	393	662	121	153	443	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	439	79	374	644	103	393	662	121	153	443	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	80	20	0	0	0	99	0	170	213	43
Initial Fut:	183	439	159	394	644	103	393	761	121	323	656	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	439	159	394	644	103	393	761	121	323	656	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	439	159	394	644	103	393	761	121	323	656	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	439	159	394	644	103	393	761	121	323	656	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.09	0.13	0.11	0.06	0.12	0.13	0.07	0.10	0.12	0.10
Crit Moves:			****	****			****				****	
Green Time:	19.0	23.5	23.5	32.4	36.9	36.9	32.3	35.1	35.1	27.0	29.8	29.8
Volume/Cap:	0.40	0.43	0.50	0.50	0.40	0.21	0.50	0.49	0.26	0.49	0.50	0.42
Delay/Veh:	50.9	47.5	49.2	42.4	37.7	35.6	42.5	40.2	37.5	46.1	44.0	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	47.5	49.2	42.4	37.7	35.6	42.5	40.2	37.5	46.1	44.0	43.4
LOS by Move:	D	D	D	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	4	5	7	8	7	3	8	8	4	7	8	6

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

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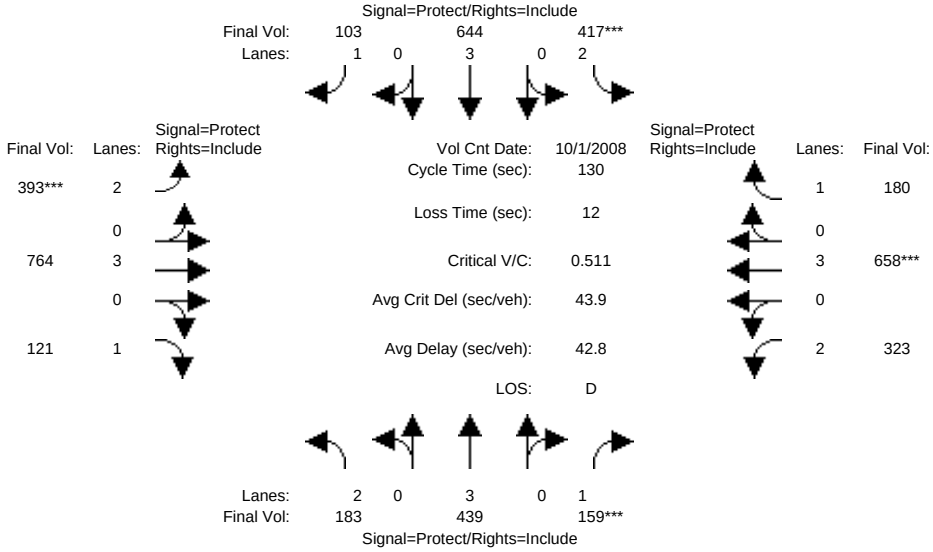
Lester Property

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2008 << 4:45-5:45PM												
Base Vol:	183	439	79	374	644	103	393	662	121	153	443	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	439	79	374	644	103	393	662	121	153	443	125
Added Vol:	0	0	0	23	0	0	0	3	0	0	2	12
ATI:	0	0	80	20	0	0	0	99	0	170	213	43
Initial Fut:	183	439	159	417	644	103	393	764	121	323	658	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	439	159	417	644	103	393	764	121	323	658	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	439	159	417	644	103	393	764	121	323	658	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	439	159	417	644	103	393	764	121	323	658	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.09	0.13	0.11	0.06	0.12	0.13	0.07	0.10	0.12	0.10
Crit Moves:			****	****			****				****	
Green Time:	19.3	23.1	23.1	33.7	37.5	37.5	31.8	34.7	34.7	26.5	29.4	29.4
Volume/Cap:	0.39	0.43	0.51	0.51	0.39	0.20	0.51	0.50	0.26	0.50	0.51	0.45
Delay/Veh:	50.6	47.9	49.7	41.6	37.2	35.1	43.0	40.6	37.9	46.5	44.4	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	47.9	49.7	41.6	37.2	35.1	43.0	40.6	37.9	46.5	44.4	44.2
LOS by Move:	D	D	D	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	4	5	7	8	7	3	8	8	4	7	8	7

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

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Appendix C

Intersection Queuing Calculations

Vehicle Queuing Analysis Summary

Measurement	Cahalan/ Blossom Hill SBL AM	Cahalan/ Blossom Hill SBL PM	Cahalan/ Blossom Hill EBL AM	Cahalan/ Blossom Hill EBL PM	Santa Teresa/ Blossom Hill SBL AM	Santa Teresa/ Blossom Hill SBL PM	Chesbro/ Blossom Hill EBL AM	Chesbro/ Blossom Hill EBL PM	Chesbro/ Blossom Hill SBL AM	Chesbro/ Blossom Hill SBL PM
Existing Conditions										
Cycle/Delay[1] (sec)	120	156	120	156	120	130	120	156	120	156
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	38	24	11	31	163	374	14	57	58	72
Volume (vphpl)	38	24	11	31	82	187	14	57	58	72
Avg. Queue (veh/ln.)	1.3	1.0	0.4	1.3	2.7	6.8	0.5	2.5	1.9	3.1
Avg. Queue[2] (ft./ln)	32	26	9	34	68	169	12	62	48	78
95th %. Queue (veh/ln.)	3	3	2	3	6	11	2	5	4	6
95th %. Queue (ft./ln)	75	75	50	75	150	275	50	125	100	150
Storage (ft./ ln.)	125	125	175	175	325	325	175	175	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Backgound Conditions										
Cycle/Delay[1] (sec)	120	156	120	156	120	130	120	156	120	156
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	38	24	11	31	198	394	14	57	58	72
Volume (vphpl)	38	24	11	31	99	197	14	57	58	72
Avg. Queue (veh/ln.)	1.3	1.0	0.4	1.3	3.3	7.1	0.5	2.5	1.9	3.1
Avg. Queue[2] (ft./ln)	32	26	9	34	83	178	12	62	48	78
95th %. Queue (veh/ln.)	3	3	2	3	7	12	2	5	4	6
95th %. Queue (ft./ln)	75	75	50	75	175	300	50	125	100	150
Storage (ft./ ln.)	125	125	175	175	325	325	175	175	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Project Conditions										
Cycle/Delay[1] (sec)	120	156	120	156	120	130	120	156	120	156
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	57	34	19	46	210	417	20	68	71	79
Volume (vphpl)	57	34	19	46	105	209	20	68	71	79
Avg. Queue (veh/ln.)	1.9	1.5	0.6	2.0	3.5	7.5	0.7	2.9	2.4	3.4
Avg. Queue[2] (ft./ln)	48	37	16	50	88	188	17	74	59	86
95th %. Queue (veh/ln.)	4	4	2	5	7	12	2	6	5	7
95th %. Queue (ft./ln)	100	100	50	125	175	300	50	150	125	175
Storage (ft./ ln.)	125	125	175	175	325	325	175	175	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

Cahalan/ Blossom Hill
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2818	0.2818	0
0.3569	0.6387	1
0.2260	0.8647	2
0.0954	0.9602	3
0.0302	0.9904	4
0.0077	0.9980	5
0.0016	0.9997	6
0.0003	0.9999	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Cahalan/ Blossom Hill
SBL
AM
Backgound Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2818	0.2818	0
0.3569	0.6387	1
0.2260	0.8647	2
0.0954	0.9602	3
0.0302	0.9904	4
0.0077	0.9980	5
0.0016	0.9997	6
0.0003	0.9999	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Cahalan/ Blossom Hill
SBL
AM
Project Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1496	0.1496	0
0.2842	0.4337	1
0.2700	0.7037	2
0.1710	0.8747	3
0.0812	0.9559	4
0.0309	0.9868	5
0.0098	0.9966	6
0.0027	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Cahalan/ Blossom Hill
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3535	0.3535	0
0.3676	0.7210	1
0.1911	0.9122	2
0.0663	0.9785	3
0.0172	0.9957	4
0.0036	0.9993	5
0.0006	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Cahalan/ Blossom Hill
SBL
PM
Backgound Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3535	0.3535	0
0.3676	0.7210	1
0.1911	0.9122	2
0.0663	0.9785	3
0.0172	0.9957	4
0.0036	0.9993	5
0.0006	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Cahalan/ Blossom Hill
SBL
PM
Project Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2292	0.2292	0
0.3376	0.5668	1
0.2487	0.8155	2
0.1221	0.9377	3
0.0450	0.9827	4
0.0133	0.9959	5
0.0033	0.9992	6
0.0007	0.9998	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Cahalan/ Blossom Hill
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

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

Cahalan/ Blossom Hill
EBL
AM
Backgound Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

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

Cahalan/ Blossom Hill
EBL
AM
Project Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5308	0.5308	0
0.3362	0.8670	1
0.1065	0.9735	2
0.0225	0.9959	3
0.0036	0.9995	4
0.0005	0.9999	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Cahalan/ Blossom Hill
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2610	0.2610	0
0.3506	0.6115	1
0.2355	0.8470	2
0.1054	0.9525	3
0.0354	0.9879	4
0.0095	0.9974	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Cahalan/ Blossom Hill
EBL
PM
Backgound Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2610	0.2610	0
0.3506	0.6115	1
0.2355	0.8470	2
0.1054	0.9525	3
0.0354	0.9879	4
0.0095	0.9974	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Cahalan/ Blossom Hill
EBL
PM
Project Conditions
Avg. Queue Per Lane in Veh= 2.0
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1362	0.1362	0
0.2716	0.4078	1
0.2707	0.6785	2
0.1798	0.8583	3
0.0896	0.9479	4
0.0357	0.9837	5
0.0119	0.9955	6
0.0034	0.9989	7
0.0008	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Santa Teresa/ Blossom Hill
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.7
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0661	0.0661	0
0.1796	0.2457	1
0.2439	0.4896	2
0.2209	0.7104	3
0.1500	0.8604	4
0.0815	0.9419	5
0.0369	0.9788	6
0.0143	0.9931	7
0.0049	0.9980	8
0.0015	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Santa Teresa/ Blossom Hill
SBL
AM
Backgound Conditions
Avg. Queue Per Lane in Veh= 3.3
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0369	0.0369	0
0.1217	0.1586	1
0.2008	0.3594	2
0.2209	0.5803	3
0.1823	0.7626	4
0.1203	0.8829	5
0.0662	0.9490	6
0.0312	0.9802	7
0.0129	0.9931	8
0.0047	0.9978	9
0.0016	0.9994	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Santa Teresa/ Blossom Hill
SBL
AM
Project Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

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

Santa Teresa/ Blossom Hill
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 6.8
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0079	0.0091	1
0.0266	0.0357	2
0.0599	0.0956	3
0.1012	0.1968	4
0.1366	0.3334	5
0.1538	0.4872	6
0.1483	0.6355	7
0.1252	0.7607	8
0.0939	0.8547	9
0.0634	0.9181	10
0.0389	0.9570	11
0.0219	0.9790	12
0.0114	0.9903	13
0.0055	0.9958	14
0.0025	0.9983	15
0.0010	0.9993	16
0.0004	0.9998	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Santa Teresa/ Blossom Hill
SBL
PM
Backgound Conditions
Avg. Queue Per Lane in Veh= 7.1
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0058	0.0066	1
0.0206	0.0272	2
0.0488	0.0760	3
0.0868	0.1629	4
0.1235	0.2864	5
0.1465	0.4329	6
0.1489	0.5817	7
0.1324	0.7141	8
0.1046	0.8188	9
0.0744	0.8932	10
0.0481	0.9413	11
0.0285	0.9699	12
0.0156	0.9855	13
0.0079	0.9934	14
0.0038	0.9972	15
0.0017	0.9989	16
0.0007	0.9996	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Santa Teresa/ Blossom Hill
SBL
PM
Project Conditions
Avg. Queue Per Lane in Veh= 7.5
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0040	0.0046	1
0.0152	0.0198	2
0.0382	0.0580	3
0.0719	0.1299	4
0.1083	0.2383	5
0.1359	0.3742	6
0.1462	0.5204	7
0.1376	0.6580	8
0.1151	0.7731	9
0.0867	0.8597	10
0.0593	0.9190	11
0.0372	0.9563	12
0.0216	0.9778	13
0.0116	0.9894	14
0.0058	0.9952	15
0.0027	0.9980	16
0.0012	0.9992	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.5
90th Percentile = 1
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6271	0.6271	0
0.2926	0.9197	1
0.0683	0.9880	2
0.0106	0.9986	3
0.0012	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
EBL
AM
Backgound Conditions
Avg. Queue Per Lane in Veh= 0.5
90th Percentile = 1
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6271	0.6271	0
0.2926	0.9197	1
0.0683	0.9880	2
0.0106	0.9986	3
0.0012	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
EBL
AM
Project Conditions
Avg. Queue Per Lane in Veh= 0.7
90th Percentile = 2
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5134	0.5134	0
0.3423	0.8557	1
0.1141	0.9698	2
0.0254	0.9951	3
0.0042	0.9994	4
0.0006	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
EBL
PM
Existing Conditions

Avg. Queue Per Lane in Veh=		2.5
90th Percentile =		5
Percentile =	0.95	5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0846	0.0846	0
0.2089	0.2935	1
0.2580	0.5515	2
0.2124	0.7640	3
0.1312	0.8951	4
0.0648	0.9600	5
0.0267	0.9866	6
0.0094	0.9960	7
0.0029	0.9989	8
0.0008	0.9997	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
EBL
PM
Backgound Conditions

Avg. Queue Per Lane in Veh=		2.5
90th Percentile =		5
Percentile =	0.95	5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0846	0.0846	0
0.2089	0.2935	1
0.2580	0.5515	2
0.2124	0.7640	3
0.1312	0.8951	4
0.0648	0.9600	5
0.0267	0.9866	6
0.0094	0.9960	7
0.0029	0.9989	8
0.0008	0.9997	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
EBL
PM
Project Conditions

Avg. Queue Per Lane in Veh=		2.9
90th Percentile =		5
Percentile =	0.95	6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0525	0.0525	0
0.1547	0.2073	1
0.2280	0.4352	2
0.2239	0.6592	3
0.1650	0.8241	4
0.0972	0.9214	5
0.0477	0.9691	6
0.0201	0.9892	7
0.0074	0.9966	8
0.0024	0.9990	9
0.0007	0.9997	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.9
90th Percentile = 4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1447	0.1447	0
0.2797	0.4244	1
0.2704	0.6947	2
0.1742	0.8689	3
0.0842	0.9532	4
0.0326	0.9857	5
0.0105	0.9962	6
0.0029	0.9991	7
0.0007	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
SBL
AM
Backgound Conditions
Avg. Queue Per Lane in Veh= 1.9
90th Percentile = 4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1447	0.1447	0
0.2797	0.4244	1
0.2704	0.6947	2
0.1742	0.8689	3
0.0842	0.9532	4
0.0326	0.9857	5
0.0105	0.9962	6
0.0029	0.9991	7
0.0007	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
SBL
AM
Project Conditions
Avg. Queue Per Lane in Veh= 2.4
90th Percentile = 4
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0938	0.0938	0
0.2220	0.3158	1
0.2627	0.5784	2
0.2072	0.7857	3
0.1226	0.9083	4
0.0580	0.9663	5
0.0229	0.9892	6
0.0077	0.9969	7
0.0023	0.9992	8
0.0006	0.9998	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.1
90th Percentile = 5
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0442	0.0442	0
0.1378	0.1819	1
0.2149	0.3968	2
0.2235	0.6204	3
0.1743	0.7947	4
0.1088	0.9035	5
0.0566	0.9601	6
0.0252	0.9853	7
0.0098	0.9951	8
0.0034	0.9985	9
0.0011	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
SBL
PM
Backgound Conditions
Avg. Queue Per Lane in Veh= 3.1
90th Percentile = 5
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0442	0.0442	0
0.1378	0.1819	1
0.2149	0.3968	2
0.2235	0.6204	3
0.1743	0.7947	4
0.1088	0.9035	5
0.0566	0.9601	6
0.0252	0.9853	7
0.0098	0.9951	8
0.0034	0.9985	9
0.0011	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chesbro/ Blossom Hill
SBL
PM
Project Conditions
Avg. Queue Per Lane in Veh= 3.4
90th Percentile = 6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0326	0.0326	0
0.1116	0.1442	1
0.1910	0.3353	2
0.2180	0.5533	3
0.1866	0.7398	4
0.1277	0.8676	5
0.0729	0.9405	6
0.0356	0.9761	7
0.0153	0.9914	8
0.0058	0.9972	9
0.0020	0.9991	10
0.0006	0.9998	11
0.0002	0.9999	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Appendix D

General Plan Amendment Analysis

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: Lesley Xavier
Planning, Building
and Code Enforcement

FROM: P. Paul Ma

SUBJECT: **TRAFFIC IMPACT ANALYSIS FOR GP10-10-01**

DATE: 09-20-10

Approved

Date

File Number: GP10-10-01
Location: Northwest Corner of Blossom Hill Rd. and Southcrest Wy.
Acreage: 8.6 ac.
Description: Public Park and Open Space to Medium Density Residential (8-16 DU/AC)
(Add 110 HH, Add Zero J)
Inside South San Jose Special Subarea

This memorandum provides revised CUBE analysis results. The revised analysis based on congested link sets of a screen line concludes less than significant transportation impacts for the proposed amendment.

The previous results provided in a memorandum dated September 13, 2010, for the subject General Plan Amendment was based on the stringent cordon line analysis criteria as defined in the "Methodology for Transportation Network and Modeling Analysis" (the Methodology). The cordon line analysis was intended to evaluate land use changes in Almaden Valley and vicinity where transportation options are limited. The proposed Amendment was situated along the SR-85 freeway where a screen line was identified in the Methodology. Therefore, it is appropriate to evaluate transportation impacts of the proposed Amendment according to the screen line criteria.

DOT will provide model data packet to the traffic consultant to complete the Transportation Impact Analysis Report for the proposed Amendment. Please contact Paul Ma at 975-3272 if you have any questions.

P. PAUL MA
Transportation Systems Planning Manager
Department of Transportation

General Plan Amendments
GP10-10-01
AM REGIONAL VMT & VHT COMPARISON

	Base		Project		GROWTH			
COUNTY	VMT	VHT	VMT	VHT	**VMT**	**%**	**VHT**	**%**
San Francisco County	596,769	29,367	596,761	29,367	-8	-0.001%	1	0.002%
San Mateo County	1,437,507	54,585	1,437,508	54,585	1	0.000%	1	0.001%
Santa Clara County	**3,433,929**	**135,830**	**3,434,325**	**135,902**	**395**	**0.012%**	**72**	**0.053%**
Alameda County	2,730,542	103,008	2,730,516	102,989	-26	-0.001%	-19	-0.019%
Conta Costa County	1,834,291	80,395	1,834,289	80,382	-3	0.000%	-14	-0.017%
Salano County	1,070,466	50,276	1,070,481	50,273	15	0.001%	-3	-0.005%
Napa County	265,510	10,706	265,512	10,707	2	0.001%	1	0.012%
Sonoma County	855,760	38,924	855,771	38,927	12	0.001%	3	0.007%
Marin County	572,571	29,239	572,573	29,244	2	0.000%	5	0.017%
AMBAG Region	993,598	28,239	993,565	28,238	-33	-0.003%	0	-0.002%
SJCOG Region	678,489	15,247	678,483	15,247	-6	-0.001%	0	0.002%

Significant impact = 0.10%

PM REGIONAL VMT & VHT COMPARISON

	Base		Project		GROWTH			
COUNTY	VMT	VHT	VMT	VHT	**VMT**	**%**	**VHT**	**%**
San Francisco County	705,473	39,280	705,477	39,282	4	0.001%	2	0.005%
San Mateo County	1,666,135	82,032	1,666,160	82,035	26	0.002%	3	0.004%
Santa Clara County	**3,722,721**	**163,252**	**3,723,210**	**163,358**	**489**	**0.013%**	**106**	**0.065%**
Alameda County	2,996,928	123,605	2,996,940	123,606	12	0.000%	2	0.001%
Conta Costa County	1,994,303	93,293	1,994,310	93,284	6	0.000%	-9	-0.010%
Salano County	1,140,360	46,689	1,140,341	46,684	-19	-0.002%	-5	-0.010%
Napa County	281,786	11,704	281,814	11,707	28	0.010%	3	0.026%
Sonoma County	942,329	48,091	942,355	48,099	26	0.003%	7	0.015%
Marin County	626,637	37,192	626,654	37,197	16	0.003%	5	0.012%
AMBAG Region	1,059,494	30,110	1,059,554	30,117	61	0.006%	7	0.023%
SJCOG Region	698,888	15,317	698,873	15,316	-16	-0.002%	-1	-0.005%

Significant impact = 0.10%

General Plan Amendment
GP10-10-01
Total AM Peak Hour Trips

Base

		TO							
	District	1	2	3	4	5	6	7	Total
FROM	1	5,065	462	231	4,478	6,461	2,187	179	19,063
	2	1,743	8,496	892	8,708	4,336	1,525	277	25,976
	3	1,333	1,402	6,023	8,400	4,609	921	402	23,089
	4	11,918	8,385	6,210	79,237	39,904	9,146	1,655	156,455
	5	11,010	2,590	2,212	28,718	103,185	20,115	4,230	172,059
	6	5,731	1,010	527	7,836	27,096	943,944	2,337	988,481
	7	585	321	361	2,037	4,102	2,915	66,759	77,080
	Total	37,384	22,666	16,455	139,415	189,692	980,753	75,839	1,462,204

Total Intra-county Trips = 356,006

Project

		TO							
	District	1	2	3	4	5	6	7	Total
FROM	1	5,065	462	231	4,478	6,461	2,188	179	19,063
	2	1,743	8,496	892	8,707	4,336	1,526	277	25,978
	3	1,336	1,405	6,036	8,420	4,620	923	403	23,143
	4	11,918	8,385	6,214	79,232	39,904	9,148	1,655	156,457
	5	11,009	2,591	2,214	28,714	103,183	20,120	4,230	172,060
	6	5,730	1,009	527	7,834	27,089	943,958	2,336	988,483
	7	585	321	361	2,037	4,102	2,915	66,761	77,080
	Total	37,385	22,668	16,474	139,423	189,695	980,778	75,841	1,462,264

Total Intra-county Trips = 356,052

Growth = 46
Growth Percentage = 0.013%

General Plan Amendment
GP10-10-01
Total Inbound/Outbound Trips

	In	Out
Base	94	205
Project	112	259
Growth	18	54

Notes:

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County
District 6	North Counties
District 7	South Counties

General Plan Amendment
GP10-10-01
Total PM Peak Hour Trips

Base

		TO							
	District	1	2	3	4	5	6	7	Total
FROM	1	7,120	1,663	1,225	12,329	12,387	5,930	609	41,264
	2	620	10,077	1,377	9,073	2,872	1,138	394	25,552
	3	320	1,075	7,368	7,481	2,714	636	458	20,053
	4	5,968	9,758	9,218	94,013	33,582	8,333	2,458	163,330
	5	8,035	4,272	4,420	41,646	122,198	28,921	5,223	214,714
	6	2,904	1,604	962	9,726	22,665	1,133,614	3,440	1,174,915
	7	131	294	406	1,448	5,315	1,677	59,769	69,039
	Total	25,097	28,743	24,975	175,717	201,734	1,180,249	72,352	1,708,865

Total Intra-county Trips = 410,811

Project

		TO							
	District	1	2	3	4	5	6	7	Total
FROM	1	7,120	1,663	1,228	12,330	12,388	5,928	609	41,266
	2	620	10,077	1,379	9,071	2,871	1,139	395	25,552
	3	321	1,075	7,382	7,489	2,716	635	458	20,076
	4	5,967	9,757	9,237	94,006	33,582	8,330	2,458	163,337
	5	8,035	4,273	4,430	41,643	122,198	28,917	5,223	214,720
	6	2,904	1,604	964	9,726	22,671	1,133,629	3,441	1,174,939
	7	131	294	407	1,448	5,315	1,676	59,770	69,041
	Total	25,096	28,743	25,028	175,714	201,741	1,180,254	72,354	1,708,929

Total Intra-county Trips = 410,858

Growth = 47
Growth Percentage = 0.011%

General Plan Amendment
GP10-10-01
Total Inbound/Outbound Trips

	In	Out
Base	206	123
Project	257	147
Growth	51	24

Notes:

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County
District 6	North Counties
District 7	South Counties

General Plan Amendment
GP10-10-01
Aggregated Screenline Analysis
in AM Peak Direction

Link # 1 NB

S/O SR-85

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8025	7006	Almaden Exp	4194	4350	0.96	4193	4350	0.96	Yes	0
2	7084	7093	Winfield	379	1800	0.21	379	1800	0.21	No	0
3	7810	7094	Santa Teresa	2294	2700	0.85	2319	2700	0.86	No	25
4	4085	10946	Blossom Hill	2705	2700	1.00	2720	2700	1.01	Yes	15
5	4071	10470	Snell	693	1100	0.63	693	1100	0.63	No	0
6	9074	5230	Lean	79	550	0.14	79	550	0.14	No	0
7	7410	10990	Cottle	2079	2700	0.77	2078	2700	0.77	No	0
8	6923	6922	Via Del Oro	98	550	0.18	98	550	0.18	No	0
9	4703	11393	Great Oaks	990	1800	0.55	990	1800	0.55	No	0
10	4083	6951	Monterey Hwy	627	2700	0.23	627	2700	0.23	No	0

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	14137	20950	0.675	14177	20950	0.677	10	40
All E/F Links	6898	7050	0.979	6913	7050	0.981	2	14
Average Link Cap		2095						
Average E/F Link Cap		3525						
5% Average Link Cap		104.00						
2.5% Average E/F Link Cap		88.00						

	All Links	**E/F Links**
Change in V/C	0.002	0.002
Change in Volume	40	14
Significant Impact		0.005 in V/C & 88 in Vol

General Plan Amendment
GP10-10-01
Aggregated Screenline Analysis
in PM Peak Direction

Link # 1 SB

S/O SR-85

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	7006	8025	Almaden Exp	4339	4350	1.00	4340	4350	1.00	Yes	1
2	7093	7084	Winfield	480	1800	0.27	480	1800	0.27	No	0
3	7094	7810	Santa Teresa	1595	2700	0.59	1606	2700	0.59	No	11
4	10943	4085	SB off ramp	2200	2800	0.79	2210	2800	0.79	No	10
5	10948	4085	Blossom Hill	1097	2700	0.41	1113	2700	0.41	No	15
6	10470	4071	Snell	657	1100	0.60	657	1100	0.60	No	0
7	5230	9074	Lean	145	550	0.26	145	550	0.26	No	0
8	10990	7410	Cottle	1977	2700	0.73	1978	2700	0.73	No	1
9	6922	6923	Via Del Oro	89	550	0.16	89	550	0.16	No	0
10	6951	4083	Monterey Hwy	587	2700	0.22	587	2700	0.22	No	0

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	13167	21950	0.600	13205	21950	0.602	10	38
All E/F Links	4339	4350	0.998	4340	4350	0.998	1	1
Average Link Cap		2195						
Average E/F Link Cap		4350						
5% Average Link Cap		109.00						
2.5% Average E/F Link Cap		108.00						

	All Links	**E/F Links**
Change in V/C	0.002	0.000
Change in Volume	38	1
Significant Impact		0.005 in V/C & 108 in Vol

General Plan Amendment
GP10-10-01
Proximity Analysis

PROXIMITY RADIUS 0.7 MILE

TRAVEL STATISTICS IN PROXIMITY AREA (AM)

	BASE	PROJECT	GROWTH	GROWTH %
	AM	AM	AM	AM
CONGESTED LINKS				
VMT	5658.84	5661.77	2.93	0.05%
VHT	214.31	214.45	0.14	
NEW LINK	0	--	--	
SIGNIFICANT IMPACT	1/2 of congested link VMT growth & 100 VMT		= 100 for AM	
ALL LINKS				
VMT	21397.95	21449.75	51.8	0.24%
VHT	674.29	676.4	2.11	

TRAVEL STATISTICS IN PROXIMITY AREA (PM)

	BASE	PROJECT	GROWTH	GROWTH %
	PM	PM	PM	PM
CONGESTED LINKS				
VMT	7166.69	7174.11	7.42	0.10%
VHT	281.32	281.72	0.4	
NEW LINK	0	--	--	
SIGNIFICANT IMPACT	1/2 of congested link VMT growth & 100 VMT		= 100 for PM	
ALL LINKS				
VMT	21825.24	21882.79	57.55	0.26%
VHT	725.47	727.87	2.4	

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP	TACRES	RESACRE	CIACRE
File Number		GP10-10-01	Acreage:	8.6	Existing GP: Public Park and Open Space						Requested GP: MDR (8-16 DU/AC)									
Base	682	Not Core or Frame	Edenvale	387	255	132	23	50	120	194	74	0	6	4	31	18	15	85	42	3
Add				110	55	55	20	26	34	29	0	0	0	0	0	0	0			
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Change				110	55	55	20	26	34	29	0	0	0	0	0	0	0			
Revised	**682**	**Not Core or Frame**	**Edenvale**	**497**	**310**	**187**	**43**	**76**	**154**	**223**	**74**	**0**	**6**	**4**	**31**	**18**	**15**	**85**	**42**	**3**

Notes: N: 464-22-030