KITTELSON & ASSOCIATES

SW SAN JOSE COSTCO TRANSPORTATION ANALYSIS – FINAL REPORT

SAN JOSE, CA

October 2023

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SW San Jose Costco Transportation Analysis – Final Report

San Jose, CA

Prepared for:
Costco Wholesale
999 Lake Dr
Issaquah, WA

Prepared by:
Kittelson & Associates, Inc.
155 Grand Ave, Suite 505
Oakland, CA 94612
510.839.1742

Project Manager:
Amy Lopez
Associate Planner

Reviewed by:
Mychal Loomis, PE
Associate Engineer

Project Number 27249

October 2023

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EXECUTIVE SUMMARY

In consultation with the City of San Jose (City), Kittelson & Associates, Inc. (Kittelson) prepared the Transportation Analysis (TA) in accordance with the TA guidelines set forth by the City of San Jose for the proposed wholesale retail facility of 166,028 s.f. located at 5287 Prospect Rd in San Jose, California. The existing site is the Westgate West shopping center, which includes several retail businesses and restaurants, including Trader Joe's, MOD Pizza, Starbucks, Domino's Pizza, and Taco Bell. The Costco warehouse will replace a large building at the northeastern end of the site, currently occupied by Goodwill Super Store, Smart & Final, and Ethan Allen. Two buildings will also be demolished to provide parking for the project:

- A large, currently unoccupied building at the northwestern corner of the site; and
- A smaller building to the south, currently occupied by Domino's Pizza, The UPS Store, Bikram Yoga San Jose, and other businesses.

The site is designated by the 2040 San Jose General Plan as Neighborhood/ Community Commercial and zoned as Commercial General. The project involves the construction of a Costco retail facility with an attached tire center facility for tire sales and installation. Parking will be provided on both the ground level and on the roof of the warehouse.

The main access points to the project site are a right-in/right-out/left-in signalized intersection located along Lawrence Expwy (Intersection 7) and a proposed connection through the shopping center to the existing full-access signalized intersection on Prospect Rd (Intersection 12). The project maintains one existing full-access along Graves Avenue (Site Access B). An existing driveway on Graves Ave at the western end of the site (Site Access A) will be closed and the curb reconstructed as part of the project. Costco's own delivery trucks will not use the eastern site access on Graves Ave to access the receiving docks. Regional and local vendor delivery trucks not managed by Costco may utilize the eastern access point on Graves Ave (Site Access B) to access the receiving docks, subject to their own travel routes. Minor accesses are available through the shopping center via two right-in/right-out driveways along Prospect Rd (Site Accesses D and E) and a right-in/right-out/left-in driveway on Saratoga Ave, south of Capanelle Terrace (Site Access C).

Graves Ave runs west from Saratoga Ave and terminates at a cul-de-sac just east of Lawrence Expwy. It is a low-volume, two-lane street that provides access to the residential neighborhood north of the project site. This report includes a discussion of existing traffic volumes on Graves Ave and the extent to which project traffic will utilize the street. The project may or may not include site access on Graves Ave via unsignalized Site Access B. Therefore, two alternative scenarios were developed for the operations analysis: **"Alternative A"** includes access via Graves Ave; **"Alternative B"** excludes access via Graves Ave.

The potential impacts and effects of the project were evaluated in accordance with the standards, assumptions and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Handbook (2018), this report includes a CEQA Transportation Analysis and a Local Transportation Analysis (LTA). The CEQA Transportation Analysis is comprised of information regarding the City's significance criteria and thresholds of significance, methodology and results of the VMT analysis, and potential CEQA project impacts. The LTA is comprised of operational analysis of 19 signalized intersections and five stop-controlled access points conducted using weekday PM peak period volumes. The LTA also includes an analysis of 95th percentile queueing; freeway segment capacity analysis; on-site circulation analysis; parking evaluation; a discussion of pedestrian, bike, and truck access and circulation; and an analysis of traffic volumes on Graves Ave.

CEQA TRANSPORTATION ANALYSIS

The CEQA transportation analysis resulted in the following impact findings.

Consistency with Plans, Policies, and Programs

The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the project impact would be ***less than significant***.

Change in Regional VMT

The project is expected to reduce regional daily VMT by about 2,596 vehicle miles traveled. Therefore, the project impact would be ***less than significant***.

Potential Hazards

The following off-site improvements would not result in sharp curves, dangerous intersections, or other hazards.

- **Signalized access point on Lawrence Expwy** – Improvements to this intersection focus on truck turning movements and enhancing the pedestrian facilities are anticipated to require curb and signal modifications alterations to the geometry of the intersection. The modifications are anticipated to be minor and not affect sight distance of worsen existing intersection hazards.

Since the project is compatible with surrounding land uses and all on-site and off-site improvements would be made adhering to the latest design standards for the City of San Jose preventing hazardous conditions, the project would result in a **less than significant** impact and no mitigation measure would be required.

Emergency Access

The project provides emergency access to and within the site via the driveways on Lawrence Expwy, Prospect Rd, and Saratoga Ave. An emergency vehicle turning analysis showed the proposed site plan provides adequate lane width and curb radii to accommodate emergency vehicles. Therefore, the impact of the project on emergency access would be ***less than significant***.

LOCAL TRANSPORTATION ANALYSIS

Operations Analysis Criteria

The following criteria were used to evaluate traffic operations at the study locations:

- According to the City of San Jose standards, an adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations at a study intersection to fall below Level of Service (LOS) D with the addition of project vehicle-trips to baseline conditions. For intersections already operating at LOS E or LOS F under the baseline conditions, an adverse effect is defined as:
  - An increase in average critical delay by 4.0 seconds or more AND an increase in the critical V/C ratio of 0.010 or more, OR
  - A decrease in average critical delay AND an increase in critical V/C ratio of 0.010 or more
- According to the City of Saratoga Circulation and Scenic Highway Element Policy C1-Policy-2.3, a minimum of LOS D operations should be maintained at all signalized street intersections and roadway segments that are under City jurisdiction.
- According to the CMP and Santa Clara County's (County) conformance standard, all CMP roadways within each respective jurisdictions should operate at or above CMP traffic level of service standard of LOS E.

Traffic Volumes

Historical traffic growth in the area yielded a growth rate of 1% per year. This growth was added to the 2018 Santa Clara Valley Transportation Authority (VTA) Congestion Management Plan (CMP) traffic volumes to forecast build-out year traffic volumes (i.e., Year 2022 (build-out of Costco site)). Nine of the intersections in the project study area overlap with the CMP locations. For locations that overlap, the projected CMP counts were used. For location that do not overlap, the projected CMP counts were compared with the year 2022 counts that were collected in January, February and March 2022 during weekday AM and PM peak periods (7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM, respectively) while local schools were in session and there were no inclement weather conditions. Based on the comparison, a growth factor was applied to the year 2022 counts.

Existing Traffic Conditions

All study intersections operate within acceptable levels of the threshold under existing traffic conditions during the weekday PM peak hour.

Trip Generation

A Kittelson-maintained Costco trip generation database was used to estimate the trip generation for the project. The site generates 11,017 daily trips and 883 total trips (416 inbound / 467 outbound) during the weekday PM peak hour.

Background Traffic Conditions

To develop background volumes, trips related to the City of San Jose's Approved Trip Inventory (ATI) and to an approved project in the City of Saratoga were added to the existing traffic volumes. All study intersections operate within acceptable levels of the threshold under background traffic conditions during the weekday PM peak hour.

Background Plus Project Conditions

To develop background plus project volumes for Alternative A, the total trips under Alternative A were added to the background traffic volumes; to develop background plus project volumes for Alternative B, the total trips under Alternative B were added to the background traffic volumes. All study intersections operate within acceptable levels of the threshold under background traffic conditions plus project for both alternatives during the weekday PM peak hour.

Cumulative Plus Project Conditions

To develop cumulative plus project volumes for Alternative A, trips related to a pending project provided by the City of San Jose were added to the background plus project traffic volumes for Alternative A. The same was done to develop volumes for cumulative plus project conditions for Alternative B. All study intersections operate within acceptable levels of the threshold under cumulative plus project traffic conditions for both alternatives during the weekday PM peak hour.

95th Percentile Queueing Analysis and Off-Site Improvements

Based on the 95th percentile queueing analysis, Kittelson recommends lengthening the left-turn pocket to reduce queues at the following locations:

- Northbound left-turn lane and westbound left-turn lane at Lawrence Expwy / Bollinger Rd-Moorpark Ave (Intersection 5)
- Northbound left-turn lane at Saratoga Ave / Graves Ave (Intersection 6)
- Eastbound left-turn lane at Saratoga Ave / Prospect Rd-Campbell Ave (Intersection 13)

Other potential off-site improvements that could be beneficial to the network include:

- Modifications to the intersection of Lawrence Expwy / Prospect Rd to improve pedestrian facilities. The project may be responsible for a contribution to this improvement.
- Northbound left-turn lane at Saratoga Ave / Graves Ave (Intersection 6)

Freeway Segment Capacity Analysis

The project site trips represent less than one percent of the capacity of freeway segments on SR-85 and I-280, indicating that the project will not have an adverse impact on the freeway segments.

Pedestrian Access & Circulation

Based on the review of pedestrian facilities near and within the site, the following are project components or are recommended:

- The project will include pedestrian improvements to the signalized access point on Lawrence Expwy such as updating curb ramps, reconstructing pedestrian crossings, and installing new sidewalk along the internal drive aisle.
- The project will include a clear pedestrian path from the parking outlot to the warehouse, including a destination for pedestrians crossing in the existing path to the landscaped area south of the main parking field.
- City and County staff have identified a need at the Lawrence Expwy/Prospect Rd intersection to modify the pedestrian queue area of the northeast and southwest medians within the intersection footprint.
- The project could improve the intersection of Graves Ave and Fields Dr to include curb extensions and enhanced pedestrian crossing markings.
- The project proponent could conduct traffic analysis pre- and post-project construction to evaluate vehicle volumes, speeds, and potential cut-through traffic in the neighborhood directly north of the Westgate West shopping center.

Bicycle Access, Circulation and Parking

The preliminary site plan shows the project proposes 10 bicycle parking stalls be installed adjacent to the entry canopy. Based on the square footage of the project, the proposed bicycle parking is 37 stalls fewer than the City's requirement.

Traffic Volumes on Graves Ave

Based on 24-hour traffic volumes collected for Site Access A, Site Access B, and Graves Ave between Cameo Dr and El Oso Dr, the project would result in a 5% increase to the existing traffic at Site Access B and a 5% increase to the existing traffic on Graves Ave. Site Access A will be closed and the curb reconstructed as part of the project.

Truck Access and Circulation

Curb modifications and corresponding signal modifications are likely needed to accommodate trucks exiting at the Lawrence Expwy/Westgate West Shopping Center Driveway intersection. The northeast curb could be modified to allow truck wheels to maneuver without impeding on the sidewalk or raised pork-chop median when making the westbound right-turn movement. This consideration would need to be coordinated with any pedestrian improvements planned at the intersection.

If the western Graves Ave access (Site Access B) remains open to general traffic, it would be another access option for local and regional delivery trucks, which Costco does not manage. The proposed site plan

provides adequate lane width and curb radii within the site and curb radii at Site Access B to accommodate such delivery trucks. Costco's own delivery trucks will not use Graves Ave or Site Access B to access the site.

Vehicle Parking Evaluation

Project parking will be provided via three separate parking areas – a rooftop parking area above the warehouse, a surface lot west of the warehouse, and a surface outlot southwest of the warehouse.

Rooftop Parking

The rooftop parking area is accessed by a ramp located at the northern leg of the intersection between the main north/south and east/west drive aisles. The parking area is one level and includes 381 stalls.

Surface Lot #1

The surface lot directly west of the warehouse is accessible via the east/west drive aisle south of the warehouse or the cul-de-sac at the western terminus of Graves Ave. The lot includes 281 stalls, including 18 ADA accessible stalls. The main ground-level parking field is located away from the Trader Joe's parking area to minimize on-site congestion issues. An additional 25 stalls, including 4 10'x30' loading stalls are located east of the warehouse near the receiving bay.

Surface Lot #2 (Outlot)

The second surface lot is located southwest of the warehouse in an area that formerly included a retail building. The lot will be available for both Costco members and visitors to other businesses in the shopping center and includes 175 stalls.

The City of San Jose outlines parking requirements by land use in Chapter 20.90 of its municipal code. According to Table 20-190 of the code, "retail sales, goods, and merchandise" uses are required to provide at least 1 vehicle parking space per 200 square feet of floor area. The number of parking spaces for the proposed project (880 total) meets the City's requirement of 702 parking spaces.

Section 1
Introduction

INTRODUCTION

This report summarizes effects to the transportation network in the San Jose area associated with the construction of a new Costco warehouse located within the existing Westgate West shopping center on the northwest corner of Lawrence Expressway and Prospect Road in San Jose, CA (project). Figure 1 presents the site vicinity and study locations; Figure 2 presents the proposed site plan.

PROJECT DESCRIPTION

Costco Wholesale is proposing to construct a wholesale retail facility of 166,028 s.f. located at 5287 Prospect Rd. The existing site is the Westgate West shopping center, which includes several retail businesses and restaurants, including Trader Joe's, MOD Pizza, Starbucks, Domino's Pizza, and Taco Bell. The Costco warehouse will replace a large building at the northeastern end of the site, currently occupied by Goodwill Super Store, Smart & Final, and Ethan Allen. Two buildings will also be demolished to provide parking for the project – a large, currently unoccupied building at the northwestern corner of the site and a smaller building to the south, currently occupied by Domino's Pizza, The UPS Store, Bikram Yoga San Jose, and other businesses. The site is designated by the 2040 San Jose General Plan as Neighborhood/ Community Commercial and zoned as Commercial General. The project involves the construction of a Costco retail facility with an attached tire center facility for tire sales and installation. Parking will be provided on both the ground level and on the roof of the warehouse.

SCOPE OF THE REPORT

The scope of the report was developed in coordination with the City of San Jose (City) and Caltrans. The analysis performed for this study determines the expected transportation-related effects of the project. *Appendix A* includes the scoping agreement memorandum.

The transportation analyses documented in this report were performed to meet the requirements and follow the guidance of the City's *Transportation Analysis Handbook*[1] ("guidelines") and to comply with the California Environmental Quality Act (CEQA). This report includes two separate analyses, as defined by the guidelines – a **CEQA Transportation Analysis** and a **Local Transportation Analysis** (LTA). Although analyses based on automobile delay (i.e. level of service) can no longer be used for assessing CEQA impacts, the LTA is included to establish consistency with the General Plan policies and goals and fulfill City requirements. The City's Guidelines include general direction on how to perform the CEQA Transportation Analysis, as well as thresholds of significance specific to Santa Clara County/San Jose.

This report includes the following elements:

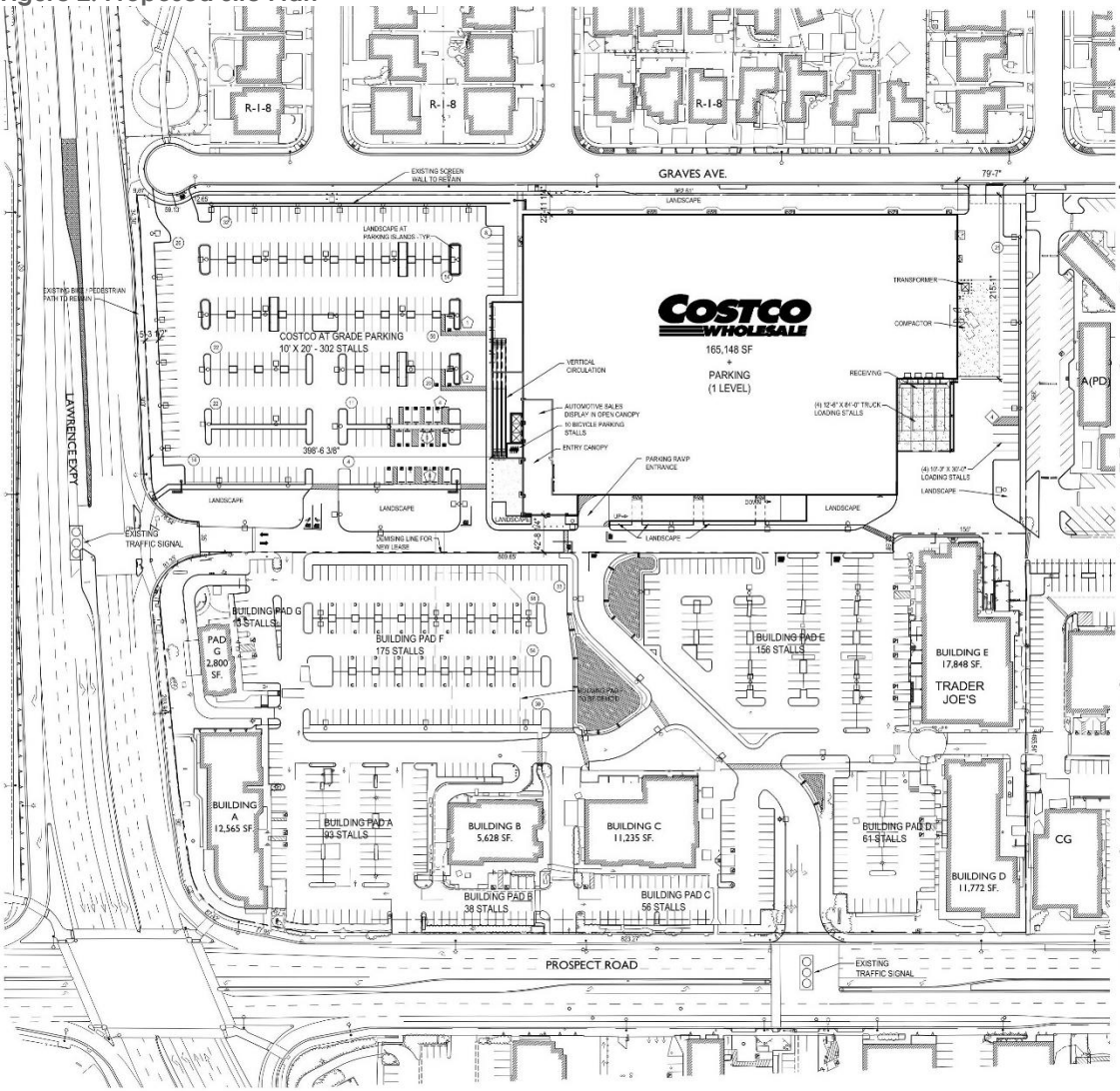
- **Existing Transportation Conditions**
  - Existing Roadway Network
  - Existing Pedestrian and Bicycle Facilities
  - Existing Transit Facilities
  - Existing Traffic Operations Analysis

[1] City of San Jose *Transportation Analysis Handbook 2020*, April 2020

- **CEQA Transportation Analysis**
  - Consistency with existing programs, plans, ordinances, or policies, including those associated with transit, pedestrian, and bicyclist access
  - Change in regional daily vehicle miles traveled (VMT) due to the Project
  - Potential hazards resulting from queues
  - Emergency access around and near the Project site
- **Local Transportation Analysis**
  - Traffic Operations Analysis
    - *Intersection operations analysis for 19 signalized intersections under Background and Background Plus Project Conditions and Cumulative Plus Project Conditions*
    - *Freeway segment capacity analysis for nearby freeways*
    - *Queueing Analysis*
  - Pedestrian and Bicycle Access and Circulation
  - Graves Ave Access
    - *Discussion of existing ADT and speeds on Graves Ave*
    - *The extent to which project traffic is anticipated to use Graves Ave*
  - Truck Access and Circulation
  - Vehicle Parking Evaluation
  - Potential Construction Effects

Figure 1: Project Vicinity & Study Locations

Figure 2: Proposed Site Plan



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	NEC OF LAWRENCE EXPY & PROSPECT RD SAN JOSE, CA

SITE DATA:

JURISDICTION:	CITY OF SAN JOSE
ZONING:	COMMERCIAL GENERAL (CG)
ACESSOR'S PARCEL NUMBERS:	i. 381-36-014 ii. 381-36-021 iii. 381-36-023 iv. 381-36-028 v. 381-36-029
COSTCO SITE AREA:	9.69 ACRES (422,080 SF)
INCLUDES:	
BUILDING FOOTPRINT	165,148 SF (39.13%)
PARKING / LOADING	193,039 SF (45.73%)
LANDSCAPE	54,507 SF (12.91%)
DEVELOPER IMPROVEMENT AREA	4.19 ACRES (182,686 SF)
INCLUDES:	
BUILDING FOOTPRINTS	6,992 SF (3.83%)
PARKING / LOADING	125,128 SF (68.49%)
LANDSCAPE	41,648 SF (22.80%)

EXISTING BUILDING TO BE DEMO'D:

TOTAL BUILDING FOOTPRINT AREA:	188,265 SF
INCLUDES:	
RETAIL H	74,303 SF
BUILDING J	97,254 SF
BUILDING F	16,708 SF

COSTCO BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	165,148 SF
INCLUDES:	
GROSS WAREHOUSE FLOOR	154,389 SF
NET MECH / FIRE ROOM	2,595 SF
NET OPEN VESTIBULE	5,031 SF
NET VERTICAL CIRCULATION	3,133 SF
LEASEABLE NET AREA (85% GROSS)	140,375 SF

TOTAL PROPOSED DEVELOPMENT BUILDING DATA:

EXISTING TOTAL BUILDING FOOTPRINT AREA:	250,113 SF
PROPOSED TOTAL BUILDING FOOTPRINT AREA:	227,906 SF
INCLUDES:	
BUILDING A	12,565 SF
BUILDING B	5,628 SF
BUILDING C	11,235 SF
BUILDING D	11,772 SF
BUILDING E	17,848 SF
BUILDING G	2,800 SF
COSTCO	166,058 SF

PARKING DATA:

COSTCO TOTAL PARKING:	687 STALLS
INCLUDES:	
PARKING ON GRADE PROVIDED:	
① 10' X 20' STALLS	284 STALLS
◇ 10' X 30' LOADING STALLS	4 STALLS
♿ ACCESSIBLE STALLS	18 STALLS
ROOFTOP PARKING:	381 STALLS
1 STALL PER XXX NET SF:	204 SF
NOT INCLUDED IN STALL COUNT	
LOADING DOCK STALLS	4 STALLS
BICYCLE PARKING	10 STALLS
DEVELOPMENT TOTAL PARKING:	1,280 STALLS
BUILDING PAD A:	93 STALLS
BUILDING PAD B:	38 STALLS
BUILDING PAD C:	56 STALLS
BUILDING PAD D:	61 STALLS
BUILDING PAD E:	156 STALLS
BUILDING PAD F:	175 STALLS
BUILDING PAD G:	13 STALLS
COSTCO:	688 STALLS
TOTAL DEVELOPMENT SF (INCLUDING COSTCO):	227,906 SF
1 STALL PER XXX NET SF:	178 SF

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

0 30' 60' 120'
1" = 60'-0"

COSTCO WHOLESALE
SAN JOSE, CA

1121 Second Ave. Ste 500
Seattle, WA 98101
206.362.5500
MG2.com
MG2

20-6078-01
MARCH 11, 2022

PRELIMINARY SITE PLAN

A-001

COSTCO WHOLESALE — PRELIMINARY SITE PLAN

SAN JOSE (WESTGATE WEST), CALIFORNIA — MARCH 11, 2022

REGULATORY FRAMEWORK

This section discusses the relevant plans, programs, and policies related to the transportation network.

STATE REGULATORY FRAMEWORK

Senate Bill 743

Adopted on September 27, 2013, SB 743 directs the California Office of Planning and Research (OPR) to administer new CEQA guidance for jurisdictions that removes automobile vehicle delay and LOS from CEQA analysis and replaces it with VMT analysis or other measures that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," to be used as a basis for determining significant transportation impacts. The change from LOS to VMT is intended to balance the needs of congestion management with statewide goals related to infill development, the promotion of public health, and the reduction of greenhouse gas emissions.

State of California General Plan Guidelines (Governor's Office of Planning and Research)

The State of California General Plan Guidelines, published in 2017, assists local governments in preparing general plans by providing detailed guidelines which streamline the process of updating general plans. The document provides free online tools and resources, promotes increased use of online data, and includes templates, sample policies and links to more information. The transportation section of this document notes objectives including designing with "Complete Streets", improving safety for all modes, and improving air quality and health.

REGIONAL REGULATORY FRAMEWORK

Plan Bay Area 2050 (Metropolitan Transportation Commission – MTC)

In 2021, the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments completed the Bay Area's update to its long-range Regional Transportation Plan and Sustainable Communities Strategy, which was adopted in 2013. The document describes growth and development in the region over a 20-year horizon and identifies transportation and land use strategies to enable a more sustainable, equitable, and economically vibrant future. Key transportation strategies include maintaining and optimizing the existing system, creating healthy and safe streets, and building a next-generation transit network.

Valley Transportation Plan 2040 (Santa Clara County)

The Valley Transportation Plan 2040 (VTP 2040) is Santa Clara County's long-range transportation plan and provides a vision for the future transportation system in the county. The following are identified as objectives in the VTP 2040:

- To facilitate the creation and support of an integrated multimodal transportation system that serves all socio-economic groups efficiently and sustainably.
- To pursue, develop, and implement advances in technology, management practices, and policies.
- To be the region's foremost advocate for transportation projects, programs and funding.

Congestion Management Plan (Valley Transportation Authority – VTA)

The Valley Transportation Authority serves as the Congestion Management Agency (CMA) for Santa Clara County's Congestion Management Plan (CMP). The CMA is required by California statute to monitor traffic

congestion and the impact of land use and transportation decisions on a countywide level at least every two years. VTA's CMP monitoring and reporting is completed annually – each report includes the following elements:

- A system definition and traffic Level of Service (LOS) standard element,
- A multimodal performance measures element,
- A transportation demand management and trip reduction element,
- A land use impact analysis element,
- A Capital Improvement Program.
- Development of a countywide transportation model
- Development of Multimodal Improvement Plans

As a member agency, the City of San Jose is required to conform to the CMP for evaluating transportation impacts of transportation and land use projects. This project includes several study intersections that are part of the CMP network.

LOCAL REGULATORY FRAMEWORK

Envision San Jose 2040 (City of San Jose)

Envision San Jose 2040 was adopted as the General Plan by City Council in November 2011 and most recently updated/amended in December 2021. The plan focuses on a set of strategies that reflect the community's desire to grow into a more prominent great city and represents the City's assessment of the amount, type, and phasing of development needed to achieve its goals.

The plan outlines key goals, policies, and actions for land use and transportation decisions – relevant goals are listed below.

- **Goal TR-1: Balanced Transportation System** – *Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks.*
- **Goal TR-2: Walking and Bicycling** - *Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they become primary transportation modes in San José.*
- **Goal TR-3: Maximize Use of Public Transit -** *Maximize use of existing and future public transportation services to increase ridership and decrease the use of private automobiles.*
- **Goal TR-4: Passenger Rail Service -** *Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San José that is attractive, accessible, and safe*
- **Goal TR-5: Vehicular Circulation -** *Maintain the City's street network to promote the safe and efficient movement of automobile and truck traffic while also providing for the safe and efficient movement of bicyclists, pedestrian, and transit vehicles.*
- **Goal TR-6: Goods Movement -** *Provide for safe and efficient movement of goods to support commerce and industry*
- **Goal TR-7: Transportation Demand Management -** *Implement effective Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled.*
- **Goal TR-8: Parking Strategies -** *Develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.*
- **Goal TR-9: Tier I Reduction of Vehicle Miles Traveled -** *Reduce Vehicle Miles Traveled (VMT) by 10% per service population, from 2009 levels, as an interim goal.*
- **Goal TR-10: Tier II Vehicle Miles Traveled Reduction -** *Reduce vehicle miles traveled by an additional 10% per service population above Goal TR-9 (a 20% reduction as measured from 2009), at a later date to be determined by the City Council, based on staff analysis of the City's achieved and anticipated success in reducing VMT*

- **Goal TR-11: Regional and State VMT Reduction Efforts -** *Reduce VMT an additional 20% per service population above Goals TR-9 and TR-10 (a total reduction of 40% as measured from 2009) by participating and taking a leadership role in on-going regional and statewide efforts to reduce VMT.*
- **Goal TR-12: Intelligent Transportation System -** *Develop a sustainable ITS system to effectively manage, operate, and maintain the current and future transportation network for all modes of travel. A robust and efficient ITS system will provide added opportunities for reducing congestion and greenhouse gas emissions and increasing safety and the quality of life for all users.*

Transportation Analysis Policy (City of San Jose Council Policy 5-1)

Approved on February 27, 2018, Council Policy 5-1 replaces the previous policy for transportation development review in San Jose to align the transportation analysis procedure with California Senate Bill 743 and the City's General Plan (Envision San Jose 2040). The policy establishes thresholds for transportation impacts related to CEQA.

Transportation Analysis Handbook & Policy (City of San Jose)

The current *Transportation Analysis Handbook* updates the previous *Traffic Impact Analysis Handbook Volumes I and II* (2009 & 2011) to align with the updated General Plan and Transportation Analysis Policy (Council Policy 5-1), including updates related to CEQA and SB 743. The document is a guide for transportation analysis (TA) of developments, outlining appropriate methodologies/procedures/criteria to determine the effects of land developments on the transportation system.

Better Bike Plan 2025 (City of San Jose)

The City's bike plan lays out a vision for a safe and connected network of on-street bikeways to encourage people of all ages and abilities to travel by bicycle. The plan expands on the City's Better Bikeways initiative from 2018, focusing on installing low-cost, low-stress bikeways that provide more separation from vehicles than traditional bicycle facilities. Overall goals include improving safety, increasing the bicycle mode share, and improving equity in transportation investments and improvements. The plan provides recommendations for future bicycle facilities, including a prioritized bike network

Complete Streets Design Standards & Guidelines (City of San Jose)

Completed in 2018, these design standards serve as a vision to achieve the General Plan goal to be a "walking and bicycling city first" by ensuring that new and retrofitted streets are enhanced with "complete streets" design elements. Central to these guidelines is to create streets and places in the city that are people-oriented, connected, and resilient. The standards are compatible with other City planning documents.

Move San Jose (City of San Jose)

Move San Jose, known as "The Plan", is the City's transportation plan that establishes a new process to make decisions about policy, improvements, and investment. Strategies outlined in the plan are developed to help reach the City's overarching goals and implement other transportation-related plans, such as the Emerging Mobility Plan (EMAP), the Better Bike Plan (BBP), and the Downtown Transportation Plan. The plan is currently underway. At its completion, it will include citywide and district-specific strategies to meet the transportation needs in San Jose.

Vision Zero Program (City of San Jose)

In 2015, San Jose became the fourth city in the U.S. to adopt a Vision Zero initiative. The program aims to reduce and eventually eliminate all traffic-related deaths and severe injuries. As part of the program, the City identified seventeen Priority Safety Corridors (PSC), where high numbers of crashes occur and where

safety program and infrastructure improvements may be focused. One of those corridors is Saratoga Ave, immediately adjacent to the project site (from Lawrence Expressway to Interstate 280).

ANALYSIS METHODOLOGY

The following section describes the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. The analysis methodologies, level of service standards, and criteria used to determine adverse effect on study intersections are described.

INTERSECTION OPERATIONS ANALYSIS METHODOLOGY AND LEVELS OF SERVICE

"Level of service" describes the operating conditions experienced by users of a facility. LOS is a quantitative stratification of a performance measure or measures representing quality of service. The measures used to determine LOS for transportation system elements are called service measures. The Highway Capacity Manual (HCM) defines six levels of service, ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The service measures to define the LOS of intersections are control delay and volume-to-capacity (V/C) ratio. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group (e.g., all northbound lanes approaching an intersection).

All intersection level of service evaluations used the peak 15-minute flow rate during the weekday PM hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario for a typical day. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes during a peak hour on a typical day.

Signalized and Unsignalized Intersections

The signalized study intersections located within the Cities of San Jose and Saratoga were evaluated based on each City's standard. The signalized study intersections located within the County of Santa Clara, some of which are priority locations in the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP), were evaluated based on the CMP and Santa Clara County standard. Operational analysis that supports the HCM was used to evaluate operations at unsignalized intersections affected by project traffic.

Kittelson used TRAFFIX traffic analysis software for assessing signalized and unsignalized intersection performance using *Highway Capacity Manual* (HCM) 2000 *and VTA Traffic Level of Service Analysis Guidelines* methodologies. The TRAFFIX database provided by the City of San Jose was used for intersection operations analysis. The transportation analysis includes an evaluation of the following features of traffic operations:

- Level of service and control delay for signalized and unsignalized study locations
- 95th percentile queues at study locations, including queue storage capacity

This HCM method evaluates signalized intersection operations based on average control delay for all vehicles at the intersection. Table 1 describes the level of service definitions and the LOS average control delay ranges[2] (in seconds per vehicle) corresponding to each LOS analysis of signalized intersection along

[2] The delay ranges in Table 4 are based on those provided in Exhibit 16-2 of HCM 2000, with the addition of the plus/minus grades

CMP roadways in Santa Clara. 95th percentile queues are evaluated relative to available queue storage capacity.

Table 1: Signalized Intersection Level of Service Definitions

Average Delay Per Vehicle (Seconds)	LOS	Description of Traffic Conditions
≤10.0	A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short.
>10.0 and ≤20.0	B+ B B-	This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
>20.0 and ≤35.0	C+ C C-	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
>35.0 and ≤55.0	D+ D D-	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
>55.0 and ≤80.0	E+ E E-	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	F	This level is typically assigned when the volume-to-capacity ratio is very high (greater than 1.0), progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Sources: Transportation Research Board, *Highway Capacity Manual* 2000, Washington, D.C., 2000.
VTA Traffic Level of Service Analysis Guidelines (June 2003).

CITY OF SAN JOSE CRITERIA

According to the City of San Jose standards, an adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations at a study intersection to fall below LOS D with the addition of project vehicle-trips to baseline conditions. For intersections already operating at LOS E or LOS F under the baseline conditions, an adverse effect is defined as:

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

Three possible approaches to address negative effects at signalized intersections include:

- Reduce project vehicle-trips to eliminate the adverse effects and bring the intersections back to the background conditions;
- Construct improvements to the subject intersection(s) or other roadway segments of the citywide transportation system to increase overall capacity;
- Implement a trip cap, the maximum number of daily vehicle-trips allowed to be generated by a project. The City in coordination with the applicant will see a trip-cap for the project at a level that is attainable through proven means and reduce the adverse operations effects to background conditions.

CITY OF SARATOGA CRITERIA

According to the City of Saratoga Circulation and Scenic Highway Element Policy C1-Policy-2.3, a minimum of Level of Service (LOS) D operations should be maintained at all signalized street intersections and roadway segments that are under City jurisdiction.

CMP AND COUNTY CRITERIA

According to the CMP and Santa Clara County's conformance standard, all CMP roadways within each respective jurisdictions should operate at or above CMP traffic level of service standard of LOS E.

Freeway Ramp Queueing Analysis

Per VTA's *Transportation Impact Analysis (TIA) Guidelines*, Kittelson performed a queuing analysis for freeway on-ramps with existing or planned ramp meters and off-ramps controlled by signals at junctions with local streets. A freeway ramp operations analysis based on the 95th percentile queue was performed to identify the effects of project traffic on the vehicle queues. Therefore, in addition to traffic operations analysis, queueing analyses were performed at the following freeway ramps:

- SR 85 N at Saratoga Ave
- SR 85 S at Saratoga Ave
- I-280 N at Saratoga Ave
- I-280 S at Saratoga Ave

Freeway Segment Capacity Evaluation

Per VTA's *Transportation Impact Analysis (TIA) Guidelines*, Kittelson performed a capacity analysis for freeway segments to determine whether the project is expected to add traffic equal to or greater than one percent of the freeway segment's capacity for the following freeway segments:

- SR 85
    a. Southbound:
        i. De Anza Blvd to Saratoga Ave
        ii. Saratoga Ave to Winchester Blvd
    b. Northbound:
        i. Winchester Blvd to Saratoga Ave
        ii. Saratoga Ave to De Anza Blvd
- I-280
    a. Southbound:
        i. De Anza Blvd to Lawrence Expwy
        ii. Lawrence Expwy to Saratoga Ave
        iii. Saratoga Ave to Winchester Blvd
    b. Northbound:
        i. Winchester Blvd to Saratoga Ave
        ii. Saratoga Ave to Lawrence Expwy
        iii. Lawrence Expwy to De Anza Blvd

Section 2

Existing Transportation Conditions

EXISTING TRANSPORTATION CONDITIONS

The Existing Transportation Conditions analysis identifies the site conditions and current operational and geometric characteristics of the study intersections as well as transit services, bicycle, and pedestrian facilities near the project site.

ROADWAY NETWORK

The roadway facilities in the study area are described below.

Freeways

Interstate 280 (I-280) is an east-west interstate roadway traversing southern San Jose. It continues as I-680 to the east heading north to connect with I-80 in Cordelia, California. To the west, the interstate continues north to San Francisco. In the study area, I-280 has eight lanes and the nearest interchanges are at Lawrence Expwy and Saratoga Ave.

State Route 85 (SR 85) is a north-south freeway extending from US 101 in Mountain View in the north to south San Jose. In the study area, SR 85 is a six-lane freeway (two mixed flow lanes and one high occupancy vehicle (HOV) lane in each direction) and the nearest interchange is at Saratoga Ave.

Major Roadways

Lawrence Expressway (Lawrence Expwy) is a north-south Expressway that extends from Santa Clara in the north to Quito Rd at Saratoga Ave in the south. It is a six-lane roadway with a posted speed limit of 50 mph near the study area. Lawrence Expwy has a raised landscaped median with left-turn pockets at intersections such as Lawrence Expwy/Prospect Rd and Lawrence Expwy/Saratoga Ave close to the site. There are sidewalks for a short segment of the expressway from Prospect Rd to Saratoga Ave and no on-street parking allowed. There is a right-in/right-out/left-in signalized intersection just north of Prospect Rd which provides access to the site.

Saratoga Avenue (Saratoga Ave) is a north-south Main Street extending from Fallon Ave in Santa Clara in the north to the City of Saratoga in the south. It has a raised landscaped median with left-turn pockets at most intersections. The posted speed limit is 35 mph close to the site at Saratoga Ave/Prospect Rd/Campbell Ave; however, the speed limit ranges from 25 mph to 40 mph at various segments of the roadway. Saratoga Ave is a six-lane roadway north of Quito Rd and a four-lane roadway south of Kosich Dr. Sidewalks are present along Saratoga Ave and bike lanes are provided. Transit runs along the roadway with bus stops present on both sides of the road. On-street parking is provided on some segments of Saratoga Ave. There is a right-in/right-out/left-in driveway which provides access to the site (Site Access C) on Saratoga Ave, just south of Capanelle Terrace.

Prospect Road (Prospect Rd) is a four-lane east-west City Connector Street that extends from Campbell Ave at Saratoga Ave in the east to West San Jose. The roadway has raised landscaped median with left-turn pockets at most intersections and the posted speed limit is 35 mph closer to the site. Sidewalks and bike lanes are present on both sides of the roadway. There is no on-street parking in the site vicinity, however further west, on-street parking on both sides is available on some segments of the roadway. Transit runs along the roadway with bus stops present on both sides of the road. There is a full-access signalized intersection and two right-in/right-out driveways (Site Access D and Site Access E) which provide access to the site.

Hamilton Avenue (Hamilton Ave) is a four-lane, east-west City Connector Street extending from Pine Ave in Campbell to Campbell Ave in South San Jose. Sidewalks and bike lanes are present on both sides of Hamilton

Ave and transit runs along the roadway with bus stops present on both sides of the road. Near the project site, on-street parking is available on the south side of the roadway west of Atherton Ave and on both sides of the roadway east of Atherton Ave. Farther east of the project site, on-street parking is generally present on both sides of the roadway where it abuts residential land uses. The posted speed limit on Hamilton Ave is 35 mph.

Campbell Avenue (Campbell Ave) is a four-lane, east-west City Connector Street extending from Bascom Ave in the City of Campbell to Prospect Ave at Saratoga Ave. Sidewalks and bike lanes are present on both sides of Campbell Ave, and transit runs along the roadway with bus stops present on both sides of the road. On-street parking is not available on either side of the roadway. The posted speed limit on Campbell Ave is 35 mph.

Moorpark Avenue (Moorpark Ave) is an east-west City Connector Street extending from Kingman Ave in the east to Bollinger Rd at Lawrence Expwy in the west. It is a four-lane roadway to the east of Saratoga Ave and transitions to a one-way eastbound roadway at Bascom Ave/Moorpark Ave. West of Saratoga Ave, it is a two-lane roadway with a two-way-left-turn-lane (TWLTL) in the center. The posted speed limit on Moorpark Ave is 40 mph. Sidewalks and bike lanes are present along the roadway; however, there is a gap in the sidewalk on the north side between approximately 950 feet east of Moorpark Ave/Saratoga Ave and Winchester Blvd.

Bollinger Road (Bollinger Rd) is a four-lane, east-west On-Street Primary Bicycle Facility roadway from Lawrence Expwy in the east to its termination as a cul-de-sac 500 feet west of De Foe Dr. The posted speed limit on Bollinger Rd is 35 mph. Sidewalks and bike lanes are present on both sides along the roadway, and on-street parking is present on some segments of the roadway.

Local Roadways

Graves Avenue (Graves Ave) is a two-way roadway to the west of Saratoga Ave, with a posted speed limit of 25 mph. Sidewalks are present on both sides of the roadway. The roadway separates commercial development to the south from residential neighborhoods to the north. Parking is prohibited on the north side of the roadway from Saratoga Ave to El Oso Dr and on the south side of the roadway from El Oso Dr to Greene Dr. There are two unsignalized full-access driveways to the site along Graves Ave; the western driveway would be eliminated as part of the project (Site Access A), and the eastern driveway would remain (Site Access B).

Sagemont Avenue (Sagemont Ave) is a minor north-south local roadway extending from Hamilton Ave in the north to Duvall Dr in the south. The roadway has on-street parking and sidewalks on both sides. The posted speed limit is 25 mph.

Miller Avenue (Miller Ave) is a north-south Local Connector Street extending from Stevens Creek Blvd in the north to Cox Ave in the south. Sidewalks are not present on one side in residential areas, south of Prospect Rd. Bike lanes are present from Bollinger Rd to Prospect Rd and shared bike lanes are present north of Calle De Barcelona roadway. The posted speed limit is between 25 and 35 mph. On-street parking is available on some segments along the roadway.

Lyle Drive (Lyle Dr) is a minor north-south local roadway in a residential neighborhood extending from English Dr in the north to Prospect Rd in the south. The roadway has on-street parking and sidewalks on both sides. The posted speed limit is 25 mph.

PEDESTRIAN FACILITIES

Sidewalks are present along the streets surrounding the project site vicinity including Prospect Rd, Saratoga Ave, Graves Ave and Lawrence Expwy. The sidewalks appear to be in good condition. All signalized intersections in the site vicinity have marked crosswalks; however, there is no crosswalk at the north leg of the signalized intersection at Graves Ave/Saratoga Ave. Additionally, there are no crossings along Graves Ave

to access the site from the residential neighborhoods to the north, and there are no crossings are present on Lawrence Expwy. A marked crosswalk is present along Prospect Rd at the signalized intersection with the main site access.

BICYCLE FACILITIES

Bicycle facilities are categorized into four types, as described below:

Class I Bikeway (Bike Path). Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway.

Class II Bikeway (Bike Lane). A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.

Class III Bikeway (Bike Route). A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared-lane marking (sharrow).

Class IV Bikeway (Separated Bike Lane). A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Existing bicycle facilities in the study area are briefly discussed in the roadway network section. The bike facilities that are present in the site vicinity include Class II Bikeways (bike lanes) along Prospect Rd, Saratoga Ave, Hamilton Ave and a portion of Campbell Ave to the east from Saratoga Ave. The bike lanes on Prospect Rd to the west of Lawrence Expwy are buffered. Class II Bikeways (bike lanes) are also present along Moorpark Ave, Bollinger Rd, and Saratoga Ave, between Williams Rd and Stevens Creek Blvd. Saratoga Creek Trail, a Class I Bikeway (Bike Path), is present along Lawrence Expwy on the left side of the roadway. Biking is permitted on both sides of Lawrence Expwy; however, as noted in the *San Jose Better Bike Plan 2025*, bicycle level of traffic stress is high due to high traffic volumes and speeds. According to the plan, level of traffic stress is also high on Saratoga Ave.

San Jose Better Bike Plan 2025 recommends future Class IV Bikeways (separated/protected bike lanes) on Hamilton Ave and Campbell Ave, east of Saratoga Ave. Saratoga Ave received a high prioritization score based on the 'Prioritization Bike Network' (Map 8 in the plan), and recent modifications to the roadway were made to prioritize the identified bike improvements.

Figure 3 shows the existing bicycle facilities in the vicinity of the project.

TRANSIT SERVICE

Valley Transportation Authority (VTA) provides transit service in the region. Four bus lines operate near the project site: 56 (Local Bus), 26 (Frequent Bus), 57 (Frequent Bus), and 101 (Express Bus). The 26, 56 and 101 bus lines run along Prospect Ave near the site, while the 57 bus line runs along Saratoga Ave. Service frequency is approximately every 15 minutes for frequent buses (26 and 57), 30 minutes for local buses (56) and around 60 minutes for express buses (101). Buses run between 5:30 AM and 11:00 PM on weekdays, 7:00 AM to 9:00 PM on Saturdays, and 8:00 AM to 8:00 PM on Sundays. Express buses (101) run between 6:15 AM and 7:05 AM and 4:10 PM and 5:10 PM. Relative to the project site, the closest bus stops for 26, 56 and 101 bus lines are located on Prospect Rd, approximately 340 feet east of Prospect Rd/Westgate West shopping center signalized driveway; the closest stop for the 57 bus line is located on Saratoga Ave, 200 feet north of Prospect Rd/Campbell Ave.

Figure 4 shows existing transit service in the vicinity of the project.

Figure 3. Existing Bicycle Facilities

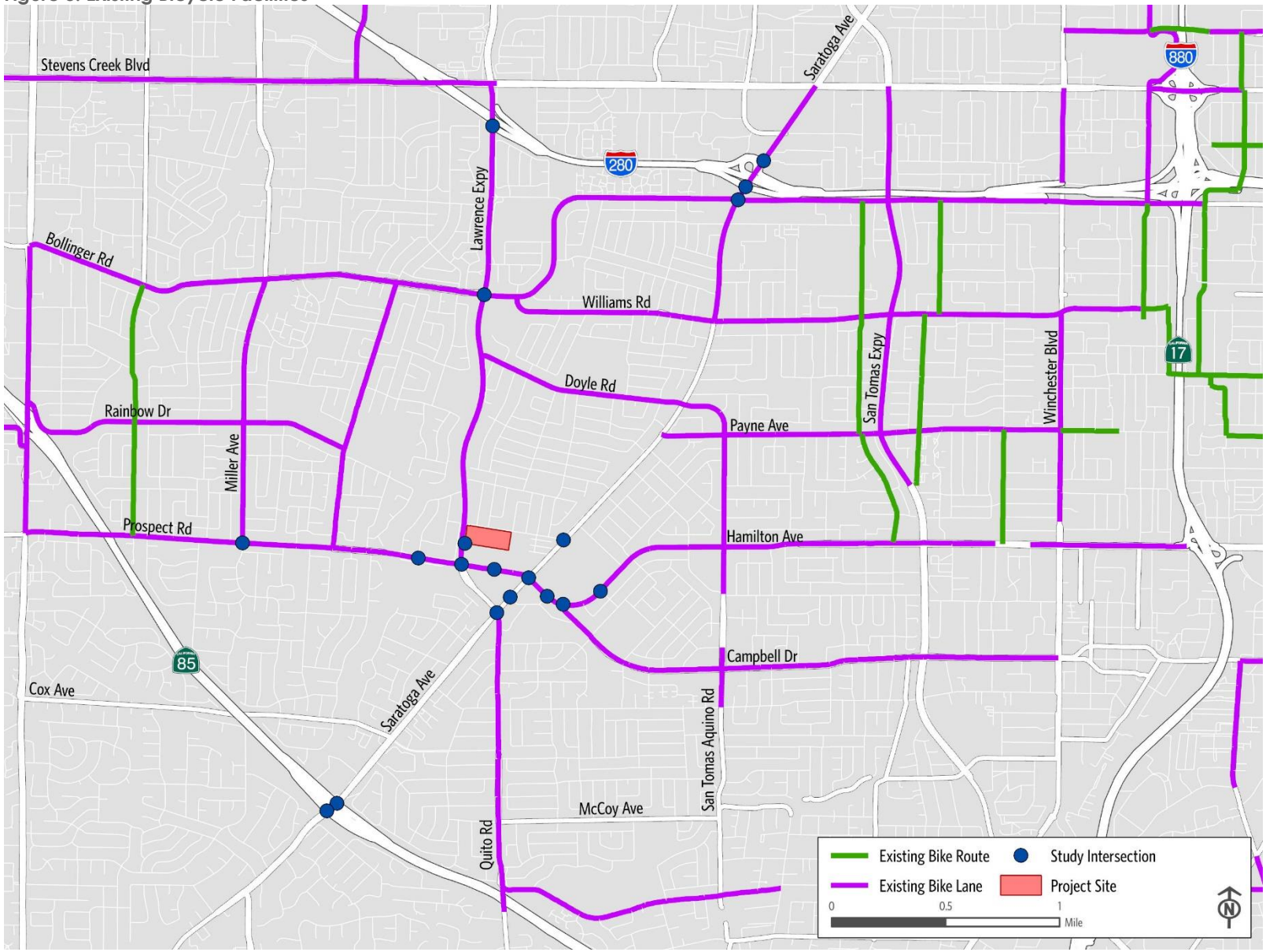
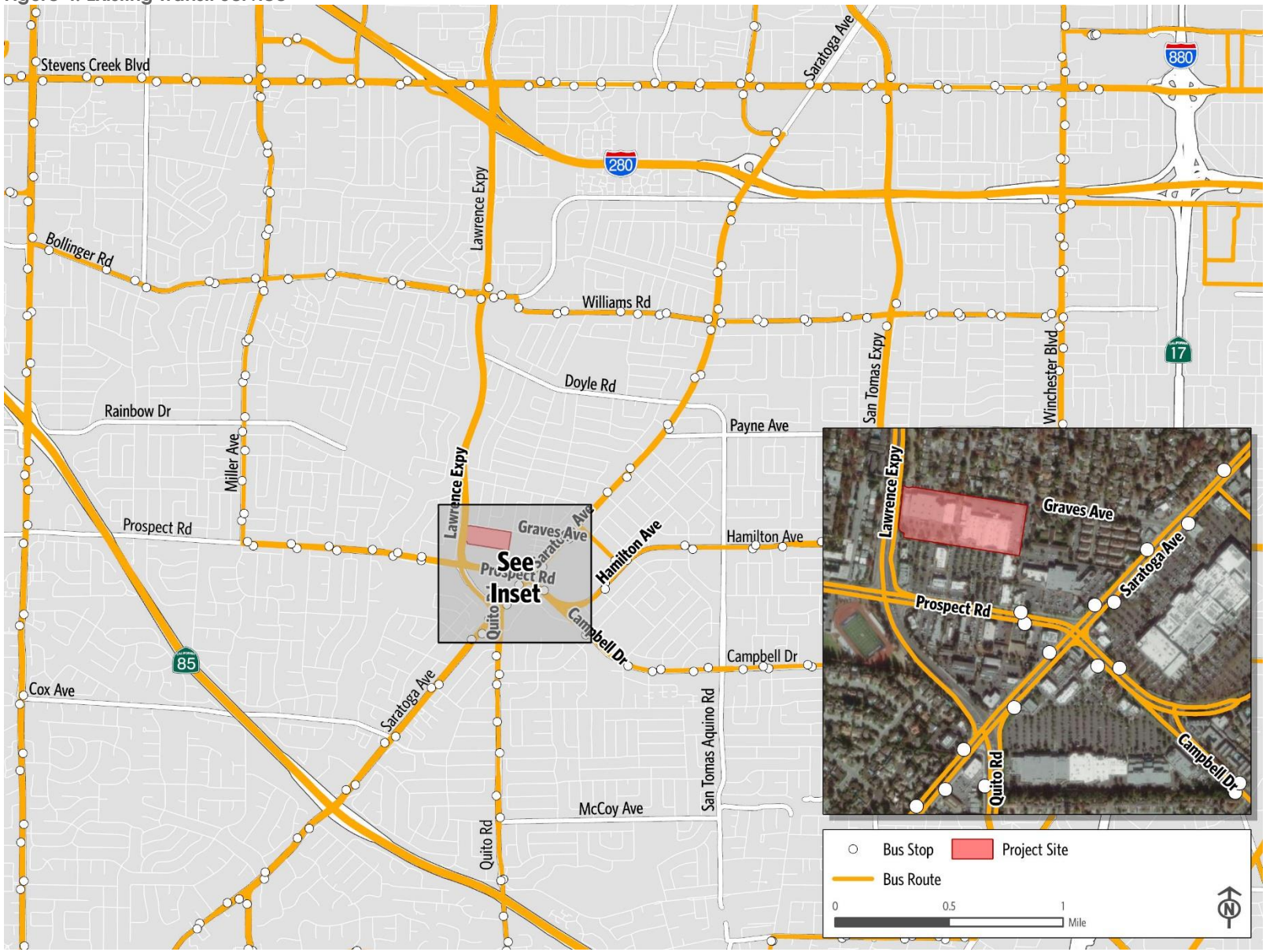


Figure 4. Existing Transit Service



EXISTING TRAFFIC CONDITIONS

The following section describes the existing traffic volumes and operational results.

Study Intersections

Table 2 documents the study intersections that were selected for traffic operations evaluation based on land use and circulation conditions near the project site and access to the proposed development. The intersection locations are shown in Figure 1.

Table 2. Study Intersections and Access Points

No.	Location	Control
1	Lawrence Expwy / Calvert Dr	Signal
2	Saratoga Ave / I-280 NB Ramps	Signal
3	Saratoga Ave / I-280 SB Ramps	Signal
4	Saratoga Ave / Moorpark Ave	Signal
5	Lawrence Expwy / Bollinger Rd-Moorpark Ave	Signal
6	Saratoga Ave / Graves Ave	Signal
7	Lawrence Expwy / Westgate West shopping center driveway	Signal
8	Hamilton Ave / Sagemont Ave	Signal
9	Miller Ave / Prospect Rd	Signal
10	Lyle Dr / Prospect Rd	Signal
11	Lawrence Expwy / Prospect Rd	Signal
12	Prospect Rd / Westgate West shopping center signalized driveway	Signal
13	Saratoga Ave / Prospect Rd-Campbell Ave	Signal
14	Campbell Ave / Westgate Mall driveway	Signal
15	Campbell Ave / Hamilton Ave	Signal
16	Saratoga Ave / El Paseo de Saratoga Mall driveway	Signal
17	Lawrence Expwy / Saratoga Ave-Quito Rd	Signal
18	Saratoga Ave / SR 85 S	Signal
19	Saratoga Ave / SR 85 N	Signal
A	Graves Ave / Costco West Access	TWSC
B	Graves Ave / Costco East Access	TWSC
C	Saratoga Ave / E-W Driveway	TWSC
D	Prospect Rd / Costco West Access	TWSC
E	Prospect Rd / Costco East Access	TWSC

TWSC = Two-Way Stop-Controlled

Existing Traffic Volumes

Kittelson obtained year 2018 counts from VTA's CMP efforts and applied a 1 percent annual growth factor for a period of four years (4.06%) to attain projected year 2022 counts. Nine of the intersections in the project study area overlap with the CMP locations. For locations that overlap, the projected CMP counts were used. For locations that do not overlap, the projected CMP counts were compared with the year 2022 counts that were collected in January, February and March 2022 during weekday AM and PM peak periods (7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM, respectively) while local schools were in session and there were no inclement weather conditions. Based on the comparison, a growth factor was applied to the year 2022 counts. Table 3 documents the growth factors used. This approach provides a year 2022 existing conditions scenario that

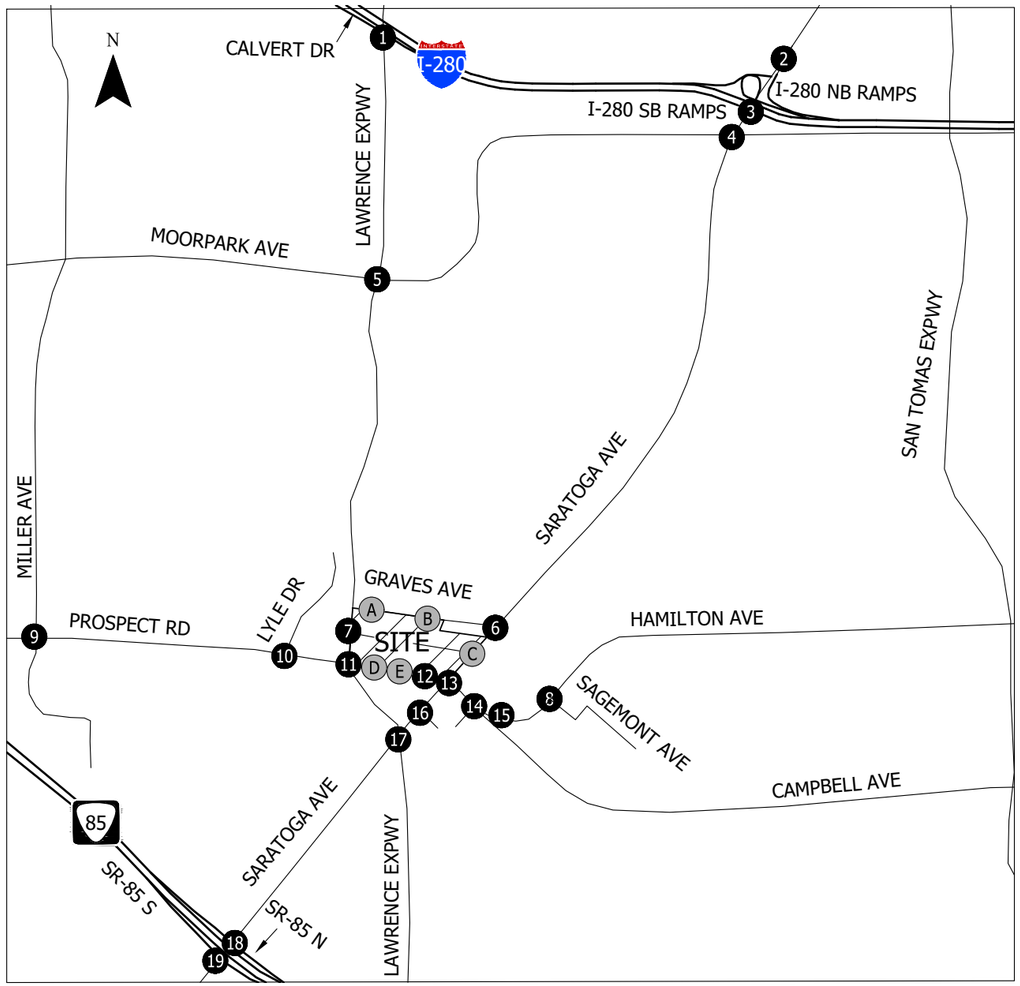
relies on historical traffic volumes from the year 2018 supplemented with more recent counts adjusted to similar magnitude of the historical traffic volumes.

Table 3. Applied Growth Factors

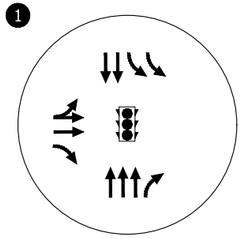
No.	VTA CMP List	Study Intersection	Counts Collected – Year	% Increase Applied
1	X	Lawrence Expwy / Calvert Dr	2018	4.06%
2	X	Saratoga Ave / I-280 NB Ramps	2018	4.06%
3	X	Saratoga Ave / I-280 SB Ramps	2018	4.06%
4	X	Saratoga Ave / Moorpark Ave	2018	4.06%
5	X	Lawrence Expwy / Bollinger Rd-Moorpark Ave	2018	4.06%
6		Saratoga Ave / Graves Ave	2022	44.46%
7		Lawrence Expwy / Westgate West driveway	2022	25.70%
8		Hamilton Ave / Sagemont Ave	2022	25.23%
9		Miller Ave / Prospect Rd	2022	40.48%
10		Lyle Dr / Prospect Rd	2022	40.48%
11	X	Lawrence Expwy / Prospect Rd	2018	4.06%
12		Prospect Rd / Westgate West signalized driveway	2022	36.46%
13	X	Saratoga Ave / Prospect Rd-Campbell Ave	2018	4.06%
14		Campbell Ave / Westgate Mall driveway	2022	34.76%
15	X	Campbell Ave / Hamilton Ave	2018	4.06%
16		Saratoga Ave / El Paseo de Saratoga Mall driveway	2022	33.89%
17	X	Lawrence Expwy / Saratoga Ave-Quito Rd	2018	4.06%
18		Saratoga Ave / SR 85 N	2022	23.21%
19		Saratoga Ave / SR 85 S	2022	23.21%
A		Graves Ave / Costco West Access	2022	4.90%
B		Graves Ave / Costco East Access	2022	4.90%
C		Saratoga Ave / E-W Driveway	2022	44.46%
D		Prospect Rd / Costco West Access	2022	36.46%
E		Prospect Rd / Costco East Access	2022	36.46%

The AM peak hour does not pertain to the local transportation analysis since the Costco warehouse is closed to members during the AM peak hour (typically opening around 9:30 or 10:00 AM) and therefore generates a negligible number of trips during that period.

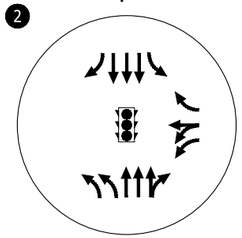
The peak hours were identified as the worst four consecutive 15-minute periods during the PM peak periods on weekdays described above. The existing lane configurations are shown in Figure 5 and the existing PM peak hour intersection turn movement volumes are shown in Figure 6. The figure also depicts the intersection lane configurations and traffic controls at each intersection.



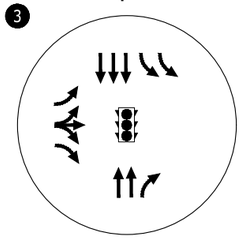
1 Lawrence Expwy / Calvert Dr



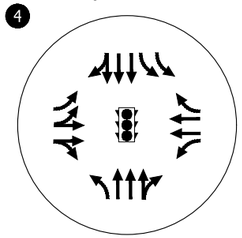
2 Saratoga Ave / I-280 NB Ramps



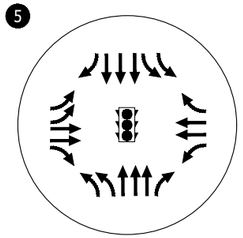
3 Saratoga Ave / I-280 SB Ramps



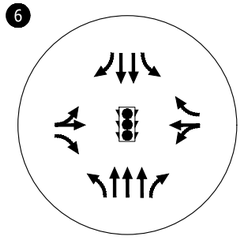
4 Saratoga Ave / Moorpark Ave



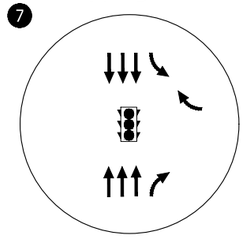
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



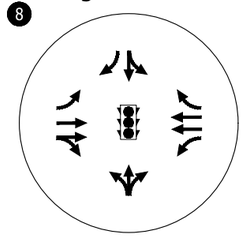
6 Saratoga Ave / Graves Ave



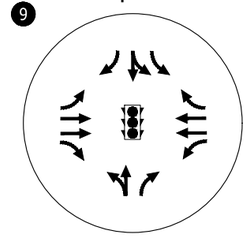
7 Lawrence Expwy / Westgate West Shopping Center Dwy



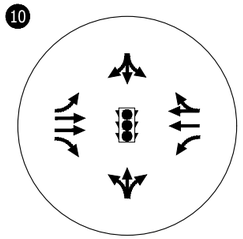
8 Hamilton Ave / Sagemont Ave



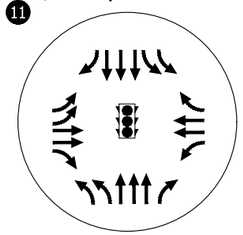
9 Miller Ave / Prospect Rd



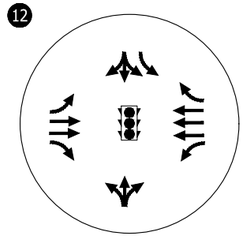
10 Lyle Dr / Prospect Rd



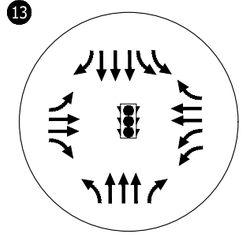
11 Lawrence Expwy / Prospect Rd



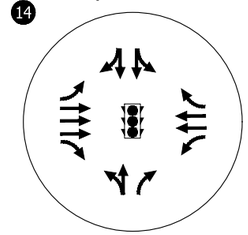
12 Westgate West Shopping Center Dwy / Prospect Rd



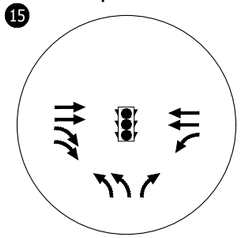
13 Saratoga Ave / Prospect Rd-Campbell Ave



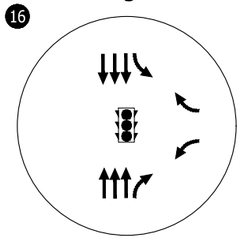
14 Westgate Mall Dwy / Campbell Ave



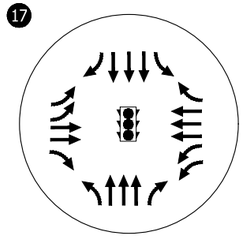
15 Hamilton Ave / Campbell Ave



16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



17 Saratoga Ave / Lawrence Expwy-Quito Rd



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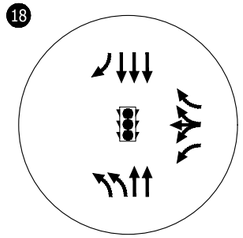

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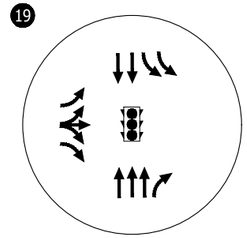
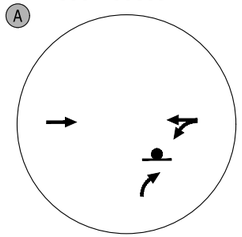
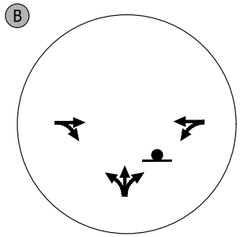


A Graves Ave / Costco West Access



B Graves Ave / Costco East Access



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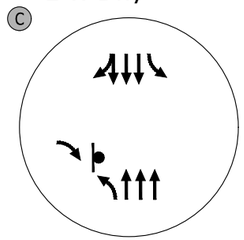
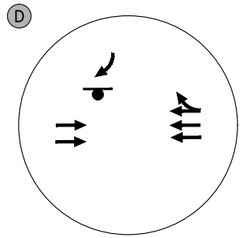
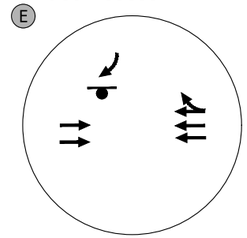


D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



- Study Intersection

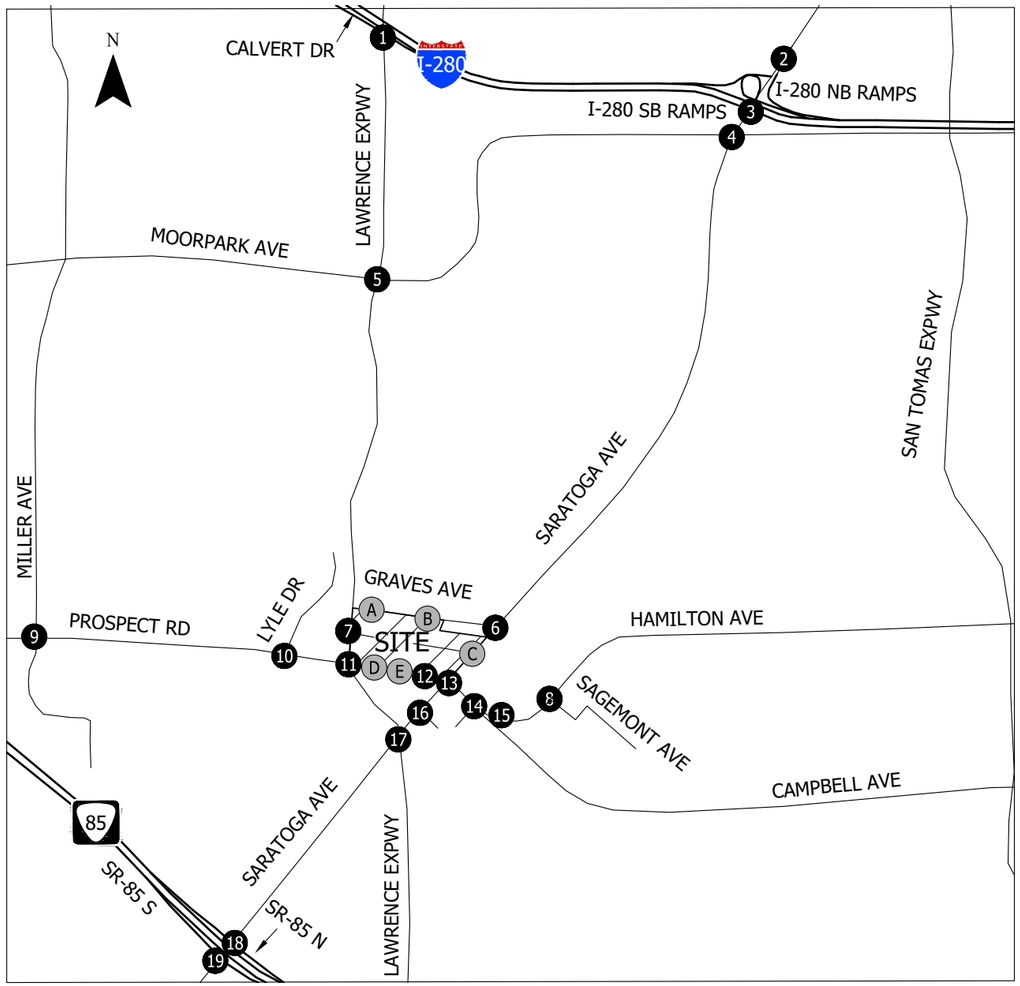
- Study Access

Existing Lane Configurations and Traffic Control Devices

San Jose, California

Figure 5

KITTELSON & ASSOCIATES



1 Lawrence Expwy / Calvert Dr
139 473 995 — 2424 907 — 1188 154

2 Saratoga Ave / I-280 NB Ramps
283 1434 48 — 25 58 142 — 379 1625 100

3 Saratoga Ave / I-280 SB Ramps
1953 562 — 208 16 405 — 1101 724

4 Saratoga Ave / Moorpark Ave
405 369 81 — 381 1677 292 — 188 268 125 — 75 1145 80

5 Lawrence Expwy / Bollinger Rd-Moorpark Ave
306 707 383 — 576 2001 391 — 143 493 138 — 247 751 131

6 Saratoga Ave / Graves Ave
143 9 98 — 140 946 136 — 82 16 84 — 140 1066 66

7 Lawrence Expwy / Westgate West Shopping Center Dwy
1477 141 — 132 — 1175 134

8 Hamilton Ave / Sagemont Ave
66 486 27 — 71 15 108 — 101 411 54 — 15 13 38

9 Miller Ave / Prospect Rd
122 934 42 — 140 60 140 — 104 679 38 — 30 55 31

10 Lyle Dr / Prospect Rd
17 1077 13 — 17 3 111 — 105 804 162 — 3 21

11 Lawrence Expwy / Prospect Rd
310 658 342 — 324 1098 429 — 236 477 154 — 147 420 117

12 Westgate West Shopping Center Dwy / Prospect Rd
247 895 1 — 142 1 232 — 184 768 100 — 4 1 8

13 Saratoga Ave / Prospect Rd-Campbell Ave
285 950 133 — 256 652 323 — 139 510 231 — 138 796 244

14 Westgate Mall Dwy / Campbell Ave
163 1109 84 — 213 20 141 — 132 774 74 — 65 32 84

15 Hamilton Ave / Campbell Ave
486 967 — 369 74 — 441 75

16 Saratoga Ave / El Paseo de Saratoga Mall Dwy
935 49 — 43 97 — 1182 118

17 Saratoga Ave / Lawrence Expwy-Quito Rd
114 903 459 — 73 701 310 — 307 325 92 — 327 885 39

18 Saratoga Ave / SR-85 S
334 981 — 832 2 473 — 309 872

19 Saratoga Ave / SR-85 N
424 1 253 — 861 615 — 732 489

A Graves Ave / Costco West Access
10 — 10

B Graves Ave / Costco East Access
91 17 — 108 65 — 15 70

C Saratoga Ave / E-W Dwy
79 — 23 1306 3 — 105 1422

D Prospect Rd / Costco West Access
1139 — 94 — 44 882

E Prospect Rd / Costco East Access
1139 — 64 — 53 861

- Study Intersection

- Study Access

Existing Traffic Volumes
Weekday PM Peak Hour
San Jose, California

Figure 6

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Existing Intersection Operations Analysis

Table 4 presents the existing traffic operations at the study intersections. The results indicate that all study intersections are operating at LOS D or better under existing conditions during the weekday PM peak hour.

Appendix B includes the TRAFFIX output reports for Existing Conditions during the weekday PM peak hour.

Table 4: Existing Conditions, Weekday PM Peak Hour, Intersection Operations

No.	Location	Control	Delay	LOS	V/C
1	Lawrence Expwy / Calvert Dr	Signal	34.3	C-	0.869
2	Saratoga Ave / I-280 NB Ramps	Signal	22.7	C+	0.457
3	Saratoga Ave / I-280 SB Ramps	Signal	32.7	C-	0.841
4	Saratoga Ave / Moorpark Ave	Signal	44.6	D	0.697
5	Lawrence Expwy / Bollinger Rd-Moorpark Ave	Signal	45.8	D	0.580
6	Saratoga Ave / Graves Ave	Signal	27.8	C	0.519
7	Lawrence Expwy / Westgate West shopping center driveway	Signal	5.5	A	0.344
8	Hamilton Ave / Sagemont Ave	Signal	17.2	B	0.291
9	Miller Ave / Prospect Rd	Signal	20.9	C+	0.463
10	Lyle Dr / Prospect Rd	Signal	14.2	B	0.552
11	Lawrence Expwy / Prospect Rd	Signal	48.5	D	0.558
12	Prospect Rd / Westgate West shopping center signalized driveway	Signal	36.4	D+	0.520
13	Saratoga Ave / Prospect Rd-Campbell Ave	Signal	40.2	D	0.636
14	Campbell Ave / Westgate Mall driveway	Signal	26	C	0.465
15	Campbell Ave / Hamilton Ave	Signal	32.4	C-	0.405
16	Saratoga Ave / El Paseo de Saratoga Mall driveway	Signal	10.5	B+	0.352
17	Lawrence Expwy / Saratoga Ave-Quito Rd	Signal	47.5	D	0.682
18	Saratoga Ave / SR 85 N	Signal	29.5	C	0.793
19	Saratoga Ave / SR 85 S	Signal	27.8	C	0.800
A	Graves Ave / Costco West Access	TWSC	8.4	A	0.021
B	Graves Ave / Costco East Access	TWSC	10	A	0.097
C	Saratoga Ave / E-W Driveway	TWSC	14.8	B	0.233
D	Prospect Rd / Costco West Access	TWSC	11.8	B	0.169
E	Prospect Rd / Costco East Access	TWSC	13.2	B	0.184

Source: Kittelson & Associates, Inc., 2022

Notes:
- TRAFFIX traffic analysis software and HCM 2000 methodology were used.
- **Bolded and italicized** values indicate intersections operating beyond the City of San Jose/City of Saratoga/CMP/County standard.
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections, the worst approach delay is reported.

Section 3

CEQA Transportation Analysis

CEQA TRANSPORTATION ANALYSIS

CEQA section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to CEQA section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, the Office of Planning and Research published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, recommending that transportation impacts for projects be measured using a VMT metric.[3] In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the section implementing SB 743 (section 15064.3). The Office of Planning and Research developed a Technical Advisory on Evaluating Transportation Impacts in CEQA, which contains OPR's technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.[4] In February 2018, the City of San Jose voted on a new transportation analysis policy to incorporate these new measures and requirements. The City's *Traffic Analysis Handbook,*[5] in part, provides a framework for Transportation Analysis report preparation within the context of CEQA.

This section identifies the City's significance criteria and thresholds of significance, presents the methodology and results of the VMT analysis, and addresses potential CEQA project impacts.

CEQA SIGNIFICANCE CRITERIA

The project's impact to the environment is considered to be significant if it would:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
b. Conflict or be inconsistent with CEQA Guideline section 15064.3, subdivision (b).
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
d. Result in inadequate emergency access.

Significance criterion "b" is related to the implementation of vehicle-miles traveled (VMT) as the primary performance metric. The City of San Jose's *Transportation Analysis Handbook* identifies VMT thresholds for various project types. For retail projects, the project's total VMT (as opposed to the per-capita or per-employee VMT) is measured – a project is considered to have a significant impact if it results in a **net increase in existing regional total VMT**.

[3] California Office of Planning and Research, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743 (Steinberg, 2013)*

[4] California Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA, December 18, 2018, http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, accessed February 5, 2021.

[5] City of San Jose, *Transportation Analysis Handbook* (April 2020), https://www.sanjoseca.gov/home/showdocument?id=28461

CONSISTENCY WITH PLANS & PROGRAMS

Relevant plans, policies, and programs are reviewed and described in the "Regulatory Framework" section in the introduction to this report. This review found that the project would be consistent with the applicable plans, policies, and programs and would not conflict with any programs, plans, ordinances, or policies addressing the circulation system. Therefore, the impact of the project would be **less than significant**.

VMT ANALYSIS

This section discusses the analysis methodologies, data, and findings associated with the expected change in existing regional total VMT that would result from the project.

ANALYSIS METHODOLOGY AND DATA

The project VMT analysis estimates the change in regional total VMT associated with the project. In this section, the project is referred to as the "new warehouse to distinguish it from existing Costco warehouses in the San Jose area. VMT was calculated for several trip types taken by existing Costco members, anticipated new Costco members, and Costco employees.

Methodology

The following components comprise the change in regional total VMT attributed to the project:

- Existing VMT associated with **existing members visiting four existing warehouses in the San Jose area**
- Estimated VMT associated with **existing members shifting from the existing warehouses to the new warehouse** (i.e., change in travel distance for existing trips that would shift to the new warehouse)
- Estimated VMT associated with **existing members visiting the existing warehouses more frequently due to latent demand** that would occur after the opening of a new warehouse
- Estimated VMT associated with **new members visiting the new warehouse**
- Estimated VMT associated with **employees traveling to and from the new warehouse**

Total project VMT = changes in existing member VMT + new member VMT + employee VMT

Proprietary Data

The VMT analysis was conducted using the following proprietary data provided by Costco Wholesale:

- Approximate home locations of Costco members who shopped at any of the following four existing warehouses in the project area during April 2019, grouped into 1-square-mile zones:
    - 5301 Almaden Expwy, San Jose (Almaden)
    - 2201 Senter Rd, San Jose (Senter)
    - 1601 Coleman Ave, Santa Clara (Santa Clara)
    - 150 Lawrence Station Rd, Sunnyvale (Sunnyvale)
- Number of visits to the four existing Costco warehouses in April 2019 by members in each 1-square-mile zone
- Market areas of the four existing Costco warehouses (for current markets and for after the new warehouse opens) and projected market area for the new warehouse
- Average annual visit frequency for three Costco warehouses in California, before and after a new warehouse was opened nearby

DAILY TRIP GENERATION

Table 5 shows the anticipated daily trip generation for the new warehouse. These values are used to calculate VMT associated with Costco members and employees in the following sections. Further discussion on how this trip generation was developed is included in the Local Transportation Analysis (LTA) section of this report (see Table 18 and Table 19).

Table 5. Project Daily Trip Generation

Trip Type	Daily Trip Ends
Unadjusted Costco Warehouse Trip Generation	**11,618**
Shopping Center Trip Credit[1]	(601)
Total Trips	**11,017**
Employee Trips	600
Total Costco Member Trips	10,417
Member Primary Trips	5,500
Member Pass-by Trips	2,250
Member Diverted Trips	2,667

Source: Kittelson & Associates, Inc., 2022; ITE *Trip Generation Manual, 11th Edition*
[1] Based on ITE Land Use Code 822 – See Table 18 for calculations.

EXISTING MEMBER VMT

A portion of the project's VMT is expected to be generated from existing Costco members. This section provides a description and the results of the analysis conducted to understand VMT associated with existing members' activity, including:

- Trips that would have traveled to an existing warehouse and that would shift to the new warehouse
- Additional trips to existing warehouses resulting from latent demand that would occur after the opening of a new warehouse

VMT Associated with Shifting Existing Member Trips

Costco Member Average Trip Lengths

The first component of the VMT analysis compares member trip lengths with and without the addition of a new Costco warehouse. The project is anticipated to shift existing trips currently made to other nearby Costco warehouses to the new warehouse. The addition of a new warehouse provides another option for existing Costco members and results in lower average trip lengths for members within the existing market areas. Trip lengths for both primary and diverted trips were considered in this analysis. Pass-by trips are not considered in the VMT analysis since trip lengths are assumed to be zero.

Primary Trips

To understand the extent to which primary trip lengths are reduced, ArcGIS Online software was used to calculate average trip distances to the four existing warehouses and the new warehouse for two scenarios: without and with the new warehouse. The software routed member trips from each 1-square-mile zone to the existing Costco warehouse the member visited, according to the proprietary transaction data from April 2019. This analysis was then conducted assuming the presence of the new warehouse and assuming members would visit the warehouse most convenient to them (i.e., the warehouse with the shortest travel time from their homes). The following provides more details regarding the methodology and assumptions of this analysis:

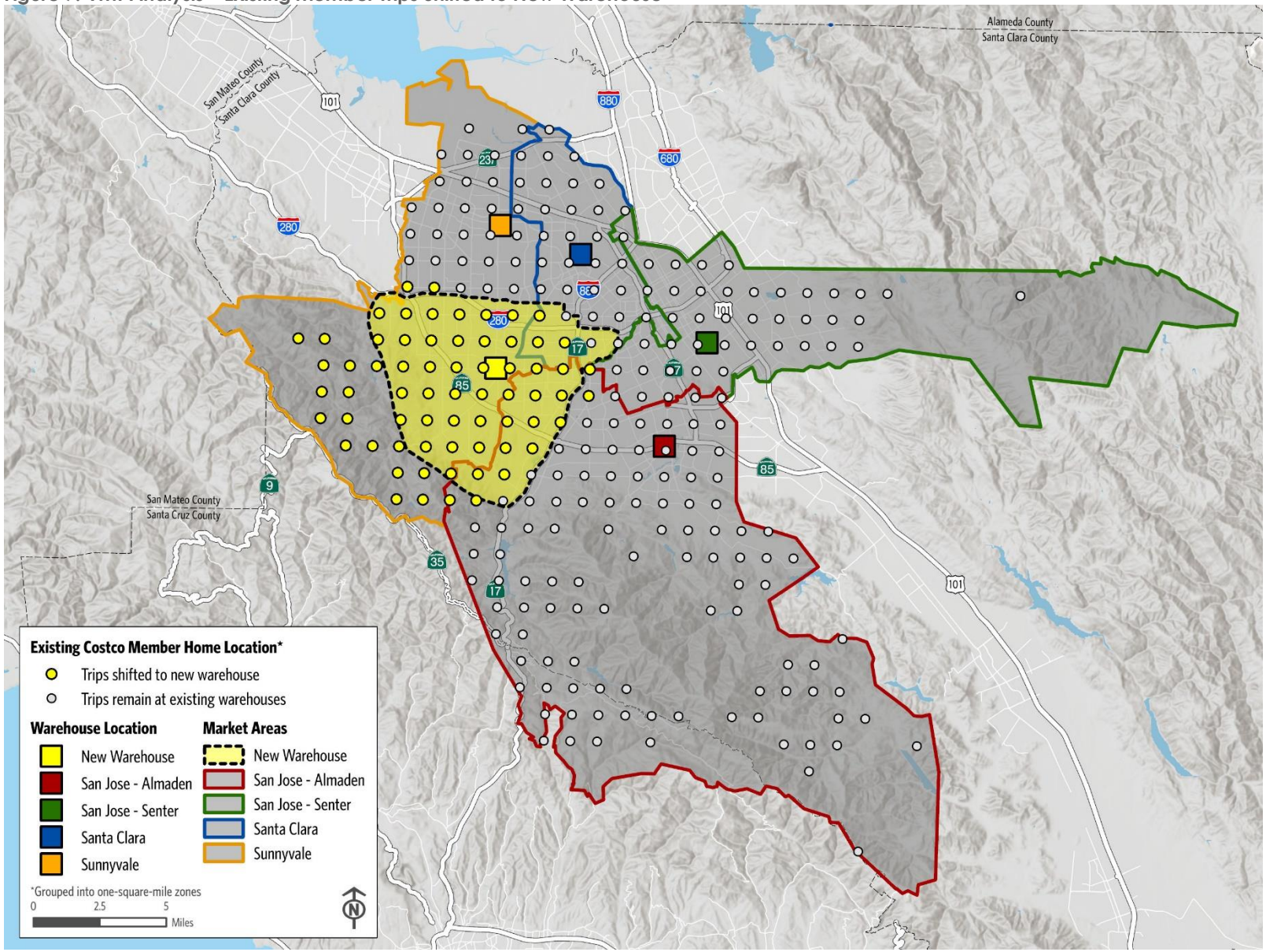
- The center of each 1-square-mile zone was used for the starting/ending point of member trips (See Figure 7).
- The data provided by Costco includes information regarding *all* transactions at the four existing warehouses in April 2019 by members who live within the combined market areas of the existing warehouses.
- Each transaction is assumed to correspond to two one-way trips between the members' homes and the warehouse (i.e., one roundtrip).
- To calculate the **average trip lengths to the four existing warehouses**, trip distances between each 1-square-mile zone and the four existing warehouses were determined using ArcGIS online software. Trips were routed based on minimum travel time (as opposed to shortest distance since shorter distances along low-speed streets can result in longer travel times). These distances were then multiplied by the number of transactions made at each warehouse by members within each 1-square-mile zone and summed for each warehouse to calculate the total one-way distance traveled to each warehouse. This value divided by the average daily visits to the warehouse provides the average one-way trip length. Table 6 shows the average existing trip lengths.
- To calculate the **average trip lengths to the five warehouses when the new warehouse opens**, first it was determined which existing Costco members would shift their trips from an existing warehouse to the new one. For this analysis, it was assumed that if the travel time from a 1-square mile zone to the new warehouse was less than the travel time to any of the existing warehouses, then all members within that zone would choose to visit the new warehouse. In other words, all trips currently made to existing warehouses from that zone are assumed to shift to the new warehouse. For zones that are closer (by travel time) to an existing warehouse, no shift was made, and trips by members in those zones were assumed to remain at the existing warehouses. Table 6 shows the approximate home locations of existing Costco members whose trips are assumed would shift from an existing warehouse to the new warehouse.

Table 6. Average Trip Lengths – Existing and after New Warehouse

Warehouse	Existing (4 Costco warehouses)			After New Warehouse (5 Costco warehouses)		
	Daily Transactions (total)	Total Distance (One-Way)	Average Trip Length (one-way)	Daily Transactions (total)	Total Distance (One-Way)	Average Trip Length (one-way)
Almaden	4,023	19,443	**4.83**	3,429	14,216	**4.15**
Senter	3,170	12,712	**4.01**	3,027	11,309	**3.74**
Santa Clara	3,116	18,092	**5.81**	2,245	11,428	**5.09**
Sunnyvale	3,978	19,790	**4.97**	2,491	10,008	**4.02**
New Warehouse	N/A	N/A	N/A	3,095	9,812	**3.17**
Total	**14,287**	**70,037**	**4.90**	**14,287**	**56,773**	**3.97**

Source: Kittelson & Associates, Inc., 2022
Note: Daily transaction data were used only to determine changes to average trip lengths, not to estimate the *number* of trips to warehouses.

Figure 7. VMT Analysis – Existing Member Trips Shifted to New Warehouse



Diverted Trips

Diverted trip lengths were estimated for each existing warehouse and the proposed project. Logical diversion routes were developed between each warehouse and nearby freeways, highway, or major arterials. Table 7 shows the diverted trip distances calculated for each warehouse. Because detailed trip distributions/assignments were not completed for the existing warehouses, the average trip distance was used. For the project site, a weighted average was calculated using the diverted trip distribution percentages developed for the traffic operations analysis.

Table 7. Diverted Trip Distances

Warehouse	Diverted Trip Route	Diverted Trip Length (One-Way)	Average Diverted Trip Length (One-Way)
Almaden	SR 85 – EB	0.3	**0.4**
	SR 85 – WB	0.5	
Senter	US 101 – NB	1.8	**2.0**
	US 101 – SB	1.6	
	SR 85 – NB	2.2	
	SR 85 - SB	2.4	
Santa Clara	US 101 – EB	1.6	**1.8**
	US 101 – WB	2.4	
	SR 87 – NB	1.8	
	SR 87 – SB	1.4	
Sunnyvale	San Tomas Expwy – SB	2.1	**1.9**
	San Tomas Expwy – NB	2.5	
	US 101 – EB	1.5	
	US 101 – WB	1.7	
	SR 82 – EB/WB	1.6	
New Warehouse	De Anza Blvd (10%)	2.1	**2.2**
	San Tomas Expwy (10%)	2	
	I-280 – EB (20%)	2.4	
	I-280 – WB (20%)	2.8	
	SR 85 – SB (20%)	1.8	
	SR 85 – NB (20%)	1.8	

Source: Kittelson & Associates, Inc., 2022

Costco Member Trips

The Costco transaction data were used to calculate trip distances (as described previously in the Primary Trips section) and the proportion of trips expected to shift from an existing warehouse to the new warehouse. Trip generation estimates were developed for each of the existing four warehouses for primary and diverted trips, applying the same trip generation rates as the new warehouse. As mentioned above, pass-by trips were excluded from the analysis since those trip lengths are assumed to be zero. Table 8 presents the daily trip generation for all five warehouses.

Table 8. Trip Generation – Primary and Diverted Trips by Warehouse

Warehouse	WH Square Footage	Primary Trip Generation	Diverted Trip Generation
Almaden	136,413	4,723	2,290
Senter	155,432	5,426	2,631
Santa Clara	135,444	4,688	2,273
Sunnyvale	137,450	4,762	2,309
New Warehouse	166,028	5,500	2,667

Source: Kittelson & Associates, Inc., 2022

Note: Trip generation values presented in this table are the raw values based on the square footage of each warehouse. Table 9 shows how these trips are re-distributed based on the opening of the new warehouse.

The number of existing trips expected to shift to the new warehouse was determined using GIS analysis. For each warehouse, the percent of existing trips expected to shift to the new warehouse was applied to the existing trip generation values to determine expected future trips.

Table 9 shows the primary and diverted trips by warehouse for existing conditions and after the new warehouse opens. Since this section of the analysis focuses on VMT associated with shifting existing member trips, the total number of existing and future trips remains constant. Of the estimated 5,500 primary and 2,667 diverted daily trips to the new warehouse, 4,033 primary and 1,954 diverted trips are expected to be made by existing members shifting their existing trips.

Table 9. Daily Trips by Warehouse, Existing Conditions and after New Warehouse Opens

Warehouse	Percent of Existing Trips Shifting to New Warehouse	Existing Daily Primary Trips	Existing Daily Diverted Trips	Daily Primary Trips After New Warehouse	Daily Diverted Trips After New Warehouse
Almaden	15%	4,723	2,290	4,026	1,952
Senter	4%	5,426	2,631	5,182	2,513
Santa Clara	28%	4,688	2,273	3,377	1,638
Sunnyvale	37%	4,762	2,309	2,981	1,446
New Warehouse	N/A	0	0	4,033	1,954
Total	-	19,599	9,503	19,599	9,503

Source: Kittelson & Associates, Inc., 2022

Table 10 presents the change in VMT expected from shifting existing member trips from existing warehouses to the new warehouse. Since the average distance for these existing trips decreases when they shift to the new warehouse, daily VMT resulting from these existing trips is projected to decrease by about 16,408 miles.

Table 10. VMT Associated with Shifting Existing Member Trips to the New Warehouse

Warehouse	Primary Trip Length	Primary Trips	Primary Trip VMT	Diverted Trip Length	Diverted Trips	Diverted Trip VMT	Primary + Diverted VMT
Existing							
Almaden	4.8	4,723	22,825	0.4	2,290	887	23,712
Senter	4.0	5,426	21,758	2.0	2,631	5,229	26,987
Santa Clara	5.8	4,688	27,222	1.8	2,273	4,063	31,284
Sunnyvale	5.0	4,762	23,688	1.9	2,309	4,341	28,029
New Warehouse	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total Existing	**-**	**19,599**	**95,492**	**-**	**9,503**	**14,520**	**110,012**
With New Warehouse							
Almaden	4.1	4,026	16,689	0.4	1,952	756	17,445
Senter	3.7	5,182	19,358	2.0	2,513	4,994	24,352
Santa Clara	5.1	3,377	17,195	1.8	1,638	2,927	20,122
Sunnyvale	4.0	2,981	11,980	1.9	1,446	2,718	14,698
New Warehouse	3.2	4,033	12,784	2.2	1,954	4,204	16,987
Total with New Warehouse	**-**	**19,599**	**78,005**	**-**	**9,503**	**15,598**	**93,604**
Change in Daily VMT							**-16,408**

Source: Kittelson & Associates, Inc., 2022

VMT Associated with Increase of Trip Frequency to Existing Warehouses

The four existing warehouses in the vicinity of the project are expected to become less crowded with the opening of the new warehouse after some existing members shift their trips to the new warehouse. As Costco has observed at other warehouses when a new location opens in the same market area, this latent demand could result in an increase in trip frequency to existing warehouses by existing members who continue to shop at their same warehouse. To estimate the number of additional trips expected at each of the warehouses, Costco transaction data from representative warehouses in California were analyzed.

The analysis demonstrated existing members tend to purchase more products at existing warehouses (increased sales) after a new warehouse is opened, but the increase in visit frequency (trips) to the existing warehouse is relatively minor. Table 11 shows the average annual change in member trip frequency (4.5%) at three California Costco warehouse locations after another warehouse opened in the same market area. As shown in the table, the existing Costco warehouse locations see an average of 1.5 additional trips per member per year as a result of latent demand.

Table 11. Change in Member Trip Frequency Associated with New Warehouse Opening

Costco Warehouse Location	New Costco Warehouse Opening	Average Annual Visit Frequency (Trips per Year)			
		Before	After	Change	Percent Change
Visalia	New Hanford	34.5	35.5	1	2.9%
Garden Grove	Huntington Beach	44	4.5	1.5	3.4%
South Sacramento	Elk Grove	27.5	29.5	2	7.3%
Average				**1.5**	**4.5%**

Source: Kittelson & Associates, Inc., 2022

Table 12 presents the change in VMT associated with an increase in trip frequency to the existing warehouses after a new warehouse opens (i.e., latent demand trips).

Table 12. VMT Associated with Increased Member Trip Frequency to Existing Warehouses

Warehouse	Primary Trip Length	Primary Trips Added	Primary Trip VMT	Diverted Trip Length	Diverted Trips Added	Diverted Trip VMT	Primary + Diverted VMT
Almaden	4.1	182	754	0.4	88	34	**788**
Senter	3.7	235	878	2.0	114	227	**1,105**
Santa Clara	5.1	153	779	1.8	74	132	**911**
Sunnyvale	4.0	135	542	1.9	66	124	**666**
TOTAL	**-**	**705**	**2,953**	**-**	**342**	**517**	**3,470**

Source: Kittelson & Associates, Inc., 2022

Existing Member VMT Summary

Table 13 presents the estimated change in existing member VMT resulting from the opening of the new warehouse. As shown, the presence of the new warehouse in this market area is estimated to reduce total regional VMT by 12,938 miles.

Table 13: Change in Existing Member VMT

Trip Type	Existing VMT	VMT with New Warehouse	Change in VMT
Primary Trips	95,492	78,005	-17,487
Diverted Trips	14,520	15,598	1,078
Latent Demand Trips	0	3,471	3,471
Total	**110,012**	**97,074**	**-12,938**

Source: Kittelson & Associates, Inc., 2022

NEW MEMBER VMT

As described in the previous analysis section, 4,033 primary trips and 1,954 diverted trips are expected to be shifted from existing warehouses to the new warehouse. The project is expected to generate 5,500 primary trips and 2,667 diverted trips – the remaining 1,467 primary trips and 713 diverted trips are assumed to come from new Costco members who shop at the new warehouse.

To estimate the VMT associated with new members making trips to the new warehouse, the numbers of primary and diverted trips were multiplied by the respective average trip lengths made my existing members to the new warehouse. As with the existing member VMT analysis, pass-by trips were excluded from this analysis since those trip lengths are assumed to be zero. As shown in Table 14, the VMT associated with new member trips is estimated to be 6,184 miles.

Table 14. New Member VMT

	Primary Trips	Diverted Trips	Primary + Diverted Trips
Weekday Daily Trip Generation	5,500	2,667	8,167
Existing Trips Shifted to New Warehouse	*(4,033)*	*(1,954)*	*(5,987)*
New Member Trips	**1,467**	**713**	**2,180**
Average Trip Length (one-way)	3.17	2.15	-
New Member VMT	**4,651**	**1,533**	**6,184**

Source: Kittelson & Associates, Inc., 2022

EMPLOYEE VMT

Employee VMT was estimated using the San Jose VMT Evaluation Tool to determine average VMT per employee. This VMT rate was then multiplied by the estimated number of employees for the new warehouse to calculate total employee VMT. This exercise was completed only for the new warehouse since the employee VMT associated with the existing warehouses will not be impacted. As presented in Table 15, the expected employee VMT for the new warehouse is 4,158 miles.

Table 15. Employee VMT

	Average VMT / worker	Estimated Number of Employees	Employee VMT
New Warehouse	13.86	300	**4,158**

Source: San Jose VMT Evaluation Tool, 2022
Note: Average VMT/worker determined using the San Jose VMT Evaluation Tool for parcel 38136014

CHANGE IN REGIONAL TOTAL VMT

Table 16 presents the change in regional daily VMT associated with the opening of the new warehouse (project VMT). The change in total regional VMT is calculated by comparing the existing VMT by Costco members in the project area and VMT by members and employees after the new warehouse is open. As presented in the table, the change in reginal total VMT with the new warehouse (project VMT) is estimated to be a net decrease of 2,596 miles.

Table 16. Change in Regional Total VMT

	Existing VMT	VMT with New Warehouse	Change (Project VMT)
Existing Member VMT	**110,012**	**97,074**	**-12,938**
Existing Trips	**110,012**	**93,603**	**-16,409**
Almaden	23,712	17,446	-6,266
Senter	26,987	24,353	-2,634
Santa Clara	31,284	20,120	-11,164
Sunnyvale	28,029	14,697	-13,332
New Warehouse	0	16,987	16,987
Latent Demand at Existing Warehouses	**0**	**3,471**	**3,471**
Almaden	0	789	789
Senter	0	1,104	1,104
Santa Clara	0	911	911
Sunnyvale	0	667	6667
New Member VMT	**0**	**6,184**	**6,184**
Employee VMT	**0**	**4,158**	**4,158**
Total VMT	**110,012**	**107,416**	**-2,596**

Source: Kittelson & Associates, Inc., 2022

IMPACT FINDING

As shown in Table 16, the project is expected to decrease regional total VMT by about 2,596 miles. Therefore, based on the City's threshold of no net increase in regional VMT, the project is expected to result in a **less than significant** impact related to VMT.

POTENTIAL HAZARDS

The design of the proposed internal drive aisles, access driveways, and other on-site circulation improvements would be required to adhere to the City of San Jose Fire Department's design standards, which are imposed on project developments during the building plan check and development review process. Compliance with established design standards and implementation would ensure that hazards due to design features would not occur and that the placement of circulation improvements would not create a conflict for motorists, pedestrians, or bicyclists traveling within or around the project site.

The following off-site improvements would not result in sharp curves, dangerous, intersections, or other hazards.

- **Signalized access point on Lawrence Expwy** – Improvements to this intersection focus on enhancing the pedestrian facilities and do not involve alterations to the geometry of the intersection. a

Since the project is compatible with surrounding land uses and all on-site and off-site improvements would be made adhering to the latest design standards for the City of San Jose preventing hazardous conditions, the project would result in a **less than significant** impact and no mitigation measure would be required.

EMERGENCY ACCESS

Emergency vehicle access to the project site is accommodated at the access points on Lawrence Expwy and Prospect Rd. The truck turn template developed for emergency vehicles on-site shows adequate lane width and curb radii for emergency vehicle access. *Appendix C* provides turning templates for emergency vehicles on the site.

To address emergency and fire access needs, the site improvements would be required to be designed in accordance with all applicable City of San Jose Fire Department design standards for emergency access. Adequate emergency access is required per the local fire code and site plans will be reviewed by local fire officials as part of the design review.

The project is not anticipated to result in inadequate emergency vehicle access, and therefore has a **less than significant** impact.

Section 4

Local Transportation Analysis (LTA)

LOCAL TRANSPORTATION ANALYSIS (LTA)

The LTA, or non-CEQA, section of this report evaluates the effects of the project on transportation, access, circulation, and safety elements in vicinity of the project site. The analyses included in the LTA were developed with input from City staff and include the following components:

- **Intersection Operations Analysis**
  - Trip Generation / Distribution / Assignment
  - Background Traffic Conditions – Existing plus approved projects traffic volumes and operations
  - Background Plus Project Traffic Conditions
  - Cumulative Plus Project Traffic Conditions – Existing plus approved projects, cumulative projects, and project traffic volumes and operations
- **Queueing Analysis**
  - Intersection Queueing Analysis
  - Freeway Ramp Queueing Analysis
- **Freeway Segment Capacity Analysis**
- **Pedestrian Access & Circulation**
- **Bicycle Access, Circulation, & Parking**
- **Graves Avenue Vehicle & Truck Access**
- **Truck and Emergency Vehicle Circulation**
- **Vehicle Parking Evaluation**

INTERSECTION OPERATIONS ANALYSIS

SITE ACCESSES

The main access points to the project site are a right-in/right-out/left-in signalized intersection located along Lawrence Expwy (Intersection 7) and a proposed connection through the shopping center to the existing full-access signalized intersection on Prospect Rd (Intersection 12). The project includes the closure of the existing west access point along Graves Ave (Site Access A) and retains the existing full-access point along Graves Ave at the eastern end of the site (Site Access B). Minor accesses are available through the shopping center via two right-in/right-out driveways along Prospect Rd (Site Accesses D and E) and a right-in/right-out/left-in driveway on Saratoga Ave, south of Capanelle Terrace (Site Access C).

Graves Ave runs west from Saratoga Ave and terminates at a cul-de-sac just east of Lawrence Expwy. It is a low-volume, two-lane street that provides access to the residential neighborhood north of the project site. This report includes a discussion of existing traffic volumes on Graves Ave and the extent to which project traffic will utilize the street. The project will eliminate the existing western access along Graves Ave (Site Access A) and may or may not include site access via Access Point B. Therefore, two alternative scenarios were developed for the operations analysis: **"Alternative A"** includes access via Graves Ave at Site Access B; **"Alternative B"** excludes all access via Graves Ave.

Delivery trucks would primarily utilize the Lawrence Expwy/Westgate West Shopping Center Driveway and Saratoga Ave/Westgate West Shopping Center Driveway to access the site. Costco's own delivery trucks will be prohibited from accessing the site via Graves Ave, regardless of which alternative is selected. Local and regional vendor delivery trucks may use Graves Ave and Site Access B, if access is provided, as Costco does not manage independent vendor trucks.

COSTCO WAREHOUSE TRIP CHARACTERISTICS

Costco Warehouse facilities are open to members only and operate seven days a week. Typically, the warehouse building is open to members on weekdays between the hours of 10:00 AM and 8:30 PM. Weekend operating hours open to members are typically from 9:30 or 10:00 AM to 6:00 PM. The warehouses are typically closed on major holidays. Costco Gasoline fuel stations co-located on the site are typically open seven days a week between 5:00 AM and 10:00 PM.

Costco Trip Database

For more than 20 years, Kittelson has maintained a database of trip data and travel characteristics for Costco Wholesale. The database contains transportation information such as trip rates and trip type percentages for Costco locations throughout the United States as well as Canada and Mexico. The database is updated periodically when new Costco traffic counts or other such information become available to Kittelson. To best evaluate the anticipated transportation characteristics of the proposed warehouse in San Jose, Kittelson used the Costco trip database to develop a trip generation estimate as it provides use-specific data that most accurately represents the anticipated transportation characteristics of this unique development type.

The warehouse trip rates summarized herein rely on data collection conducted at Costco sites located across the western region of the United States. The trip studies were completed using industry standard engineering practices consistent with guidance within the Institute of Transportation Engineers (ITE) standard reference, *Trip Generation Manual*, 11th Edition. These cordon surveys were conducted between 2015 and 2021 and include 21 surveys of Costco warehouses with fuel stations in California, Arizona, Oregon, Utah, and Washington. The Costco buildings surveyed range in size between 121,771 square feet and 231,411 square feet, with an average size of 156,510 square feet. The existing Costco locations all included fuel stations, ranging from 16 to 32 fueling positions. Because the proposed Costco warehouse does not include a fuel station, fuel stations trips were isolated and removed from the dataset. Most Costco warehouses have an attached tire center for tire sales and installation, including the project. The tire center is an ancillary use to the warehouse, and trips associated with the tire center are captured in the overall trip generation of a site. The data used for analysis of the project includes trip data for warehouses with tire centers. Table 17 summarizes trip characteristics for the weekday PM peak hour. Costco warehouses are not open during weekday AM peak hours and, therefore, are not included in the evaluation.

Table 17: Trip Characteristics for Costco Warehouse, Weekday Daily & Weekday PM Peak Hour

Land Use	Weekday Daily Trip Rate (per KSF)	Weekday PM Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)		
		Total	In	Out
Costco Warehouse	69.98	5.76	47%	53%
Primary Trips	No Data		53%	
Pass-by Trips	No Data		22%	
Diverted Trips	No Data		25%	
Discount Club (ITE Land Use 857)	42.46	4.19	50%	50%

Source: Kittelson & Associates, Inc., 2022; ITE *Trip Generation Manual,* 11th Edition

As shown in Table 17, the project is expected to generate 69.98 daily weekday trips per KSF and 5.76 weekday PM peak hour trips per KSF. These rates are higher than rates from ITE's *Trip Generation Manual*, 11th Edition, for Land Use 857 (Discount Club) – 42.46 weekday daily and 4.19 weekday PM peak hour per KSF, respectively. This comparison confirms that this analysis takes a conservative approach.

The percentage of primary, pass-by, and diverted trips are taken from member surveys taken at existing Costco warehouses. These trip types are described below.

- Primary Trips: an entirely new trip on the roadway system for the express purpose of driving to and from Costco

- Pass-by Trips: existing trips on roadways adjacent to the site for which drivers turn into the Costco site and then, after shopping, continue to their ultimate destination
- Diverted Trips: existing trips on nearby roadways in which a driver decides to drive out of their way for a distance to shop at Costco and, when their shopping is concluded, continues their trip to the ultimate destination

Site Trip Generation Estimate

Trip generation for the Costco warehouse was estimated for the weekday PM peak hour and weekday daily by multiplying the rates shown in Table 17 by the square footage of the proposed new warehouse. Pass-by and diverted rates for the weekday PM peak hour were used to estimate weekday daily pass-by and diverted trips. Project trip generation was developed by subtracting trip credits for the businesses currently operating that will be displaced by the project. These trip generation credits were estimated for the 16,708 square feet of currently operating businesses using the ITE *Trip Generation Manual* trip rates for Land Use 822 (Strip Retail Plaza, <40,000 s.f.). A pass-by trip rate of 34% was included based on rates for a shopping center.

Table 18 presents the trip generation estimate for the existing uses to be displaced; Table 19 presents the proposed trip generation estimate for the project.

Table 18: Existing Businesses Trip Generation

	Weekday Daily Trips	Weekday PM Peak Hour of Adjacent Street Traffic Trips		
		Total	In	Out
Strip Retail Plaza (<40,000 s.f.) *ITE Land Use Code 822*	910	110	55	55
Pass-By Trips (34%)	*(309)*	*(37)*	*(19)*	*(18)*
Shopping Center Primary Trips	**601**	**73**	**36**	**37**

Source: ITE *Trip Generation Manual, 11th Edition*
Note: Rates (trips/KSF) for "*Strip Retail Plaza (<40,000 s.f.)*" (822) – Weekday Daily: 54.45; Weekday PM Peak: 6.59 (50% in/50% out)

Table 19. Project Trip Generation

	Weekday Daily Trips	Weekday PM Peak Hour of Adjacent Street Traffic Trips		
		Total	In	Out
Unadjusted Costco Warehouse Trip Generation	11,618	956	452	504
Shopping Center Trip Credit	*(601)*	*(73)*	*(36)*	*(37)*
Total Trips	**11,017**	**883**	**416**	**467**
Employee Trips	(600)	0	0	0
Costco Member Trips	10,417	883	416	467
Pass-by Trips (22%)	(2,250)	(191)	(90)	(101)
Diverted Trips (25%)	(2,667)	(226)	(107)	(119)
Primary Trips	5,500	466	219	247

Source: Kittelson & Associates, 2022; ITE *Trip Generation Manual, 11th Edition*
Note: Pass-by and diverted trips rates for weekday PM peak hour were applied to develop weekday daily trips

As shown in Table 19, the project is estimated to generate 5,500 weekday daily primary trip ends. Of these, 466 are estimated to occur in the weekday PM peak hour (219 inbound / 247 outbound).

The trip generation for the site includes all trips, including truck delivery and employee trips made to the site. Employees work on a shift schedule and typically travel to and from the site outside of the peak hours. Therefore, daily trips accounts for employee trips.

Trip Distribution

Trip distribution for the project was developed using proprietary Costco transaction data from the following four nearby existing Costco warehouses.

- 150 Lawrence Station Rd, Sunnyvale, CA 94086
- 2201 Senter Rd, San Jose, CA 95112
- 5301 Almaden Expwy, San Jose, CA 95118
- 1601 Coleman Ave, Santa Clara, CA 95050

Kittelson obtained transaction data at these four locations for the month of April 2019. The data included the total number of transactions made at each Costco warehouse, separated spatially into 1-square-mile zones based on the home address of the member who made the transaction. These data were overlaid with Costco's anticipated market area of the new warehouse to determine the general trip distribution of the project, shown in Figure 8.

Proposed Trip Distribution
San Jose, California

Figure
8

- Study Intersection
- Study Access
XX% - Proposed Trip Distribution Percentage

KITTELSON & ASSOCIATES

Trip Assignment

The trip distribution was then used to assign primary, pass-by, and diverted trips to the study intersections and access points.

Primary Trip Assignment

Primary trips were assigned to study intersections and access points using the proposed trip distribution and typical routes to and from the site. The project may or may not include site access on Graves Ave (via unsignalized Site Access B). Therefore, two alternative trip assignments were developed. **"Alternative A"** includes access via Graves Ave at Site Access B; **"Alternative B"** excludes all access via Graves Ave.

Pass-by Trip Assignment

While treated as new trips at the site accesses, pass-by trips do not result in system capacity changes or adverse environmental effects as compared to new trips to the system because these trips are already present on the adjacent arterial street. Based on review of the peak hour existing volumes on the roadways adjacent to the site from the City's TRAFFIX model, 45% of pass-by trips were assumed to be traveling on Lawrence Expwy; 20% on Prospect Rd; and 35% on Saratoga Ave during the weekday PM peak hour. Based on the directional split of existing traffic volumes on these roadways, the following assumptions were made:

- A 30%-70% split was assumed on Lawrence Expwy for pass-by trips traveling northbound to enter/exit the site and southbound to enter/exit the site, respectively, during the weekday PM peak.
- A 40%-60% split was assumed on Prospect Rd for pass-by trips traveling westbound to enter/exit the site and eastbound to enter/exit the site, respectively, during the weekday PM peak.
- A 40%-60% split was assumed on Saratoga Ave for pass-by trips traveling southbound to enter/exit the site and northbound to enter/exit the site, respectively, during the weekday PM peak.

These assumptions were applied to the pass-by trip assignment for both alternatives. The pass-by trips are the same for each alternative since Graves Ave is not an arterial roadway that experiences traffic passing by towards other destinations east or west of the site.

Diverted Trip Assignment

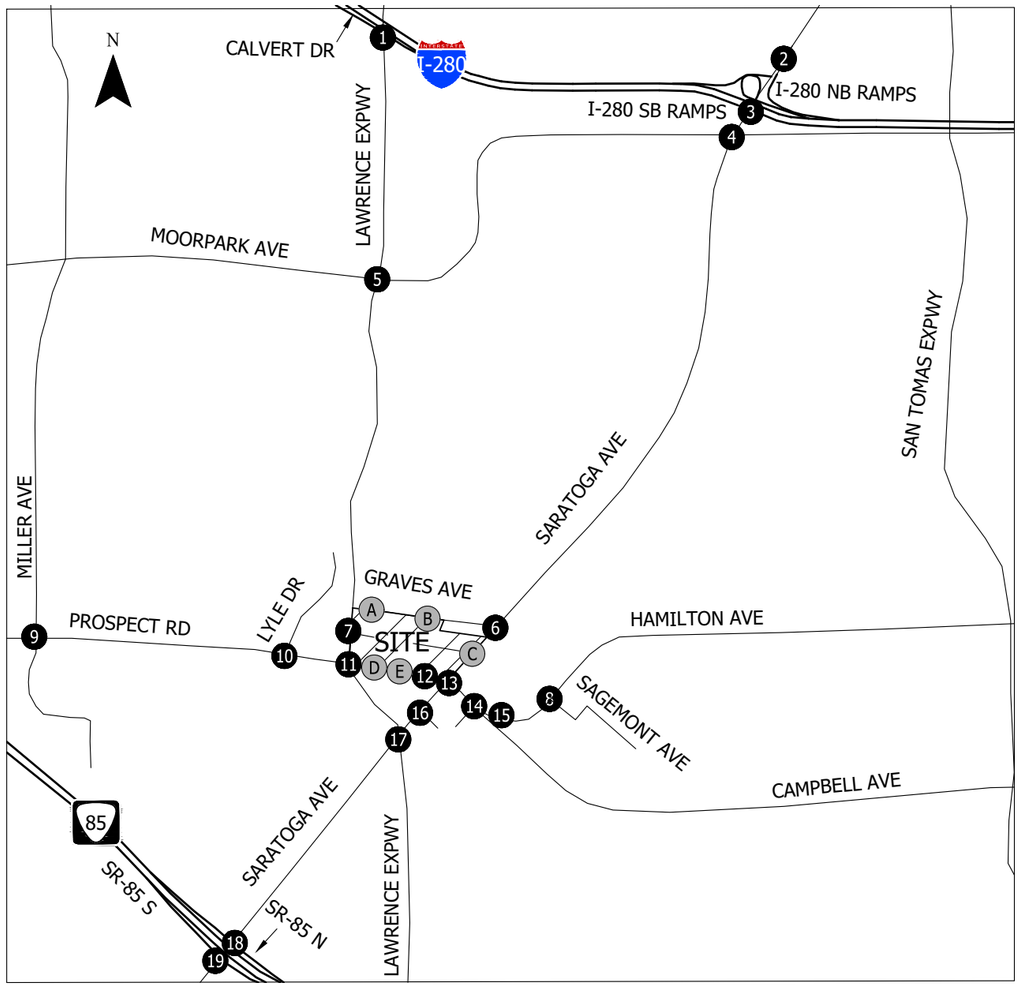
A portion of project trips are expected to divert from Interstate 280 (I-280), State Route 85 (SR 85), San Tomas Expwy, and De Anza Blvd. While treated as new trips at the proposed site accesses, diverted trips result in fewer system capacity changes and adverse environmental effects as compared to new trips to the system because these trips generally have no effect once traced back onto the system from which they divert. Based on the existing peak hour volumes from the City's TRAFFIX model, Caltrans Performance Measurement System (PeMS) data, City's average daily traffic data, and engineering judgement, 40% of diverted trips were assumed to be traveling on I-280; 40% on SR 85; 10% on San Tomas Expwy; and 10% on De Anza Boulevard during the weekday PM peak hour. Based on the directional split of existing traffic volumes on these roadways, the following assumptions were made:

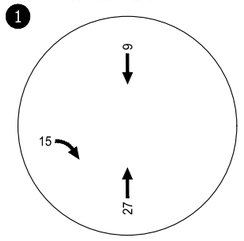
- A 40%-60% split was assumed on the interstate for diverted trips traveling westbound to enter/exit the site and eastbound to enter/exit the site, respectively, during the weekday PM peak.
- A 45%-55% split was assumed on the state route for diverted trips traveling westbound to enter/exit the site and eastbound to enter/exit the site, respectively, during the weekday PM peak.
- A 50%-50% split was assumed on De Anza Blvd for diverted trips traveling northbound and southbound to enter/exit the site during the weekday PM peak hour.
- A 30%-70% split was assumed on San Tomas Expwy for diverted trips traveling northbound to enter/exit the site and southbound to enter/exit the site, respectively, during the weekday PM peak.

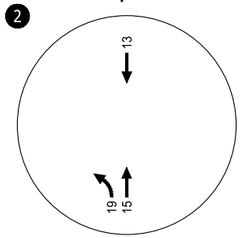
Appendix D includes primary trip, pass-by trip, and diverted trip volumes and assignments at the study intersections during the weekday PM peak hour for Alternative A and Alternative B.

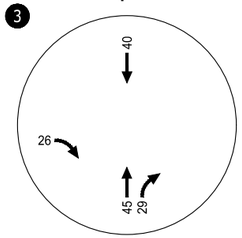
Net Project Trips

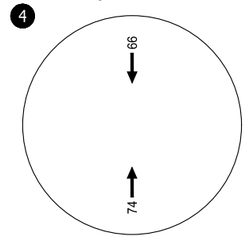
Net project trips are the sum of all primary, pass-by, and diverted trips added to the network and site accesses. Figure 9 and Figure 10 show the net project trips at the study intersections during the weekday PM peak hour for Alternative A and Alternative B, respectively.

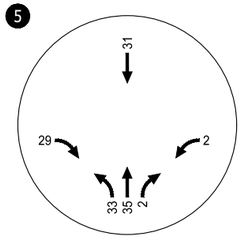


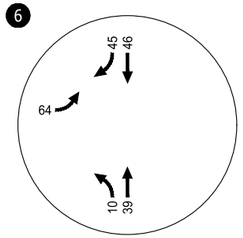


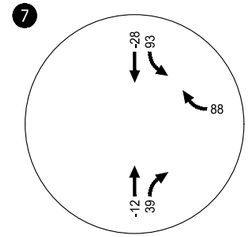


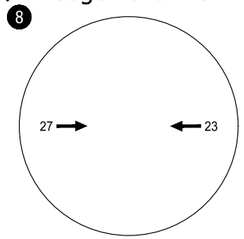


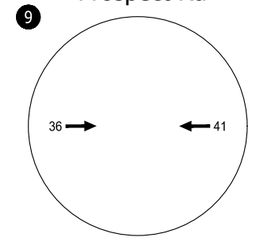


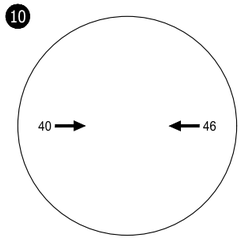


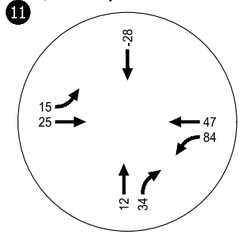


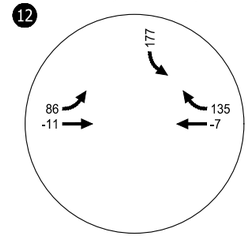


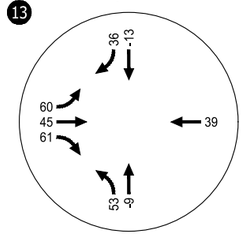


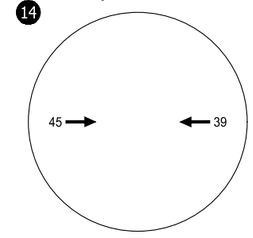


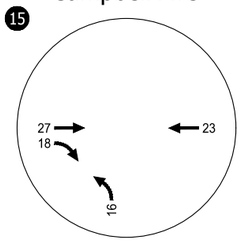


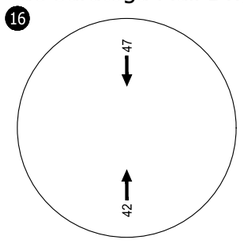


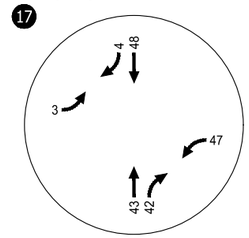


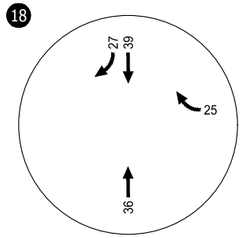


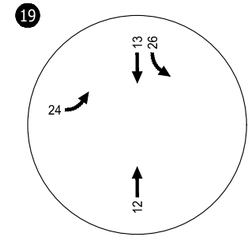


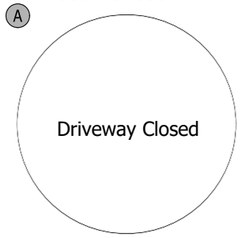


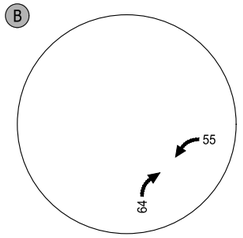


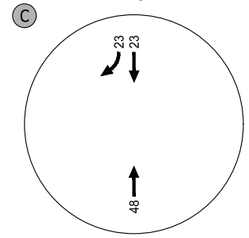


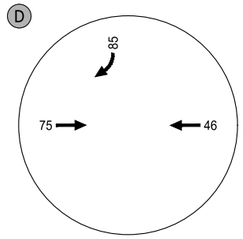


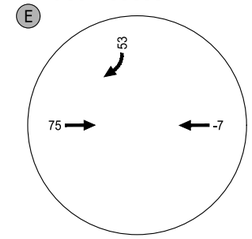












Alternative A Net Project Trips
Weekday PM Peak Hour
San Jose, California

Figure 9

(##) - Study Intersection

(##) - Study Access

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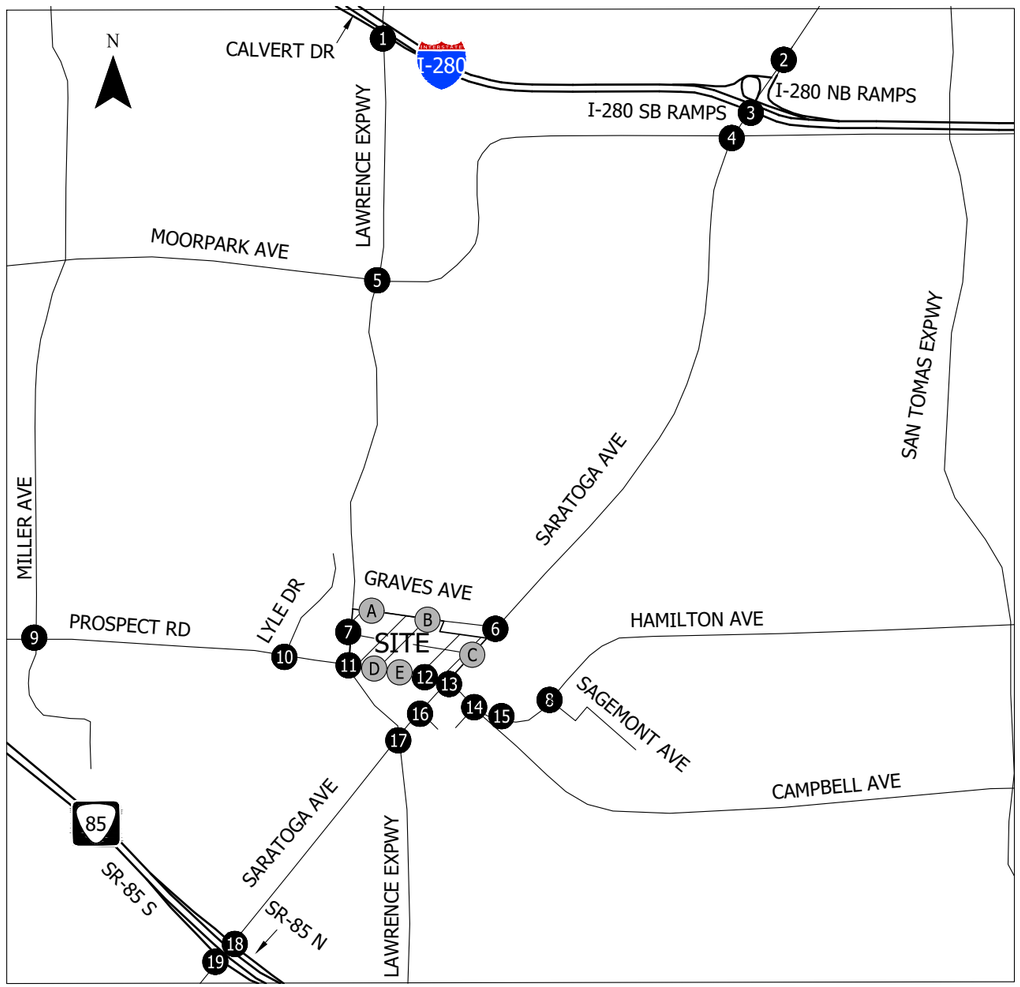
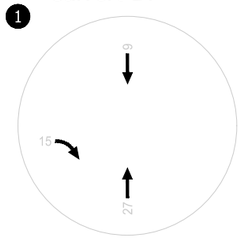
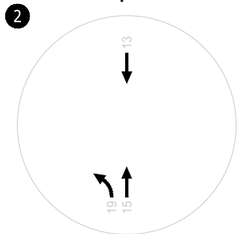


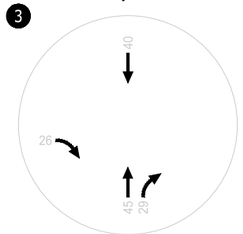
1 Lawrence Expwy / Calvert Dr



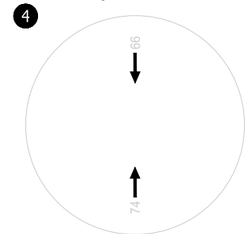
2 Saratoga Ave / I-280 NB Ramps



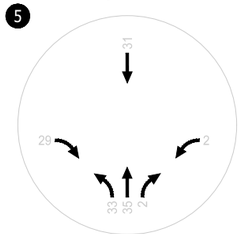
3 Saratoga Ave / I-280 SB Ramps



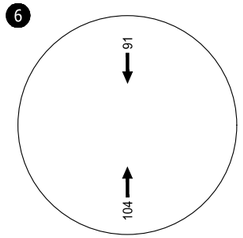
4 Saratoga Ave / Moorpark Ave



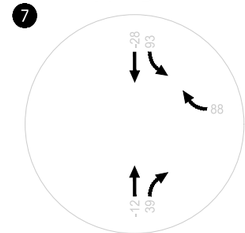
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



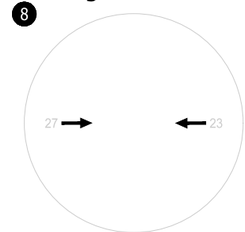
6 Saratoga Ave / Graves Ave



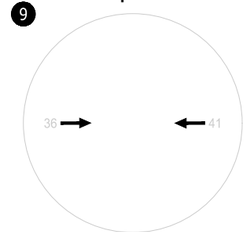
7 Lawrence Expwy / Westgate West Shopping Center Dwy



8 Hamilton Ave / Sagemont Ave



9 Miller Ave / Prospect Rd



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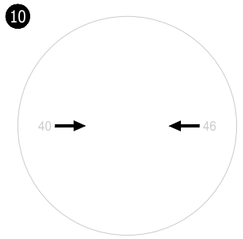

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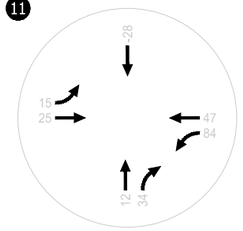
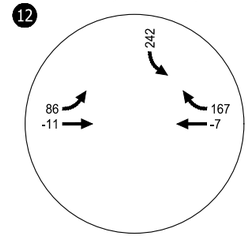
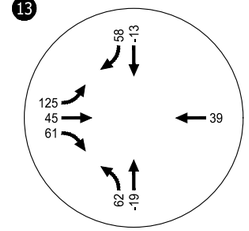


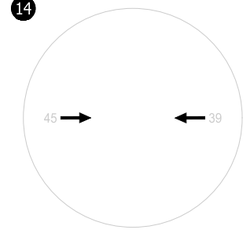
12 Westgate West Shopping Center Dwy / Prospect Rd



13 Saratoga Ave / Prospect Rd-Campbell Ave



14 Westgate Mall Dwy / Campbell Ave



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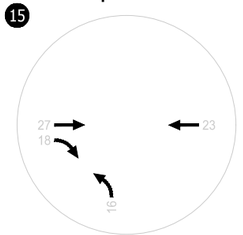
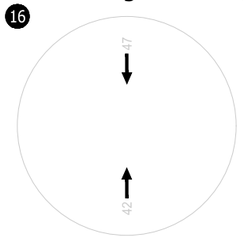
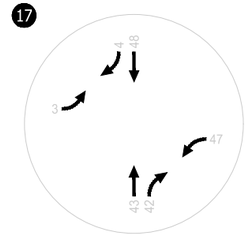


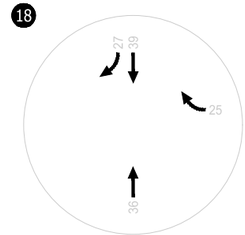
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



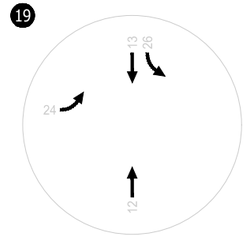
17 Saratoga Ave / Lawrence Expwy-Quito Rd



18 Saratoga Ave / SR-85 S



19 Saratoga Ave / SR-85 N

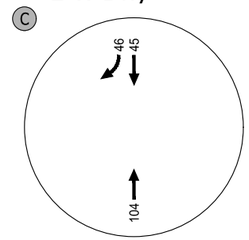


A Graves Ave / Costco West Access

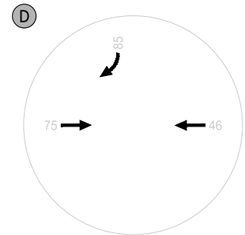
Driveway Closed

B Graves Ave / Costco East Access

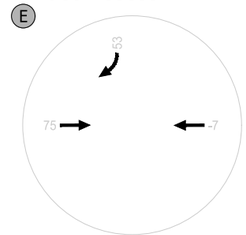
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



Note: Intersections marked gray see no change from Alternative A

- Study Intersection

- Study Access

Alternative B Net Project Trips
Weekday PM Peak Hour
San Jose, California

Figure
10

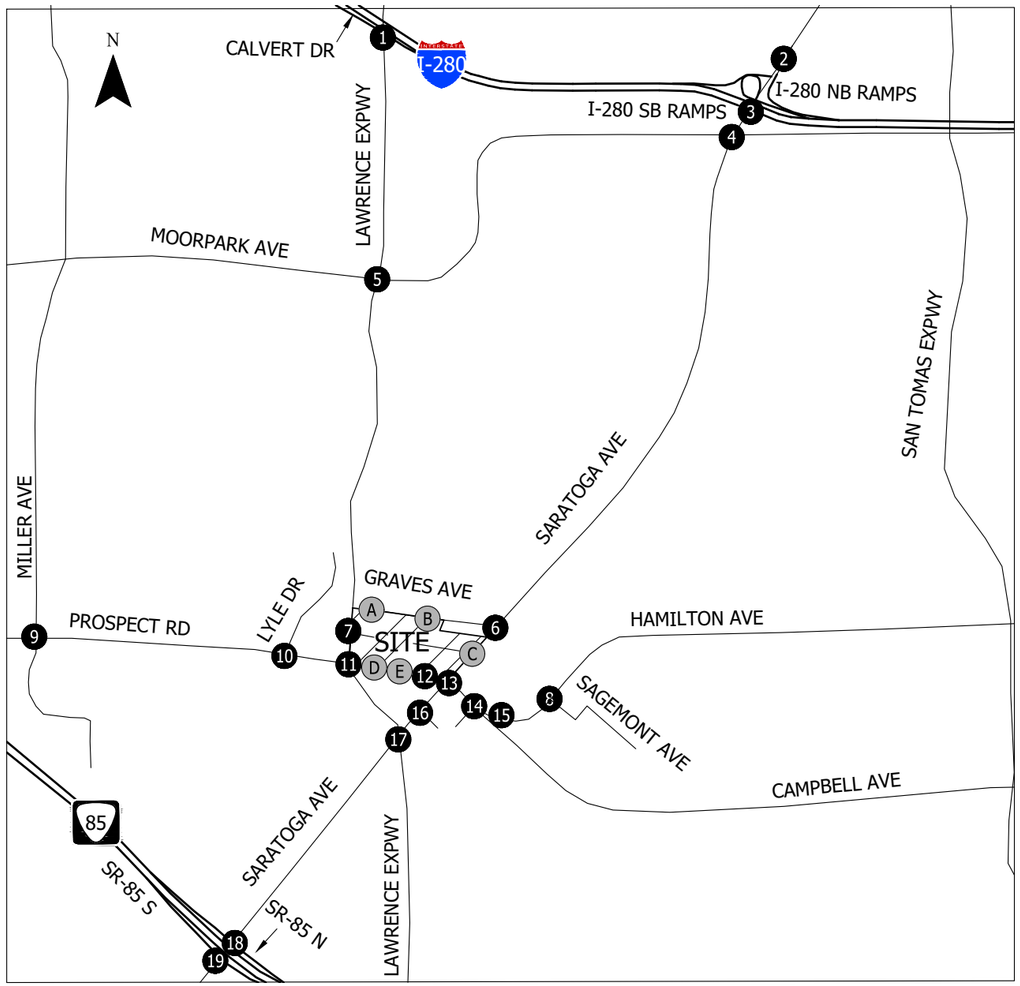
KITTELSON & ASSOCIATES

BACKGROUND CONDITIONS

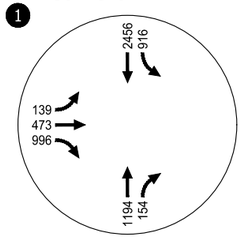
The following section describes the background traffic volumes and operational results.

Traffic Volumes

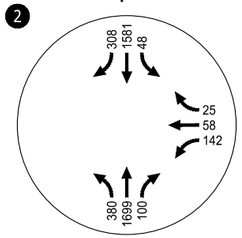
Approved developments in the study area were included under Background conditions. Kittelson developed traffic volumes for Background conditions by adding the traffic volumes from City-approved projects to the existing weekday PM peak hour volume. The added traffic was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Based on correspondence with the Cities of Saratoga and Campbell, the analysis also includes project trips from the approved Palm Villas Saratoga project in the City of Saratoga. Background conditions represent baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. Background turning movement volumes are presented in Figure 11.



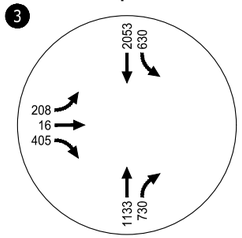
1 Lawrence Expwy / Calvert Dr



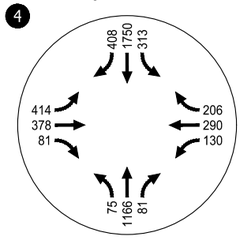
2 Saratoga Ave / I-280 NB Ramps



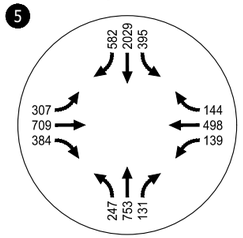
3 Saratoga Ave / I-280 SB Ramps



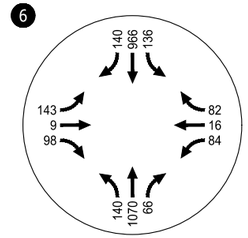
4 Saratoga Ave / Moorpark Ave



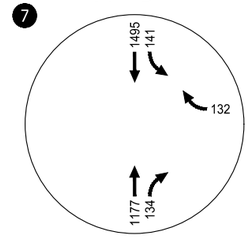
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



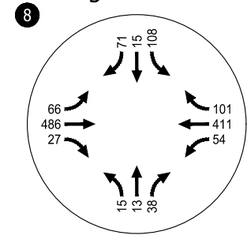
6 Saratoga Ave / Graves Ave



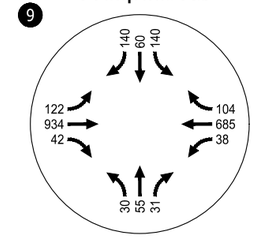
7 Lawrence Expwy / Westgate West Shopping Center Dwy



8 Hamilton Ave / Sagemont Ave



9 Miller Ave / Prospect Rd



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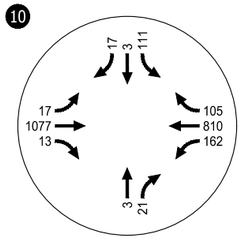

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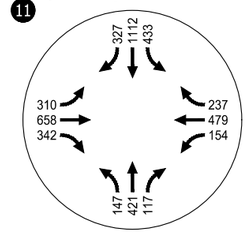
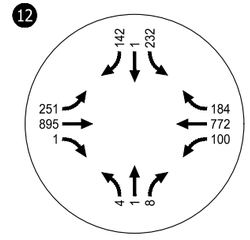
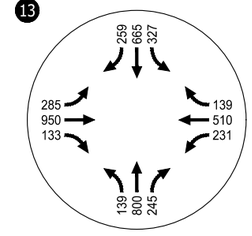


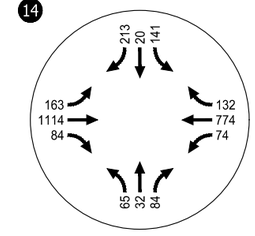
12 Westgate West Shopping Center Dwy / Prospect Rd



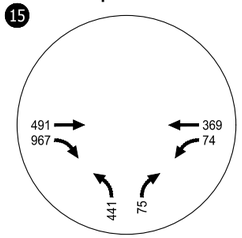
13 Saratoga Ave / Prospect Rd-Campbell Ave



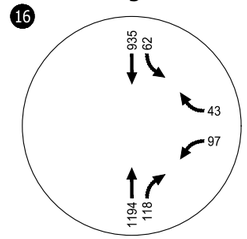
14 Westgate Mall Dwy / Campbell Ave



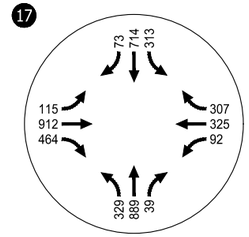
15 Hamilton Ave / Campbell Ave



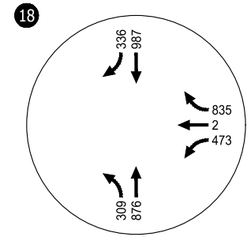
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



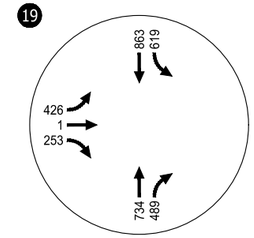
17 Saratoga Ave / Lawrence Expwy-Quito Rd



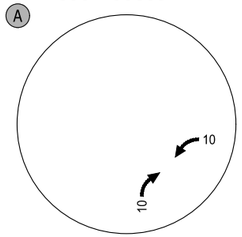
18 Saratoga Ave / SR-85 S



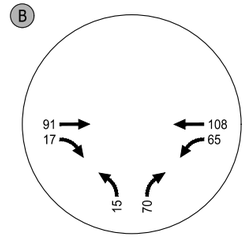
19 Saratoga Ave / SR-85 N



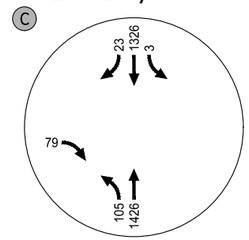
A Graves Ave / Costco West Access



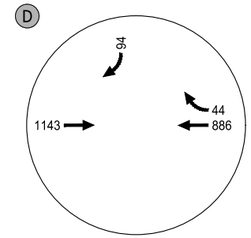
B Graves Ave / Costco East Access



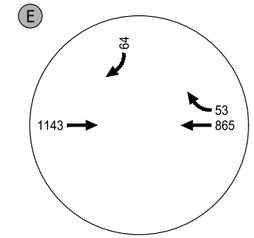
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



(##) - Study Intersection

(##) - Study Access

Background Traffic Volumes
Weekday PM Peak Hour
San Jose, California

Figure
11

Intersection Operations Analysis

As shown in Table 20, all study intersections would operate at LOS D or better under Background conditions during the weekday PM peak hour.

Appendix E includes TRAFFIX output reports for Background conditions during the weekday PM peak hour.

Table 20: Background Conditions, Weekday PM Peak Hour, Intersection Operations

No.	Location	Control	Delay	LOS	V/C
1	Lawrence Expwy / Calvert Dr	Signal	34.5	C-	0.879
2	Saratoga Ave / I-280 NB Ramps	Signal	21.9	C+	0.485
3	Saratoga Ave / I-280 SB Ramps	Signal	33.9	C-	0.869
4	Saratoga Ave / Moorpark Ave	Signal	45.4	D	0.726
5	Lawrence Expwy / Bollinger Rd-Moorpark Ave	Signal	46.0	D	0.583
6	Saratoga Ave / Graves Ave	Signal	27.6	C	0.525
7	Lawrence Expwy / Westgate West shopping center driveway	Signal	5.5	A	0.344
8	Hamilton Ave / Sagemont Ave	Signal	17.2	B	0.291
9	Miller Ave / Prospect Rd	Signal	20.9	C+	0.463
10	Lyle Dr / Prospect Rd	Signal	14.2	B	0.552
11	Lawrence Expwy / Prospect Rd	Signal	48.6	D	0.561
12	Prospect Rd / Westgate West shopping center signalized driveway	Signal	36.5	D+	0.520
13	Saratoga Ave / Prospect Rd-Campbell Ave	Signal	40.3	D	0.638
14	Campbell Ave / Westgate Mall driveway	Signal	26.0	C	0.465
15	Campbell Ave / Hamilton Ave	Signal	32.4	C-	0.406
16	Saratoga Ave / El Paseo de Saratoga Mall driveway	Signal	11.0	B+	0.363
17	Lawrence Expwy / Saratoga Ave-Quito Rd	Signal	47.7	D	0.687
18	Saratoga Ave / SR 85 N	Signal	29.5	C	0.795
19	Saratoga Ave / SR 85 S	Signal	27.9	C	0.802
A	Graves Ave / Costco West Access	TWSC	8.4	A	0.021
B	Graves Ave / Costco East Access	TWSC	10.0	A	0.097
C	Saratoga Ave / E-W Driveway	TWSC	15.0	C	0.237
D	Prospect Rd / Costco West Access	TWSC	11.8	B	0.169
E	Prospect Rd / Costco East Access	TWSC	13.3	B	0.184

Source: Kittelson & Associates, Inc., 2022

Notes:
- TRAFFIX traffic analysis software and HCM 2000 methodology were used.
- **Bolded and italicized** indicate intersections operating beyond the City of San Jose/City of Saratoga/CMP/County standard.
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections the worst approach delay is reported.

BACKGROUND PLUS PROJECT CONDITIONS

The potential effects of the project on background traffic operations at the study intersections are discussed in this section.

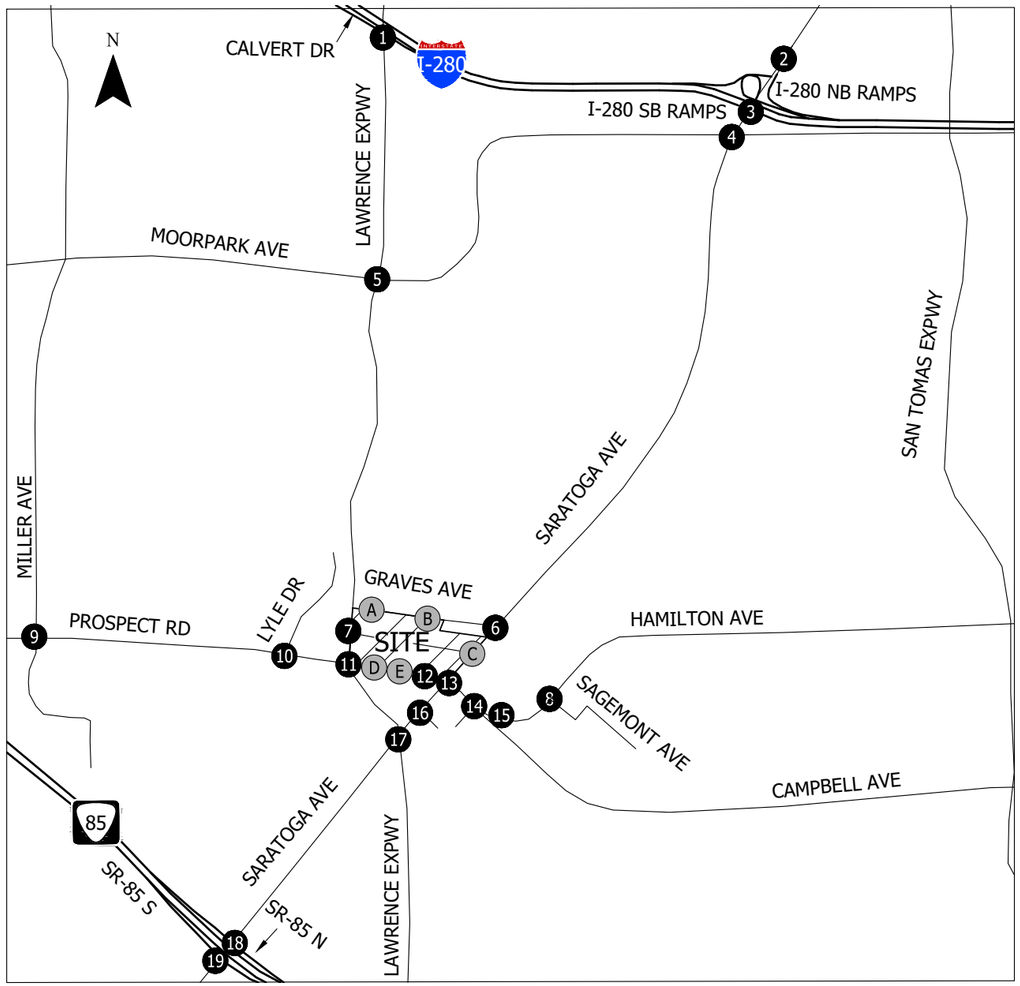
Traffic Volumes

Kittelson developed traffic volumes for Background Plus Project conditions using an additive approach for Alternative A (with Graves Ave access) and Alternative B (without Graves Ave access). Kittelson added the vehicle trips generated by the project to background volumes on the roadway network to develop the volumes for the Background Plus Project conditions for Alternative A and Alternative B. Background Plus Project turning movement volumes for Alternative A are presented in Figure 12 and Background Plus Project turning movement volumes for Alternative B are presented in Figure 13.

Intersection Operations Analysis

As shown in Table 21, results indicate that all study intersections would operate at LOS D or better under Background Plus Project conditions for Alternative A and Alternative B, during the weekday PM peak hour.

Appendix F includes TRAFFIX output reports for Background Plus Project conditions for Alternative A and Alternative B during the weekday PM peak hour.



1 Lawrence Expwy / Calvert Dr
2464 916 139 473 1011 1221 154

2 Saratoga Ave / I-280 NB Ramps
308 1594 48 25 58 142 399 1714 100

3 Saratoga Ave / I-280 SB Ramps
2093 630 208 16 431 1178 759

4 Saratoga Ave / Moorpark Ave
408 1816 313 414 378 81 206 290 130 75 1239 81

5 Lawrence Expwy / Bollinger Rd-Moorpark Ave
582 2060 395 307 709 413 144 498 141 279 788 133

6 Saratoga Ave / Graves Ave
185 1013 136 207 9 98 82 16 84 150 1109 66

7 Lawrence Expwy / Westgate West Shopping Center Dwy
1467 234 220 1165 174

8 Hamilton Ave / Sagemont Ave
71 15 108 66 514 27 101 434 54 15 13 38

9 Miller Ave / Prospect Rd
140 60 140 122 970 42 104 726 38 30 55 31

10 Lyle Dr / Prospect Rd
17 3 111 17 1118 13 105 856 162 3 21

11 Lawrence Expwy / Prospect Rd
327 1084 433 325 683 342 237 526 238 147 434 151

12 Westgate West Shopping Center Dwy / Prospect Rd
142 1 409 337 884 1 319 765 100 4 1 8

13 Saratoga Ave / Prospect Rd-Campbell Ave
295 652 327 345 995 194 139 549 231 192 791 245

14 Westgate Mall Dwy / Campbell Ave
213 20 141 163 1159 84 132 813 74 65 32 84

15 Hamilton Ave / Campbell Ave
518 985 393 74 457 75

16 Saratoga Ave / El Paseo de Saratoga Mall Dwy
982 62 43 97 1236 118

17 Saratoga Ave / Lawrence Expwy-Quito Rd
76 762 313 119 912 464 307 325 139 329 932 81

18 Saratoga Ave / SR-85 S
363 1026 860 2 473 309 912

19 Saratoga Ave / SR-85 N
877 645 450 1 253 746 489

A Graves Ave / Costco West Access
Driveway Closed

B Graves Ave / Costco East Access
91 17 108 130 15 145

C Saratoga Ave / E-W Dwy
46 1349 3 79 105 1474

D Prospect Rd / Costco West Access
179 1218 44 931

E Prospect Rd / Costco East Access
117 1218 53 858

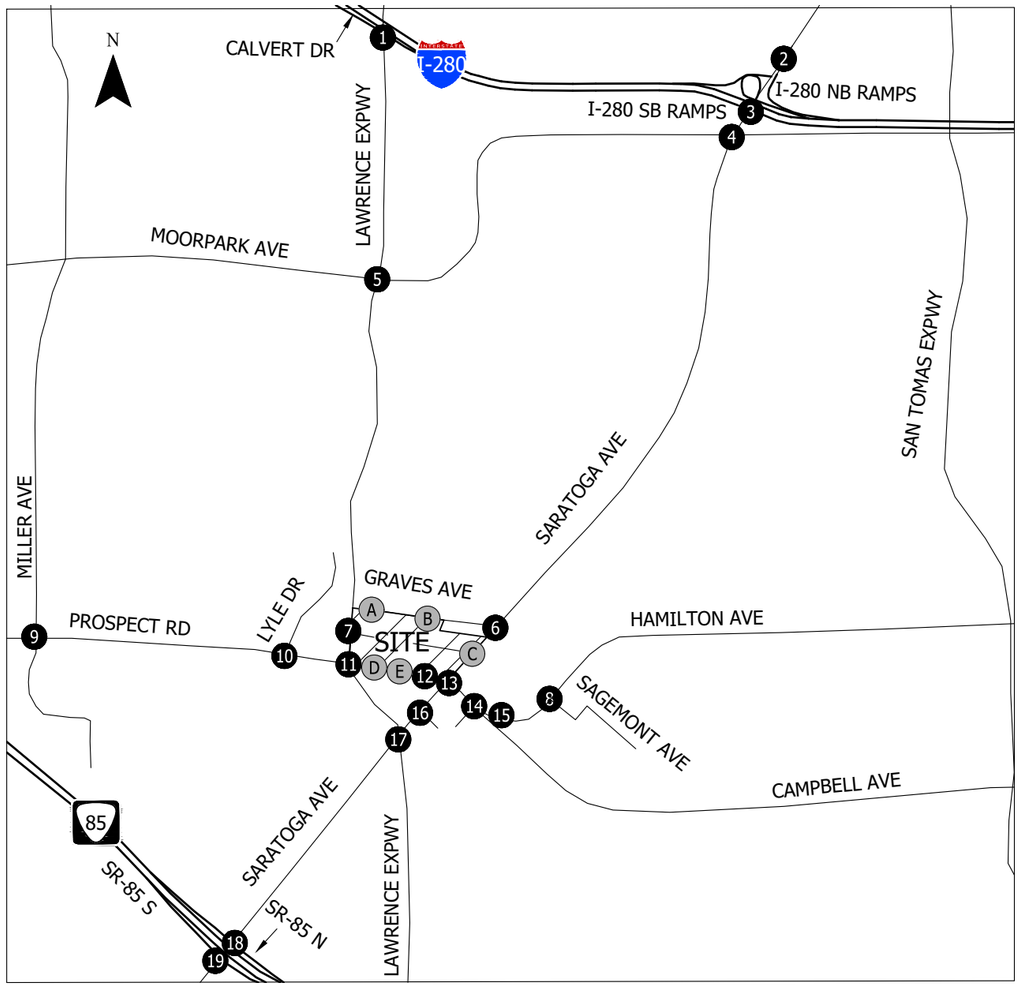
- Study Intersection

- Study Access

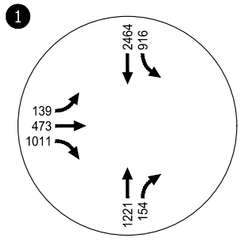
Background Plus Project Traffic Volumes - Alternative A
Weekday PM Peak Hour
San Jose, California

Figure
12

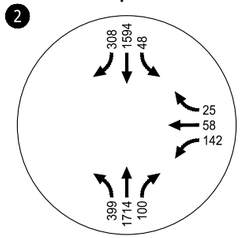
H:\27\27249 - SW San Jose Costco Warehouse TIA\report\figs\27249_Figures_20231003.dwg Oct 03, 2023 - 1:48pm - bkoshy Layout Tab: Fig 12 BG_PM_With Graves



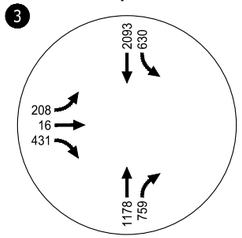
1 Lawrence Expwy / Calvert Dr



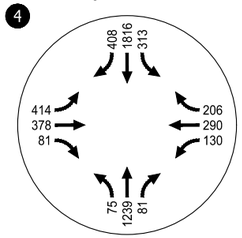
2 Saratoga Ave / I-280 NB Ramps



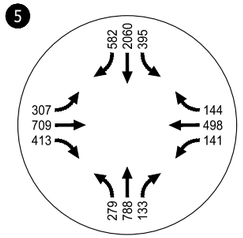
3 Saratoga Ave / I-280 SB Ramps



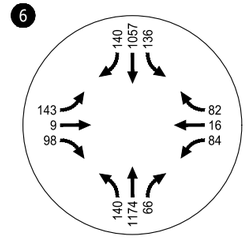
4 Saratoga Ave / Moorpark Ave



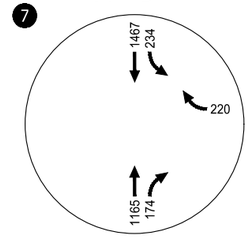
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



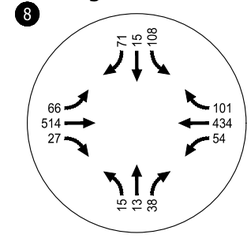
6 Saratoga Ave / Graves Ave



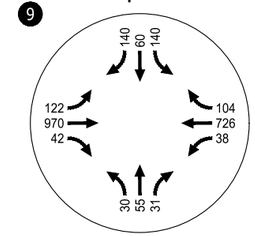
7 Lawrence Expwy / Westgate West Shopping Center Dwy



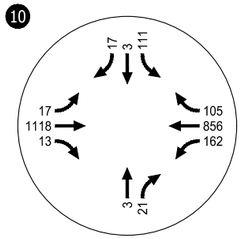
8 Hamilton Ave / Sagemont Ave



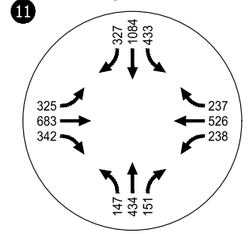
9 Miller Ave / Prospect Rd



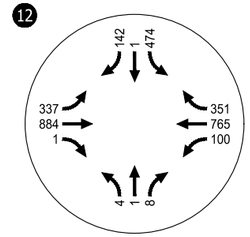
10 Lyle Dr / Prospect Rd



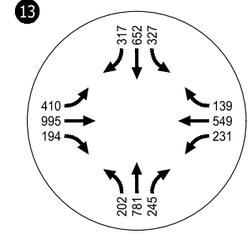
11 Lawrence Expwy / Prospect Rd



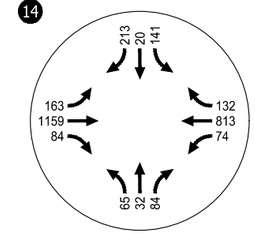
12 Westgate West Shopping Center Dwy / Prospect Rd



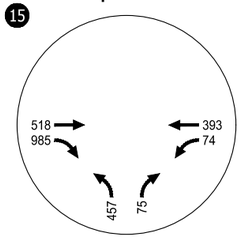
13 Saratoga Ave / Prospect Rd-Campbell Ave



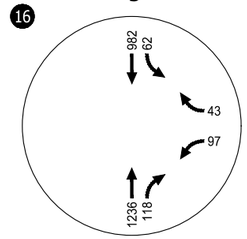
14 Westgate Mall Dwy / Campbell Ave



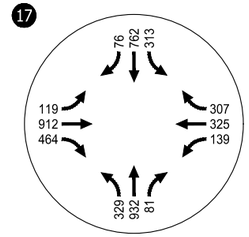
15 Hamilton Ave / Campbell Ave



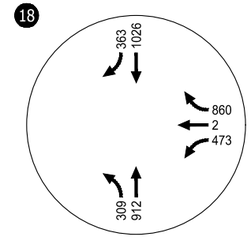
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



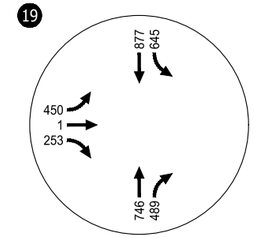
17 Saratoga Ave / Lawrence Expwy-Quito Rd



18 Saratoga Ave / SR-85 S



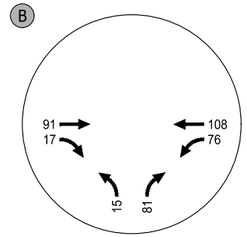
19 Saratoga Ave / SR-85 N



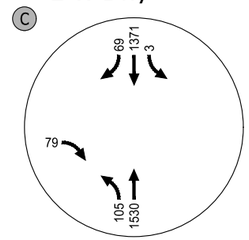
A Graves Ave / Costco West Access

Driveway Closed

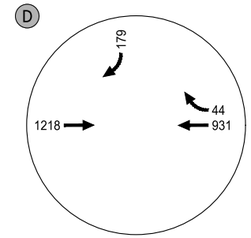
B Graves Ave / Costco East Access



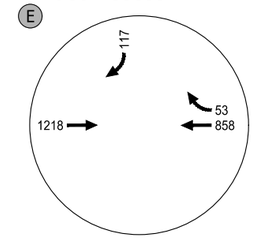
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



Background Plus Project Traffic Volumes - Alternative B
Weekday PM Peak Hour
San Jose, California

Figure 13

(##) - Study Intersection

(##) - Study Access

KITTELSON & ASSOCIATES

Table 21: Background Plus Project Conditions (Alternative A and Alternative B), Weekday PM Peak Hour, Intersection Operations

No.	Location	Control	Background Conditions			Alternative A Background Plus Project Conditions			Change		Alternative B Background Plus Project Conditions			Change	
			Delay	LOS	V/C	Delay	LOS	V/C	Delay	V/C	Delay	LOS	V/C	Delay	V/C
1	Lawrence Expwy / Calvert Dr	Signal	34.5	C-	0.879	34.7	C-	0.881	0.20	0.002	34.7	C-	0.881	0.20	0.002
2	Saratoga Ave / I-280 NB Ramps	Signal	21.9	C+	0.485	22.1	C+	0.493	0.20	0.008	22.1	C+	0.493	0.20	0.008
3	Saratoga Ave / I-280 SB Ramps	Signal	33.9	C-	0.869	35	C-	0.895	1.10	0.026	35	C-	0.895	1.10	0.026
4	Saratoga Ave / Moorpark Ave	Signal	45.4	D	0.726	45.2	D	0.739	-0.20	0.013	45.2	D	0.739	-0.20	0.013
5	Lawrence Expwy / Bollinger Rd-Moorpark Ave	Signal	46	D	0.583	47.2	D	0.592	1.20	0.009	47.2	D	0.592	1.20	0.009
6	Saratoga Ave / Graves Ave	Signal	27.6	C	0.525	29.6	C	0.585	2.00	0.060	26.8	C	0.552	-0.80	0.027
7	Lawrence Expwy / Westgate West shopping center driveway	Signal	5.5	A	0.344	7.6	A	0.405	2.10	0.061	7.6	A	0.405	2.10	0.061
8	Hamilton Ave / Sagemont Ave	Signal	17.2	B	0.291	17	B	0.301	-0.20	0.01	17	B	0.301	-0.20	0.01
9	Miller Ave / Prospect Rd	Signal	20.9	C+	0.463	22.5	C+	0.475	1.60	0.012	22.5	C+	0.475	1.60	0.012
10	Lyle Dr / Prospect Rd	Signal	14.2	B	0.552	14	B	0.565	-0.20	0.013	14	B	0.565	-0.20	0.013
11	Lawrence Expwy / Prospect Rd	Signal	48.6	D	0.561	50.2	D	0.616	1.60	0.055	50.2	D	0.616	1.60	0.055
12	Prospect Rd / Westgate West shopping center signalized driveway	Signal	36.5	D+	0.520	39.5	D	0.674	3.00	0.154	40.4	D	0.716	3.90	0.196
13	Saratoga Ave / Prospect Rd-Campbell Ave	Signal	40.3	D	0.638	41	D	0.657	0.70	0.019	41.6	D	0.697	1.30	0.059
14	Campbell Ave / Westgate Mall driveway	Signal	26	C	0.465	25.6	C	0.476	-0.40	0.011	25.6	C	0.476	-0.40	0.011
15	Campbell Ave / Hamilton Ave	Signal	32.4	C-	0.406	32.4	C-	0.427	0.00	0.021	32.4	C-	0.427	0.00	0.021
16	Saratoga Ave / El Paseo de Saratoga Mall driveway	Signal	11	B+	0.363	10.8	B+	0.372	-0.20	0.009	10.8	B+	0.372	-0.20	0.009
17	Lawrence Expwy / Saratoga Ave-Quito Rd	Signal	47.7	D	0.687	48.4	D	0.713	0.70	0.026	48.4	D	0.713	0.70	0.026
18	Saratoga Ave / SR 85 N	Signal	29.5	C	0.795	29.9	C	0.822	0.40	0.027	29.9	C	0.822	0.40	0.027
19	Saratoga Ave / SR 85 S	Signal	27.9	C	0.802	28.6	C	0.82	0.70	0.018	28.6	C	0.820	0.70	0.018
A	Graves Ave / Costco West Access	TWSC	8.4	A	0.021	-	-	-	-	-	-	-	-	-	-
B	Graves Ave / Costco East Access	TWSC	10	A	0.097	10.7	B	0.200	0.70	0.103	10.1	B	0.112	0.10	0.015
C	Saratoga Ave / E-W Driveway	TWSC	15	C	0.237	15.6	C	0.248	0.60	0.011	16.2	C	0.258	1.20	0.021
D	Prospect Rd / Costco West Access	TWSC	11.8	B	0.169	13.6	B	0.331	1.80	0.162	13.6	B	0.331	1.80	0.162
E	Prospect Rd / Costco East Access	TWSC	13.3	B	0.184	15.1	C	0.335	1.80	0.151	15.1	C	0.335	1.80	0.151

Source: Kittelson & Associates, Inc., 2022

Notes:
- TRAFFIX traffic analysis software and HCM 2000 methodology were used.
- **Bolded and italicized** indicate intersections operating beyond the City of San Jose/City of Saratoga/CMP/County standard.
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections the worst approach delay is reported.

CUMULATIVE PLUS PROJECT CONDITIONS

Traffic Volumes

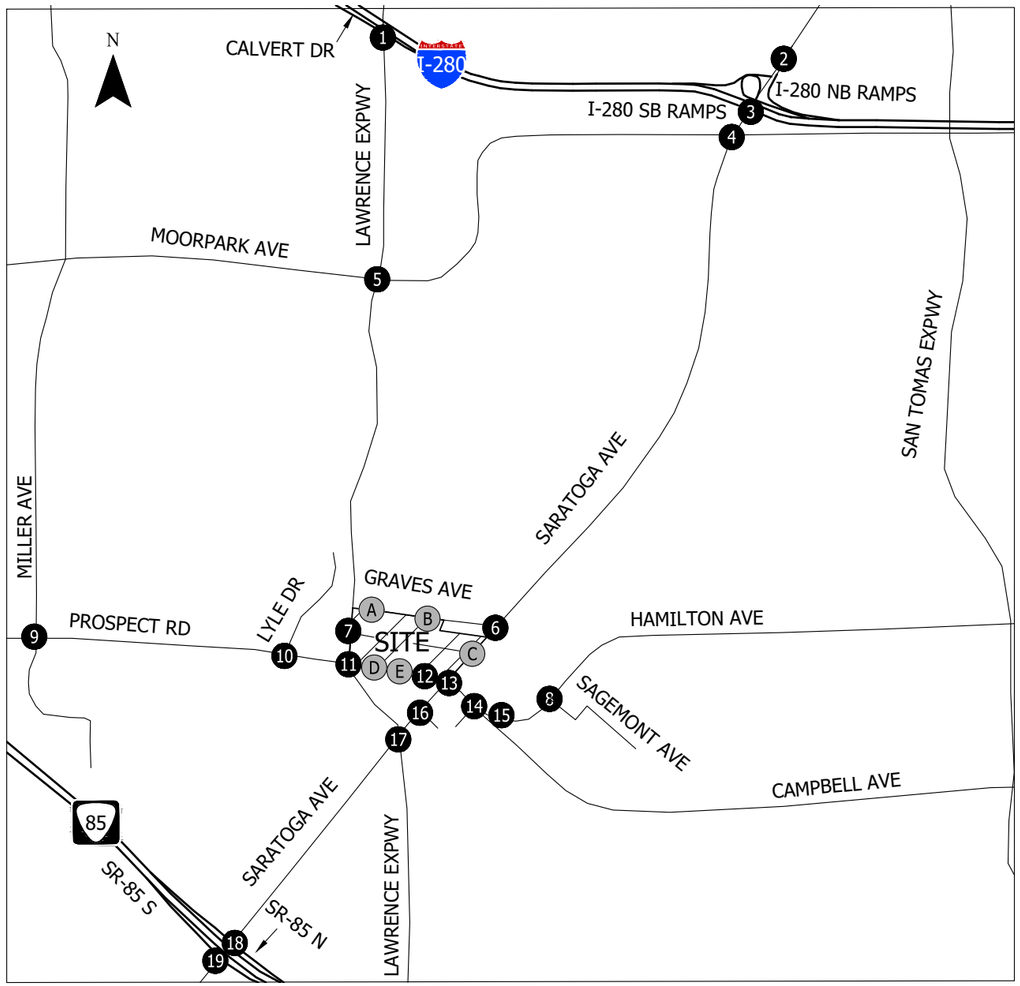
The cumulative traffic conditions analysis forecasts how the study intersections would operate with the addition of traffic generated by pending projects to the Background Plus Project volumes for Alternative A and Alternative B.

The El Paseo and 1777 Saratoga Ave Mixed-Use Village was identified as a pending project in the area that should be considered in this study. There were two development options studied by the El Paseo project to replace the existing buildings in the study area: the non-education option comprising residential, retail, office, medical and park/plaza land uses; and the education option comprising residential, retail, and education land uses. For this study, Kittelson selected the education option, which has the highest trip generation between the two options. Traffic from the education option of the El Paseo And 1777 Saratoga Ave Mixed-Use Village project (pending project) was added to the Background Plus Project volumes for Alternative A and Alternative B to estimate the Cumulative Plus Project volumes for both scenarios. Cumulative Plus Project turning movement volumes for Alternative A are presented in Figure 14 and the Cumulative Plus Project turning movement volumes for Alternative B are presented in Figure 15.

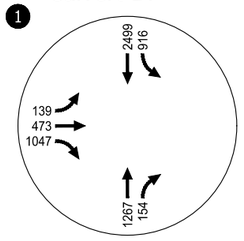
Intersection Operations

As shown in Table 22, all study intersections would operate at LOS D or better under Cumulative Plus Project conditions for Alternative A and Alternative B during the weekday PM peak hour.

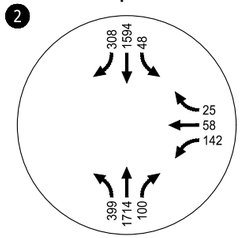
Appendix G includes TRAFFIX output reports for Cumulative Plus Project conditions for Alternative A and Alternative B during the weekday PM peak hour.



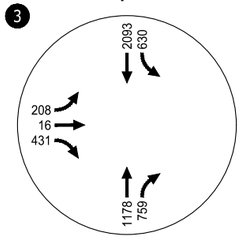
1 Lawrence Expwy / Calvert Dr



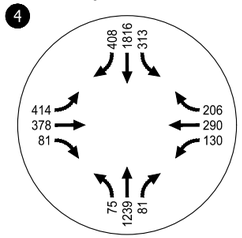
2 Saratoga Ave / I-280 NB Ramps



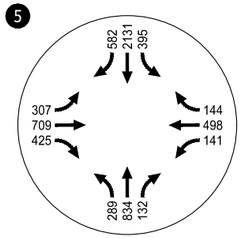
3 Saratoga Ave / I-280 SB Ramps



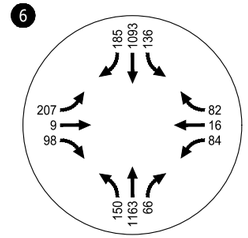
4 Saratoga Ave / Moorpark Ave



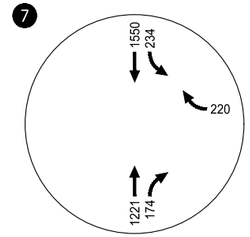
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



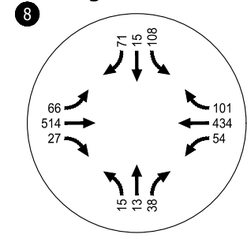
6 Saratoga Ave / Graves Ave



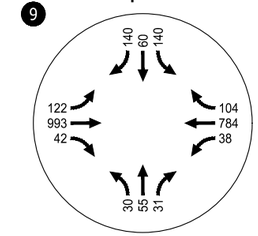
7 Lawrence Expwy / Westgate West Shopping Center Dwy



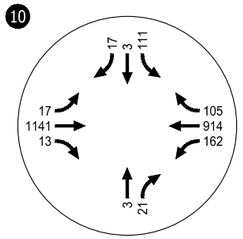
8 Hamilton Ave / Sagemont Ave



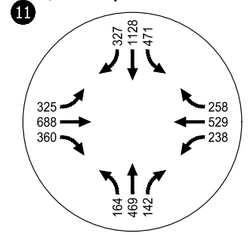
9 Miller Ave / Prospect Rd



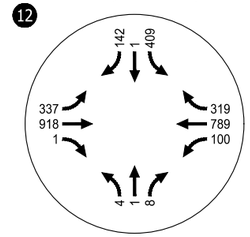
10 Lyle Dr / Prospect Rd



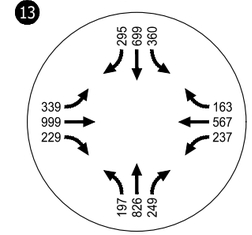
11 Lawrence Expwy / Prospect Rd



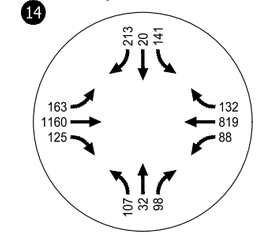
12 Westgate West Shopping Center Dwy / Prospect Rd



13 Saratoga Ave / Prospect Rd-Campbell Ave



14 Westgate Mall Dwy / Campbell Ave



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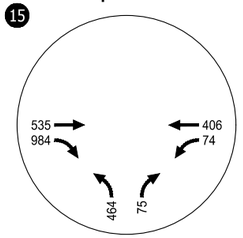
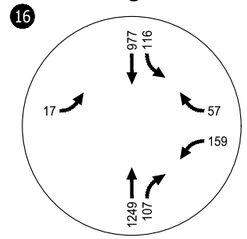
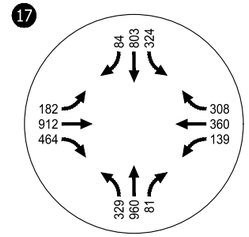


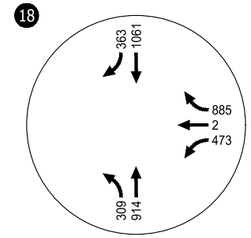
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



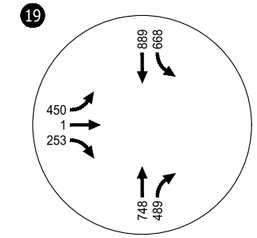
17 Saratoga Ave / Lawrence Expwy-Quito Rd



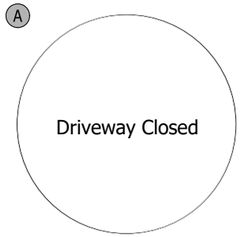
18 Saratoga Ave / SR-85 S



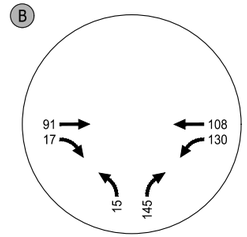
19 Saratoga Ave / SR-85 N



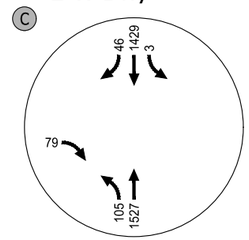
A Graves Ave / Costco West Access



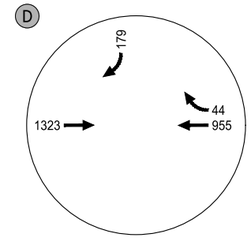
B Graves Ave / Costco East Access



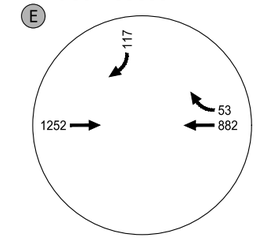
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access

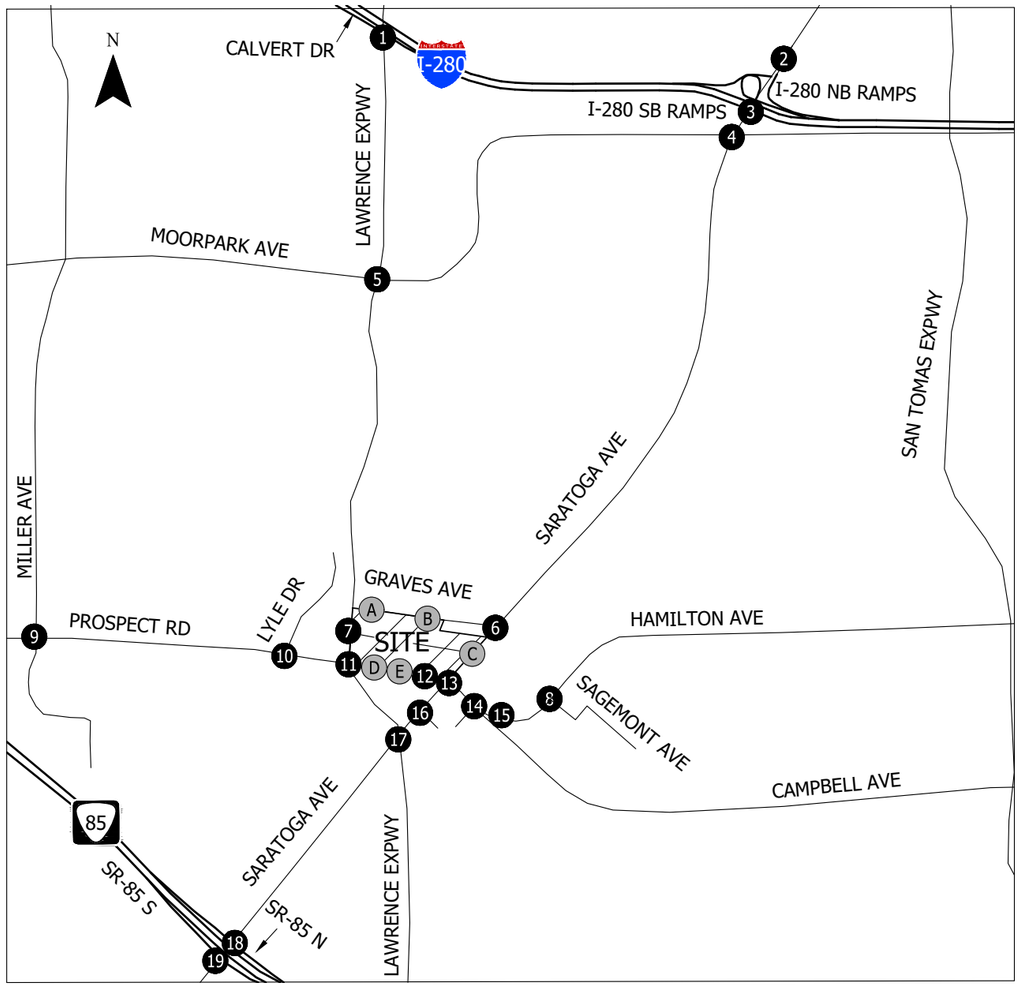


- Study Intersection

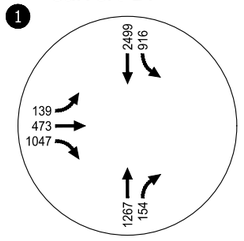
- Study Access

Cumulative Plus Project Traffic Volumes - Alternative A
Weekday PM Peak Hour
San Jose, California

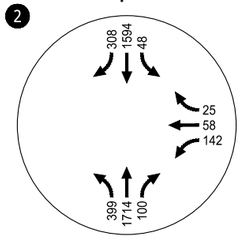
Figure
14



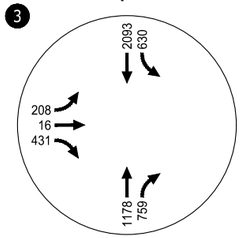
1 Lawrence Expwy / Calvert Dr



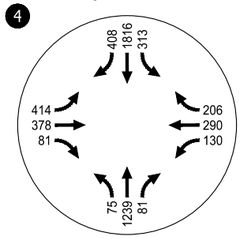
2 Saratoga Ave / I-280 NB Ramps



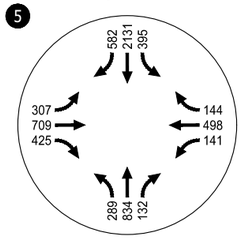
3 Saratoga Ave / I-280 SB Ramps



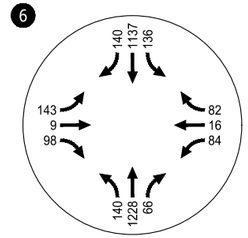
4 Saratoga Ave / Moorpark Ave



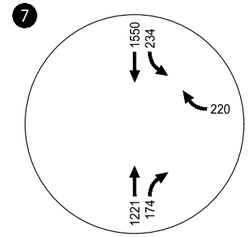
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



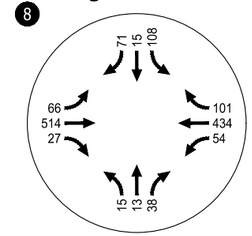
6 Saratoga Ave / Graves Ave



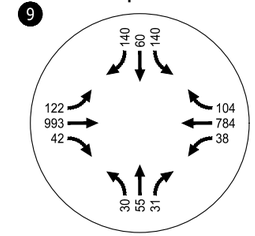
7 Lawrence Expwy / Westgate West Shopping Center Dwy



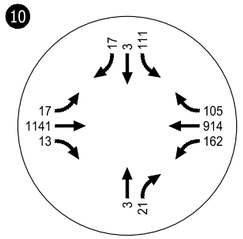
8 Hamilton Ave / Sagemont Ave



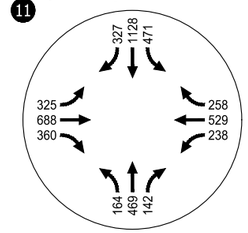
9 Miller Ave / Prospect Rd



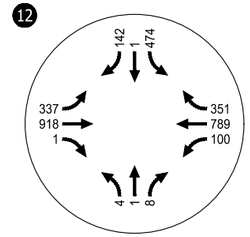
10 Lyle Dr / Prospect Rd



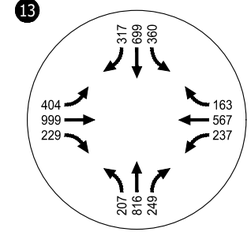
11 Lawrence Expwy / Prospect Rd



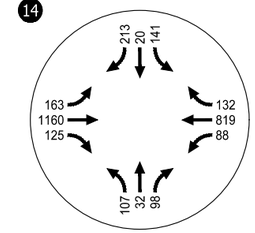
12 Westgate West Shopping Center Dwy / Prospect Rd



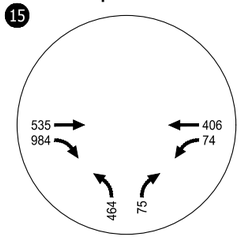
13 Saratoga Ave / Prospect Rd-Campbell Ave



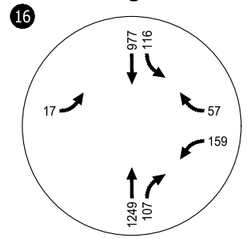
14 Westgate Mall Dwy / Campbell Ave



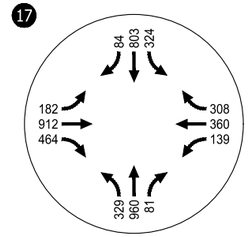
15 Hamilton Ave / Campbell Ave



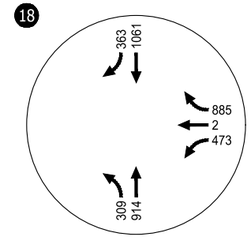
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



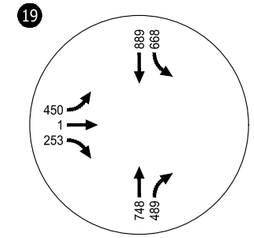
17 Saratoga Ave / Lawrence Expwy-Quito Rd



18 Saratoga Ave / SR-85 S



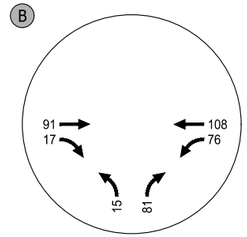
19 Saratoga Ave / SR-85 N



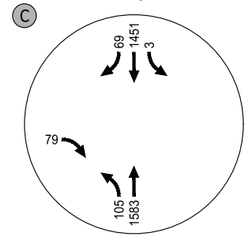
A Graves Ave / Costco West Access

Driveway Closed

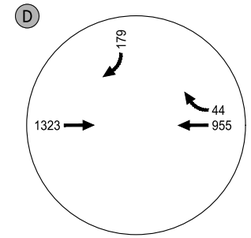
B Graves Ave / Costco East Access



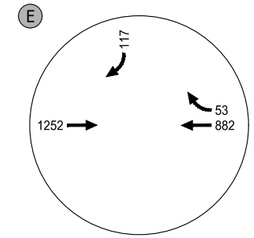
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



Cumulative Plus Project Traffic Volumes - Alternative B
Weekday PM Peak Hour
San Jose, California

Figure 15

(##) - Study Intersection

(##) - Study Access

KITTELSON & ASSOCIATES

Table 22: Cumulative Plus Project Conditions (Alternative A and Alternative B), Weekday PM Peak Hour, Intersection Operations

No.	Location	Control	Background Conditions			Alternative A Cumulative Plus Project Conditions			Change		Alternative B Cumulative Plus Project Conditions			Change	
			Delay	LOS	V/C	Delay	LOS	V/C	Delay	V/C	Delay	LOS	V/C	Delay	V/C
1	Lawrence Expwy / Calvert Dr	Signal	34.5	C-	0.879	35.1	D+	0.891	0.60	0.012	35.1	D+	0.891	0.60	0.012
2	Saratoga Ave / I-280 NB Ramps	Signal	21.9	C+	0.485	22.1	C+	0.493	0.20	0.008	22.1	C+	0.493	0.20	0.008
3	Saratoga Ave / I-280 SB Ramps	Signal	33.9	C-	0.869	35	C-	0.895	1.10	0.026	35	C-	0.895	1.10	0.026
4	Saratoga Ave / Moorpark Ave	Signal	45.4	D	0.726	45.2	D	0.739	-0.20	0.013	45.2	D	0.739	-0.20	0.013
5	Lawrence Expwy / Bollinger Rd-Moorpark Ave	Signal	46.0	D	0.583	47.7	D	0.601	1.70	0.018	47.7	D	0.601	1.70	0.018
6	Saratoga Ave / Graves Ave	Signal	27.6	C	0.525	29.1	C	0.608	1.50	0.083	26.2	C	0.575	-1.40	0.05
7	Lawrence Expwy / Westgate West shopping center driveway	Signal	5.5	A	0.344	7.5	A	0.417	2.00	0.073	7.5	A	0.417	2.00	0.073
8	Hamilton Ave / Sagemont Ave	Signal	17.2	B	0.291	17.0	B	0.301	-0.20	0.010	17.0	B	0.301	-0.20	0.01
9	Miller Ave / Prospect Rd	Signal	20.9	C+	0.463	22.7	C+	0.464	1.80	0.001	22.3	C+	0.483	1.40	0.02
10	Lyle Dr / Prospect Rd	Signal	14.2	B	0.552	13.8	B	0.573	-0.40	0.021	13.8	B	0.573	-0.40	0.021
11	Lawrence Expwy / Prospect Rd	Signal	48.6	D	0.561	48.1	D	0.612	-0.50	0.051	48.1	D	0.612	-0.50	0.051
12	Prospect Rd / Westgate West shopping center signalized driveway	Signal	36.5	D+	0.52	39.5	D	0.674	3.00	0.154	40.4	D	0.716	3.90	0.196
13	Saratoga Ave / Prospect Rd-Campbell Ave	Signal	40.3	D	0.638	41.5	D	0.672	1.20	0.034	42.1	D	0.717	1.80	0.079
14	Campbell Ave / Westgate Mall driveway	Signal	26.0	C	0.465	25.8	C	0.478	-0.20	0.013	25.8	C	0.478	-0.20	0.013
15	Campbell Ave / Hamilton Ave	Signal	32.4	C-	0.406	32.5	C-	0.438	0.10	0.032	32.5	C-	0.438	0.10	0.032
16	Saratoga Ave / El Paseo de Saratoga Mall driveway	Signal	11.0	B+	0.363	19.4	B-	0.481	8.40	0.118	19.4	B-	0.481	8.40	0.118
17	Lawrence Expwy / Saratoga Ave-Quito Rd	Signal	47.7	D	0.687	49.3	D	0.726	1.60	0.039	49.3	D	0.726	1.60	0.039
18	Saratoga Ave / SR 85 N	Signal	29.5	C	0.795	30.4	C	0.831	0.90	0.036	30.4	C	0.831	0.90	0.036
19	Saratoga Ave / SR 85 S	Signal	27.9	C	0.802	28.9	C	0.829	1.00	0.027	28.9	C	0.829	1.00	0.027
A	Graves Ave / Costco West Access	TWSC	8.4	A	0.021	-	-	-	-	-	-	-	-	-	-
B	Graves Ave / Costco East Access	TWSC	10.0	A	0.097	11.0	B	0.207	1.00	0.11	10.1	A	0.112	0.10	0.003
C	Saratoga Ave / E-W Driveway	TWSC	15.0	C	0.237	16.7	C	0.267	1.70	0.03	17.4	C	0.279	2.40	0.042
D	Prospect Rd / Costco West Access	TWSC	11.8	B	0.169	13.8	B	0.335	2.00	0.166	13.8	B	0.335	2.00	0.166
E	Prospect Rd / Costco East Access	TWSC	13.3	B	0.184	15.3	C	0.342	2.00	0.158	15.3	C	0.342	2.00	0.158

Source: Kittelson & Associates, Inc., 2022

Notes:
- TRAFFIX traffic analysis software and HCM 2000 methodology were used.
- **Bolded and italicized** indicate intersections operating beyond the City of San Jose/City of Saratoga/CMP/County standard.
- TWSC: Two-Way Stop Control
- Average delay in seconds/vehicle is reported for signalized and stop control intersections. For TWSC intersections the worst approach delay is reported.

QUEUEING ANALYSIS

CITY INTERSECTION AND ACCESS POINTS QUEUEING ANALYSIS

An analysis of 95th percentile queue lengths was performed for each scenario using TRAFFIX software. *Appendix H* includes queue lengths for the Existing, Background, Background Plus Project (Alternative A and Alternative B), and Cumulative Plus Project (Alternative A and Alternative B) conditions during the weekday PM peak hour. Turning movement queues were compared against available storage lengths. Adverse effects are identified if queues exceed available storage and the project adds trips to that movement. Turning movements with queue lengths that remain within the existing storage lengths are considered to not be a potential adverse effect and were not evaluated further.

Signalized Access Points Summary

Table 23 summarizes the queueing analysis at signalized intersections on adjacent streets to the site under the Background and Background Plus Project (Alternative A and Alternative B) conditions. As shown in the table, the following turning movements that serve site access have existing or future queues that exceed storage length:

- Saratoga Ave/Graves Ave (Intersection 6) southbound left-turn
- Saratoga Ave/Graves Ave (Intersection 6) eastbound right-turn
- Lawrence Expwy/Westgate West shopping center driveway (Intersection 7) westbound right-turn
- Lawrence Expwy/Prospect Rd (Intersection 11) westbound left-turn
- Lawrence Expwy/Prospect Rd (Intersection 11) westbound right-turn
- Lawrence Expwy/Prospect Rd (Intersection 11) southbound left-turn
- Westgate West Driveway/Prospect Rd (Intersection 12) eastbound left-turn
- Saratoga Ave/Prospect Rd (Intersection 13) northbound left-turn

Other movements at the signals on adjacent streets were found to have queues that remain within their storage length.

Adverse Effect Summary

Based on the queueing analysis summary provided in Table 23 and Appendix H, the following describes queueing deficiencies at non-freeway study intersections that are created with the addition of the project:

- **Lawrence Expwy / Westgate West shopping center driveway (Intersection 7)**
  - The westbound right-turn queues in the Background Plus Project and Cumulative Plus Project scenarios are predicted to extend to up to 225 feet within the site during the weekday PM peak hour. There is 150 feet of storage length available before the first driveway; however, the queue is not expected to block the main access to the northern parking lot of the proposed site plan, which is approximately 300 feet away from the intersection.
- **Lawrence Expwy / Prospect Rd (Intersection 11)**
  - The northbound left-turn queue would exceed the storage in the Cumulative Plus Project scenario during the weekday PM peak hour. The queue is estimated to only exceed storage by five feet (less than the length of one vehicle) and, therefore, there does not seem to be a need to modify the intersection.
- **Saratoga Ave / El Paseo de Saratoga Mall driveway (Intersection 16)**
  - The southbound left-turn queue would exceed the storage in the Cumulative Plus Project scenario during the weekday PM peak hour. The project adds only two peak hour vehicles to the movement and the queue is primarily created from other projects incorporated in the

Cumulative Plus Project scenarios. Moreover, it would not cause a noticeable effect on the southbound traffic operations. Therefore, there are no recommendations for the project to modify the turn pocket.

Table 23. Queueing Analysis Summary - Signalized intersections on Adjacent Streets to the Site[1]

No.	Intersection	Movement	Cycle Length	Existing No. of Lanes	Available Storage Length (feet)	Background Conditions				Background + Project (With Graves)				Background + Project (Without Graves)			
						Volume	95th Percentile Queue		Adequate Storage (Y/N)	Volume	95th Percentile Queue		Adequate Storage (Y/N)	Volume	95th Percentile Queue		Adequate Storage (Y/N)
							Vehicles	Feet			Vehicles	Feet			Vehicles	Feet	
6	Saratoga Ave / Graves Ave	NBL	130	1	180	140	**12**	**300**	**No**	150	**13**	**325**	**No**	140	**12**	**300**	**No**
		SBL		1	140	136	**11**	**275**	**No**	136	**11**	**275**	**No**	136	**11**	**275**	**No**
		SBR		1	200	140	4	100	Yes	185	6	150	Yes	140	4	100	Yes
		EBR[2]		1	125	98	**6**	**150**	**No**	98	**6**	**150**	**No**	98	**6**	**150**	**No**
7	Lawrence Expwy / Westgate West	NBR	74	1	280	134	3	75	Yes	174	5	125	Yes	174	5	125	Yes
		WBR		1	150	132	6	150	Yes	220	9	**225**	**No**	**220**	**9**	**225**	**No**
		SBL		1	340	141	7	175	Yes	234	10	250	Yes	234	10	250	Yes
11	Lawrence Expwy / Prospect Rd	NBL	160	2	270	147	10	250	Yes	147	10	250	Yes	147	10	250	Yes
		NBR		1	210	117	7	175	Yes	151	8	200	Yes	151	8	200	Yes
		WBL		1	180	154	**16**	**400**	**No**	238	**24**	**600**	**No**	238	**24**	**600**	**No**
		WBR[2]		1	480	237	**20**	**500**	**No**	237	**20**	**500**	**No**	237	**20**	**500**	**No**
		SBL		2	320	433	**30**	**750**	**No**	433	**30**	**750**	**No**	433	**30**	**750**	**No**
		SBR		1	500	327	17	425	Yes	327	17	425	Yes	327	17	425	Yes
		EBL		2	360	310	**17**	**425**	**No**	325	**18**	**450**	**No**	325	**18**	**450**	**No**
12	Prospect Rd / Westgate West	WBL	130	1	105	100	**10**	**250**	**No**	100	**10**	**250**	**No**	100	**10**	**250**	**No**
		EBL		1	220	251	**18**	**450**	**No**	337	**26**	**650**	**No**	337	**28**	**700**	**No**
13	Saratoga Ave / Prospect Rd-Campbell Ave	NBL	130	1	200	139	**12**	**300**	**No**	192	**16**	**400**	**No**	202	**17**	**425**	**No**
		WBL		2	335	231	12	300	Yes	231	12	300	Yes	231	12	300	Yes
		WBR		1	490	139	8	200	Yes	139	8	200	Yes	139	8	200	Yes
		SBL		2	250	327	**16**	**400**	**No**	327	**16**	**400**	**No**	327	**17**	**425**	**No**
		SBR		1	620	259	12	300	Yes	295	15	375	Yes	317	15	375	Yes
		EBL		1	265	285	**20**	**500**	**No**	345	**25**	**625**	**No**	410	**28**	**700**	**No**
		EBR		1	700	133	5	125	Yes	194	7	175	Yes	194	7	175	Yes

[1] **Bold** text indicate movements that exceed to storage lengths.

[2] These movements exceed the storage lengths under the Background conditions, but under the Background Plus Project conditions (Scenario A and Scenario B), no trips are added.

- **Lawrence Expwy / Saratoga Ave-Quito Rd (Intersection 17)**
    - The eastbound left-turn queue would exceed the storage in the Cumulative Plus Project scenario during the weekday PM peak hour. The project adds only four peak hour vehicles to the movement, and the queue is primarily created from other projects incorporated in the Cumulative Plus Project scenarios. Therefore, there are no recommendations for the project to modify the turn pocket.

- **Prospect Rd / Costco East Access (Intersection E)**
    - The southbound right-turn queue exceeds the storage in the Background Plus Project and Cumulative Plus Project scenario during the weekday PM peak hour. The queue is estimated to only exceed storage by eight feet (less than the length of one vehicle) and, therefore, there is no adverse effect from the project and no modifications are recommended to the access point.

The following describes queueing deficiencies at non-freeway intersections that already exist under Existing Conditions and Background Conditions without the addition of the project. The addition of project trips would be contributing to existing deficiencies. Where adverse effects are identified, potential modifications to the intersection are considered.

- **Saratoga Ave / Moorpark Ave (Intersection 4)**
    - The southbound left-turn lane queues, eastbound left-turn lane queues, and northbound left-turn lane queues exceed the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to these movements.
    - The westbound right-turn lane queue exceeds the storage in the Background, Background Plus Project and Cumulative Plus Project scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as project trips are added to that movement. There does not seem to be a need to modify the intersection as the estimated queue is not anticipated to impede through vehicles as there is still adequate curb width for right-turning vehicles and the queue would remain within the striped bicycle lane transition area.

- **Lawrence Expwy / Bollinger Rd-Moorpark Ave (Intersection 5)**
    - The northbound left-turn lane queue exceeds the storage in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as project trips add three vehicle lengths to the queue in the Background Plus Project scenario and four vehicle lengths to the queue in the Cumulative Plus Project scenario. Lengthening the left-turn pocket or reviewing traffic signal timing plans to reduce queues are potential options to address queues.
    - The westbound left-turn lane queue exceeds the storage in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as project trips add one vehicle length to the queue in the Background Plus Project and Cumulative Plus Project scenarios. Lengthening the left-turn pocket or reviewing traffic signal timing plans to reduce queues are potential options to address queues.
    - The southbound left-turn, southbound right-turn, and eastbound left-turn lane queues exceed the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to these movements.

- **Saratoga Ave / Graves Ave (Intersection 6)**

  - The southbound left-turn lane queues and eastbound right-turn lane queues exceed the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to these movements.
  - The northbound left-turn lane queue exceeds the storage in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect from the project only for Alternative A – With Graves Access** which adds trips to that movement; Alternative B – Without Graves Access would not have an adverse effect as no project trips are added. Lengthening the left-turn pocket or reviewing traffic signal timing plans to reduce queues are potential options to address queues.

- **Miller Ave / Prospect Rd (Intersection 9)**
  - The southbound right-turn lane queues and eastbound left-turn lane queues exceed the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to these movements.

- **Lawrence Expwy / Prospect Rd (Intersection 11)**
  - The southbound left-turn and westbound right-turn queues exceed the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to these movements.
  - The eastbound left-turn lane queue exceeds the storage in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as project trips add one vehicle length to the queue in the Background Plus Project scenario and two vehicle lengths to the queue in the Cumulative Plus Project scenario. There is not room to extend the existing left-turn pocket as there is assumed to be a similar demand for queue space during peak school times for the westbound left-turn at the adjacent signalized intersection of Prospect Rd / Lyle Drive.
  - The westbound left-turn queue exceeds the storage in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as project trips add eight vehicle lengths to the queue in the Background Plus Project scenario and nine vehicle lengths to the queue in the Cumulative Plus Project scenario. There is not room to extend the existing left-turn pocket as there is a similar demand for queue space for the eastbound left-turn at the adjacent intersection of Prospect Rd / Westgate West shopping center signalized driveway.

- **Prospect Rd / Westgate West shopping center signalized driveway (Intersection 12)**
  - The eastbound left-turn queue exceeds the storage length in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as 86 project trips are added to this movement. There is not room to extend the existing left-turn pocket as there is a similar demand for queue space for the westbound left-turn at the adjacent intersection of Prospect Rd / Lawrence Expwy.
  - The westbound left-turn lane queue exceeds the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to this movement.
  - The southbound approach extends 550 feet into the site and the lane width drops from 40 feet to 30 feet with a two-way-left-turn lane approximately 130 feet north of the intersection. Queues are anticipated to be formed on site for the length of the internal drive aisle. During the 5% of the peak hour when this condition may exist, shopping center patrons will likely use other driveways along Lawrence Expressway, Prospect Road, and Saratoga Avenue to spread out the demand at this location.

- **Saratoga Ave / Prospect Rd-Campbell Ave (Intersection 13)**

- The northbound left-turn queue exceeds the storage in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as project trips add four vehicle lengths to the queue in the Background Plus Project and Cumulative Plus Project Alternative A scenarios; five vehicle lengths to the queue in the Background Plus Project (Alternative B); and six vehicle lengths to the queue in the Cumulative Plus Project (Alternative B). There is not room to extend the left-turn pocket without reducing through lanes or reducing queue area needed for southbound left-turns at the adjacent retail center driveway.
- The eastbound left-turn queue exceeds the storage in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as project trips add five vehicle lengths to the queue in the Background Plus Project and Cumulative Plus Project scenarios (Alternative A); eight vehicle lengths in the Background Plus Project (Alternative B); and nine vehicle lengths in the Cumulative Plus Project (Alternative B) scenarios. Lengthening the left-turn pocket to reduce queues is a potential option to address queues.
- The southbound left-turn queue exceeds the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to this movement.

- **Campbell Ave / Westgate Mall driveway (Intersection 14)**
  - The westbound left-turn and eastbound left-turn queues exceed the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to these movements.

- **Lawrence Expwy / Saratoga Ave-Quito Rd (Intersection 17)**
  - The northbound left-turn and southbound left-turn queues exceed the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to these movements.

FREEWAY RAMP QUEUEING ANALYSIS

An analysis of 95th percentile queue lengths was performed using TRAFFIX traffic software also at the freeway ramps. *Appendix H* includes queue lengths for all the traffic scenarios during the weekday PM peak hour. The longest queue present during the PM peak hour is presented. The freeway ramps were found to mostly have sufficient storage to contain the 95th percentile queue lengths.

The following describes queueing deficiencies at three freeway ramps:

- **Saratoga Ave / I-280 NB Ramps (Intersection 2)**
  - The southbound left-turn lane queues exceed the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to this movement.

- **Saratoga Ave / I-280 SB Ramps (Intersection 3)**
  - The northbound right-turn lane queues exceed the storage in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as 29 project trips are added. The lane is already dedicated for freeway turning starting at the Blackford Avenue intersection to account for the turning movement demand.
  - The eastbound right-turn lane queues exceed the storage in all scenarios during the weekday PM peak hour. This movement would have an **adverse effect** from the project as project trips add two vehicle lengths to the queue in the Background Plus Project and Cumulative Plus Project scenarios. The eastbound left-turn queues also exceed the storage

length; however, there is no adverse effect as no project trips are added to that movement. The overall off-ramp storage (eastbound approach) can accommodate queues in all scenarios during the weekday PM peak hour, including the overage of eastbound right-turn and left-turn queues. No modifications to the ramp are needed.
    - The southbound left-turn lane queues exceed the storage in all scenarios during the weekday PM peak hour; however, there is no adverse effect from the project as no project trips are added to this movement.

- **Saratoga Ave / SR 85 S (Intersection 18)**
    - The eastbound left-turn lane queues exceed the storage in the Cumulative Plus Project scenario during the weekday PM peak hour; however, there is no adverse effect from the project as queues are exceeded only by 20 feet (less than the length of one vehicle) and hence there is no adverse effect from the project.

FREEWAY SEGMENT CAPACITY ANALYSIS

The freeway segment capacity analysis was conducted to evaluate the effects of the proposed project on freeway segments in the vicinity of the project area following the methodologies outlines in the VTA *Transportation Impact Analysis* guidelines. The CMP roadway system is evaluated by a uniform program that evaluates the transportation effects of land use decisions.

Traffic volumes with the project trips on the freeway segment were evaluated. Table 24 documents the results of the freeway segment capacity analysis. The capacities of the freeway segments shown in Table 24 are based on capacity documented in VTA's *2018 CMP Monitoring & Conformance Report* and the LOS of each segment shown in Table 24 are cited from *Appendix B* of the document.

As shown, the project trips represent less than one percent of the capacity of freeway segments on SR 85 and I-280. Therefore, the project would not have an adverse effect on the freeway segments.

Table 24. Freeway Segment Capacity Analysis

Freeway Segment	From	To	Dir.	Existing Conditions			With Graves Project Trips		Without Graves Project Trips	
				Lanes	Capacity	LOS	Trips	% of Capacity	Trips	% of Capacity
SR 85	De Anza Blvd	Saratoga Ave	SB	2	4,400	**F**	24	0.55%	24	0.55%
SR 85	Saratoga Ave	Winchester Blvd	SB	2	4,400	**F**	26	0.59%	26	0.59%
SR 85	Winchester Blvd	Saratoga Ave	NB	2	4,400	E	25	0.57%	25	0.57%
SR 85	Saratoga Ave	De Anza Blvd	NB	2	4,400	D	27	0.61%	27	0.61%
I-280	De Anza Blvd	Lawrence Expwy	SB	3	6,900	**F**	41	0.59%	41	0.59%
I-280	Lawrence Expwy	Saratoga Ave	SB	3	6,900	**F**	26	0.38%	26	0.38%
I-280	Saratoga Ave	Winchester Blvd	SB	3	6,900	**F**	29	0.42%	29	0.42%
I-280	Winchester Blvd	Saratoga Ave	NB	3	6,900	E	27	0.39%	0	0.00%
I-280	Saratoga Ave	Lawrence Expwy	NB	3	6,900	D	19	0.28%	19	0.28%
I-280	Lawrence Expwy	De Anza Blvd	NB	3	6,900	D	36	0.52%	0	0.00%

Note: **Bolded** values indicate substandard level of service

PEDESTRIAN ACCESS & CIRCULATION

Pedestrian access to the site is provided via existing sidewalks and pathways at project access points. Lawrence Expwy and Graves Ave provide more direct and convenient pedestrian access, while Prospect Rd and Saratoga Ave provide access through the surrounding shopping center.

Lawrence Expressway

At the signalized Lawrence Expwy/Westgate West access point (Intersection 7), City and County staff have identified a need for updating pedestrian facilities to conform to the Americans with Disabilities Act (ADA). The project will include pedestrian curb ramp improvements and extend the sidewalks from Lawrence Expwy along the internal drive aisle. The current site plan does not reflect these improvements.

At Lawrence Expwy/Prospect Rd (Intersection 11), City and County staff have identified existing pedestrian volumes that overflow the available pedestrian queue areas on the in-road median islands. This was noted to be more prominent during school hours due to the proximity of Prospect High School. The county and city plan to coordinate intersection modifications in the near future to address this issue. The project may need to contribute to that modification.

Graves Avenue

Sidewalks are currently present on both sides of Graves Ave. Access to the site is available via the cul-de-sac at the western terminus of road and at a pedestrian entrance near Fields Dr. Based on conversations with City staff and per the Complete Streets Guidelines, the City plans to add pedestrian improvements to the intersection of Graves Ave and Fields Dr (not shown on site plan). The project will include an enhanced pedestrian crossing with curb extensions on Graves Ave at Fields Dr. This intersection improvement aligns with the City of San Jose's Complete Streets Design Standards and Guidelines (2018). Curb extensions, or corner bulb-outs, are recommended treatments to increase pedestrian visibility and slow turning vehicular traffic. Specifically, the guidelines state:

- "Corners should be extended to reduce turning radii, vehicle speeds, pedestrian crossing distances"
- "Corner bulb-outs or curb extensions should be employed in areas where pedestrian travel is encourages while still balancing the needs of vehicles"

Kittelson recommends that a traffic calming analysis be conducted after project build-out to understand vehicle volumes and speeds within the residential area to the north and the extent to which the project generates cut-through traffic. Cut-through trips could adversely affect the character and function of local, neighborhood streets and can be exacerbated by development projects. Although existing and projected traffic volumes are consistent with the classification and context of Graves Ave, the project's proximity to the neighborhood warrants a closer look into the project's effect on vehicle traffic in the area, including increases in congestion, access issues, and speeding. The results of this study would determine a potential need to traffic calming or diverting features.

Prospect Road

Pedestrian access is currently available along Prospect Rd for businesses near the roadway frontage; these access points will remain unchanged. The project will include pedestrian improvements to the main signalized access point on Prospect Rd. Improvements focus on updating pedestrian facilities to conform to the Americans with Disabilities Act (ADA) and include continuing the sidewalks from Prospect Road along the internal drive aisle. The current site plan does not reflect the entirety of these improvements.

Four pedestrian crossings are provided between the parking field to the west of the warehouse and the warehouse entry canopy, connecting the warehouse to the accessible parking stalls. Another crossing is present to cross from the parking outlot southwest of the warehouse to the landscaped area south of the main at-grade parking field; however, the site plan does not show pedestrian connections within the landscaped area.

Review of the project's influence on the adjacent network and recommendations for pedestrian connections aligns with the policy and goals laid out in the City's Vision Zero Action Plan.

Based on the review of pedestrian facilities near and within the site, the following are project components or are recommended:

- The project will include pedestrian improvements to the signalized access point on Lawrence Expwy. Improvements include updating curb ramps conform with ADA (truncated dome detectable warnings), reconstruct pedestrian crossings, and install new sidewalk along the internal drive aisle. Future site plan submittals will include these improvements.
- The project will include a clear pedestrian path from the parking outlot to the warehouse, including a destination for pedestrians crossing in the existing path to the landscaped area south of the main parking field.
- City and County staff have identified a need at the Lawrence Expwy/Prospect Rd intersection to modify the pedestrian queue area of the northeast and southwest medians within the intersection footprint.
- The project could improve the intersection of Graves Ave and Fields Dr to include curb extensions and enhanced pedestrian crossing markings.
- The project proponent could conduct traffic analysis pre- and post-project construction to evaluate vehicle volumes, speeds, and potential cut-through traffic in the neighborhood directly north of the Westgate West shopping center.

BICYCLE ACCESS, CIRCULATION, AND PARKING

Bicycle lanes are provided along both Prospect Rd and Lawrence Expwy at the project access points, but there are currently no on-site bicycle lanes.

Chapter 20.90 of San Jose's municipal code provides the required number of bicycle parking spaces for various land uses. The most applicable/comparable use ("retail sales, goods, and merchandise") is required to provide at least 1 bicycle parking space for every 3,000 square feet. Non-residential uses are also required to have a minimum of two-short term parking spaces and one long-term bicycle parking space, regardless of square footage.

The preliminary site plan shows the project proposes 10 bicycle parking stalls be installed adjacent to the entry canopy. Table 25 provides the number of bicycle parking spaces required by the City and the number of proposed spaces for the project site. Based on the square footage of the project, the proposed bicycle parking is 37 stalls fewer than the City's requirement.

Table 25. Bicycle Parking Requirements and Proposed Bicycle Parking

Project Leasable Net Area	San Jose Required Bicycle Parking Rate	San Jose Required Number of Spaces	Proposed Bicycle Parking Stalls
140,375	1 space / 3,000 sf	47	10

Source: Proposed Site Plan

GRAVES AVENUE VEHICLE & TRUCK ACCESS

Vehicle access to the Westgate West shopping center is currently permitted via two driveways on Graves Ave. This section of the report documents existing volumes on Graves Ave, as well as the extent to which project traffic, including delivery trucks, will utilize the street.

TRAFFIC VOLUMES

24-hour traffic volumes were collected on January 27th and February 10th, 2022 for Site Access A, Site Access B, and Graves Ave between Cameo Dr and El Oso Dr. 24-hour traffic volumes were also collected for a seven-day period from March 10th to March 16th, 2022 for Graves Ave between Cameo Dr and El Oso Dr. *Appendix I* contains the 24-hour traffic volumes (tube counts).

Figure 16 shows the volume profile on Costco's West Access (Site Access A) for 24 hours. As shown, there is a distinct morning peak from 9:00 to 10:00 AM and a distinct evening peak from 5:00 to 6:00 PM. Volumes for both entering and leaving the site are highest in the PM. Average daily traffic (ADT) is 56 vehicles leaving the site and 59 vehicles entering the site. Total ADT at the site access is 115 vehicles. The project eliminates this site access and effectively redistributes existing trips from this driveway to driveways[6].

6 The analysis conducted for this study assumes all existing trips will shift to the eastern driveway on Graves Ave (Site Access B).

Figure 16. Existing Hourly Volumes for Costco West Access (Site Access A)

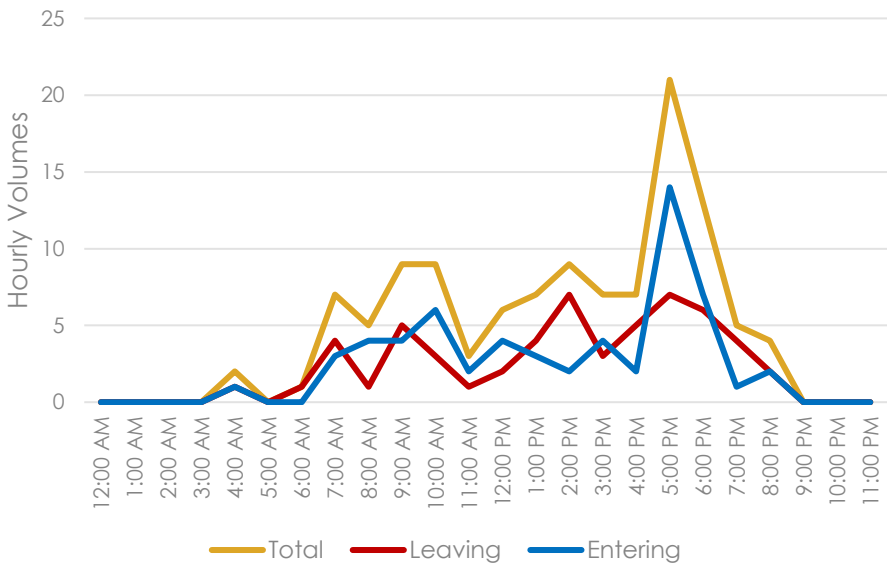


Figure 17 shows the volume profile on Costco's east access (Site Access B) for 24 hours. As shown, there is a distinct morning peak from 7:00 to 8:00 AM and an evening peak from 2:00 to 3:00 PM based on total hourly volumes. Volumes for both entering and leaving the site are highest in the PM. The ADT is 1,188 vehicles leaving the site and 919 vehicles entering the site. Total ADT at the site access is 2,107 vehicles. Of the project trips, 64 site trips are distributed leaving from Site Access B and 55 site trips are distributed entering at Site Access B. The project would contribute a 5% increase to the existing traffic at Site Access B on Graves Ave.

Figure 17. Existing Hourly Volumes for Costco East Access (Site Access B)

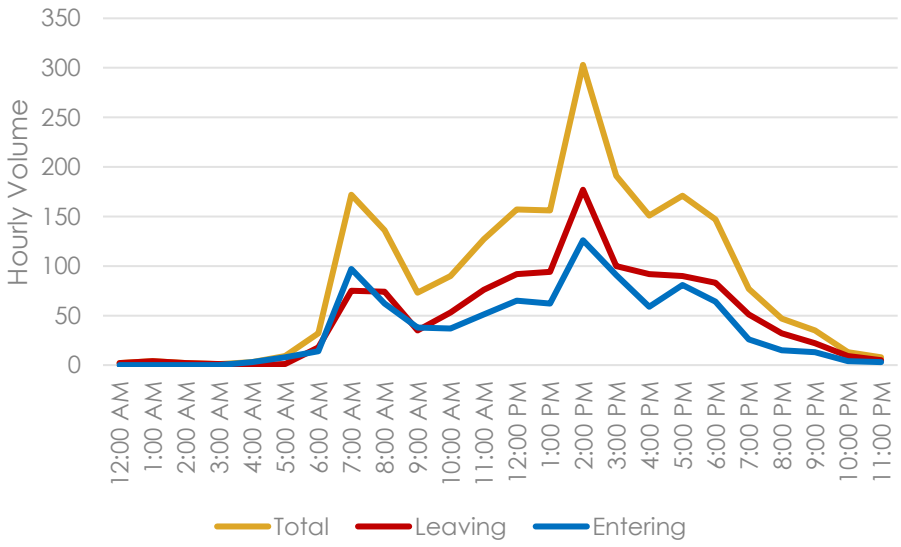


Figure 18 shows the volume profile on Graves Ave between Cameo Dr and Oso Dr for a seven-day period. As shown, there is a distinct morning peak from 11:00 to 12:00 PM and a distinct evening peak from 2:00 to 3:00 PM. Eastbound and westbound traffic is the highest in the PM. ADT for the eastbound and westbound approach is 1,450 and 1,145, respectively. ADT on Graves Ave between Cameo Dr and Oso Dr for a seven-day period is 2,594 vehicles. Of the project trips, 64 site trips are distributed eastbound and 55 site trips are

distributed westbound along Graves Ave. The project would contribute a 5% increase to the existing traffic on Graves Ave.

Figure 18. Existing Hourly Volumes on Graves Ave between Cameo Dr and El Oso Dr

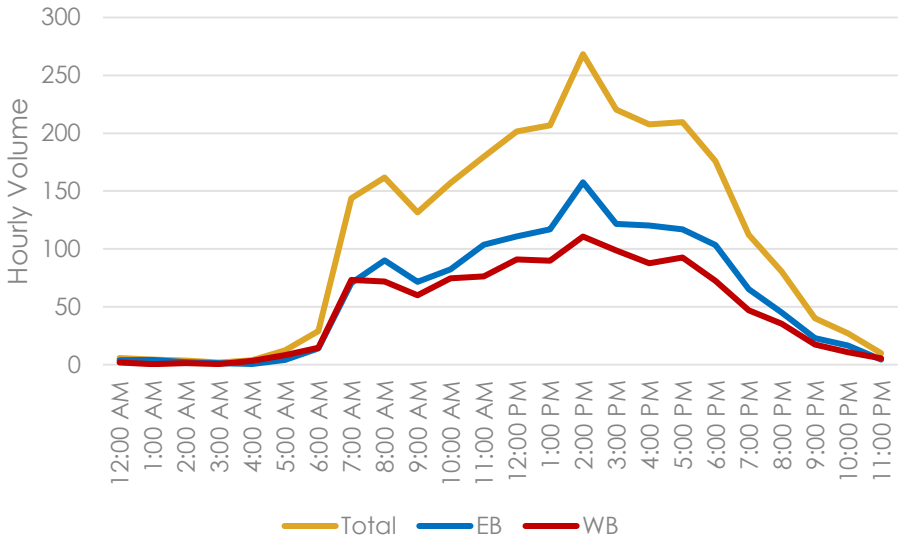


Table 26 shows the speed profile for Graves Ave between Cameo Dr and Oso Dr. The posted speed limit is 25 miles per hour. The observed 85th percentile, median, and mode speeds exceed the posted speed limit.

Table 26. Speed Profile – Graves Ave between Cameo Dr and Oso Dr

Speed Metrics	
85th Percentile	31 MPH
Mean Speed (Average)	25 MPH
Median	26 MPH
Mode	28 MPH

Source: Kittelson & Associates, Inc., 2022

TRUCK ACCESS

Although Costco's own delivery trucks will not access the site via Graves Ave, trucks from regional and local vendors, which Costco does not manage, may use the Graves Ave driveway (Site Access B). Data were collected and analyzed to determine the extent to which the Graves Ave access is currently being used and how project truck traffic may affect traffic on Graves Ave.

Data collected from tube counts over a seven-day period on Graves Ave show that the daily average truck volumes on Graves Ave is about 19 vehicles (21 weekday / 14 weekend). To further understand how many trucks currently serve businesses on site and what paths/access points they take, cameras were placed near the loading docks behind the existing Smart & Final and Trader Joe's buildings. Table 27 shows the average number of truck arrivals and departures at each loading dock and the access point used to enter/exit the site. On an average weekday, about 14 trucks arrive at and depart the loading docks (28 trips) for Smart & Final and Trader Joe's combined. Overall, about 54% (15) of existing truck trips occur on Graves Ave and 47% (13) of trips are on Saratoga Ave.

Trucks delivering to Trader Joe's generally enter the site through the Saratoga driveway (95% of arrivals) and exit the site onto Graves Ave (100% of departures); trucks delivering to Smart & Final use both access points

relatively evenly (Arrivals – 56% Graves, 44% Saratoga; Departures – 51% Graves, 49% Saratoga). Generally, more trucks use the driveway off Saratoga Ave to *arrive* at the site (58% of arrivals), but *leaving* the site, more trucks exit onto Graves Ave (63% of departures).

Based on information obtained from three nearby Costco warehouses,[7] about 21 daily truck deliveries (42 trips) are expected at the project site, including deliveries from the Costco depot in Tracy, CA and from local and regional vendors. Of these 42 truck trips, 10 are expected to be by Costco delivery trucks and will not use the Graves Ave access. The remaining 32 trucks trips from local and regional vendors may or may not use Graves Ave. Assuming all 32 trips are made via Graves Ave, they would essentially replace the approximately 19 truck trips associated with Smart & Final, resulting in a net increase of about 13 trips (such as seven (7) inbound and six (6) outbound trips) over the course of a day.

The proposed site plan provides adequate lane width and curb radii within the site and curb radii at Site Access B to accommodate delivery trucks. Site Access C would need to be widened at the driveway to accommodate WB-50 and WB-67 delivery trucks.

[7] Warehouses located in Sunnyvale (150 Lawrence Station Rd), Santa Clara (1601 Coleman Ave), and San Jose (5301 Almaden Expwy).

Table 27. Existing Truck Counts at Loading Docks

	Truck Arrivals				Truck Departures				Total Arrivals & Departures			
	From Graves		From Saratoga		To Graves		To Saratoga		To/From Graves		To/From Saratoga	
	Avg. Daily Count	%	Avg. Daily Count	%	Avg. Daily Count	%	Avg. Daily Count	%	Avg. Daily Count	%	Avg. Daily Count	%
Smart & Final	**4.9**	**56%**	**3.9**	**44%**	**4.9**	**51%**	**4.7**	**49%**	**9.8**	**53%**	**8.6**	**47%**
Weekday	5.8	56%	4.6	44%	5.8	52%	5.4	48%	11.6	54%	10.0	46%
Weekend	2.5	56%	2.0	44%	2.5	45%	3.0	55%	5.0	50%	5.0	50%
Trader Joe's	**0.1**	**5%**	**3.0**	**95%**	**3.1**	**100%**	**0.0**	**0%**	**3.2**	**52%**	**3.0**	**48%**
Weekday	0.2	6%	3.0	94%	3.2	100%	0.0	0%	3.4	53%	3.0	47%
Weekend	0.0	0%	3.0	100%	3.0	100%	0.0	0%	3.0	50%	3.0	50%
TOTAL	**5.0**	**42%**	**6.9**	**58%**	**8.0**	**63%**	**4.7**	**37%**	**13.0**	**53%**	**11.6**	**47%**
Weekday	6	44%	7.6	56%	9.0	63%	5.4	38%	15.0	54%	13.0	46%
Weekend	2.5	33%	5.0	67%	5.5	65%	3.0	35%	8.0	50%	8.0	50%

Source: Quality Counts

TRUCK ACCESS & CIRCULATION

TRUCK TURNING MOVEMENT ANALYSIS

A truck turning movement analysis was performed at all site accesses for both a WB-50 and WB-67 truck. Based on information obtained from three nearby Costco warehouses,[8] about 21 daily truck deliveries (42 trip ends) are expected at the project site, including deliveries from the Costco Tracy depot and from local and regional vendors. These 42 truck trips will essentially replace the approximately 19 truck trips associated with Smart & Final, resulting in a net increase of about 23 trips.

It is anticipated that deliveries from the Costco depot would be WB-67 trucks and use the signalized Lawrence Expwy/Westgate West Shopping Center Driveway intersection to enter and exit the site. Local and regional delivery trucks assumed to be WB-50 would most likely use a combination of the Lawrence Expwy/Westgate West Shopping Center Driveway intersection and Saratoga Ave/Site Access C.

Appendix C provide turning templates for WB-50 and WB-67 on the site. The truck turning analysis was conducted using AASHTO truck dimensions.

Curb modifications and corresponding signal modifications are likely needed to accommodate trucks exiting at the Lawrence Expwy/Westgate West Shopping Center Driveway intersection. The northeast curb could be modified to allow truck wheels to maneuver without impeding on the sidewalk or raised pork-chop median when making the westbound right-turn movement. This consideration would need to be coordinated with any pedestrian improvements planned at the intersection.

If Graves Ave access is provided, Site Access B would be a possible route for local and regional delivery trucks to access the site (Costco's own trucks would not use Graves Ave to access the site). The proposed site plan provides adequate lane width and curb radii within the site and curb radii at Site Access B to accommodate delivery trucks.

Costco trucks may only use the signalized Prospect Rd/ Westgate West Shopping Center Driveway intersection for truck deliveries during off-peak hour when Trader Joe's and other business are not operating. Further, it is unlikely that local and regional delivery trucks would use this route since trucks would have difficulty entering the narrow driveway and once on-site would then need to traverse through the main drive aisle. Delivery trucks regularly serve the Costco site and are assumed to find the other access points easier to access from the regional network and to access the loading docks. In the event trucks enter from Prospect Road, westbound right-turns would encroach on the southbound exit lane from the shopping center and would likely do so only if the area is clear. Otherwise, the trucks could continue to Lawrence Expwy for access to the site at the signalized access.

EMERGENCY VEHICLE ACCESS

Emergency vehicle access to the project site is accommodated at all site driveways and within the drive aisles in the parking lot. The site access intersections on Lawrence Expwy, Prospect Road, and Saratoga Ave serve as the primary access points for emergency vehicles to service the warehouse. The intersections of Lawrence Expwy/Westgate West Shopping Center Driveway and Prospect Rd/ Westgate West Shopping Center Driveway provide the most direct emergency vehicle access. Based on analysis conducted, the proposed site plan provides adequate lane width and curb radii to accommodate emergency vehicles. *Appendix C* provide turning templates for emergency vehicles on the site.

[8] Warehouses located in Sunnyvale (150 Lawrence Station Rd), Santa Clara (1601 Coleman Ave), and San Jose (5301 Almaden Expwy).

RECOMMENDED OFF-SITE IMPROVEMENTS

All study intersections operate within the standards and there are no new driveways proposed with the project; however, there were several adverse effects to queuing in the study area and recommendations made to support active transportation trips. Many of the adverse queuing effects, including movements that access the site, do not have feasible improvements to accommodate the increase in queues. The project applicant should work with City staff to determine reasonable safety or operational improvements at intersections adjacent to the site that align with City plans and the magnitude of traffic generated by the project compared to overall traffic at the specified locations.

VEHICLE PARKING EVALUATION

Project parking will be provided via three separate parking areas – a rooftop parking area above the warehouse, a surface lot west of the warehouse, and a surface outlot southwest of the warehouse.

Rooftop Parking
The rooftop parking area is accessed by a ramp located at the northern leg of the intersection between the main north/south and east/west drive aisles. The parking area is one level and includes 381 stalls.

Surface Lot #1
The surface lot directly west of the warehouse is accessible via the east/west drive aisle south of the warehouse or the cul-de-sac at the western terminus of Graves Ave. The lot includes 281 stalls, including 18 ADA accessible stalls. The main ground-level parking field is located away from the Trader Joe's parking area to minimize on-site congestion issues. An additional 25 stalls, including 4 10'x30' loading stalls are located east of the warehouse near the receiving bay.

Surface Lot #2 (Outlot)
The second surface lot is located southwest of the warehouse in an area that formerly included a retail building. The lot will be available for both Costco members and visitors to other businesses in the shopping center and includes 175 stalls.

The City of San Jose outlines parking requirements by land use in Chapter 20.90 of its municipal code. According to Table 20-190 of the code, "retail sales, goods, and merchandise" uses are required to provide at least 1 vehicle parking space per 200 square feet of floor area. Table 28 provides an overview of parking requirements, as well as the proposed number of spaces (total and accessible) for the project site. As shown in the table, the number of parking spaces for the proposed project (880 total) meets the City's requirement of 702 parking spaces.

Table 28. Parking Requirements & Proposed Project Parking

Parking Space Type	Project Leasable Net Area[1]	City of San Jose			Project	
		Required Rate	Required Parking Spaces	Required Accessible Parking Spaces	Proposed Total Parking Spaces[2]	Proposed Accessible Parking Spaces
Vehicle Parking	140,375	1 space / 200 sf	702	0	862	18

Source: San Jose Municipal Code, Chapter 20
[1] See site plan for square footage
[2] Includes 175 parking spaces at the Building Pad F outlot

CONSTRUCTION EFFECTS

The construction of the warehouse and parking facilities and the realignment of internal site roadways will be confined on site and is not anticipated to require the closure of any surrounding roadways. Further, because the traffic associated with construction is expected to be considerably lower than project-generated traffic, no significant adverse effects to traffic operations is expected.

Section 5

Conclusions

CONCLUSIONS

Recommended project off-site improvements to the transportation network and environmental impacts are discussed in this section.

PROJECT ENVIRONMENTAL IMPACTS

The CEQA compliance analysis resulted in the following impact findings.

CONSISTENCY WITH PLANS, POLICIES, AND PROGRAMS

The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the project impact would be ***less than significant***.

CHANGE IN REGIONAL VMT

The project is expected to reduce regional daily VMT by about 2,596 vehicle miles traveled. Therefore, the project impact would be ***less than significant***.

POTENTIAL HAZARDS

The following off-site improvements would not result in sharp curves, dangerous, intersections, or other hazards.

- **Signalized access point on Lawrence Expwy** – Improvements to this intersection focus on accommodating truck turning movements and enhancing the pedestrian facilities. These improvements are anticipated to require curb alterations and signal modifications. The modifications are anticipated to be minor and not affect sight distance or worsen existing intersection hazards. Since the project is compatible with surrounding land uses and all on-site and off-site improvements would be made adhering to the latest design standards for the City of San Jose or County of Santa Clara, thereby preventing hazardous conditions, the project would result in a **less than significant** impact and no mitigation measure would be required.

EMERGENCY ACCESS

The project provides emergency access to and within the site via the driveways on Lawrence Expwy, Prospect Rd, and Saratoga Ave. An emergency vehicle turning analysis showed the proposed site plan provides adequate lane width and curb radii to accommodate emergency vehicles. Therefore, the impact of the project on emergency access would be ***less than significant***.

RECOMMENDED OFF-SITE IMPROVEMENTS

The following section summarizes traffic operation results for all scenarios and documents the recommended off-site improvements.

Intersection Operations Analysis

- **Existing Traffic Conditions:** All study intersections operate within acceptable levels of the threshold under existing traffic conditions during the weekday PM peak hour.

- **Proposed Project:** A Costco Wholesale is proposed to be constructed at 5287 Prospect Rd.[9] which will replace a large building at the northeastern end of the site, currently occupied by Goodwill Super Store, Smart & Final, and Ethan Allen. The site generates 11,017 daily trips and 883 total trips (416 inbound / 467 outbound) during the weekday PM peak hour.

- **Background Traffic Conditions:** To develop background volumes, the City of San Jose ATI and an approved project in the City of Saratoga was added to the existing traffic volumes. All study intersections operate within acceptable levels of the threshold under background traffic conditions during the weekday PM peak hour.

- **Background Plus Project Conditions:** To develop background volumes for Alternative A, the total trips under Alternative A were added to the background traffic volumes. To develop background volumes for Alternative B, the total trips under Alternative B were added to the background traffic volumes. All study intersections operate within acceptable levels of the threshold under background traffic conditions plus project for both alternatives during the weekday PM peak hour.

- **Cumulative Plus Project Conditions:** To develop cumulative volumes for Alternative A, the pending project provided by the City of San Jose was added to the background plus project traffic volumes for Alternative A. The same was done to develop volumes for cumulative plus project conditions for Alternative B. All study intersections operate within acceptable levels of the threshold under cumulative traffic conditions plus project for both alternatives during the weekday PM peak hour.

There are no off-site improvements recommended to address traffic operations.

95th Percentile Queueing Analysis

Based on the 95th percentile queueing analysis, Kittelson recommends lengthening the left-turn pocket to reduce queues at the following locations:

- Northbound left-turn lane and westbound left-turn lane at Lawrence Expwy / Bollinger Rd-Moorpark Ave (Intersection 5)
- Northbound left-turn lane at Saratoga Ave / Graves Ave (Intersection 6)
- Eastbound left-turn lane at Saratoga Ave / Prospect Rd-Campbell Ave (Intersection 13)

Truck Access

Curb modifications and corresponding signal modifications are likely needed to accommodate trucks exiting at the Lawrence Expwy/Westgate West Shopping Center Driveway intersection. The northeast curb could be modified to allow truck wheels to maneuver without impeding on the sidewalk or raised pork-chop median when making the westbound right-turn movement. This consideration would need to be coordinated with any pedestrian improvements planned at the intersection.

Freeway Segment Capacity Analysis

The project site trips represent less than one percent of the capacity of freeway segments on SR-85 and I-280 indicating that the project will not have an adverse effect on the freeway segments.

Appendix A

2022 Collected Turning Movement Counts & SW San Jose Costco Trip Generation Memorandum

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Lawrence Expy -- Calvert Dr/I-280 EB On-ramp

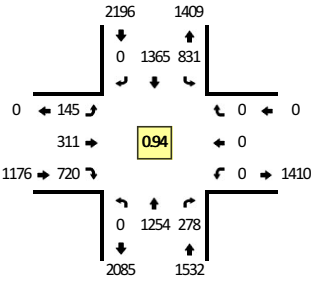
CITY/STATE: San Jose, CA

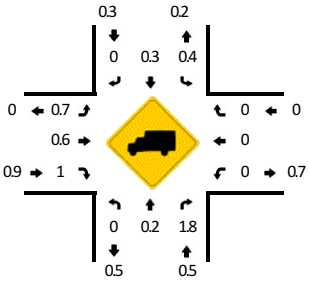
QC JOB #: 15668602

DATE: Thu, Feb 10 2022

Peak-Hour: 4:45 PM -- 5:45 PM

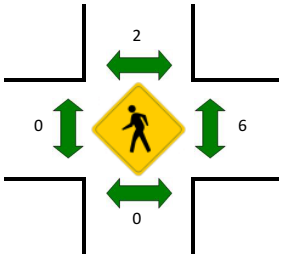
Peak 15-Min: 5:10 PM -- 5:25 PM

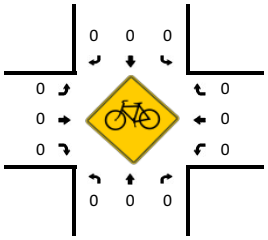


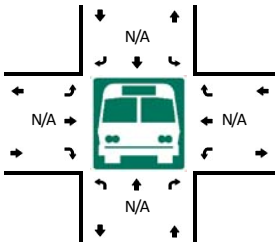


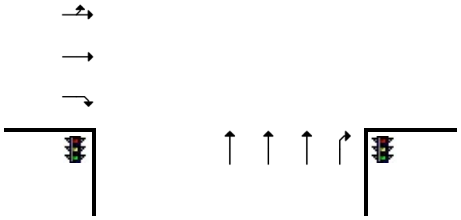
Quality Counts

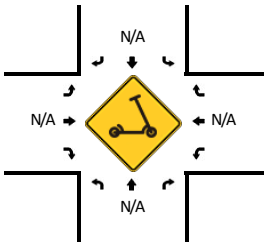
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Lawrence Expy (Northbound)				Lawrence Expy (Southbound)				Calvert Dr/I-280 EB On-ramp (Eastbound)				Calvert Dr/I-280 EB On-ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	99	30	0	83	107	0	1	2	19	60	0	0	0	0	0	401	
4:05 PM	0	111	36	0	71	88	0	1	6	18	48	0	0	0	0	0	379	
4:10 PM	0	101	31	0	70	76	0	2	5	30	61	0	0	0	0	0	376	
4:15 PM	0	74	35	0	62	116	0	0	11	17	68	0	0	0	0	0	383	
4:20 PM	0	100	21	0	43	83	0	0	12	25	53	0	0	0	0	0	337	
4:25 PM	0	86	32	0	54	104	0	0	8	29	68	0	0	0	0	0	381	
4:30 PM	0	91	17	0	57	124	0	1	6	28	63	0	0	0	0	0	387	
4:35 PM	0	75	17	0	70	113	0	0	6	17	63	0	0	0	0	0	361	
4:40 PM	0	70	23	0	75	74	0	1	16	35	58	0	0	0	0	0	352	
4:45 PM	0	112	28	0	68	120	0	1	11	28	52	0	0	0	0	0	420	
4:50 PM	0	110	17	0	78	118	0	1	10	32	66	0	0	0	0	0	432	
4:55 PM	0	112	30	0	65	55	0	0	7	28	66	0	0	0	0	0	363	4572
5:00 PM	0	91	17	0	56	106	0	1	10	26	52	0	0	0	0	0	359	4530
5:05 PM	0	113	26	0	76	108	0	2	17	26	63	0	0	0	0	0	431	4582
5:10 PM	0	71	31	0	89	105	0	1	7	42	69	0	0	0	0	0	415	4621
5:15 PM	0	109	28	0	78	140	0	0	13	25	54	0	0	0	0	0	447	4685
5:20 PM	0	100	19	0	66	148	0	1	18	17	67	0	0	0	0	0	436	4784
5:25 PM	0	105	17	0	36	104	0	0	16	15	53	0	0	0	0	0	346	4749
5:30 PM	0	90	19	0	57	100	0	1	12	28	61	0	0	0	0	0	368	4730
5:35 PM	0	128	24	0	67	119	0	1	14	19	52	0	0	0	0	0	424	4793
5:40 PM	0	113	22	0	85	142	0	1	10	25	65	0	0	0	0	0	463	4904
5:45 PM	0	95	17	0	63	94	0	2	11	22	60	0	0	0	0	0	364	4848
5:50 PM	0	119	36	0	54	100	0	1	14	27	64	0	0	0	0	0	415	4831
5:55 PM	0	65	18	0	76	132	0	1	12	16	52	0	0	0	0	0	372	4840

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1120	312	0	932	1572	0	8	152	336	760	0	0	0	0	0	5192
Heavy Trucks	0	4	4		8	4	0		4	4	0		0	0	0		28
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Quality Counts
DATA THAT DRIVES COMMUNITIES

Location: Saratoga Ave & I-280 WB Ramps
Date: 1/20/2022
Site Code: 15668634

	Saratoga Ave Southbound					The Harker School Dwy Westbound					I-280 WB Off-Ramp Northwestbound					Saratoga Ave Northbound					I-280 WB Ramps Eastbound				
Start Time	Right	Thru	Bear Left to I-280 WB Off-Ramp	Left	U-Turn	Right	Thru	Left	Hard Left to I-280 WB Off-Ramp	U-Turn	Hard Right to The Harker School Dwy	Bear Right to Saratoga Ave	Bear Left to I-280 WB On-Ramp	Hard Left to Saratoga Ave	U-Turn	Hard Right to I-280 WB Off-Ramp	Right	Thru	Left	U-Turn	Right	Bear Right to I-280 WB Off-Ramp	Thru	Left	U-Turn
04:00 PM	21	71	0	3	2	2	11	11	0	0	8	52	0	0	0	0	9	54	26	0	78	0	0	0	0
04:05 PM	21	67	0	1	1	1	10	13	0	0	4	48	0	0	0	0	3	45	29	1	59	0	0	0	0
04:10 PM	27	105	0	1	0	0	4	11	0	0	3	55	0	0	0	0	4	85	31	0	64	0	0	0	0
04:15 PM	30	107	0	3	0	0	11	12	0	0	2	65	0	0	0	0	6	72	17	0	90	0	0	0	0
04:20 PM	20	75	0	5	1	0	6	6	0	0	3	37	0	0	0	0	3	35	27	1	75	0	0	0	0
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04:35 PM	23	107	0	1	0	1	9	8	0	0	3	59	0	0	0	0	6	61	17	1	73	0	0	0	0
04:40 PM	35	112	0	2	0	0	10	17	0	0	3	57	0	0	0	0	7	67	19	1	85	0	0	0	0
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05:10 PM	19	114	0	1	1	0	4	5	0	0	2	67	0	0	0	0	3	67	43	0	99	0	0	0	0
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05:20 PM	33	120	0	0	0	1	5	11	0	0	4	69	0	2	0	0	8	76	17	0	88	0	0	0	0
05:25 PM	20	89	0	1	2	1	4	9	0	0	6	63	0	3	0	0	5	48	24	0	98	0	0	0	0
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05:40 PM	29	101	0	1	2	0	5	6	0	0	4	49	0	3	0	0	6	65	19	0	78	0	0	0	0
05:45 PM	27	97	0	3	0	1	2	7	0	0	7	58	1	1	0	0	8	60	34	0	80	0	0	0	0
05:50 PM	24	72	0	6	1	0	5	5	0	0	4	47	0	0	0	0	15	68	21	0	87	0	0	0	0
05:55 PM	25	104	0	1	0	2	5	12	0	0	5	55	0	0	0	0	10	63	24	1	90	0	0	0	0
Total	**615**	**2360**	**0**	**45**	**14**	**14**	**123**	**209**	**0**	**0**	**109**	**1387**	**4**	**21**	**0**	**0**	**153**	**1576**	**607**	**12**	**1827**	**0**	**0**	**0**	**0**

Peak Hour: 5:00 PM - 6:00 PM
Peak 15: 5:00 PM - 5:15 PM
PHF: 0.909401

Quality Counts
DATA THAT DRIVES COMMUNITIES

Location: Saratoga Ave & I-280 WB Ramps
Date: 1/20/2022
Site Code: 15668634

	Saratoga Ave Southbound					The Harker School Dwy Westbound					I-280 WB Off-Ramp Northwestbound					Saratoga Ave Northbound					I-280 WB Ramps Eastbound				
Start Time	Right	Thru	Bear Left to I-280 WB Off-Ramp	Left	U-Turn	Right	Thru	Left	Hard Left to I-280 WB Off-Ramp	U-Turn	Hard Right to The Harker School Dwy	Bear Right to Saratoga Ave	Bear Left to I-280 WB On-Ramp	Hard Left to Saratoga Ave	U-Turn	Hard Right to I-280 WB Off-Ramp	Right	Thru	Left	U-Turn	Right	Bear Right to I-280 WB Off-Ramp	Thru	Left	U-Turn
04:00 PM	20	70	0	3	2	2	11	11	0	0	8	51	0	0	0	0	9	53	26	0	78	0	0	0	0
04:05 PM	21	63	0	1	1	1	10	13	0	0	4	47	0	0	0	0	3	44	29	1	57	0	0	0	0
04:10 PM	27	101	0	1	0	0	4	11	0	0	3	53	0	0	0	0	4	84	31	0	62	0	0	0	0
04:15 PM	30	106	0	3	0	0	11	12	0	0	2	63	0	0	0	0	5	71	17	0	90	0	0	0	0
04:20 PM	20	71	0	5	1	0	5	6	0	0	3	37	0	0	0	0	3	35	27	1	74	0	0	0	0
04:25 PM	26	97	0	1	0	0	3	7	0	0	8	55	0	0	0	0	9	51	17	0	80	0	0	0	0
04:30 PM	22	91	0	3	1	0	0	3	0	0	5	55	0	0	0	0	12	86	33	1	72	0	0	0	0
04:35 PM	23	105	0	1	0	1	9	7	0	0	3	59	0	0	0	0	6	60	17	1	73	0	0	0	0
04:40 PM	35	111	0	2	0	0	10	17	0	0	3	54	0	0	0	0	7	67	19	1	85	0	0	0	0
04:45 PM	30	122	0	1	0	0	3	13	0	0	3	64	0	0	0	0	3	58	28	0	68	0	0	0	0
04:50 PM	20	93	0	2	1	1	2	12	0	0	8	52	0	0	0	0	8	67	21	0	28	0	0	0	0
04:55 PM	19	96	0	4	0	1	5	4	0	0	4	49	2	3	0	0	1	57	22	0	18	0	0	0	0
05:00 PM	41	127	0	2	0	1	3	7	0	0	8	77	0	3	0	0	7	85	19	4	67	0	0	0	0
05:05 PM	29	91	0	0	1	2	4	9	0	0	3	72	0	4	0	0	2	87	39	0	91	0	0	0	0
05:10 PM	18	114	0	1	1	0	4	5	0	0	2	67	0	0	0	0	3	66	43	0	99	0	0	0	0
05:15 PM	27	96	0	1	1	0	7	1	0	0	3	77	0	1	0	0	7	65	24	1	83	0	0	0	0
05:20 PM	32	119	0	0	0	1	5	11	0	0	4	69	0	2	0	0	8	76	17	0	88	0	0	0	0
05:25 PM	20	89	0	1	2	1	4	9	0	0	6	63	0	3	0	0	4	48	24	0	97	0	0	0	0
05:30 PM	24	83	0	1	0	0	3	12	0	0	4	44	1	1	0	0	7	71	19	0	93	0	0	0	0
05:35 PM	22	109	0	1	0	0	2	8	0	0	5	58	0	0	0	0	4	76	35	1	81	0	0	0	0
05:40 PM	29	100	0	1	2	0	4	6	0	0	4	48	0	3	0	0	6	65	19	0	77	0	0	0	0
05:45 PM	27	97	0	3	0	1	2	7	0	0	7	57	1	1	0	0	8	59	34	0	80	0	0	0	0
05:50 PM	24	70	0	6	1	0	5	5	0	0	4	47	0	0	0	0	15	68	21	0	87	0	0	0	0
05:55 PM	25	103	0	1	0	2	5	12	0	0	5	54	0	0	0	0	10	63	24	1	90	0	0	0	0
Total	**611**	**2324**	**0**	**45**	**14**	**14**	**121**	**208**	**0**	**0**	**109**	**1372**	**4**	**21**	**0**	**0**	**151**	**1562**	**605**	**12**	**1818**	**0**	**0**	**0**	**0**

Location: Saratoga Ave & I-280 WB Ramps
Date: 1/20/2022
Site Code: 15668634

	Saratoga Ave Southbound					The Harker School Dwy Westbound					I-280 WB Off-Ramp Northwestbound					Saratoga Ave Northbound					I-280 WB Ramps Eastbound				
Start Time	Right	Thru	Bear Left to I-280 WB Off-Ramp	Left		Right	Thru	Left	Hard Left to I-280 WB Off-Ramp		Hard Right to The Harker School Dwy	Bear Right to Saratoga Ave	Bear Left to I-280 WB On-Ramp	Hard Left to Saratoga Ave		Hard Right to I-280 WB Off-Ramp	Right	Thru	Left		Right	Bear Right to I-280 WB Off-Ramp	Thru	Left	
04:00 PM	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
04:05 PM	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0
04:10 PM	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	2	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0
04:20 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
04:25 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
04:35 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:40 PM	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50 PM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
04:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
05:05 PM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0
05:10 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
05:20 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
05:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40 PM	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
05:50 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**4**	**36**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**2**	**14**	**2**	**0**	**9**	**0**	**0**	**0**	**0**

Quality Counts
DATA THAT DRIVES COMMUNITIES

Location: Saratoga Ave & I-280 WB Ramps
Date: 1/20/2022
Site Code: 15668634

	Saratoga Ave Southbound					The Harker School Dwy Westbound					I-280 WB Off-Ramp Northwestbound					Saratoga Ave Northbound					I-280 WB Ramps Eastbound				
Start Time	Right	Thru	Bear Left to I-280 WB Off-Ramp	Left	Peds	Right	Thru	Left	Hard Left to I-280 WB Off-Ramp	Peds	Hard Right to The Harker School Dwy	Bear Right to Saratoga Ave	Bear Left to I-280 WB On-Ramp	Hard Left to Saratoga Ave	Peds	Hard Right to I-280 WB Off-Ramp	Right	Thru	Left	Peds	Right	Bear Right to I-280 WB Off-Ramp	Thru	Left	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
04:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
05:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**25**

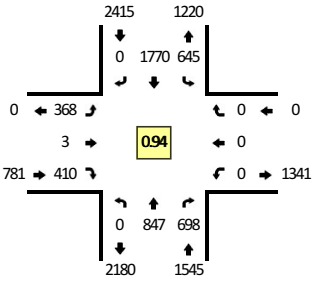
Type of peak hour being reported: Intersection Peak

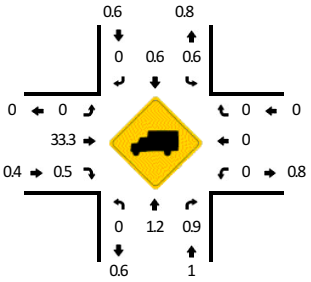
Method for determining peak hour: Total Entering Volume

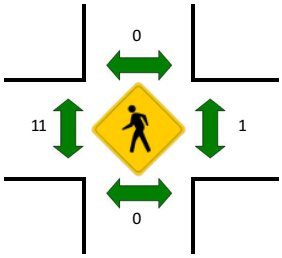
LOCATION: Saratoga Ave -- I-280 EB Ramps
CITY/STATE: San Jose, CA

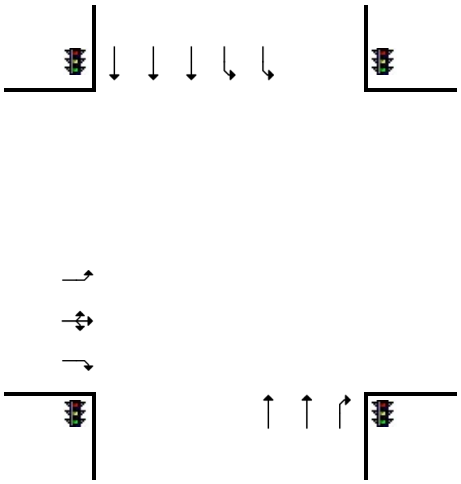
QC JOB #: 15668632
DATE: Thu, Jan 20 2022

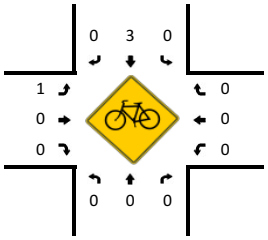
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

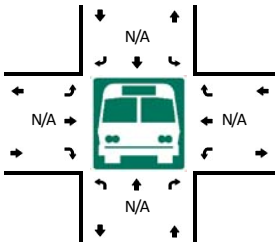


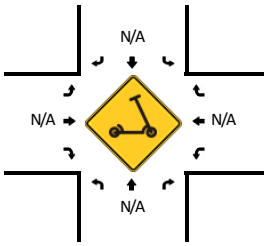












5-Min Count Period Beginning At	Saratoga Ave (Northbound)				Saratoga Ave (Southbound)				I-280 EB Ramps (Eastbound)				I-280 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	62	58	0	52	131	0	0	31	1	40	0	0	0	0	0	375	
4:05 PM	0	48	46	0	47	93	0	0	25	0	41	0	0	0	0	0	300	
4:10 PM	0	91	60	0	61	118	0	0	17	1	22	0	0	0	0	0	370	
4:15 PM	0	67	64	0	45	147	0	1	30	1	32	0	0	0	0	0	387	
4:20 PM	0	30	28	0	62	107	0	1	35	1	33	0	0	0	0	0	297	
4:25 PM	0	56	43	0	53	146	0	0	24	0	36	0	0	0	0	0	358	
4:30 PM	0	99	67	0	47	124	0	0	20	0	37	0	0	0	0	0	394	
4:35 PM	0	67	54	0	48	136	0	0	17	0	37	0	0	0	0	0	359	
4:40 PM	0	79	65	0	46	123	0	0	29	0	34	0	0	0	0	0	376	
4:45 PM	0	54	43	0	85	105	0	0	33	0	38	0	0	0	0	0	358	
4:50 PM	0	67	52	0	56	95	0	1	30	0	43	0	0	0	0	0	344	
4:55 PM	0	37	47	0	65	45	0	1	20	0	46	0	0	0	0	0	261	4179
5:00 PM	0	106	78	0	32	182	0	0	23	0	22	0	0	0	0	0	443	4247
5:05 PM	0	55	52	0	59	149	0	0	49	0	33	0	0	0	0	0	397	4344
5:10 PM	0	78	55	0	49	164	0	2	32	1	34	0	0	0	0	0	415	4389
5:15 PM	0	68	58	0	67	153	0	1	18	1	29	0	0	0	0	0	395	4397
5:20 PM	0	85	61	0	49	158	0	0	39	1	39	0	0	0	0	0	432	4532
5:25 PM	0	38	54	0	49	133	0	0	28	0	32	0	0	0	0	0	334	4508
5:30 PM	0	61	53	0	51	141	0	1	37	0	38	0	0	0	0	0	382	4496
5:35 PM	0	85	56	0	62	161	0	1	21	0	34	0	0	0	0	0	420	4557
5:40 PM	0	74	56	0	51	136	0	0	21	0	35	0	0	0	0	0	373	4554
5:45 PM	0	61	44	0	65	102	0	0	33	0	40	0	0	0	0	0	345	4541
5:50 PM	0	65	58	0	51	136	0	0	36	0	46	0	0	0	0	0	392	4589
5:55 PM	0	71	73	0	55	155	0	0	31	0	28	0	0	0	0	0	413	4741

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	956	740	0	560	1980	0	8	416	4	356	0	0	0	0	0	5020
Heavy Trucks	0	16	12		4	16	0		0	0	4		0	0	0		52
Buses																	
Pedestrians		0				0				16				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

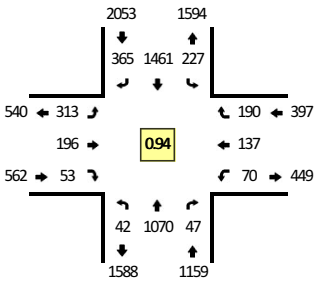
Type of peak hour being reported: Intersection Peak

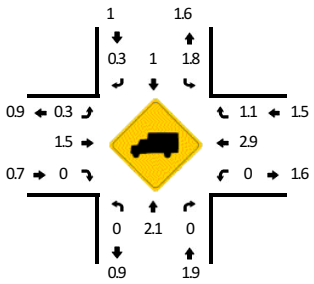
Method for determining peak hour: Total Entering Volume

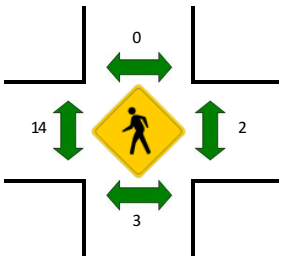
LOCATION: Saratoga Ave -- Moorpark Ave
CITY/STATE: San Jose, CA

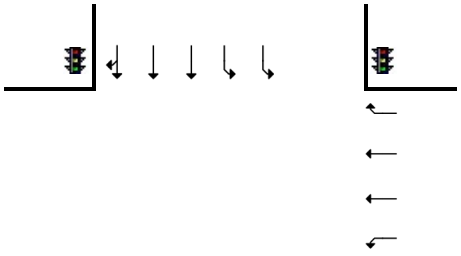
QC JOB #: 15668630
DATE: Thu, Jan 13 2022

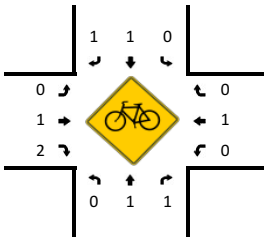
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

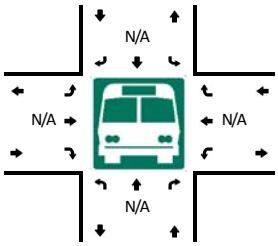


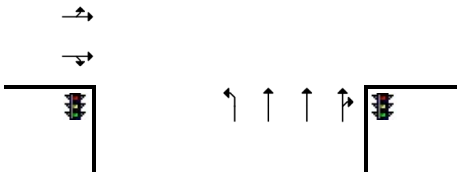


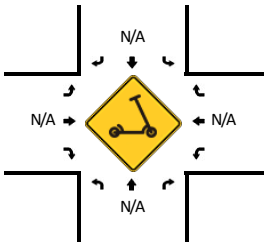












5-Min Count Period Beginning At	Saratoga Ave (Northbound)				Saratoga Ave (Southbound)				Moorpark Ave (Eastbound)				Moorpark Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	71	6	0	19	70	12	5	30	20	4	0	2	11	21	0	274	
4:05 PM	1	64	9	0	16	100	22	4	35	22	0	0	9	8	18	0	308	
4:10 PM	3	51	5	1	17	114	21	1	10	9	1	0	7	13	22	0	275	
4:15 PM	2	61	2	0	10	97	18	0	18	14	4	0	3	7	8	0	244	
4:20 PM	3	36	2	0	20	98	11	2	37	14	3	0	4	9	18	0	257	
4:25 PM	1	72	6	1	23	128	31	1	25	18	4	0	10	10	18	0	348	
4:30 PM	3	74	2	0	20	145	39	1	16	11	3	0	6	13	15	0	348	
4:35 PM	4	142	1	0	17	144	30	0	24	14	4	0	4	8	21	0	413	
4:40 PM	2	107	4	1	19	118	23	0	26	13	6	0	4	17	10	0	350	
4:45 PM	6	56	5	0	22	86	30	3	34	18	5	0	13	13	14	0	305	
4:50 PM	2	111	4	0	23	128	45	2	21	11	3	0	3	12	23	0	388	
4:55 PM	2	80	3	0	18	131	37	2	22	19	6	0	1	1	16	0	338	3848
5:00 PM	1	103	4	1	9	113	29	1	35	13	4	0	5	19	12	0	349	3923
5:05 PM	6	56	4	0	15	72	18	2	29	23	4	0	8	15	15	0	267	3882
5:10 PM	4	89	2	0	12	137	27	7	30	22	2	0	7	8	19	0	366	3973
5:15 PM	3	96	7	1	14	145	26	2	15	10	5	0	6	15	14	0	359	4088
5:20 PM	4	84	5	0	14	114	30	0	36	24	7	0	3	6	13	0	340	4171
5:25 PM	4	69	2	0	16	91	19	2	25	22	5	0	9	15	25	0	304	4127
5:30 PM	3	79	4	1	29	109	28	1	26	26	3	0	12	19	27	0	367	4146
5:35 PM	3	95	5	0	25	152	30	1	10	7	3	0	8	17	21	0	377	4110
5:40 PM	4	87	2	0	15	117	29	3	23	23	6	0	3	7	12	0	331	4091
5:45 PM	2	71	0	0	14	86	13	1	33	24	4	0	4	20	18	0	290	4076
5:50 PM	3	62	1	0	14	114	24	0	23	13	2	0	5	11	23	0	295	3983
5:55 PM	3	85	4	1	15	132	43	2	17	12	3	0	9	15	19	0	360	4005

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	1292	28	4	224	1628	368	4	264	152	52	0	56	152	184	0	4444
Heavy Trucks	0	28	0		4	16	4		0	0	0		0	8	0		60
Buses																	
Pedestrians		8				0				4				4			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

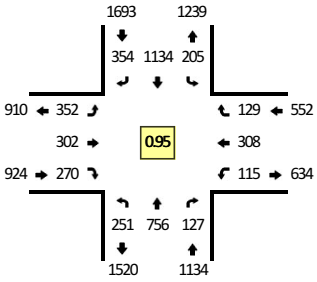
Type of peak hour being reported: Intersection Peak

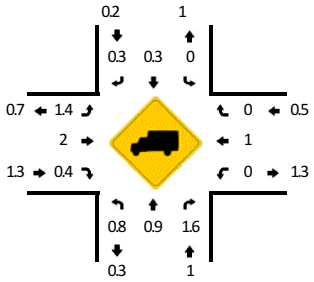
Method for determining peak hour: Total Entering Volume

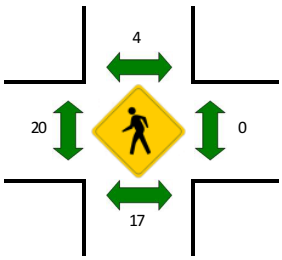
LOCATION: Lawrence Expy -- Bollinger Rd/Moorpark Ave
CITY/STATE: San Jose, CA

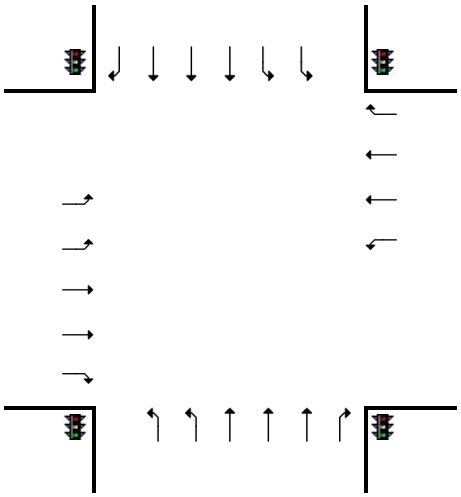
QC JOB #: 15668604
DATE: Thu, Jan 20 2022

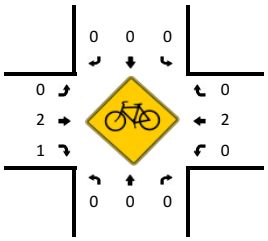
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

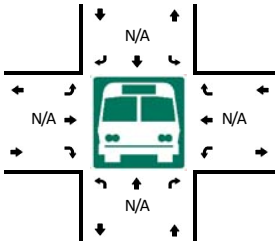


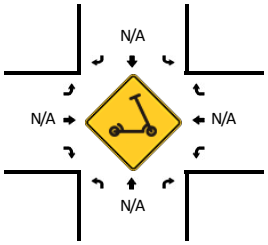












5-Min Count Period Beginning At	Lawrence Expy (Northbound)				Lawrence Expy (Southbound)				Bollinger Rd/Moorpark Ave (Eastbound)				Bollinger Rd/Moorpark Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	57	7	0	11	66	21	0	36	37	9	0	8	31	15	1	316	
4:05 PM	23	46	10	0	13	72	11	0	29	30	26	0	8	22	7	0	297	
4:10 PM	20	63	10	1	9	98	28	1	27	23	27	0	6	10	14	0	337	
4:15 PM	11	41	10	0	9	73	29	1	33	32	22	0	12	21	8	0	302	
4:20 PM	26	41	8	0	11	70	17	0	27	20	19	0	5	34	8	0	286	
4:25 PM	15	65	11	0	17	111	37	2	14	23	15	0	7	15	15	0	347	
4:30 PM	14	53	9	0	18	66	17	0	25	22	15	0	11	23	13	0	286	
4:35 PM	27	58	10	1	10	105	22	1	27	30	17	0	11	32	14	0	365	
4:40 PM	29	63	12	0	9	104	19	1	19	21	24	0	4	22	16	0	343	
4:45 PM	22	71	13	0	15	114	25	1	23	21	18	0	12	19	7	0	361	
4:50 PM	10	58	13	1	21	88	26	0	28	29	15	0	13	41	7	1	351	
4:55 PM	29	66	13	1	15	114	29	0	14	14	25	0	10	11	11	0	352	3943
5:00 PM	24	87	13	1	19	82	29	0	21	19	29	0	11	30	12	0	377	4004
5:05 PM	14	63	9	1	14	73	30	0	29	20	29	0	12	34	11	1	340	4047
5:10 PM	17	45	5	0	16	89	24	2	27	30	25	0	7	25	10	0	322	4032
5:15 PM	28	68	10	0	17	96	32	0	40	33	19	0	8	24	8	0	383	4113
5:20 PM	21	65	12	0	13	83	32	0	30	25	19	1	13	27	8	0	349	4176
5:25 PM	21	71	11	0	24	103	39	0	41	27	24	0	6	20	10	0	397	4226
5:30 PM	24	51	7	0	18	86	30	0	28	28	22	0	7	14	16	0	331	4271
5:35 PM	25	58	9	0	6	98	33	0	34	28	19	0	5	33	11	1	360	4266
5:40 PM	12	53	12	0	24	108	25	0	36	28	26	0	8	30	18	0	380	4303
5:45 PM	12	64	7	0	11	92	32	0	21	27	19	0	7	27	15	0	334	4276
5:50 PM	16	46	8	1	17	78	31	0	15	25	25	1	13	30	19	0	325	4250
5:55 PM	21	59	15	0	12	88	29	0	31	27	15	0	12	15	9	0	333	4231

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	280	816	132	0	216	1128	412	0	444	340	248	4	108	284	104	0	4516
Heavy Trucks	0	12	4		0	0	0		8	4	0		0	4	0		32
Buses																	
Pedestrians		36				8				8				0			52
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

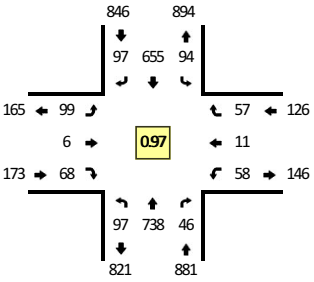
Type of peak hour being reported: Intersection Peak

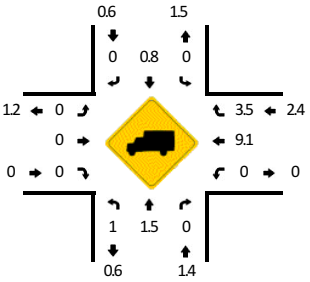
Method for determining peak hour: Total Entering Volume

LOCATION: Saratoga Ave -- Graves Ave
CITY/STATE: San Jose, CA

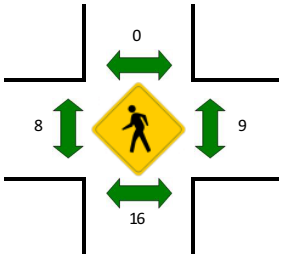
QC JOB #: 15668626
DATE: Thu, Jan 27 2022

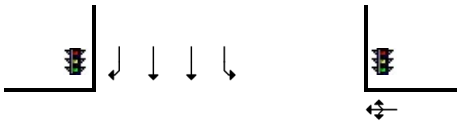
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

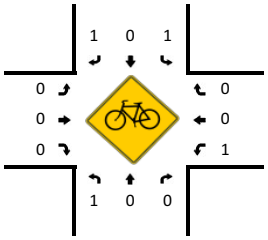


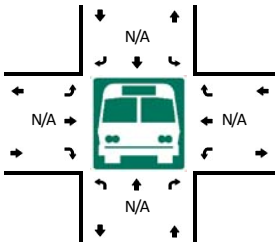


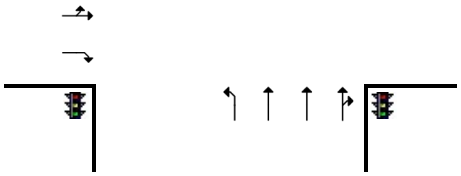
Quality Counts
DATA THAT DRIVES COMMUNITIES

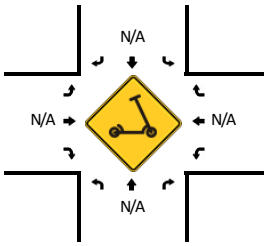












5-Min Count Period Beginning At	Saratoga Ave (Northbound)				Saratoga Ave (Southbound)				Graves Ave (Eastbound)				Graves Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	34	4	3	9	50	3	0	15	2	4	0	3	1	3	0	135	
4:05 PM	5	54	2	5	5	55	5	1	8	3	5	0	4	0	3	0	155	
4:10 PM	5	61	2	4	4	58	6	1	14	2	8	0	8	1	2	0	176	
4:15 PM	3	53	4	4	7	46	5	0	5	2	4	0	6	1	4	0	144	
4:20 PM	7	58	2	3	13	58	10	0	7	4	6	0	4	1	4	0	177	
4:25 PM	5	41	1	0	5	58	5	0	13	0	2	0	5	0	6	0	141	
4:30 PM	4	52	1	5	4	45	6	0	11	0	10	0	10	0	4	0	152	
4:35 PM	6	72	9	2	2	52	7	0	4	0	2	0	4	0	2	0	162	
4:40 PM	6	53	4	4	7	45	6	0	6	0	10	0	3	3	8	0	155	
4:45 PM	4	62	4	2	11	41	7	0	8	0	10	0	7	2	2	0	160	
4:50 PM	5	87	3	2	9	67	5	0	3	0	4	0	2	0	3	0	190	
4:55 PM	5	52	2	1	2	53	13	0	11	3	2	0	9	1	9	0	163	1910
5:00 PM	2	53	3	6	10	54	12	0	6	2	6	0	4	0	5	0	163	1938
5:05 PM	6	54	3	7	7	48	6	0	10	0	4	0	4	0	4	0	153	1936
5:10 PM	3	71	4	2	12	53	10	0	10	0	9	0	3	1	3	0	181	1941
5:15 PM	6	56	1	5	10	66	6	0	11	0	6	0	4	0	0	0	171	1968
5:20 PM	7	64	6	3	0	48	7	0	6	0	2	0	9	0	4	0	156	1947
5:25 PM	5	61	6	3	14	46	9	0	12	0	9	0	8	2	7	0	182	1988
5:30 PM	9	78	6	4	6	50	9	0	4	0	6	0	1	3	6	0	182	2018
5:35 PM	3	42	3	4	6	47	8	0	8	1	6	0	6	2	9	0	145	2001
5:40 PM	2	58	5	1	7	82	5	0	10	0	4	0	1	0	5	0	180	2026
5:45 PM	9	50	4	1	7	44	8	0	13	0	6	0	8	1	7	0	158	2024
5:50 PM	3	51	5	3	3	44	6	0	9	1	5	0	3	0	5	0	138	1972
5:55 PM	3	64	7	1	11	54	7	2	6	0	2	0	4	4	5	0	170	1979

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	84	812	72	40	80	576	100	0	88	0	68	0	72	20	68	0	2080
Heavy Trucks	4	4	0		0	8	0		0	0	0		0	4	0		20
Buses																	
Pedestrians		28				0				8				0			36
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

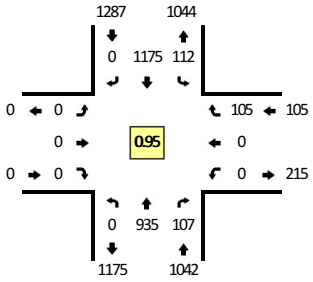
Report generated on 2/21/2022 8:41 AM

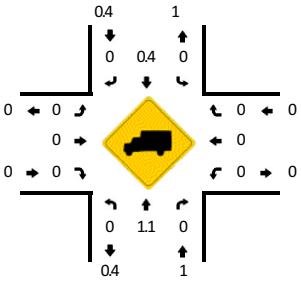
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

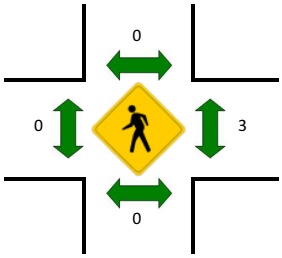
LOCATION: Lawrence Expy -- Westgate West Shopping Access | **QC JOB #:** 15668606
CITY/STATE: San Jose, CA | **DATE:** Thu, Jan 20 2022

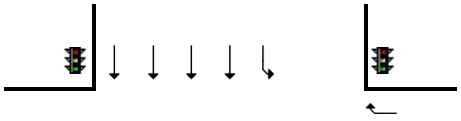
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

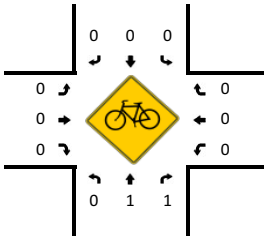


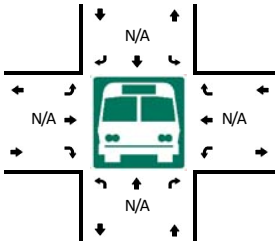


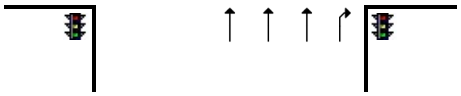
Quality Counts
DATA THAT DRIVES COMMUNITIES

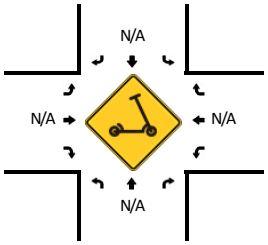












5-Min Count Period Beginning At	Lawrence Expy (Northbound)				Lawrence Expy (Southbound)				Westgate West Shopping Access (Eastbound)				Westgate West Shopping Access (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	54	8	0	7	66	0	0	0	0	0	0	0	0	6	0	141	
4:05 PM	0	79	10	0	13	103	0	0	0	0	0	0	0	0	5	0	210	
4:10 PM	0	87	6	0	15	72	0	0	0	0	0	0	0	0	10	0	190	
4:15 PM	0	73	11	0	15	90	0	2	0	0	0	0	0	0	9	0	200	
4:20 PM	0	62	6	0	9	96	0	0	0	0	0	0	0	0	14	0	187	
4:25 PM	0	55	10	0	16	92	0	0	0	0	0	0	0	0	4	0	177	
4:30 PM	0	66	12	0	8	70	0	0	0	0	0	0	0	0	12	0	168	
4:35 PM	0	75	5	0	9	83	0	0	0	0	0	0	0	0	12	0	184	
4:40 PM	0	66	9	0	8	105	0	0	0	0	0	0	0	0	8	0	196	
4:45 PM	0	84	6	0	6	103	0	0	0	0	0	0	0	0	7	0	206	
4:50 PM	0	89	9	0	7	90	0	0	0	0	0	0	0	0	9	0	204	
4:55 PM	0	61	12	0	13	110	0	0	0	0	0	0	0	0	6	0	202	2265
5:00 PM	0	69	8	0	8	111	0	0	0	0	0	0	0	0	8	0	204	2328
5:05 PM	0	87	12	0	6	87	0	0	0	0	0	0	0	0	10	0	202	2320
5:10 PM	0	75	5	0	10	90	0	0	0	0	0	0	0	0	9	0	189	2319
5:15 PM	0	68	9	0	8	85	0	0	0	0	0	0	0	0	9	0	179	2298
5:20 PM	0	72	6	0	10	94	0	0	0	0	0	0	0	0	8	0	190	2301
5:25 PM	0	95	6	0	11	115	0	1	0	0	0	0	0	0	3	0	231	2355
5:30 PM	0	80	10	0	8	93	0	2	0	0	0	0	0	0	12	0	205	2392
5:35 PM	0	82	13	0	7	95	0	0	0	0	0	0	0	0	7	0	204	2412
5:40 PM	0	72	8	0	9	95	0	0	0	0	0	0	0	0	12	0	196	2412
5:45 PM	0	68	14	0	7	105	0	1	0	0	0	0	0	0	7	0	202	2408
5:50 PM	0	106	4	0	11	95	0	0	0	0	0	0	0	0	14	0	230	2434
5:55 PM	0	74	9	0	11	101	0	0	0	0	0	0	0	0	5	0	200	2432

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1028	116	0	104	1212	0	12	0	0	0	0	0	0	88	0	2560
Heavy Trucks	0	20	0		0	4	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments: WBR does not function with the signal controller and is instead functioning off of a WB stop sign

Report generated on 2/21/2022 8:41 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

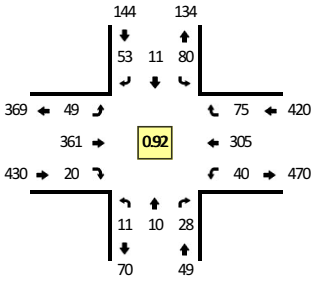
Type of peak hour being reported: Intersection Peak

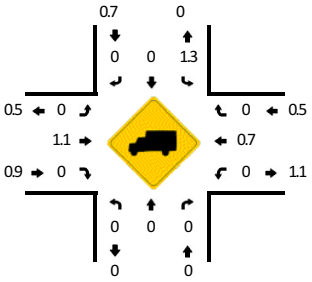
Method for determining peak hour: Total Entering Volume

LOCATION: Sagemont Ave -- Hamilton Ave
CITY/STATE: San Jose, CA

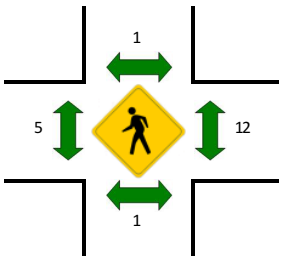
QC JOB #: 15668624
DATE: Thu, Jan 27 2022

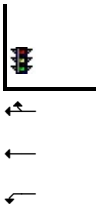
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

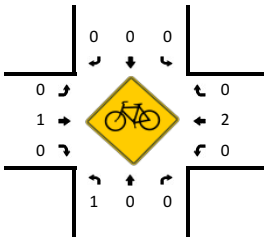


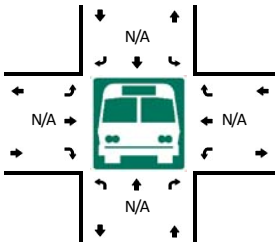


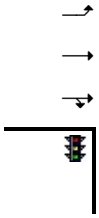
Quality Counts
DATA THAT DRIVES COMMUNITIES

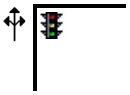


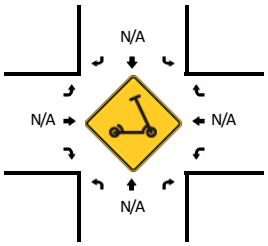












5-Min Count Period Beginning At	Sagemont Ave (Northbound)				Sagemont Ave (Southbound)				Hamilton Ave (Eastbound)				Hamilton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	2	3	0	4	0	7	0	2	30	1	1	5	18	4	0	81	
4:05 PM	2	1	2	0	8	1	8	0	6	31	0	0	5	27	2	0	93	
4:10 PM	1	0	2	0	9	3	2	0	4	26	1	0	4	18	4	0	74	
4:15 PM	0	1	1	0	5	3	4	0	5	44	2	0	3	14	4	0	86	
4:20 PM	1	1	2	0	7	2	4	0	0	30	1	0	3	29	4	0	84	
4:25 PM	0	2	0	0	3	0	8	0	3	23	0	0	0	17	4	0	60	
4:30 PM	0	0	0	0	4	0	5	0	3	40	2	0	1	26	6	0	87	
4:35 PM	0	0	2	0	1	0	3	0	4	36	1	0	2	22	8	0	79	
4:40 PM	2	2	3	0	10	1	2	0	3	23	3	0	3	16	3	0	71	
4:45 PM	0	0	0	0	5	3	3	0	1	28	2	0	2	18	6	0	68	
4:50 PM	1	0	2	0	3	1	5	0	3	28	2	0	6	27	4	0	82	
4:55 PM	1	2	2	0	5	0	0	0	4	32	2	0	2	25	6	0	81	946
5:00 PM	1	0	2	0	10	0	8	0	3	34	0	0	3	26	5	0	92	957
5:05 PM	0	0	0	0	7	1	4	0	4	31	0	0	6	17	5	1	76	940
5:10 PM	2	2	2	0	8	0	3	0	5	35	3	0	1	31	6	0	98	964
5:15 PM	0	0	3	0	8	1	4	0	5	29	4	0	3	26	5	0	88	966
5:20 PM	0	1	3	0	6	1	5	0	5	34	1	0	6	27	7	0	96	978
5:25 PM	0	1	4	0	6	0	6	0	8	28	1	0	6	13	8	0	81	999
5:30 PM	2	1	5	0	3	2	0	0	3	34	3	0	0	33	6	0	92	1004
5:35 PM	0	0	0	0	7	2	9	0	5	27	1	0	5	31	1	0	88	1013
5:40 PM	1	1	1	0	6	0	4	0	1	19	3	0	3	22	11	0	72	1014
5:45 PM	2	1	5	0	10	2	2	0	4	32	1	0	1	22	12	0	94	1040
5:50 PM	2	1	1	0	4	2	8	0	2	26	1	0	3	32	3	0	85	1043
5:55 PM	0	1	3	0	8	1	1	0	2	29	4	0	2	18	0	0	69	1031

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	12	32	0	88	8	48	0	60	392	32	0	40	336	72	0	1128
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				12				8			20
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

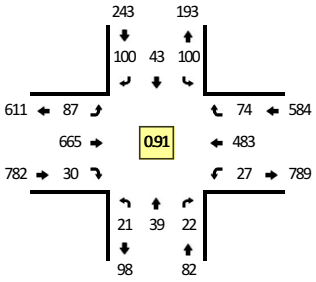
Report generated on 2/21/2022 8:41 AM

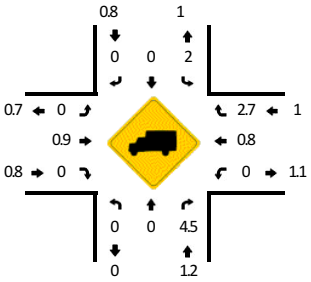
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

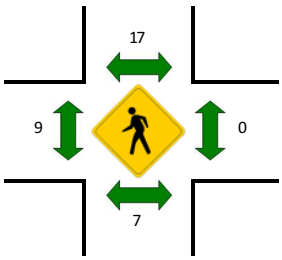
LOCATION: Miller Ave -- Prospect Rd | **QC JOB #:** 15668612
CITY/STATE: San Jose, CA | **DATE:** Thu, Mar 10 2022

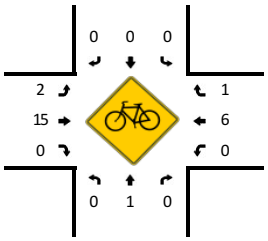
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

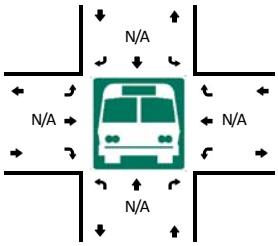


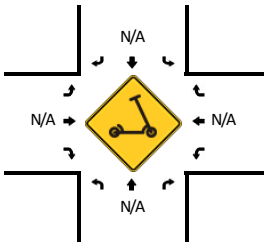


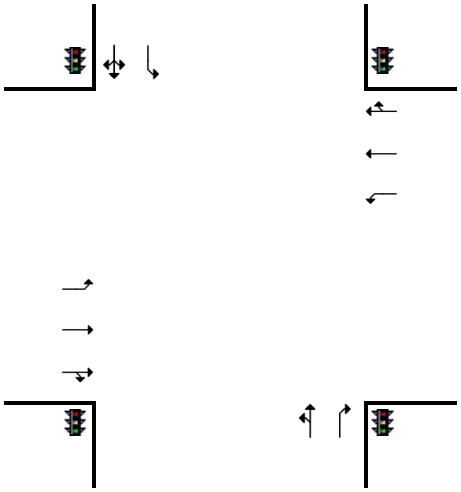
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Miller Ave (Northbound)				Miller Ave (Southbound)				Prospect Rd (Eastbound)				Prospect Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	6	5	0	4	2	4	0	8	53	1	1	4	35	3	0	128	
4:05 PM	2	3	2	0	8	4	7	0	6	50	3	0	2	41	8	0	136	
4:10 PM	2	3	1	0	5	4	6	0	7	35	3	0	1	31	3	0	101	
4:15 PM	1	1	5	0	9	3	7	0	5	58	3	0	0	47	5	2	146	
4:20 PM	0	3	2	0	7	3	3	0	7	50	3	0	4	21	7	0	110	
4:25 PM	2	3	2	0	6	3	4	0	5	43	2	0	0	27	3	0	100	
4:30 PM	5	4	4	0	5	4	9	0	2	53	1	0	2	34	4	0	127	
4:35 PM	14	7	0	0	4	6	4	0	6	43	3	0	3	37	5	1	133	
4:40 PM	3	4	3	0	5	5	4	0	5	45	4	0	2	37	7	1	125	
4:45 PM	2	1	1	0	8	4	12	0	4	71	5	0	1	34	4	0	147	
4:50 PM	2	5	1	0	6	2	8	0	8	47	3	0	1	31	8	0	122	
4:55 PM	3	6	4	0	6	0	8	0	4	50	1	0	5	44	4	2	137	1512
5:00 PM	1	4	2	0	10	1	7	0	2	45	2	1	4	44	3	0	126	1510
5:05 PM	2	4	2	0	13	4	7	0	6	60	2	0	5	42	5	0	152	1526
5:10 PM	2	1	2	0	7	5	13	0	4	41	6	0	2	40	4	1	128	1553
5:15 PM	3	1	2	0	9	7	6	0	9	50	0	0	4	42	7	0	140	1547
5:20 PM	1	4	2	0	9	4	8	0	8	54	2	1	1	27	2	0	123	1560
5:25 PM	3	3	2	0	4	1	7	0	7	71	5	1	1	37	6	0	148	1608
5:30 PM	1	1	2	0	7	6	6	0	7	66	1	0	0	32	5	0	134	1615
5:35 PM	0	3	0	0	8	0	11	0	6	51	1	0	0	46	12	0	138	1620
5:40 PM	2	1	0	0	7	3	3	0	7	53	3	0	0	47	9	0	135	1630
5:45 PM	4	9	2	0	9	2	5	0	7	54	1	0	4	40	7	0	144	1627
5:50 PM	1	3	6	0	9	7	9	0	10	44	4	1	2	42	8	0	146	1651
5:55 PM	1	5	0	0	8	3	18	0	7	76	3	3	2	44	6	1	177	1691

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	68	32	0	104	48	128	0	96	696	32	16	32	504	84	4	1868
Heavy Trucks	0	0	0		4	0	0		0	8	0		0	4	0		16
Buses																	
Pedestrians		0				12				4				0			16
Bicycles	0	4	0		0	0	0		0	32	0		0	8	0		44
Scooters																	

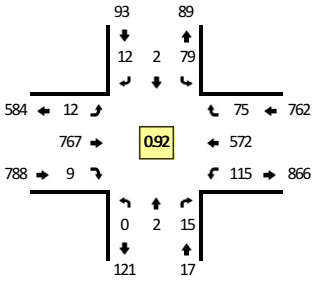
Comments:

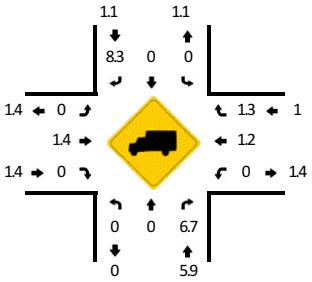
Report generated on 3/22/2022 4:33 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

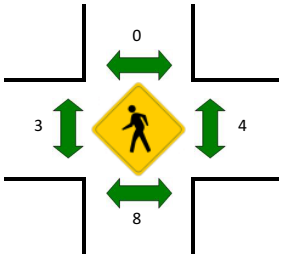
LOCATION: Lyle Dr/Prospect HS Dwy -- Prospect Rd | **QC JOB #:** 15668614
CITY/STATE: San Jose, CA | **DATE:** Thu, Jan 27 2022

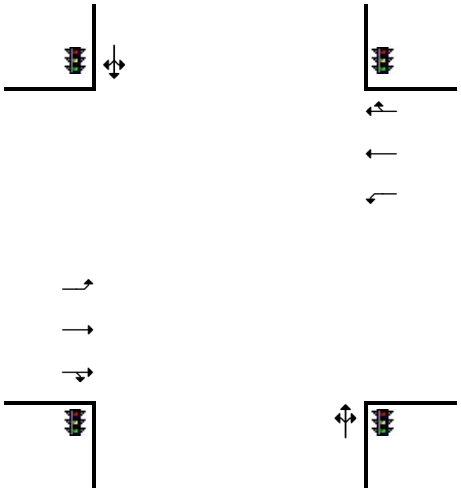
Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:10 PM -- 4:25 PM

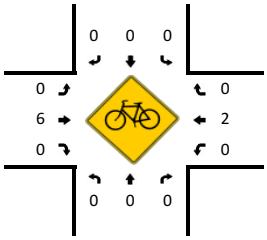


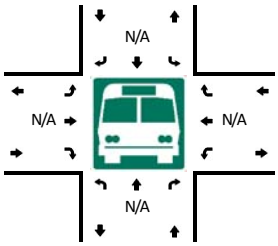


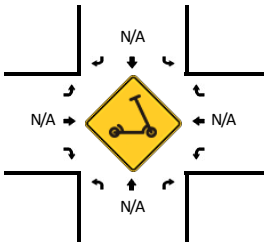
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Lyle Dr/Prospect HS Dwy (Northbound)				Lyle Dr/Prospect HS Dwy (Southbound)				Prospect Rd (Eastbound)				Prospect Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	3	0	0	0	2	58	0	0	7	44	7	0	122	
4:05 PM	0	0	1	0	8	0	2	0	1	56	1	0	10	39	2	0	120	
4:10 PM	0	0	3	0	10	0	0	0	1	102	1	0	7	51	5	0	180	
4:15 PM	0	0	2	0	8	0	0	0	2	58	0	0	4	47	14	0	135	
4:20 PM	0	0	2	0	7	0	2	0	0	71	1	0	7	38	7	0	135	
4:25 PM	0	0	0	0	5	0	2	0	1	42	1	0	12	52	8	1	124	
4:30 PM	0	0	1	0	9	0	1	0	1	65	0	0	3	43	4	0	127	
4:35 PM	0	0	1	0	3	0	1	0	0	48	2	0	9	52	5	1	122	
4:40 PM	0	1	1	0	8	1	2	0	1	72	1	0	11	48	8	0	154	
4:45 PM	0	1	1	0	5	1	0	0	0	75	0	0	13	60	6	1	163	
4:50 PM	0	0	0	0	6	0	0	0	2	63	2	0	15	27	7	0	122	
4:55 PM	0	0	1	0	7	0	3	0	1	46	0	0	10	50	3	1	122	1626
5:00 PM	0	0	2	0	6	0	0	0	2	64	0	0	9	47	4	1	135	1639
5:05 PM	0	0	1	0	5	0	1	0	1	61	1	0	10	57	4	0	141	1660
5:10 PM	0	0	1	0	11	0	0	0	2	56	0	0	4	62	12	0	148	1628
5:15 PM	0	0	3	0	7	0	0	0	2	68	0	0	11	56	4	0	151	1644
5:20 PM	0	0	0	0	7	0	0	0	1	65	1	0	3	40	5	1	123	1632
5:25 PM	0	0	2	0	3	0	0	0	0	73	1	0	6	61	2	0	148	1656
5:30 PM	0	0	0	0	5	0	1	0	0	60	0	0	8	40	6	0	120	1649
5:35 PM	0	0	1	0	8	0	2	0	1	58	1	0	6	36	8	0	121	1648
5:40 PM	0	0	0	0	5	2	1	0	4	66	0	0	6	53	2	0	139	1633
5:45 PM	0	0	0	0	6	0	2	0	1	56	0	0	8	48	14	0	135	1605
5:50 PM	1	0	0	0	8	1	0	0	0	59	0	0	9	50	6	0	134	1617
5:55 PM	1	0	0	0	5	0	0	0	1	78	1	0	9	58	4	1	158	1653

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	28	0	100	0	8	0	12	924	8	0	72	544	104	0	1800
Heavy Trucks	0	0	4		0	0	0		0	12	0		0	12	4		32
Buses																	
Pedestrians		4				0				8				0			12
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

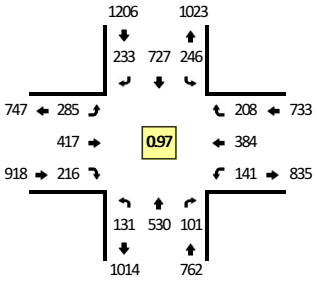
Type of peak hour being reported: Intersection Peak

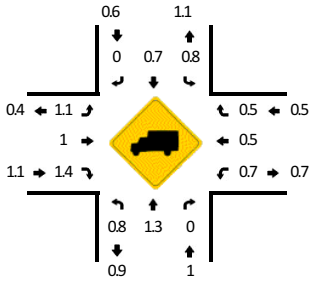
Method for determining peak hour: Total Entering Volume

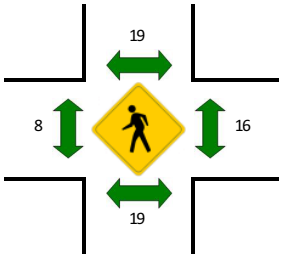
LOCATION: Lawrence Expy -- Prospect Rd
CITY/STATE: San Jose, CA

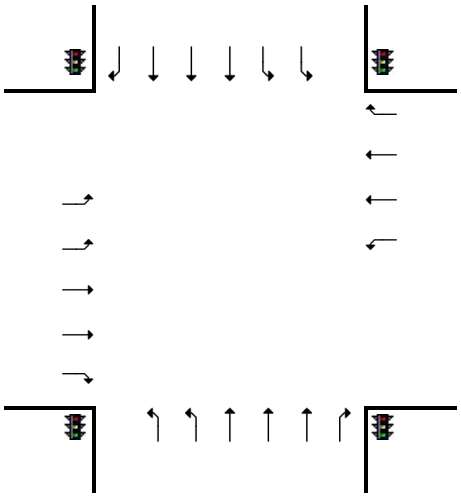
QC JOB #: 15668608
DATE: Thu, Jan 27 2022

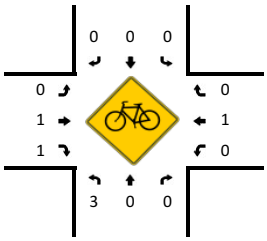
Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

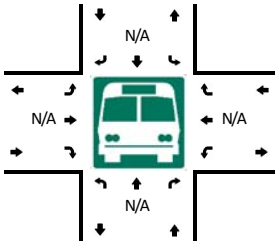


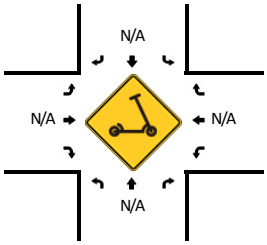












5-Min Count Period Beginning At	Lawrence Expy (Northbound)				Lawrence Expy (Southbound)				Prospect Rd (Eastbound)				Prospect Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	28	7	0	22	31	13	0	18	28	14	0	5	40	18	10	245	
4:05 PM	8	46	5	0	20	43	26	0	23	27	15	0	8	28	19	9	277	
4:10 PM	8	40	17	0	20	46	20	1	27	47	20	0	4	29	23	4	306	
4:15 PM	4	32	4	0	24	53	18	0	40	51	16	0	2	36	12	8	300	
4:20 PM	3	39	9	0	19	59	19	0	22	34	17	0	7	27	14	9	278	
4:25 PM	8	18	14	0	28	46	20	0	22	30	13	0	4	49	13	2	267	
4:30 PM	6	34	8	0	13	38	14	0	25	44	16	0	9	28	18	6	259	
4:35 PM	11	33	8	0	8	32	24	0	30	20	11	0	6	42	18	6	249	
4:40 PM	19	43	10	0	23	55	17	0	17	39	24	0	10	35	14	3	309	
4:45 PM	12	45	3	0	17	76	21	0	25	25	19	0	5	37	19	9	313	
4:50 PM	9	45	7	0	22	72	9	0	35	39	9	0	1	26	17	4	295	
4:55 PM	10	36	10	0	25	63	26	0	22	30	16	0	6	20	15	4	283	3381
5:00 PM	8	50	6	0	27	69	22	0	25	29	15	0	7	33	11	3	305	3441
5:05 PM	8	34	7	0	16	54	16	0	29	33	18	0	6	44	25	11	301	3465
5:10 PM	13	44	8	0	17	50	22	0	24	40	22	0	4	42	13	6	305	3464
5:15 PM	14	37	11	0	14	48	22	0	24	45	23	0	13	37	16	7	311	3475
5:20 PM	10	42	11	1	18	57	17	0	24	42	18	0	3	40	17	7	307	3504
5:25 PM	7	56	8	0	34	63	23	0	17	30	18	0	8	28	19	6	317	3554
5:30 PM	12	45	8	0	17	60	21	0	24	32	14	0	2	15	20	6	276	3571
5:35 PM	8	53	12	0	16	60	17	0	19	33	20	0	5	27	22	5	297	3619
5:40 PM	5	33	5	0	16	58	20	1	23	37	16	0	8	26	25	5	278	3588
5:45 PM	11	30	11	0	16	63	24	0	30	25	10	0	9	35	18	12	294	3569
5:50 PM	9	54	9	0	13	51	22	1	26	33	18	0	11	33	24	7	311	3585
5:55 PM	12	36	8	0	6	48	21	0	26	32	28	0	3	38	23	2	283	3585

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	124	540	120	4	264	672	248	0	260	468	236	0	96	420	208	80	3740
Heavy Trucks	4	4	0		0	0	0		12	0	4		4	0	0		28
Buses																	
Pedestrians		32				8				0				32			72
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4
Scooters																	

Comments:

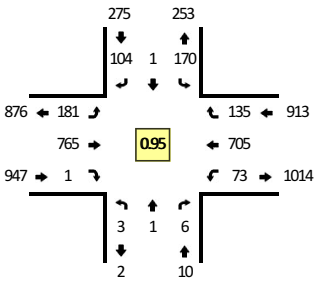
Report generated on 2/21/2022 8:41 AM

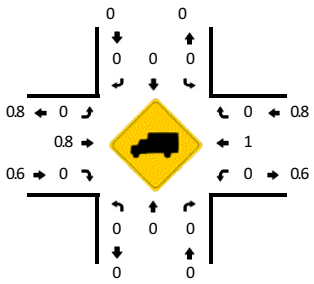
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

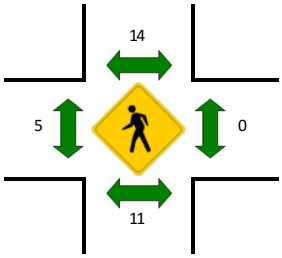
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

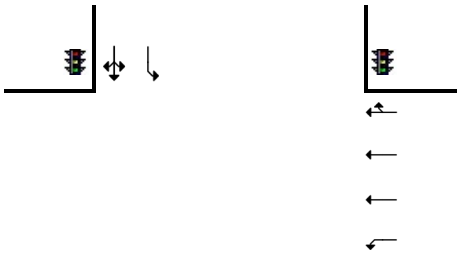
LOCATION: Westgate West Shopping Center Access -- Prospect Rd | **QC JOB #:** 15668616
CITY/STATE: Saratoga, CA | **DATE:** Thu, Feb 10 2022

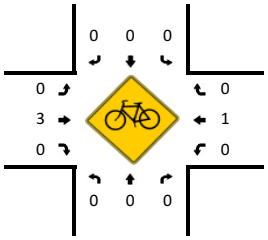
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

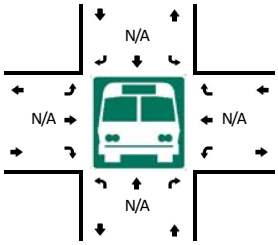


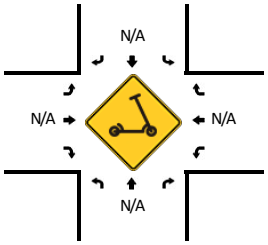












5-Min Count Period Beginning At	Westgate West Shopping Center Access (Northbound)				Westgate West Shopping Center Access (Southbound)				Prospect Rd (Eastbound)				Prospect Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	10	0	8	0	13	75	0	7	0	42	10	6	172	
4:05 PM	0	1	0	0	13	0	10	0	10	60	0	8	0	37	11	1	151	
4:10 PM	0	0	2	0	16	0	10	0	11	77	0	4	1	45	7	4	177	
4:15 PM	0	0	0	0	17	0	5	0	7	57	1	8	0	41	12	4	152	
4:20 PM	1	0	0	0	13	0	3	0	5	64	1	2	0	37	9	2	137	
4:25 PM	0	0	1	0	10	0	9	0	10	57	0	3	0	54	21	5	170	
4:30 PM	0	0	2	0	13	0	8	0	5	49	0	4	0	41	14	3	139	
4:35 PM	0	1	0	0	11	0	8	0	10	59	1	8	0	49	9	2	158	
4:40 PM	0	0	0	0	13	0	7	0	5	62	1	9	1	48	6	5	157	
4:45 PM	1	0	1	0	11	0	9	0	14	70	1	6	0	36	6	3	158	
4:50 PM	0	0	0	0	20	0	4	0	5	55	1	5	0	71	9	3	173	
4:55 PM	0	0	0	0	18	0	9	0	5	60	1	3	0	47	12	4	159	1903
5:00 PM	0	0	0	0	20	0	9	0	10	65	0	3	0	67	10	9	193	1924
5:05 PM	0	0	0	0	6	0	11	0	3	73	0	4	0	55	11	5	168	1941
5:10 PM	0	0	1	0	19	1	11	0	15	52	0	6	0	51	12	7	175	1939
5:15 PM	0	0	1	0	12	0	9	0	15	75	0	8	0	57	15	7	199	1986
5:20 PM	1	0	0	0	8	0	3	0	7	60	0	5	0	72	10	2	168	2017
5:25 PM	0	0	0	0	13	0	13	0	5	78	0	4	0	38	8	2	161	2008
5:30 PM	0	0	0	0	19	0	7	0	9	64	0	8	0	47	7	8	169	2038
5:35 PM	0	0	2	0	17	0	7	0	11	55	0	4	0	72	11	6	185	2065
5:40 PM	1	0	1	0	16	0	2	0	9	74	1	6	0	53	15	5	183	2091
5:45 PM	1	0	0	0	19	0	12	0	15	50	0	5	0	51	9	12	174	2107
5:50 PM	0	1	0	0	13	0	11	0	8	76	0	7	0	69	16	4	205	2139
5:55 PM	0	0	1	0	8	0	9	0	10	43	0	4	0	73	11	6	165	2145

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	4	4	0	192	0	100	0	128	800	4	72	0	692	160	84	2248
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	8	0		12
Buses																	
Pedestrians		12				12				8				0			32
Bicycles	0	0	0		0	0	0		0	4	0		0	4	0		8
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

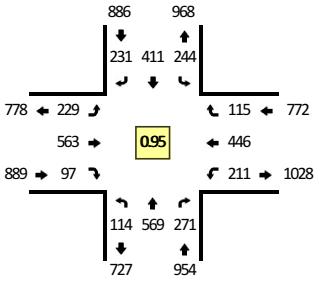
Type of peak hour being reported: Intersection Peak

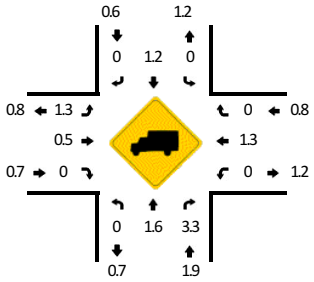
Method for determining peak hour: Total Entering Volume

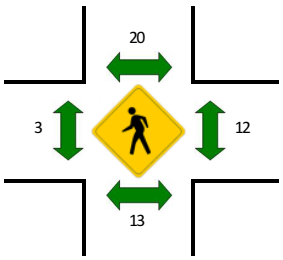
LOCATION: Saratoga Ave -- Prospect Rd/Campbell Ave
CITY/STATE: San Jose, CA

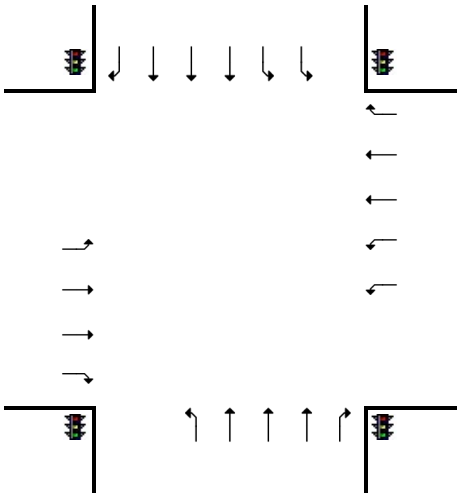
QC JOB #: 15668618
DATE: Thu, Jan 27 2022

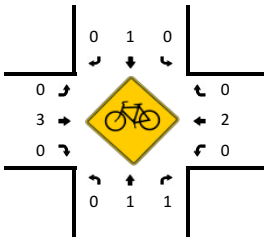
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

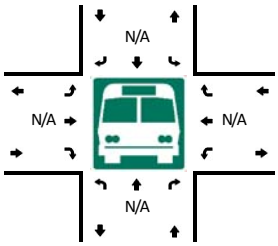


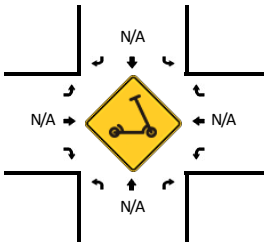












5-Min Count Period Beginning At	Saratoga Ave (Northbound)				Saratoga Ave (Southbound)				Prospect Rd/Campbell Ave (Eastbound)				Prospect Rd/Campbell Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	35	20	1	11	40	11	6	15	41	13	0	21	40	9	0	274	
4:05 PM	14	42	25	1	21	27	17	2	13	49	7	0	18	34	12	1	283	
4:10 PM	3	30	21	1	16	43	20	1	28	67	8	0	12	34	9	1	294	
4:15 PM	11	32	22	3	15	27	14	2	21	61	10	0	16	29	6	0	269	
4:20 PM	14	42	16	0	14	35	21	3	23	45	6	0	14	34	8	1	276	
4:25 PM	10	37	18	1	8	30	20	1	11	40	9	0	8	35	13	0	241	
4:30 PM	6	48	21	1	22	37	20	4	16	41	12	0	14	29	6	1	278	
4:35 PM	9	35	23	1	17	21	22	5	14	42	19	0	12	31	11	1	263	
4:40 PM	9	39	19	2	16	27	18	4	15	48	12	0	17	31	8	1	266	
4:45 PM	5	49	31	1	22	37	13	2	24	50	8	0	6	36	10	0	294	
4:50 PM	5	38	19	0	12	27	26	2	20	54	7	0	17	47	16	0	290	
4:55 PM	9	48	24	1	10	35	18	2	17	52	4	0	12	31	13	0	276	3304
5:00 PM	12	43	26	2	17	46	18	6	15	36	6	0	17	35	7	1	287	3317
5:05 PM	11	48	31	2	8	25	21	2	14	55	9	0	15	28	7	1	277	3311
5:10 PM	6	41	18	0	17	35	17	12	19	40	6	0	13	38	16	1	279	3296
5:15 PM	7	25	23	1	14	36	29	5	24	44	14	0	28	29	5	1	285	3312
5:20 PM	11	58	25	1	10	32	22	2	17	55	9	0	20	47	11	0	320	3356
5:25 PM	5	70	19	1	17	23	13	6	23	54	2	0	14	46	9	0	302	3417
5:30 PM	17	56	18	0	24	27	12	4	19	52	9	0	20	34	6	0	298	3437
5:35 PM	10	47	22	3	16	48	17	5	19	30	13	0	18	31	11	0	290	3464
5:40 PM	3	46	15	1	22	40	25	7	18	41	10	0	26	44	4	1	303	3501
5:45 PM	4	51	22	3	19	33	15	5	19	40	12	0	15	33	8	0	279	3486
5:50 PM	9	48	20	0	12	27	19	2	13	39	11	0	17	43	7	1	268	3464
5:55 PM	12	49	16	1	10	20	17	3	15	50	5	0	10	46	12	0	266	3454

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	132	736	248	8	204	328	188	48	236	644	80	0	216	508	104	0	3680
Heavy Trucks	0	16	4		0	4	0		0	0	0		0	4	0		28
Buses																	
Pedestrians		36				20				4				32			92
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

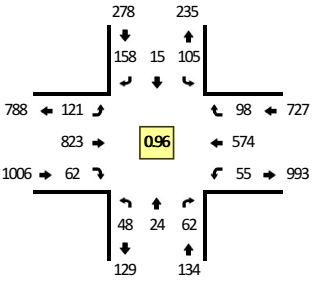
Type of peak hour being reported: Intersection Peak

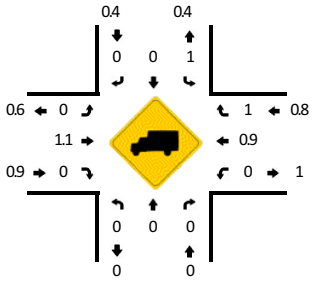
Method for determining peak hour: Total Entering Volume

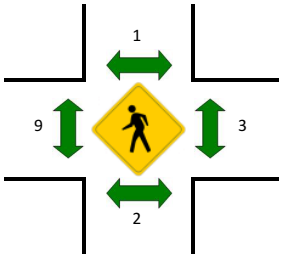
LOCATION: Westgate Mall Access -- Campbell Ave
CITY/STATE: San Jose, CA

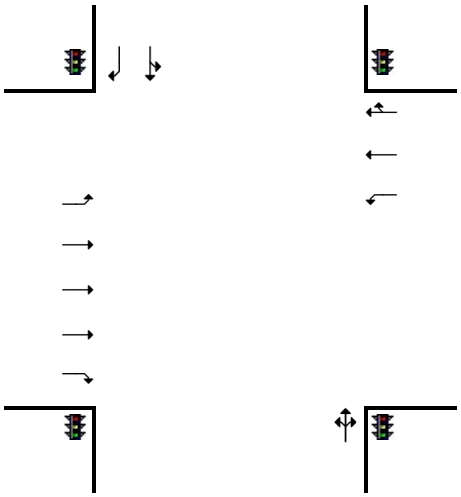
QC JOB #: 15668620
DATE: Thu, Jan 27 2022

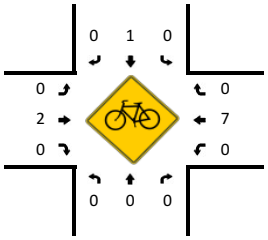
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

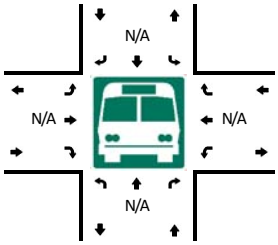


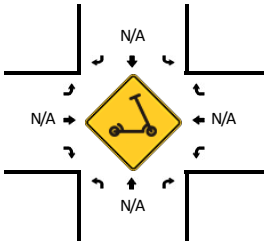












5-Min Count Period Beginning At	Westgate Mall Access (Northbound)				Westgate Mall Access (Southbound)				Campbell Ave (Eastbound)				Campbell Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	1	6	0	1	3	10	0	14	67	3	0	4	64	10	0	186	
4:05 PM	7	1	5	0	6	3	14	0	12	70	4	0	3	28	6	1	160	
4:10 PM	2	1	7	0	8	1	11	0	14	76	5	1	3	40	6	0	175	
4:15 PM	1	2	8	0	8	2	18	0	13	77	10	2	6	31	6	0	184	
4:20 PM	6	4	4	0	13	2	9	0	8	38	8	1	7	40	11	0	151	
4:25 PM	7	2	3	0	11	1	7	0	8	73	2	2	1	41	8	0	166	
4:30 PM	3	1	6	0	9	0	11	0	7	59	6	1	3	44	4	0	154	
4:35 PM	3	1	4	0	5	6	11	0	8	69	4	0	2	43	11	0	167	
4:40 PM	5	1	5	0	9	1	13	0	7	77	5	2	5	36	6	0	172	
4:45 PM	4	1	5	0	5	1	10	0	9	73	8	2	1	41	11	1	172	
4:50 PM	8	3	2	1	4	0	10	0	7	72	7	0	4	42	13	0	173	
4:55 PM	4	4	3	0	11	0	13	0	8	69	4	1	3	43	6	0	169	2029
5:00 PM	4	2	4	0	6	2	10	0	8	77	6	0	6	56	8	0	189	2032
5:05 PM	4	3	3	0	11	2	15	0	8	77	4	2	3	42	6	0	180	2052
5:10 PM	5	1	4	0	9	1	15	0	18	56	3	1	7	40	12	0	172	2049
5:15 PM	4	2	9	0	8	0	13	0	10	69	9	1	4	43	6	0	178	2043
5:20 PM	5	2	2	0	7	1	14	0	14	67	5	1	1	57	6	2	184	2076
5:25 PM	5	1	8	0	10	2	22	0	2	63	6	1	4	38	7	0	169	2079
5:30 PM	2	0	8	0	9	2	7	0	16	90	7	0	4	47	12	1	205	2130
5:35 PM	2	2	4	0	6	2	14	0	8	58	2	0	5	59	13	0	175	2138
5:40 PM	7	3	7	0	12	0	9	0	7	65	4	0	2	54	5	0	175	2141
5:45 PM	2	0	4	0	8	2	14	0	10	59	6	0	5	45	8	0	163	2132
5:50 PM	4	4	6	0	8	1	12	0	4	73	6	1	8	50	9	0	186	2145
5:55 PM	1	1	9	0	8	1	13	0	9	58	5	0	0	49	10	0	164	2140

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	48	12	72	0	104	20	172	0	128	880	72	8	36	568	100	12	2232
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Buses																	
Pedestrians		4				0				4				12			20
Bicycles	0	0	0		0	0	0		0	4	0		0	16	0		20
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

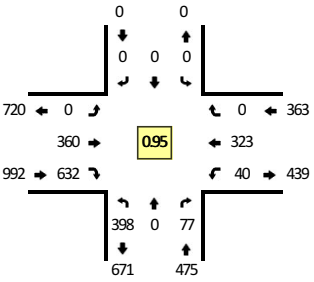
Type of peak hour being reported: Intersection Peak

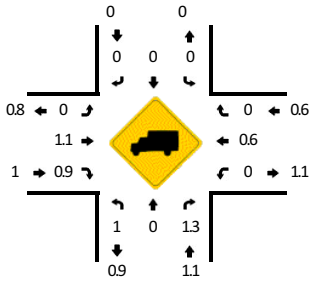
Method for determining peak hour: Total Entering Volume

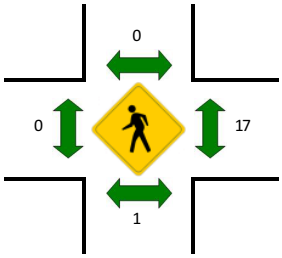
LOCATION: Campbell Ave -- Campbell Ave/Hamilton Ave
CITY/STATE: San Jose, CA

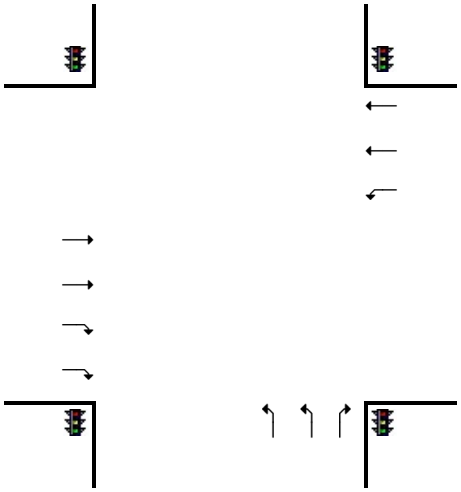
QC JOB #: 15668622
DATE: Thu, Jan 27 2022

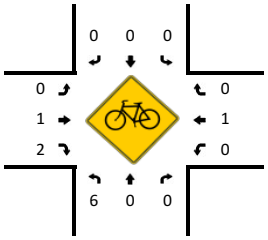
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

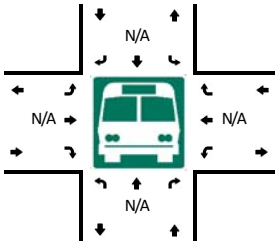


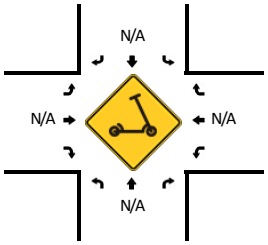












5-Min Count Period Beginning At	Campbell Ave (Northbound)				Campbell Ave (Southbound)				Campbell Ave/Hamilton Ave (Eastbound)				Campbell Ave/Hamilton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	30	0	7	0	0	0	0	0	0	33	41	0	1	29	0	0	141	
4:05 PM	41	0	5	0	0	0	0	0	0	34	41	0	9	16	0	0	146	
4:10 PM	19	0	5	0	0	0	0	0	0	34	41	0	6	25	0	0	130	
4:15 PM	17	0	6	0	0	0	0	0	0	38	55	0	2	20	0	0	138	
4:20 PM	38	0	3	0	0	0	0	0	0	24	46	0	2	26	0	0	139	
4:25 PM	29	0	8	0	0	0	0	0	0	23	50	0	4	28	0	0	142	
4:30 PM	18	0	4	0	0	0	0	0	0	34	44	0	5	23	0	0	128	
4:35 PM	40	0	6	0	0	0	0	0	0	39	56	0	2	19	0	0	162	
4:40 PM	24	0	7	0	0	0	0	0	0	25	63	0	2	20	0	0	141	
4:45 PM	34	0	8	0	0	0	0	0	0	19	52	0	1	18	0	0	132	
4:50 PM	35	0	7	0	0	0	0	0	0	33	54	0	1	23	0	0	153	
4:55 PM	28	0	7	0	0	0	0	0	0	23	54	0	2	31	0	1	146	1698
5:00 PM	35	0	8	0	0	0	0	0	0	32	51	0	5	29	0	0	160	1717
5:05 PM	20	0	7	0	0	0	0	0	0	34	61	0	2	23	0	0	147	1718
5:10 PM	48	0	12	0	0	0	0	0	0	27	51	0	1	25	0	0	164	1752
5:15 PM	24	0	6	1	0	0	0	0	0	33	51	0	6	29	0	0	150	1764
5:20 PM	27	0	2	0	0	0	0	0	0	37	43	0	3	32	0	0	144	1769
5:25 PM	31	0	7	0	0	0	0	0	0	30	50	0	2	18	0	0	138	1765
5:30 PM	44	0	4	0	0	0	0	0	0	33	66	0	6	22	0	1	176	1813
5:35 PM	36	0	5	0	0	0	0	0	0	27	43	0	4	34	0	0	149	1800
5:40 PM	34	0	7	0	0	0	0	0	0	18	63	0	2	31	0	0	155	1814
5:45 PM	35	0	5	0	0	0	0	0	0	33	45	0	4	26	0	0	148	1830
5:50 PM	25	0	6	0	0	0	0	0	0	29	52	0	4	35	0	0	151	1828
5:55 PM	39	0	3	0	0	0	0	0	0	29	44	0	5	14	0	0	134	1816

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	456	0	64	0	0	0	0	0	0	312	688	0	48	348	0	4	1920
Heavy Trucks	4	0	0		0	0	0		0	4	8		0	0	0		16
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	16	0	0		0	0	0		0	0	0		0	4	0		20
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

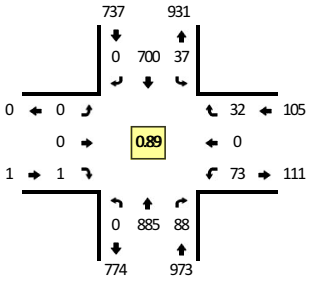
Type of peak hour being reported: Intersection Peak

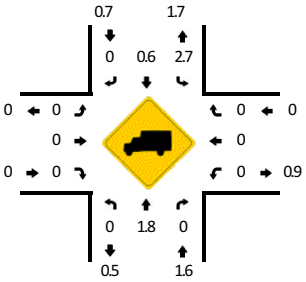
Method for determining peak hour: Total Entering Volume

LOCATION: Saratoga Ave -- El Paseo de Saratoga Mall Access
CITY/STATE: San Jose, CA

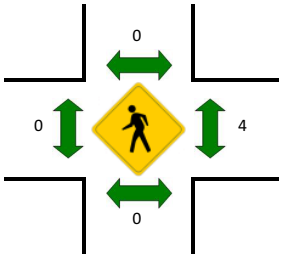
QC JOB #: 15668628
DATE: Thu, Jan 27 2022

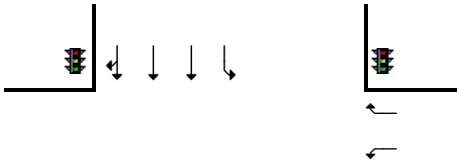
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

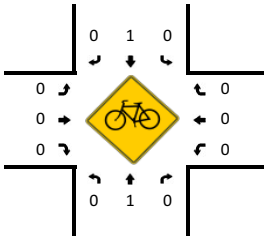


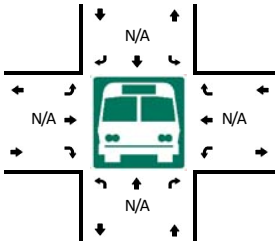


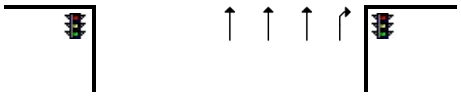
Quality Counts
DATA THAT DRIVES COMMUNITIES

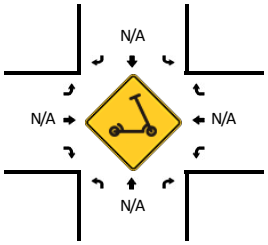












5-Min Count Period Beginning At	Saratoga Ave (Northbound)				Saratoga Ave (Southbound)				El Paseo de Saratoga Mall Access (Eastbound)				El Paseo de Saratoga Mall Access (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	71	3	0	4	83	0	2	0	0	0	0	6	0	1	0	170	
4:05 PM	0	78	7	0	0	43	0	1	0	0	0	0	10	0	1	0	140	
4:10 PM	0	68	5	0	3	70	0	2	0	0	0	0	6	0	1	0	155	
4:15 PM	0	71	8	0	4	47	0	0	0	0	0	0	6	0	3	0	139	
4:20 PM	0	55	3	0	4	63	2	2	0	0	0	0	6	0	0	0	135	
4:25 PM	0	40	5	0	2	42	0	1	0	0	0	0	8	0	7	0	105	
4:30 PM	0	64	4	0	0	52	2	0	0	0	0	0	7	0	4	0	133	
4:35 PM	0	90	11	0	1	58	0	3	0	0	0	0	9	0	2	0	174	
4:40 PM	0	75	14	0	2	52	0	3	0	0	0	0	6	0	1	0	153	
4:45 PM	0	85	6	0	1	44	0	0	0	0	0	0	10	0	2	0	148	
4:50 PM	0	62	5	0	2	63	0	0	0	0	0	0	3	0	2	0	137	
4:55 PM	0	67	7	0	3	55	0	3	0	0	0	0	5	0	2	0	142	1731
5:00 PM	0	64	5	0	0	52	0	0	0	0	0	0	2	0	3	0	126	1687
5:05 PM	0	67	5	0	0	50	0	1	0	0	0	0	9	0	1	0	133	1680
5:10 PM	0	82	6	0	4	53	0	1	0	0	0	0	1	0	2	0	149	1674
5:15 PM	0	68	4	0	2	62	0	0	0	0	0	0	4	0	2	0	142	1677
5:20 PM	0	99	4	0	2	54	0	0	0	0	0	0	6	0	2	0	167	1709
5:25 PM	0	99	12	0	4	61	0	1	0	0	0	0	7	0	1	0	185	1789
5:30 PM	0	77	9	0	2	58	0	2	0	0	1	0	4	0	3	0	156	1812
5:35 PM	0	67	7	0	2	68	0	1	0	0	0	0	5	0	4	0	154	1792
5:40 PM	0	43	11	0	2	63	0	1	0	0	0	0	8	0	3	0	131	1770
5:45 PM	0	61	10	0	1	64	0	2	0	0	0	0	13	0	5	0	156	1778
5:50 PM	0	91	8	0	1	60	0	2	0	0	0	0	9	0	4	0	175	1816
5:55 PM	0	76	6	0	0	41	0	1	0	0	0	0	5	0	4	0	133	1807

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1100	100	0	32	692	0	12	0	0	4	0	68	0	24	0	2032
Heavy Trucks	0	20	0		0	4	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

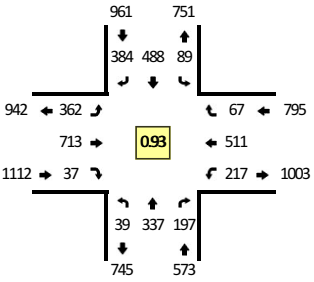
Type of peak hour being reported: Intersection Peak

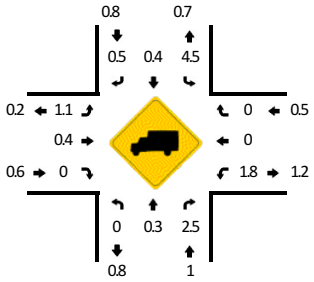
Method for determining peak hour: Total Entering Volume

LOCATION: Lawrence Expy/Quito Rd -- Saratoga Ave
CITY/STATE: San Jose, CA

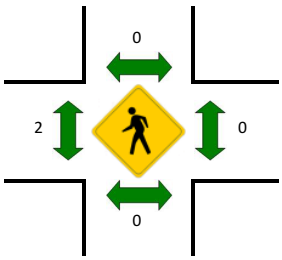
QC JOB #: 15668610
DATE: Thu, Jan 27 2022

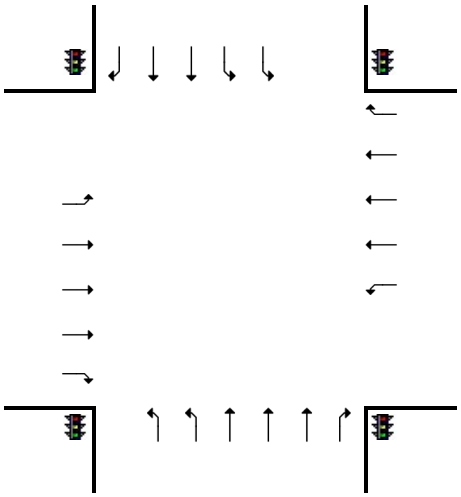
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

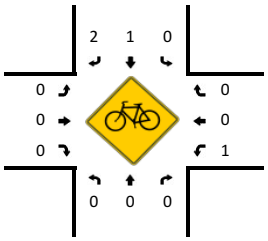


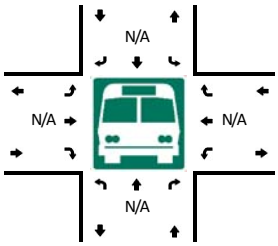


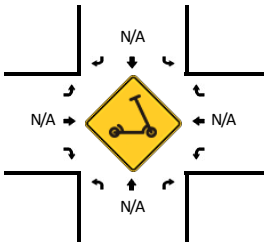
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Lawrence Expy/Quito Rd (Northbound)				Lawrence Expy/Quito Rd (Southbound)				Saratoga Ave (Eastbound)				Saratoga Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	16	14	2	8	20	20	0	25	56	1	0	22	52	9	0	247	
4:05 PM	2	26	20	2	6	36	29	0	25	44	2	0	24	22	6	1	245	
4:10 PM	2	21	15	3	10	33	34	0	28	37	1	0	17	38	9	0	248	
4:15 PM	1	25	12	1	7	36	30	0	7	53	1	2	11	38	3	0	227	
4:20 PM	4	29	16	0	0	47	25	0	32	49	3	2	12	52	2	0	273	
4:25 PM	3	19	11	1	8	35	15	0	31	39	5	4	18	38	5	0	232	
4:30 PM	0	18	24	1	4	23	33	1	22	60	3	0	14	42	6	1	252	
4:35 PM	1	17	21	1	5	29	25	0	20	59	5	0	22	40	7	0	252	
4:40 PM	3	30	21	0	3	48	27	0	33	64	1	2	21	32	6	0	291	
4:45 PM	2	28	19	1	11	62	40	0	38	40	3	0	19	24	4	1	292	
4:50 PM	5	24	17	2	5	39	37	0	23	45	0	0	12	39	6	0	254	
4:55 PM	0	26	19	1	4	40	45	0	23	48	4	0	7	44	2	1	264	3077
5:00 PM	4	39	14	1	8	45	33	0	32	55	2	2	15	43	6	0	299	3129
5:05 PM	3	27	18	2	6	28	22	0	26	63	5	3	25	42	5	0	275	3159
5:10 PM	1	26	13	0	5	40	35	0	34	46	4	0	15	32	3	0	254	3165
5:15 PM	4	22	16	0	5	37	44	0	33	75	3	2	19	56	5	2	323	3261
5:20 PM	4	31	20	2	10	39	37	0	28	62	4	0	23	38	4	0	302	3290
5:25 PM	1	31	27	1	9	47	31	1	33	67	3	1	11	35	3	0	301	3359
5:30 PM	2	30	15	0	9	41	34	0	30	40	6	2	14	30	8	1	262	3369
5:35 PM	6	37	13	1	5	53	21	0	20	55	3	0	12	60	7	1	294	3411
5:40 PM	1	12	10	0	4	39	33	0	29	59	2	1	22	46	3	0	261	3381
5:45 PM	1	33	17	0	8	32	23	0	33	62	2	2	19	55	9	0	296	3385
5:50 PM	3	32	15	1	12	40	39	0	29	52	2	1	23	44	8	0	301	3432
5:55 PM	1	17	19	0	7	47	32	0	19	77	1	2	14	30	6	1	273	3441

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	336	252	12	96	492	448	4	376	816	40	12	212	516	48	8	3704
Heavy Trucks	0	4	4		4	0	4		4	0	0		4	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	4		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 3/1/2022 7:28 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

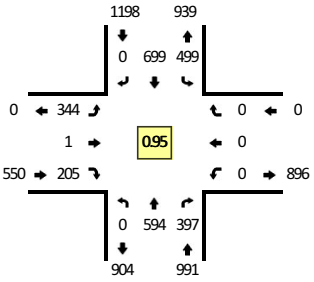
Type of peak hour being reported: Intersection Peak

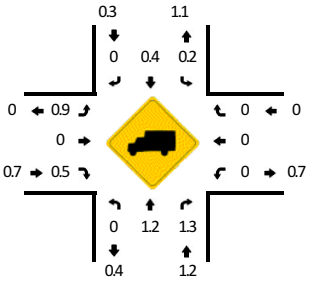
Method for determining peak hour: Total Entering Volume

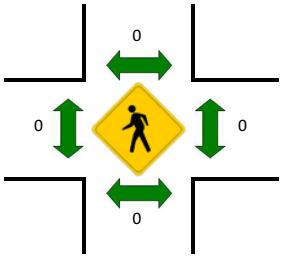
LOCATION: Saratoga Ave -- SR 85 S Ramps
CITY/STATE: Saratoga, CA

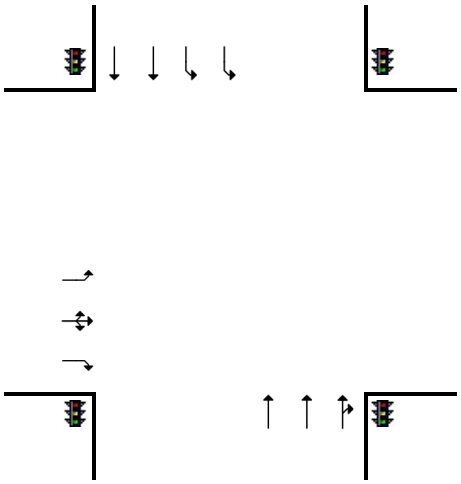
QC JOB #: 15668638
DATE: Thu, Jan 13 2022

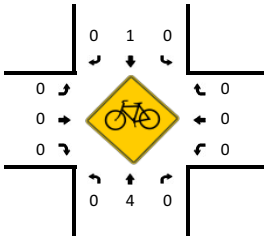
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

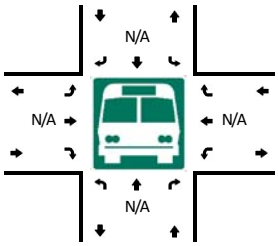


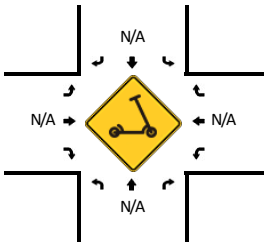












5-Min Count Period Beginning At	Saratoga Ave (Northbound)				Saratoga Ave (Southbound)				SR 85 S Ramps (Eastbound)				SR 85 S Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	48	45	0	35	58	0	0	33	0	18	0	0	0	0	0	237	
4:05 PM	0	56	36	0	32	71	0	0	21	0	15	0	0	0	0	0	231	
4:10 PM	0	43	37	0	36	66	0	0	24	0	24	0	0	0	0	0	230	
4:15 PM	0	65	47	0	42	45	0	0	29	0	14	0	0	0	0	0	242	
4:20 PM	0	47	38	0	33	45	0	0	21	0	15	0	0	0	0	0	199	
4:25 PM	0	57	28	0	36	70	0	0	24	0	16	0	0	0	0	0	231	
4:30 PM	0	31	27	0	35	66	0	0	27	0	11	0	0	0	0	0	197	
4:35 PM	0	50	33	0	33	57	0	0	30	1	19	0	0	0	0	0	223	
4:40 PM	0	51	30	0	39	47	0	0	30	0	10	0	0	0	0	0	207	
4:45 PM	0	61	44	0	38	66	0	0	30	0	13	0	0	0	0	0	252	
4:50 PM	0	60	35	0	36	59	0	0	24	0	23	0	0	0	0	0	237	
4:55 PM	0	48	38	0	36	62	0	0	27	0	17	0	0	0	0	0	228	2714
5:00 PM	0	35	19	0	33	42	0	1	32	0	12	0	0	0	0	0	174	2651
5:05 PM	0	55	44	0	49	57	0	0	25	0	17	0	0	0	0	0	247	2667
5:10 PM	0	68	27	0	40	56	0	0	24	0	24	0	0	0	0	0	239	2676
5:15 PM	0	55	38	0	49	46	0	0	35	0	14	0	0	0	0	0	237	2671
5:20 PM	0	46	28	0	47	73	0	0	27	0	15	0	0	0	0	0	236	2708
5:25 PM	0	33	36	0	34	46	0	0	36	0	18	0	0	0	0	0	203	2680
5:30 PM	0	45	28	0	41	61	0	0	30	0	11	0	0	0	0	0	216	2699
5:35 PM	0	52	25	0	41	61	0	0	27	0	20	0	0	0	0	0	226	2702
5:40 PM	0	41	38	0	48	67	0	0	30	0	14	0	0	0	0	0	238	2733
5:45 PM	0	56	41	0	44	69	0	0	27	1	20	0	0	0	0	0	258	2739
5:50 PM	0	48	24	0	36	78	0	0	31	0	16	0	0	0	0	0	233	2735
5:55 PM	0	34	15	0	35	84	0	0	18	0	17	0	0	0	0	0	203	2710

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	712	436	0	552	636	0	0	336	0	220	0	0	0	0	0	2892
Heavy Trucks	0	8	0		0	12	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	8	0		0	4	0		0	0	0		0	0	0		12
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

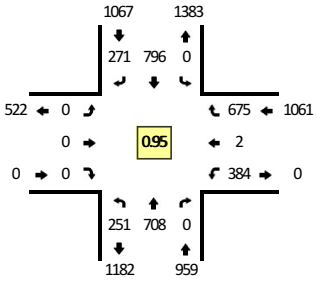
Type of peak hour being reported: Intersection Peak

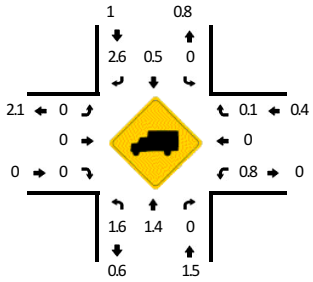
Method for determining peak hour: Total Entering Volume

LOCATION: Saratoga Ave -- SR 85 N Ramps
CITY/STATE: Saratoga, CA

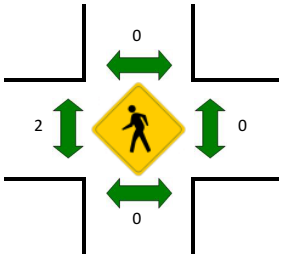
QC JOB #: 15668636
DATE: Thu, Jan 13 2022

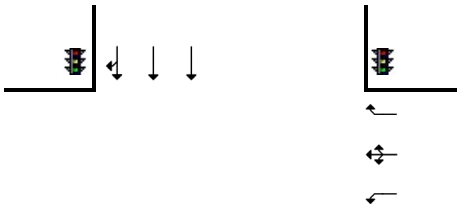
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

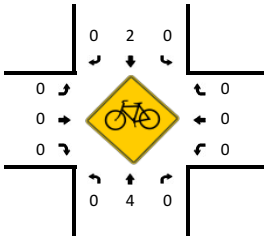


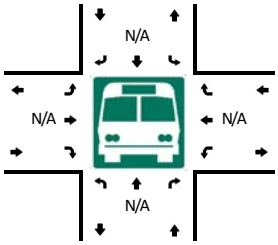


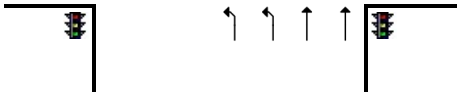
Quality Counts
DATA THAT DRIVES COMMUNITIES

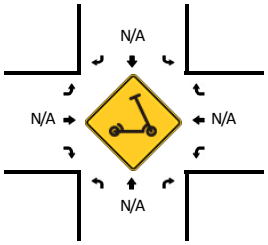












5-Min Count Period Beginning At	Saratoga Ave (Northbound)				Saratoga Ave (Southbound)				SR 85 N Ramps (Eastbound)				SR 85 N Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	25	52	0	0	0	55	23	0	0	0	0	0	41	0	48	0	244	
4:05 PM	19	58	0	0	0	62	26	0	0	0	0	0	41	0	39	0	245	
4:10 PM	17	50	0	0	0	70	30	0	0	0	0	0	30	0	53	0	250	
4:15 PM	24	73	0	0	0	59	19	0	0	0	0	0	30	0	42	0	247	
4:20 PM	11	56	0	0	0	50	19	0	0	0	0	0	28	0	59	0	223	
4:25 PM	24	56	0	0	0	64	22	0	0	0	0	0	46	1	65	0	278	
4:30 PM	11	36	0	0	0	68	19	0	0	0	0	0	28	0	67	0	229	
4:35 PM	18	70	0	0	0	60	20	0	0	0	0	0	27	0	52	0	247	
4:40 PM	19	60	0	0	0	53	18	0	0	0	0	0	36	0	52	0	238	
4:45 PM	21	74	0	0	0	72	21	0	0	0	0	0	31	0	63	0	282	
4:50 PM	25	59	0	0	0	69	21	0	0	0	0	0	30	0	58	0	262	
4:55 PM	16	56	0	1	0	68	25	0	0	0	0	0	28	1	52	0	247	2992
5:00 PM	18	54	0	1	0	58	22	0	0	0	0	0	18	0	48	0	219	2967
5:05 PM	26	55	0	0	0	82	27	0	0	0	0	0	30	0	50	0	270	2992
5:10 PM	28	67	0	0	0	57	23	0	0	0	0	0	35	0	61	0	271	3013
5:15 PM	26	58	0	0	0	65	23	0	0	0	0	0	35	0	48	0	255	3021
5:20 PM	17	63	0	0	0	80	30	0	0	0	0	0	40	0	59	0	289	3087
5:25 PM	15	48	0	1	0	54	28	0	0	0	0	0	25	0	50	0	221	3030
5:30 PM	14	60	0	0	0	67	29	0	0	0	0	0	36	0	44	0	250	3051
5:35 PM	27	57	0	0	0	70	24	0	0	0	0	0	31	0	47	0	256	3060
5:40 PM	17	55	0	0	0	79	19	0	0	0	0	0	31	0	47	0	248	3070
5:45 PM	21	61	0	0	0	66	20	0	0	0	0	0	37	0	69	0	274	3062
5:50 PM	21	59	0	0	0	75	28	0	0	0	0	0	45	0	54	0	282	3082
5:55 PM	15	41	0	0	0	73	16	0	0	0	0	0	38	0	52	0	235	3070

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	284	752	0	0	0	808	304	0	0	0	0	0	440	0	672	0	3260
Heavy Trucks	4	8	0		0	0	0		0	0	0		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	8	0		0	4	0		0	0	0		0	0	0		12
Scooters																	

Comments:

Report generated on 2/21/2022 8:41 AM

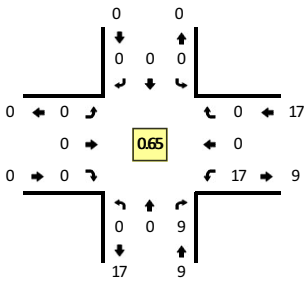
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

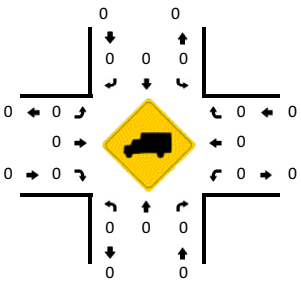
LOCATION: Westgate West Access (W) at Graves Ave -- Westgate West Access (W) at Graves Ave
QC JOB #: 156686286

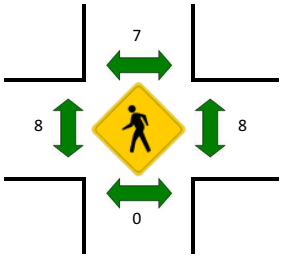
CITY/STATE: San Jose, CA
DATE: Thu, Feb 10 2022

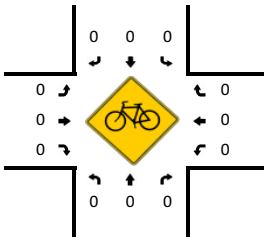
Peak-Hour: 5:15 PM -- 6:15 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

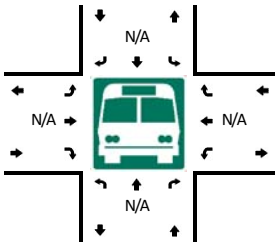


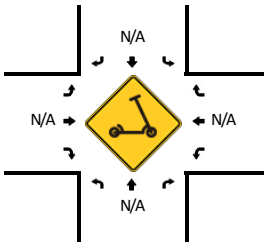
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Westgate West Access (W) at Graves Ave (Northbound)				Westgate West Access (W) at Graves Ave (Southbound)				Westgate West Access (W) at Graves Ave (Eastbound)				Westgate West Access (W) at Graves Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5-Min Count Period Beginning At	Westgate West Access (W) at Graves Ave (Northbound)				Westgate West Access (W) at Graves Ave (Southbound)				Westgate West Access (W) at Graves Ave (Eastbound)				Westgate West Access (W) at Graves Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
7:25 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	5
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
7:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	6
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	8
9:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
9:20 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	10
9:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
9:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	10
9:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
9:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
10:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8

5-Min Count Period Beginning At	Westgate West Access (W) at Graves Ave (Northbound)				Westgate West Access (W) at Graves Ave (Southbound)				Westgate West Access (W) at Graves Ave (Eastbound)				Westgate West Access (W) at Graves Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
10:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
10:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	8
10:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
10:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
11:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
11:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
12:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
12:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
12:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:20 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	8
1:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
1:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
1:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
2:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
2:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	7
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
2:35 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
2:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
3:20 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	12
3:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	11
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
3:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:40 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:55 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
5:05 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	10
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	12
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	13
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	12

5-Min Count Period Beginning At	Westgate West Access (W) at Graves Ave (Northbound)				Westgate West Access (W) at Graves Ave (Southbound)				Westgate West Access (W) at Graves Ave (Eastbound)				Westgate West Access (W) at Graves Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	14
5:35 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	17
5:40 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4	20
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	20
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	22
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	21
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	23
6:05 PM	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4	25
6:10 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
6:20 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	26
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
6:35 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20
6:40 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
7:05 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	8
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:35 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
8:25 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	20	0	0	0	0	0	0	0	0	0	20	0	0	0	40
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				8				4				8			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

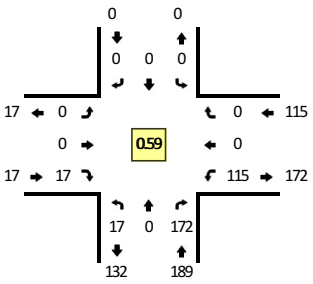
Report generated on 2/21/2022 8:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

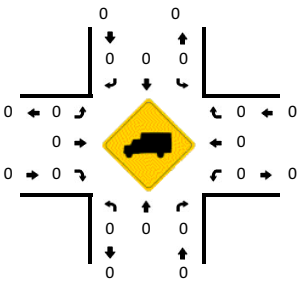
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

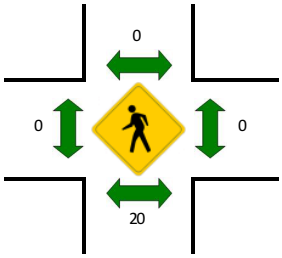
LOCATION: Westgate West Access (Center) -- Grave Ave | **QC JOB #:** 156686311
CITY/STATE: San Jose, CA | **DATE:** Thu, Jan 27 2022

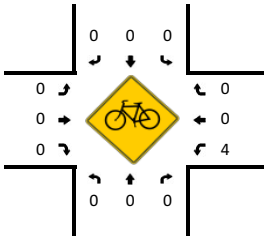
Peak-Hour: 2:25 PM -- 3:25 PM
Peak 15-Min: 2:35 PM -- 2:50 PM

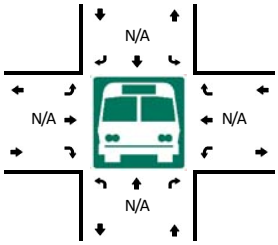


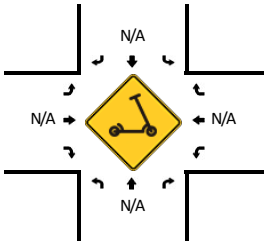
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Westgate West Access (Center) (Northbound)				Westgate West Access (Center) (Southbound)				Grave Ave (Eastbound)				Grave Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:55 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
1:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
1:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:10 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5-Min Count Period Beginning At	Westgate West Access (Center) (Northbound)				Westgate West Access (Center) (Southbound)				Grave Ave (Eastbound)				Grave Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
5:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
5:25 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
5:55 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	9
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
6:10 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4	14
6:20 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
6:25 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	15
6:30 AM	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	4	19
6:35 AM	1	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	5	24
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	23
6:50 AM	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	5	27
6:55 AM	0	0	3	0	0	0	0	0	0	0	1	0	3	0	0	0	7	32
7:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4	36
7:05 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4	39
7:10 AM	0	0	2	0	0	0	0	0	0	0	1	0	3	0	0	0	6	43
7:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	5	44
7:20 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	45
7:25 AM	2	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	8	51
7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	50
7:35 AM	1	0	6	0	0	0	0	0	0	0	0	0	8	0	0	0	15	60
7:40 AM	0	0	7	0	0	0	0	0	0	0	3	0	14	0	0	0	24	84
7:45 AM	1	0	13	0	0	0	0	0	0	0	5	0	20	0	0	0	39	122
7:50 AM	2	0	9	0	0	0	0	0	0	0	3	0	20	0	0	0	34	151
7:55 AM	0	0	19	0	0	0	0	0	0	0	1	0	8	0	0	0	28	172
8:00 AM	1	0	7	0	0	0	0	0	0	0	0	0	7	0	0	0	15	183
8:05 AM	0	0	7	0	0	0	0	0	0	0	0	0	4	0	0	0	11	190
8:10 AM	1	0	15	0	0	0	0	0	0	0	1	0	4	0	0	0	21	205
8:15 AM	1	0	13	0	0	0	0	0	0	0	2	0	3	0	0	0	19	219
8:20 AM	0	0	8	0	0	0	0	0	0	0	1	0	3	0	0	0	12	229
8:25 AM	0	0	1	0	0	0	0	0	0	0	3	0	9	0	0	0	13	234
8:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	8	0	0	0	11	242
8:35 AM	1	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	6	233
8:40 AM	1	0	4	0	0	0	0	0	0	0	1	0	3	0	0	0	9	218
8:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	4	183
8:50 AM	0	0	5	0	0	0	0	0	0	0	1	0	2	0	0	0	8	157
8:55 AM	1	0	2	0	0	0	0	0	0	0	1	0	3	0	0	0	7	136
9:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	3	0	0	0	6	127
9:05 AM	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	6	122
9:10 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	104
9:15 AM	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6	91
9:20 AM	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	5	84
9:25 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4	75
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	6	70
9:35 AM	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	6	70
9:40 AM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	65
9:45 AM	0	0	2	0	0	0	0	0	0	0	2	0	4	0	0	0	8	69
9:50 AM	1	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	9	70
9:55 AM	0	0	4	0	0	0	0	0	0	0	0	0	6	0	0	0	10	73
10:00 AM	0	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	8	75
10:05 AM	0	0	6	0	0	0	0	0	0	0	1	0	2	0	0	0	9	78
10:10 AM	2	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	9	84
10:15 AM	1	0	5	0	0	0	0	0	0	0	0	0	4	0	0	0	10	88
10:20 AM	1	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	5	88
10:25 AM	1	0	3	0	0	0	0	0	0	0	0	0	6	0	0	0	10	94
10:30 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	93

5-Min Count Period Beginning At	Westgate West Access (Center) (Northbound)				Westgate West Access (Center) (Southbound)				Grave Ave (Eastbound)				Grave Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:35 AM	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	0	9	96
10:40 AM	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	7	99
10:45 AM	1	0	2	0	0	0	0	0	0	0	1	0	4	0	0	0	8	99
10:50 AM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5	95
10:55 AM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5	90
11:00 AM	1	0	7	0	0	0	0	0	0	0	1	0	3	0	0	0	12	94
11:05 AM	2	0	4	0	0	0	0	0	0	0	0	0	6	0	0	0	12	97
11:10 AM	0	0	3	0	0	0	0	0	0	0	0	0	5	0	0	0	8	96
11:15 AM	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	7	93
11:20 AM	0	0	5	0	0	0	0	0	0	0	0	0	4	0	0	0	9	97
11:25 AM	1	0	3	0	0	0	0	0	0	0	2	0	5	0	0	0	11	98
11:30 AM	1	0	6	0	0	0	0	0	0	0	1	0	2	0	0	0	10	103
11:35 AM	1	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	5	99
11:40 AM	1	0	10	0	0	0	0	0	0	0	0	0	3	0	0	0	14	106
11:45 AM	1	0	8	0	0	0	0	0	0	0	1	0	5	0	0	0	15	113
11:50 AM	0	0	8	0	0	0	0	0	0	0	1	0	1	0	0	0	10	118
11:55 AM	2	0	5	0	0	0	0	0	0	0	2	0	5	0	0	0	14	127
12:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	12	127
12:05 PM	1	0	6	0	0	0	0	0	0	0	1	0	4	0	0	0	12	127
12:10 PM	1	0	6	0	0	0	0	0	0	0	2	0	3	0	0	0	12	131
12:15 PM	1	0	6	0	0	0	0	0	0	0	0	0	3	0	0	0	10	134
12:20 PM	0	0	5	0	0	0	0	0	0	0	0	0	6	0	0	0	11	136
12:25 PM	1	0	6	0	0	0	0	0	0	0	0	0	4	0	0	0	11	136
12:30 PM	3	0	3	0	0	0	0	0	0	0	1	0	7	0	0	0	14	140
12:35 PM	0	0	9	0	0	0	0	0	0	0	0	0	6	0	0	0	15	150
12:40 PM	2	0	3	0	0	0	0	0	0	0	2	0	5	0	0	0	12	148
12:45 PM	0	0	12	0	0	0	0	0	0	0	1	0	7	0	0	0	20	153
12:50 PM	1	0	7	0	0	0	0	0	0	0	2	0	4	0	0	0	14	157
12:55 PM	2	0	9	0	0	0	0	0	0	0	0	0	3	0	0	0	14	157
1:00 PM	2	0	6	0	0	0	0	0	0	0	1	0	3	0	0	0	12	157
1:05 PM	1	0	4	0	0	0	0	0	0	0	1	0	7	0	0	0	13	158
1:10 PM	2	0	5	0	0	0	0	0	0	0	1	0	3	0	0	0	11	157
1:15 PM	1	0	8	0	0	0	0	0	0	0	0	0	2	0	0	0	11	158
1:20 PM	1	0	5	0	0	0	0	0	0	0	3	0	3	0	0	0	12	159
1:25 PM	0	0	5	0	0	0	0	0	0	0	1	0	7	0	0	0	13	161
1:30 PM	0	0	5	0	0	0	0	0	0	0	0	0	5	0	0	0	10	157
1:35 PM	1	0	10	0	0	0	0	0	0	0	2	0	4	0	0	0	17	159
1:40 PM	1	0	7	0	0	0	0	0	0	0	1	0	5	0	0	0	14	161
1:45 PM	2	0	8	0	0	0	0	0	0	0	0	0	3	0	0	0	13	154
1:50 PM	0	0	8	0	0	0	0	0	0	0	1	0	6	0	0	0	15	155
1:55 PM	1	0	11	0	0	0	0	0	0	0	1	0	2	0	0	0	15	156
2:00 PM	1	0	6	0	0	0	0	0	0	0	1	0	6	0	0	0	14	158
2:05 PM	1	0	6	0	0	0	0	0	0	0	2	0	9	0	0	0	18	163
2:10 PM	1	0	6	0	0	0	0	0	0	0	2	0	9	0	0	0	18	170
2:15 PM	1	0	5	0	0	0	0	0	0	0	2	0	4	0	0	0	12	171
2:20 PM	0	0	9	0	0	0	0	0	0	0	2	0	3	0	0	0	14	173
2:25 PM	0	0	6	0	0	0	0	0	0	0	2	0	12	0	0	0	20	180
2:30 PM	1	0	7	0	0	0	0	0	0	0	0	0	19	0	0	0	27	197
2:35 PM	0	0	30	0	0	0	0	0	0	0	2	0	21	0	0	0	53	233
2:40 PM	4	0	40	0	0	0	0	0	0	0	0	0	12	0	0	0	56	275
2:45 PM	4	0	15	0	0	0	0	0	0	0	1	0	8	0	0	0	28	290
2:50 PM	0	0	20	0	0	0	0	0	0	0	0	0	4	0	0	0	24	299
2:55 PM	1	0	13	0	0	0	0	0	0	0	1	0	4	0	0	0	19	303
3:00 PM	2	0	10	0	0	0	0	0	0	0	2	0	5	0	0	0	19	308
3:05 PM	1	0	9	0	0	0	0	0	0	0	3	0	9	0	0	0	22	312
3:10 PM	2	0	9	0	0	0	0	0	0	0	4	0	6	0	0	0	21	315
3:15 PM	0	0	8	0	0	0	0	0	0	0	1	0	5	0	0	0	14	317
3:20 PM	2	0	5	0	0	0	0	0	0	0	1	0	10	0	0	0	18	321
3:25 PM	1	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	14	315
3:30 PM	0	0	6	0	0	0	0	0	0	0	5	0	5	0	0	0	16	304
3:35 PM	0	0	5	0	0	0	0	0	0	0	1	0	5	0	0	0	11	262
3:40 PM	1	0	6	0	0	0	0	0	0	0	0	0	6	0	0	0	13	219
3:45 PM	1	0	9	0	0	0	0	0	0	0	3	0	3	0	0	0	16	207
3:50 PM	0	0	5	0	0	0	0	0	0	0	4	0	4	0	0	0	13	196
3:55 PM	1	0	5	0	0	0	0	0	0	0	4	0	4	0	0	0	14	191
4:00 PM	5	0	7	0	0	0	0	0	0	0	0	0	4	0	0	0	16	188
4:05 PM	1	0	9	0	0	0	0	0	0	0	0	0	2	0	0	0	12	178
4:10 PM	3	0	10	0	0	0	0	0	0	0	0	0	6	0	0	0	19	176
4:15 PM	1	0	5	0	0	0	0	0	0	0	1	0	11	0	0	0	18	180
4:20 PM	1	0	7	0	0	0	0	0	0	0	1	0	4	0	0	0	13	175
4:25 PM	1	0	7	0	0	0	0	0	0	0	3	0	3	0	0	0	14	175
4:30 PM	1	0	5	0	0	0	0	0	0	0	1	0	2	0	0	0	9	168
4:35 PM	1	0	3	0	0	0	0	0	0	0	2	0	3	0	0	0	9	166
4:40 PM	1	0	5	0	0	0	0	0	0	0	1	0	5	0	0	0	12	165
4:45 PM	1	0	8	0	0	0	0	0	0	0	0	0	4	0	0	0	13	162
4:50 PM	1	0	1	0	0	0	0	0	0	0	3	0	1	0	0	0	6	155
4:55 PM	2	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	10	151
5:00 PM	1	0	6	0	0	0	0	0	0	0	0	0	6	0	0	0	13	148
5:05 PM	0	0	6	0	0	0	0	0	0	0	1	0	9	0	0	0	16	152
5:10 PM	4	0	9	0	0	0	0	0	0	0	0	0	4	0	0	0	17	150
5:15 PM	1	0	4	0	0	0	0	0	0	0	3	0	5	0	0	0	13	145
5:20 PM	0	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	7	139
5:25 PM	2	0	7	0	0	0	0	0	0	0	3	0	3	0	0	0	15	140
5:30 PM	2	0	9	0	0	0	0	0	0	0	1	0	10	0	0	0	22	153
5:35 PM	0	0	2	0	0	0	0	0	0	0	3	0	9	0	0	0	14	158
5:40 PM	0	0	6	0	0	0	0	0	0	0	2	0	5	0	0	0	13	159
5:45 PM	0	0	8	0	0	0	0	0	0	0	0	0	2	0	0	0	10	156

5-Min Count Period Beginning At	Westgate West Access (Center) (Northbound)				Westgate West Access (Center) (Southbound)				Grave Ave (Eastbound)				Grave Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:50 PM	2	0	11	0	0	0	0	0	0	0	1	0	3	0	0	0	17	167
5:55 PM	1	0	6	0	0	0	0	0	0	0	1	0	6	0	0	0	14	171
6:00 PM	4	0	6	0	0	0	0	0	0	0	0	0	3	0	0	0	13	171
6:05 PM	2	0	3	0	0	0	0	0	0	0	1	0	5	0	0	0	11	166
6:10 PM	0	0	7	0	0	0	0	0	0	0	0	0	4	0	0	0	11	160
6:15 PM	2	0	6	0	0	0	0	0	0	0	2	0	10	0	0	0	20	167
6:20 PM	2	0	15	0	0	0	0	0	0	0	4	0	7	0	0	0	28	188
6:25 PM	2	0	8	0	0	0	0	0	0	0	1	0	2	0	0	0	13	186
6:30 PM	2	0	6	0	0	0	0	0	0	0	1	0	4	0	0	0	13	177
6:35 PM	1	0	3	0	0	0	0	0	0	0	3	0	3	0	0	0	10	173
6:40 PM	0	0	3	0	0	0	0	0	0	0	2	0	4	0	0	0	9	169
6:45 PM	2	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	7	166
6:50 PM	3	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	9	158
6:55 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	147
7:00 PM	1	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	5	139
7:05 PM	0	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	7	135
7:10 PM	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	5	129
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4	113
7:20 PM	2	0	6	0	0	0	0	0	0	0	2	0	1	0	0	0	11	96
7:25 PM	0	0	5	0	0	0	0	0	0	0	1	0	3	0	0	0	9	92
7:30 PM	3	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	6	85
7:35 PM	1	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	7	82
7:40 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	76
7:45 PM	1	0	8	0	0	0	0	0	0	0	0	0	2	0	0	0	11	80
7:50 PM	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	4	75
7:55 PM	1	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	5	77
8:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	76
8:05 PM	0	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	6	75
8:10 PM	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	5	75
8:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	4	75
8:20 PM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	68
8:25 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4	63
8:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	59
8:35 PM	2	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	6	58
8:40 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	58
8:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	49
8:50 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4	49
8:55 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	47
9:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	45
9:05 PM	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	3	42
9:10 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	39
9:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	37
9:20 PM	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	5	38
9:25 PM	0	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	5	39
9:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38
9:35 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	34
9:40 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	32
9:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	33
9:50 PM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	33
9:55 PM	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	5	35
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	34
10:05 PM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	35
10:10 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
10:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	34
10:20 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30
10:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	25
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
10:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22
10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	13
11:05 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
11:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:55 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	8

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	0	340	0	0	0	0	0	0	0	12	0	164	0	0	0	548
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		52				0				0				0			52
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

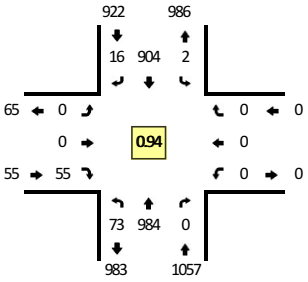
Report generated on 5/4/2022 2:26 PM

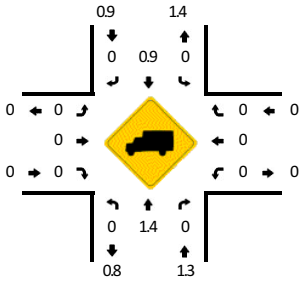
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

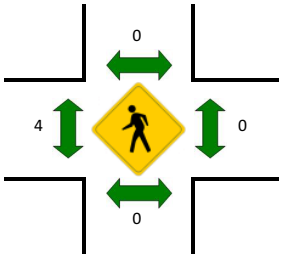
LOCATION: Saratoga Ave -- Commercial Dwy | **QC JOB #:** 156686289
CITY/STATE: San Jose, CA | **DATE:** Thu, Mar 10 2022

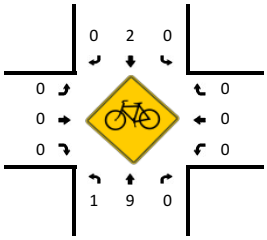
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

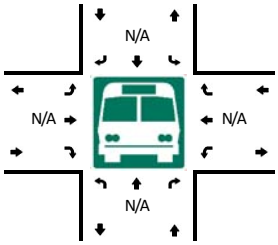


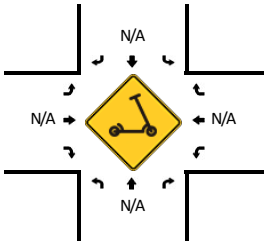


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	Saratoga Ave (Northbound)				Saratoga Ave (Southbound)				Commercial Dwy (Eastbound)				Commercial Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	51	0	3	0	55	1	0	0	0	1	0	0	0	0	0	114	
4:05 PM	3	60	0	2	0	73	1	0	0	0	0	0	0	0	0	0	139	
4:10 PM	3	59	0	3	0	75	3	0	0	0	6	0	0	0	0	0	149	
4:15 PM	2	57	0	3	0	60	2	0	0	0	2	0	0	0	0	0	126	
4:20 PM	4	50	0	1	0	63	2	2	0	0	8	0	0	0	0	0	130	
4:25 PM	3	57	0	1	0	68	0	0	0	0	6	0	0	0	0	0	135	
4:30 PM	3	55	0	0	0	72	0	0	0	0	4	0	0	0	0	0	134	
4:35 PM	2	65	0	1	0	74	1	0	0	0	2	0	0	0	0	0	145	
4:40 PM	2	63	0	1	0	40	2	0	0	0	5	0	0	0	0	0	113	
4:45 PM	4	82	0	2	0	85	1	0	0	0	2	0	0	0	0	0	176	
4:50 PM	2	89	0	1	0	70	2	1	0	0	3	0	0	0	0	0	168	
4:55 PM	3	62	0	1	0	72	1	0	0	0	9	0	0	0	0	0	148	1677
5:00 PM	3	93	0	1	0	69	2	0	0	0	2	0	0	0	0	0	170	1733
5:05 PM	4	85	0	2	0	77	2	0	0	0	10	0	0	0	0	0	180	1774
5:10 PM	5	88	0	2	0	80	1	0	0	0	4	0	0	0	0	0	180	1805
5:15 PM	8	72	0	3	0	89	1	1	0	0	6	0	0	0	0	0	180	1859
5:20 PM	1	77	0	1	0	71	0	0	0	0	1	0	0	0	0	0	151	1880
5:25 PM	5	96	0	1	0	76	3	0	0	0	5	0	0	0	0	0	186	1931
5:30 PM	2	67	0	4	0	69	1	0	0	0	6	0	0	0	0	0	149	1946
5:35 PM	5	93	0	1	0	56	1	0	0	0	4	0	0	0	0	0	160	1961
5:40 PM	7	80	0	5	0	90	1	0	0	0	3	0	0	0	0	0	186	2034
5:45 PM	2	69	0	2	0	72	2	0	0	0	7	0	0	0	0	0	154	2012
5:50 PM	6	61	0	1	0	65	0	0	0	0	6	0	0	0	0	0	139	1983
5:55 PM	5	79	0	2	0	86	0	0	0	0	4	0	0	0	0	0	176	2011

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	980	0	28	0	984	16	4	0	0	80	0	0	0	0	0	2160
Heavy Trucks	0	8	0		0	4	0		0	0	0		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	12	0		0	4	0		0	0	0		0	0	0		16
Scooters																	

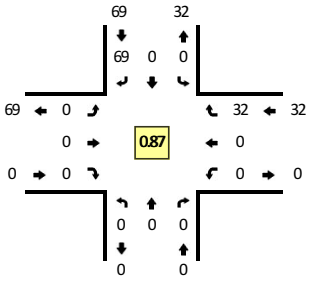
Comments:

Report generated on 3/22/2022 4:33 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

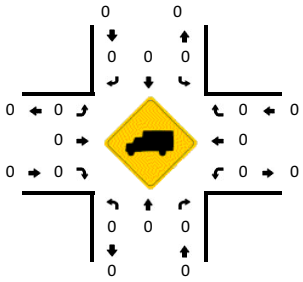
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

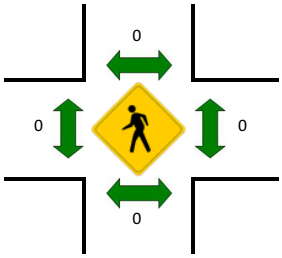
LOCATION: Westgate West Shopping Internal Dwy -- West side of Starbucks at Prospect Rd | **QC JOB #:** 15668644
CITY/STATE: Saratoga, CA | **DATE:** Thu, Jan 27 2022

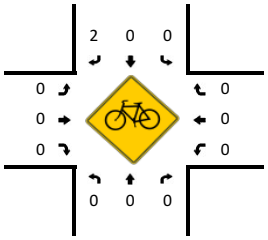
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

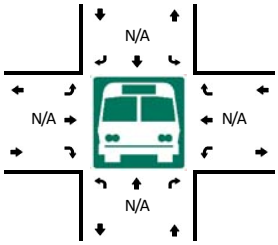


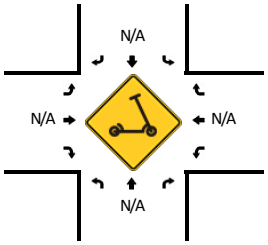
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Westgate West Shopping Internal Dwy (Northbound)				Westgate West Shopping Internal Dwy (Southbound)				West side of Starbucks at Prospect Rd (Eastbound)				West side of Starbucks at Prospect Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0	8	
4:05 PM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	3	0	13	
4:10 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	11	
4:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	8	
4:20 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	2	0	9	
4:25 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	6	
4:30 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	1	0	9	
4:35 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	
4:40 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	4	
4:50 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	7	
4:55 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	7	93
5:00 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	8	93
5:05 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	7	87
5:10 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	7	83
5:15 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	7	82
5:20 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	9	82
5:25 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	6	82
5:30 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	10	83
5:35 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	9	87
5:40 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	10	91
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	7	94
5:50 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	10	97
5:55 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	2	0	11	101

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	80	0	0	0	0	0	0	0	36	0	116
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	4		0	0	0		0	0	0		4
Scooters																	

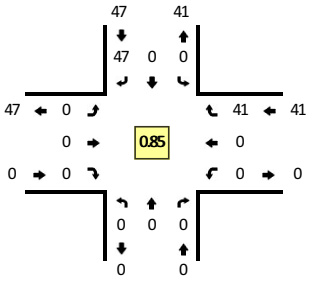
Comments:

Report generated on 2/21/2022 8:41 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

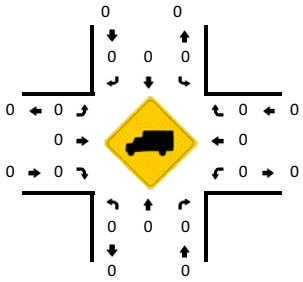
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

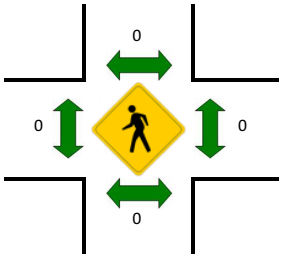
LOCATION: Westgate West Shopping Internal Dwy -- East side of Starbucks at Prospect Rd | **QC JOB #:** 15668646
CITY/STATE: Saratoga, CA | **DATE:** Thu, Jan 27 2022

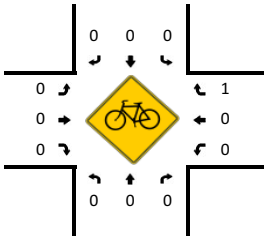
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

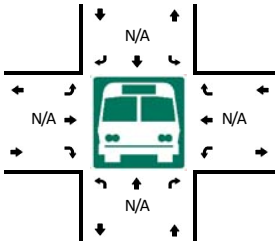


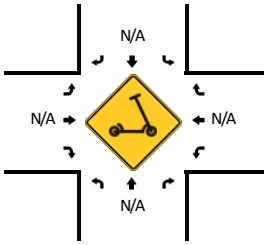
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Westgate West Shopping Internal Dwy (Northbound)				Westgate West Shopping Internal Dwy (Southbound)				East side of Starbucks at Prospect Rd (Eastbound)				East side of Starbucks at Prospect Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	6	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
4:10 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	5	
4:20 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	
4:25 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	5	
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	10	
4:35 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	10	
4:40 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	5	
4:45 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	11	
4:50 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5	
4:55 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	5	71
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4	69
5:05 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	6	73
5:10 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	11	81
5:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	8	84
5:20 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	6	86
5:25 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	7	88
5:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	7	85
5:35 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4	79
5:40 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	6	80
5:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	5	74
5:50 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	9	78
5:55 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	9	0	13	86

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	60	0	0	0	0	0	0	0	44	0	104
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/1/2022 7:28 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

KITTELSON & ASSOCIATES
155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742

MEMORANDUM

March 18, 2022 Project #: 27249

To: Christy Cheung, City of San Jose

From: Amy Lopez, Bincy Koshy, Andrew McIntyre

RE: SW San Jose Costco Warehouse – Trip Generation, Distribution, and Assignment

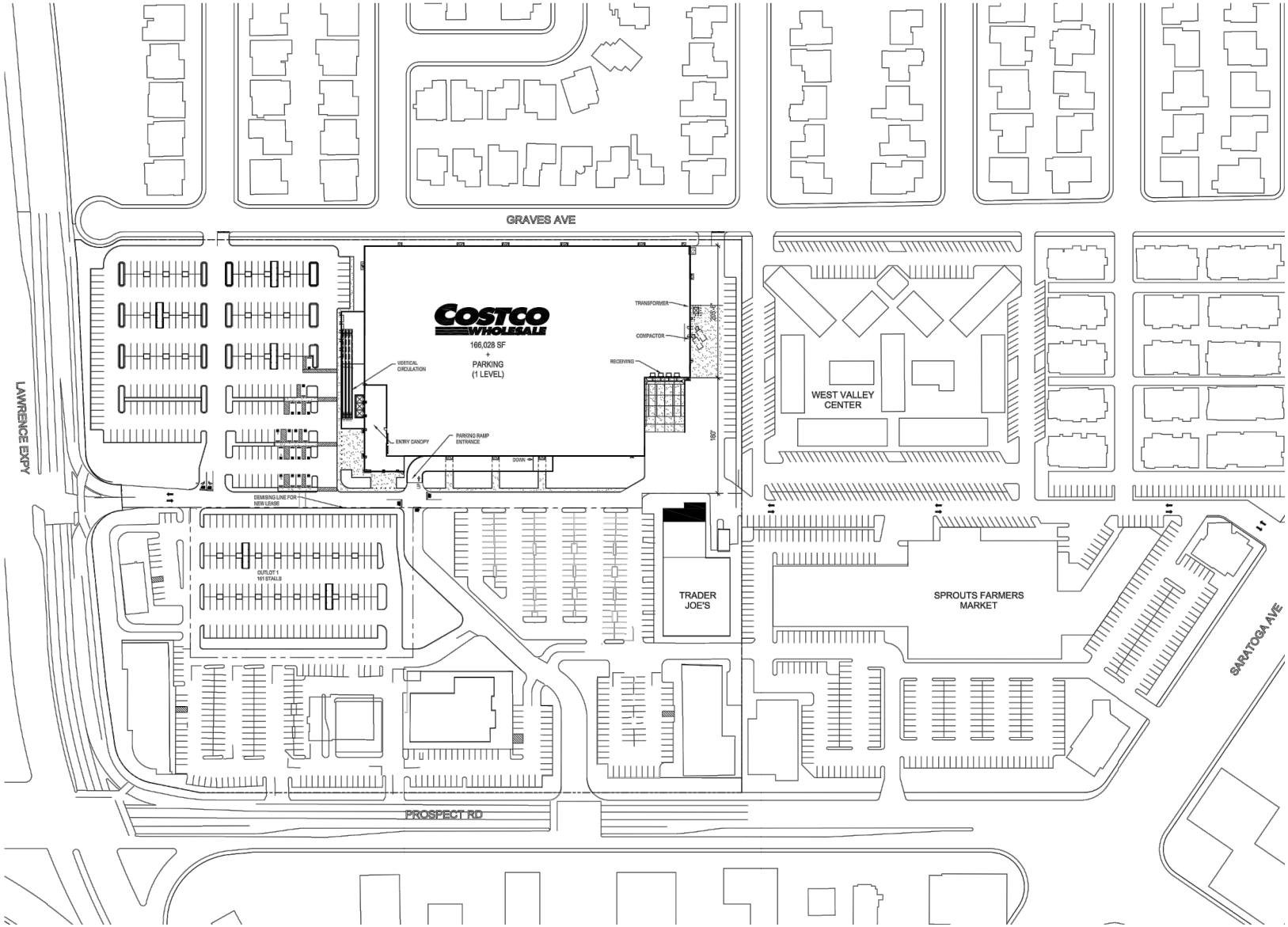
Kittelson & Associates, Inc. (Kittelson) has prepared this summary of the trip characteristics expected for the construction of a new Costco warehouse (Project) located within the existing Westgate West shopping center at Lawrence Expressway and Prospect Road in San Jose, CA. This memorandum forecasts the anticipated trip generation and distribution for the site and assigns Project trips to study intersections. Kittelson provides this information to City of San Jose (City) staff for review and approval before we proceed with the transportation analysis for the Project.

PROJECT BACKGROUND

Costco Wholesale is proposing to construct an approximately 166,028-sf wholesale retail facility located at 5287 Prospect Rd. The existing site is the Westgate West shopping center, which includes several retail businesses and restaurants, including Trader Joe's, MOD Pizza, Starbucks, Domino's Pizza, and Taco Bell. The Costco warehouse will replace a large building at the northeastern end of the site, currently occupied by Goodwill Super Store, Smart & Final, and Ethan Allen. Two buildings will also be demolished to provide parking for the Project – a large, currently unoccupied building at the northwestern corner of the site and a smaller building to the south, currently occupied by Domino's Pizza, The UPS Store, Bikram Yoga San Jose, and other businesses. The site is designated by the 2040 San Jose General Plan as Neighborhood/Community Commercial and zoned as Commercial General. The Project involves the construction of a Costco retail facility with an attached tire center.

The main access points are a right-in/right-out/left-in signalized intersection located along Lawrence Expy and a proposed connection through the shopping center to the existing full-access signalized intersection on Prospect Rd. The Project includes two full-access points along Graves Ave – one an existing driveway to the eastern end of the site; the second a relocation of an existing driveway at the western end of the site. Delivery trucks would utilize the eastern access point on Graves Ave to come and go from the receiving docks. Minor access is available through the shopping center via two right-in/right-out driveways along Prospect Rd. Project trips are not expected to use the existing driveway on Graves Avenue for the West Valley Professional Center, adjacent to the site. Rooftop parking will be provided (671 parking stalls) as well as additional parking in the outlot (161 parking stalls) for a total of 832 stalls.

Figure 1 shows the proposed site plan for the Project, and Figure 2 shows the site vicinity and Project location in relation to existing Costco warehouses.



PREPARED BY MG2 - RECEIVED ON 07/16/2021

Proposed Site Plan
San Jose, California

Figure
1

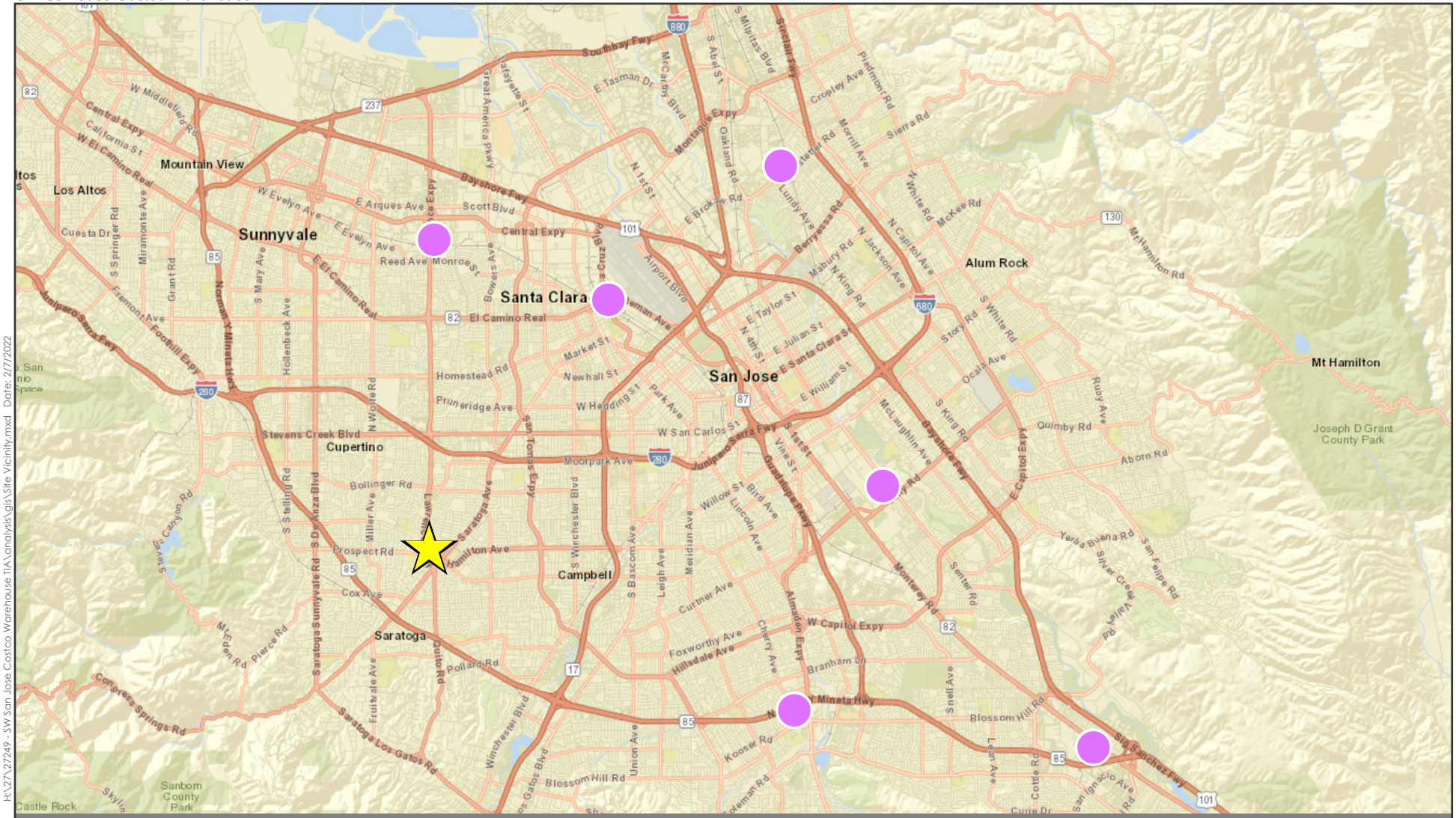


Figure 2

Project Location & Existing Costco Warehouses
San Jose, CA

KITTELSON & ASSOCIATES

TRIP GENERATION

Costco Trip Database

For more than 20 years, Kittelson has maintained a database of trip data and travel characteristics for Costco Wholesale. The database contains transportation information such as trip rates and trip type percentages for Costco locations throughout the United States as well as Canada and Mexico. The database is updated periodically when new Costco traffic counts or other such information become available to Kittelson. To best evaluate the anticipated transportation characteristics of the proposed warehouse in San Jose, Kittelson used the Costco trip database to develop a trip generation estimate as it provides use-specific data that most accurately represents the anticipated transportation characteristics of this unique development type.

The warehouse trip rates summarized herein rely on data collection conducted at Costco sites located across the western region of the United States. The trip studies were completed using industry standard engineering practices consistent with guidance within the Institute of Transportation Engineers (ITE) standard reference, *Trip Generation Manual*, 11th Edition. These cordon surveys were conducted between 2015 and 2021 and include 21 surveys of Costco warehouses with fuel stations in California, Arizona, Oregon, Utah, and Washington. The Costco buildings surveyed range in size between 121,771 square feet and 231,411 square feet, with an average size of 156,510 square feet. The existing Costco locations all included fuel stations, ranging from 16 to 32 fueling positions. Because the proposed Costco warehouse does not include a fuel station, fuel stations trips were isolated and removed from the dataset. Table 1 summarizes trip characteristics for the weekday PM peak hour. Costco warehouses are not open during weekday AM peak hours and, therefore, are not included in the evaluation.

Table 1: Trip Characteristics for Costco Warehouse, Weekday Daily & Weekday PM Peak Hour

Land Use	Weekday Daily Trip Rate (per KSF)	Weekday PM Peak Hour of Adjacent Street Traffic Trip Rate (trips/1,000 sf)		
		Total	In	Out
Costco Warehouse	69.98	5.76	47%	53%
Primary Trips	No Data	53%		
Pass-by Trips	No Data	22%		
Diverted Trips	No Data	26%		
Discount Club (ITE Land Use 857)	42.46	4.19	50%	50%

Source: Kittelson & Associates, Inc., 2022; ITE *Trip Generation Manual,* 11th Edition

As shown in Table 1, the Project is expected to generate 69.98 daily weekday trips per KSF and 5.76 weekday PM peak hour trips per KSF. These rates are higher than rates from ITE's *Trip Generation Manual*, 11th Edition, for Land Use 857 (Discount Club) – 42.46 weekday daily and 4.19 weekday PM peak hour per KSF, respectively. This comparison confirms that this analysis takes a conservative approach.

The percentage of primary, pass-by, and diverted trips are taken from member surveys taken at existing Costco warehouses. These trip types are described below.

- Primary Trips: an entirely new trip on the roadway system for the express purpose of driving to and from Costco
- Pass-by Trips: existing trips on roadways adjacent to the site for which drivers turn into the Costco site and then, after shopping, continue to their ultimate destination

- Diverted Trips: existing trips on nearby roadways in which a driver decides to drive out of their way for a distance to shop at Costco and, when their shopping is concluded, continues their trip to the ultimate destination

Site Trip Generation Estimate

Trip generation for the Costco warehouse was estimated for the weekday PM peak hour and weekday daily by multiplying the rates shown in Table 1 by the square footage of the proposed new warehouse. Pass-by and diverted rates for the weekday PM peak hour were used to estimate weekday daily pass-by and diverted trips. Project trip generation was developed by subtracting trip credits for the businesses currently operating that will be displaced by the Project. These trip generation credits were estimated for the 16,708 square feet of currently operating businesses using the ITE *Trip Generation Manual* trip rates for Land Use 822 (Strip Retail Plaza, <40,000 s.f.). A pass-by trip rate of 34% was included based on rates for a shopping center.

Table 2 presents the trip generation estimate for the existing uses to be displaced; Table 3 presents the proposed trip generation estimate for the Project.

Table 2: Existing Businesses Trip Generation

	Weekday Daily Trips	Weekday PM Peak Hour of Adjacent Street Traffic Trips		
		Total	In	Out
Strip Retail Plaza (<40,000 s.f.) (Land Use Code 822)	910	110	55	55
Pass-By Trips (34%)	*(309)*	*(37)*	*(19)*	*(18)*
Shopping Center Primary Trips	**601**	**73**	**36**	**37**

Source: ITE *Trip Generation Manual, 11th Edition*
Note: Rates (trips/KSF) for "*Strip Retail Plaza (<40,000 s.f.)*" (822) – Weekday Daily: 54.45; Weekday PM Peak: 6.59 (50% in/50% out)

Table 3. Project Trip Generation

	Weekday Daily Trips	Weekday PM Peak Hour of Adjacent Street Traffic Trips		
		Total	In	Out
Unadjusted Costco Warehouse Trip Generation	11,618	956	452	504
(Shopping Center Credit)	*(601)*	*(73)*	*(36)*	*(37)*
Total Trips	**11,017**	**883**	**416**	**467**
(Pass-by Trips)	(2,382)	(191)	(90)	(101)
(Diverted Trips)	(2,821)	(226)	(107)	(119)
Primary Trips	**5,813**	**466**	**219**	**247**

Source: Kittelson & Associates, 2022; ITE *Trip Generation Manual, 11th Edition*
Note: Pass-by and diverted trips rates for weekday PM peak hour were applied to develop weekday daily trips

As shown in Table 3, the Project is estimated to generate 5,813 weekday daily primary trip ends. Of these, 466 are estimated to occur in the weekday PM peak hour (219 inbound / 247 outbound).

THE TRIP GENERATION FOR THE SITE INCLUDES ALL TRIPS, INCLUDING TRUCK DELIVERY AND EMPLOYEE TRIPS MADE TO THE SITE.TRIP DISTRIBUTION

Trip distribution for the Project was developed using proprietary Costco transaction data from the following four nearby existing Costco warehouses.

- 150 Lawrence Station Rd, Sunnyvale, CA 94086
- 2201 Senter Rd, San Jose, CA 95112
- 5301 Almaden Expy, San Jose, CA 95118
- 1601 Coleman Ave, Santa Clara, CA 95050

Kittelson obtained transaction data at these four locations for the month of April 2019. The data included the total number of transactions made at each Costco warehouse, separated spatially into 1-square-mile zones based on the home address of the member who made the transaction. These data were overlaid with Costco's anticipated market area of the new warehouse to determine the general trip distribution of the Project, shown in Figure 3.

- ## - Study Intersection
- ## - Study Access
- XX% - Proposed Trip Distribution Percentage

Proposed Trip Distribution
San Jose, California

Figure
3

KITTELSON & ASSOCIATES

TRIP ASSIGNMENT

The trip distribution was then used to assign primary, pass-by, and diverted trips to the study intersections and access points listed below.

Signalized Study Intersections

1. Lawrence Expy / Calvert Dr
2. Saratoga Ave / I-280 NB Ramps
3. Saratoga Ave / I-280 SB Ramps
4. Saratoga Ave / Moorpark Ave
5. Lawrence Expy / Bollinger Rd-Moorpark Ave
6. Saratoga Ave / Graves Ave
7. Lawrence Expy / Westgate West shopping center driveway
8. Hamilton Ave / Sagemont Ave
9. Miller Ave / Prospect Rd
10. Lyle Dr / Prospect Rd
11. Lawrence Expy / Prospect Rd
12. Prospect Rd / Westgate West shopping center signalized driveway
13. Saratoga Ave / Prospect Rd-Campbell Ave
14. Campbell Ave / Westgate Mall driveway
15. Campbell Ave / Hamilton Ave
16. Saratoga Ave / El Paseo de Saratoga Mall driveway
17. Lawrence Expy / Saratoga Ave-Quito Rd
18. Saratoga Ave / SR 85 S
19. Saratoga Ave / SR 85 N

Unsignalized Access Points

A. Graves Ave / Costco West Access
B. Graves Ave / Costco East Access
C. Saratoga Ave / E-W Driveway
D. Prospect Rd / Costco West Access
E. Prospect Rd / Costco East Access

Primary Trip Assignment

Primary trips were assigned to study intersections and access points using the proposed trip distribution and typical routes to and from the site. The Project may or may not include site access on Graves Ave (Unsignalized Access Points A & B). Therefore, two alternative trip assignments were developed. **"Alternative A"** includes access via Graves Ave; **"Alternative B"** excludes access via Graves Ave. Primary trip assignments for Alternative A and Alternative B are shown in Figure 4 and Figure 5, respectively.

Pass-by Trip Assignment

While treated as new trips at the site accesses, pass-by trips do not result in system capacity and environmental impacts as compared to new trips to the system because these trips are already present on the adjacent arterial street. Based on review of the peak hour existing volumes on the roadways adjacent to the site from the City's Traffix model, 45% of pass-by trips were assumed to be traveling on Lawrence Expy; 20% on Prospect Road; and 35% on Saratoga Avenue during the weekday PM peak hour. Based on the directional split of existing traffic volumes on these roadways, the following assumptions were made:

- A 30%-70% split was assumed on Lawrence Expy for pass-by trips traveling northbound to enter/exit the site and southbound to enter/exit the site, respectively, during the weekday PM peak.
- A 40%-60% split was assumed on Prospect Rd for pass-by trips traveling westbound to enter/exit the site and eastbound to enter/exit the site, respectively, during the weekday PM peak.
- A 40%-60% split was assumed on Saratoga Ave for pass-by trips traveling southbound to enter/exit the site and northbound to enter/exit the site, respectively, during the weekday PM peak.

These assumptions were applied to the pass-by trip assignment for both alternatives. Figure 6 and Figure 7 show the pass-by trip volumes at the study intersections during the weekday PM hours for Alternative A and Alternative B, respectively. The pass-by trips are the same for each alternative since Graves Ave is not an arterial roadway with that experiences traffic passing by towards other destinations east or west of the site.

Diverted Trip Assignment

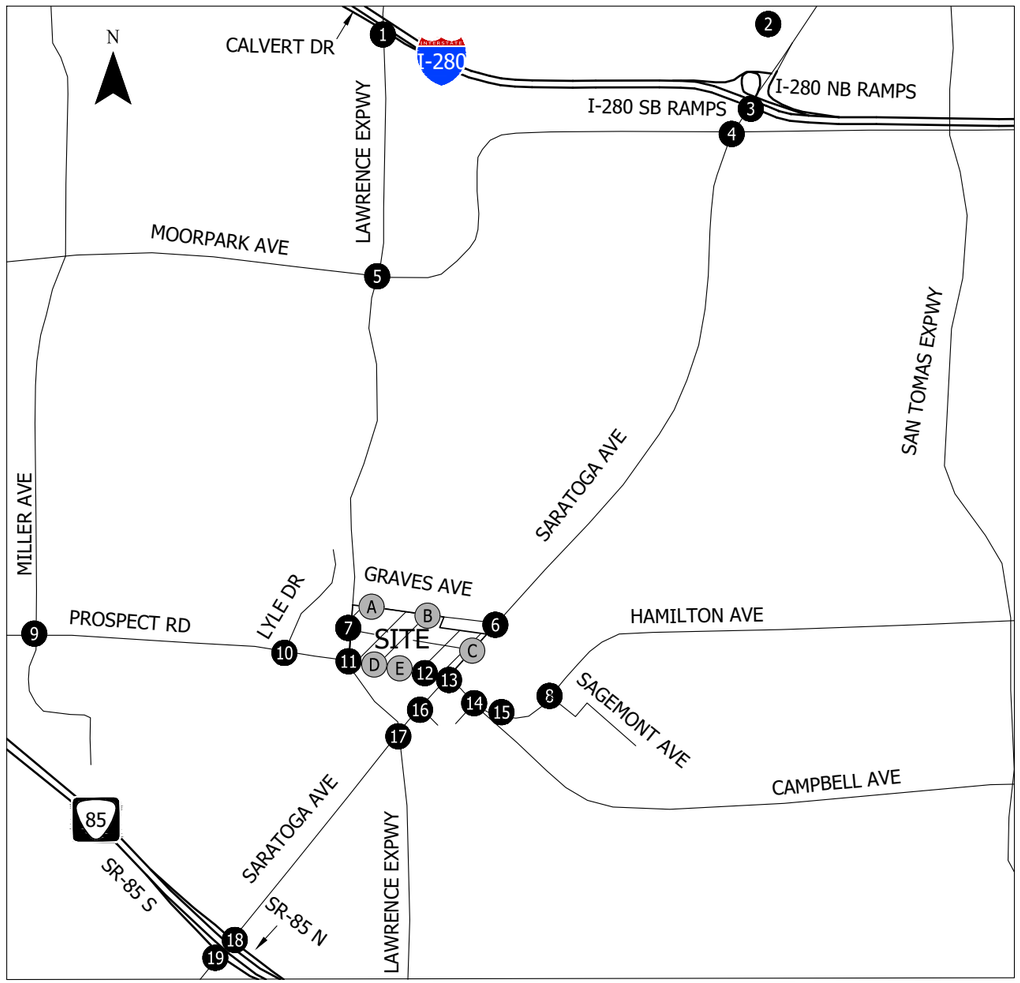
A portion of Project trips are expected to divert from Interstate 280 (I-280), State Route 85 (SR 85), San Tomas Expy, and De Anza Blvd. While treated as new trips at the proposed site accesses, diverted trips result in fewer system capacity and environmental impacts as compared to new trips to the system because these trips generally have no impact once traced back onto the system from which they divert. Based on the peak hour existing volumes from the City's Traffix model, Caltrans Performance Measurement System (PeMS) data, City's average daily traffic data, and engineering judgement, 40% of diverted trips were assumed to be traveling on I-280; 40% on SR 85; 10% on San Tomas Expressway; and 10% on De Anza Boulevard during the weekday PM peak hour. Based on the directional split of existing traffic volumes on these roadways, the following assumptions were made:

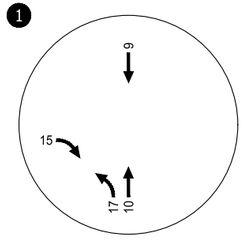
- A 40%-60% split was assumed on the interstate for diverted trips traveling westbound to enter/exit the site and eastbound to enter/exit the site, respectively, during the weekday PM peak.
- A 45%-55% split was assumed on the state route for diverted trips traveling westbound to enter/exit the site and eastbound to enter/exit the site, respectively, during the weekday PM peak.
- A 50%-50% split was assumed on De Anza Blvd for diverted trips traveling northbound and southbound to enter/exit the site during the weekday PM peak hour.
- A 30%-70% split was assumed on San Tomas Expy for diverted trips traveling northbound to enter/exit the site and southbound to enter/exit the site, respectively, during the weekday PM peak.

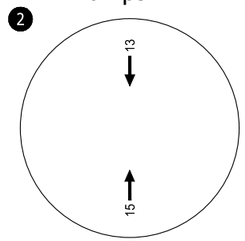
Figure 8 and Figure 9 show the diverted trip volumes at the study intersections during the weekday PM peak hour for Alternative A and Alternative B, respectively.

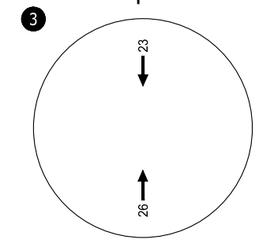
Total Project Trips

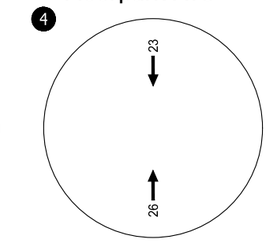
Total Project trips are the sum of all primary, pass-by, and diverted trips added to the network and site accesses. Figure 10 and Figure 11 show the total Project trips at the study intersections during the weekday PM peak hour for Alternative A and Alternative B, respectively.

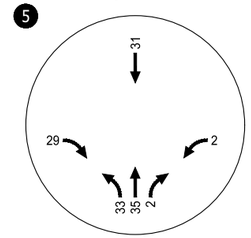


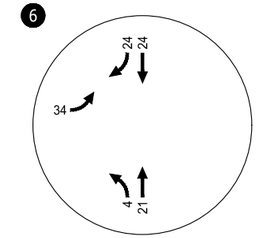


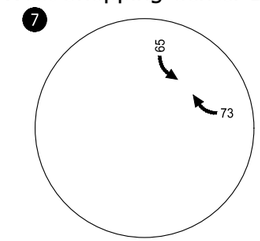


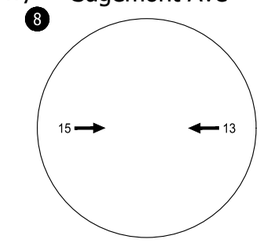


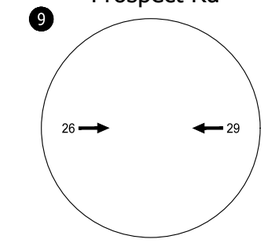


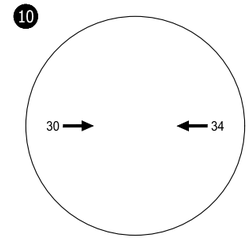


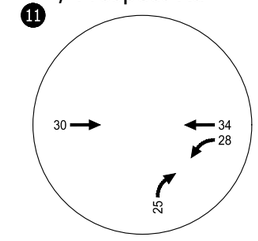


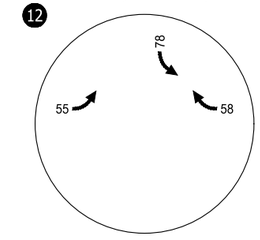


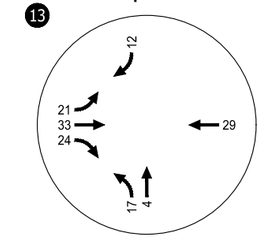


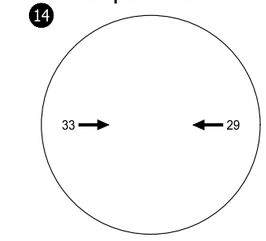


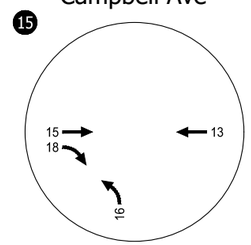


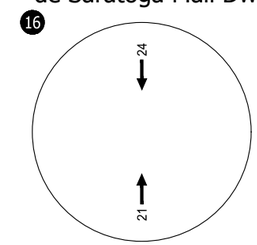


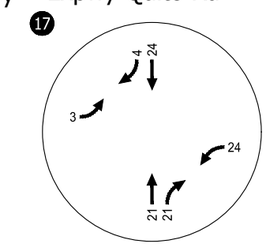


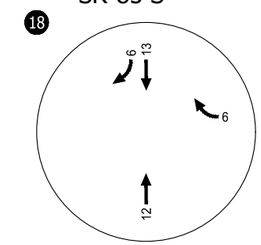


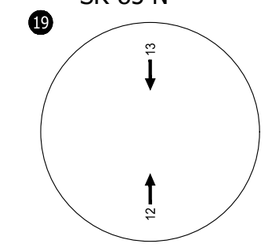


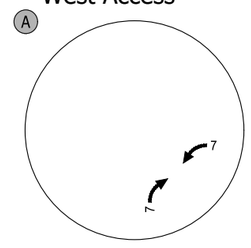


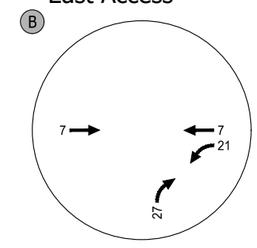


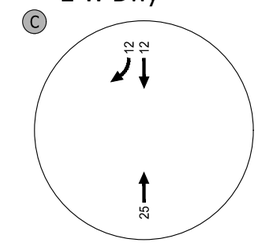


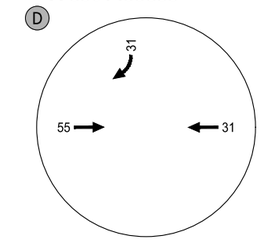


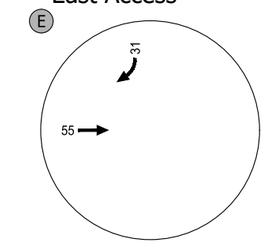










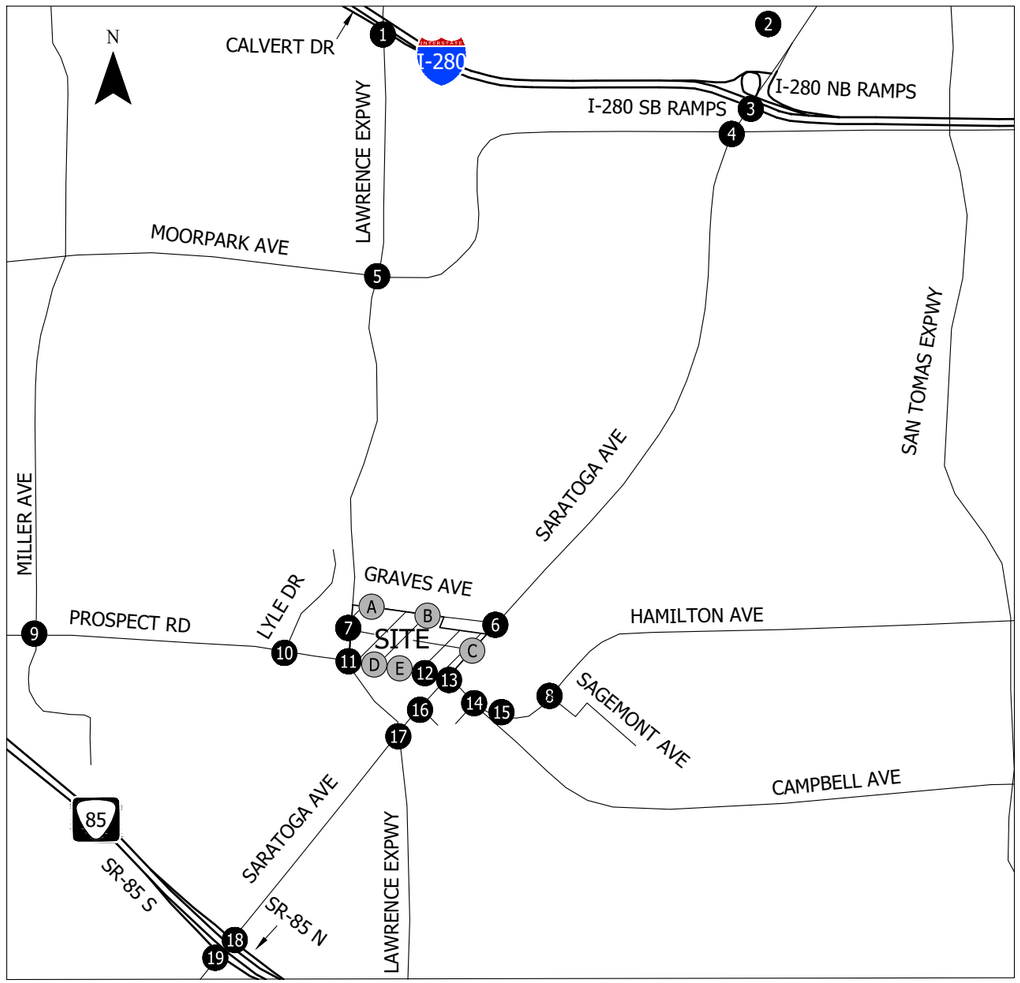


- Study Intersection

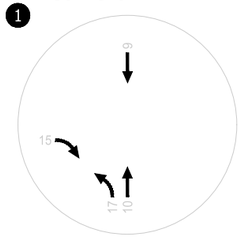
- Study Access

Alternative A Primary Trips
Weekday PM Peak Hour
San Jose, California

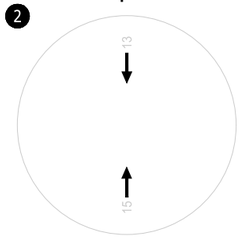
Figure
4



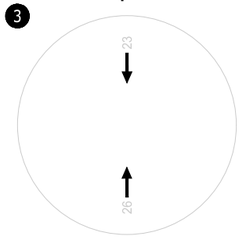
1 Lawrence Expwy / Calvert Dr



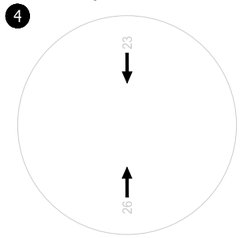
2 Saratoga Ave / I-280 NB Ramps



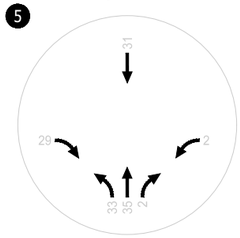
3 Saratoga Ave / I-280 SB Ramps



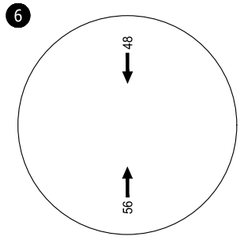
4 Saratoga Ave / Moorpark Ave



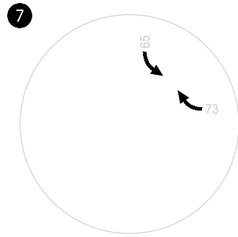
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



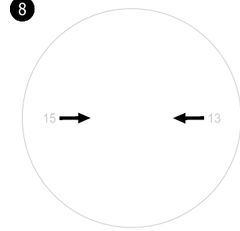
6 Saratoga Ave / Graves Ave



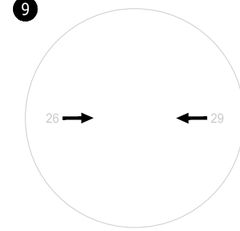
7 Lawrence Expwy / Westgate West Shopping Center Dwy



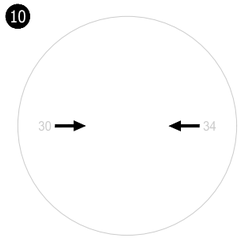
8 Hamilton Ave / Sagemont Ave



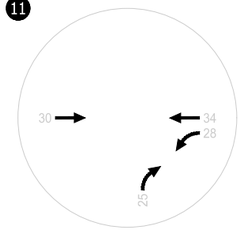
9 Miller Ave / Prospect Rd



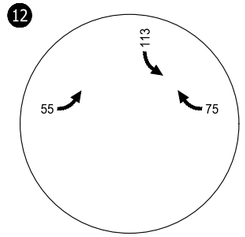
10 Lyle Dr / Prospect Rd



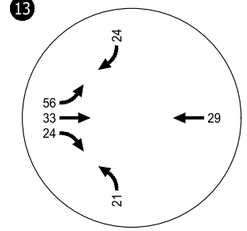
11 Lawrence Expwy / Prospect Rd



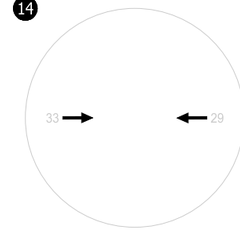
12 Westgate West Shopping Center Dwy / Prospect Rd



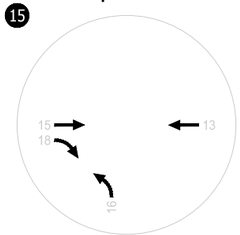
13 Saratoga Ave / Prospect Rd-Campbell Ave



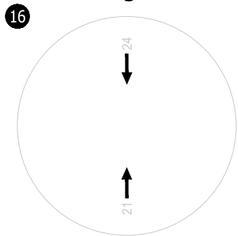
14 Westgate Mall Dwy / Campbell Ave



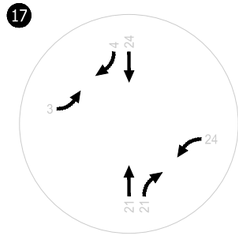
15 Hamilton Ave / Campbell Ave



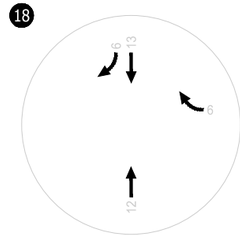
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



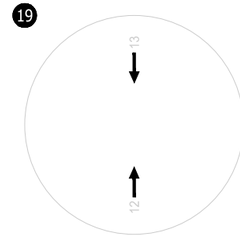
17 Saratoga Ave / Lawrence Expwy-Quito Rd



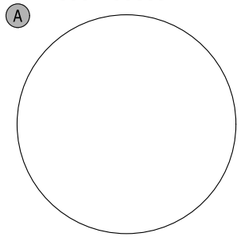
18 Saratoga Ave / SR-85 S



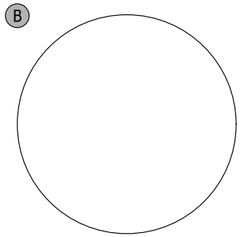
19 Saratoga Ave / SR-85 N



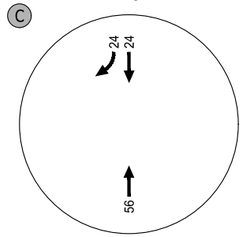
A Graves Ave / Costco West Access



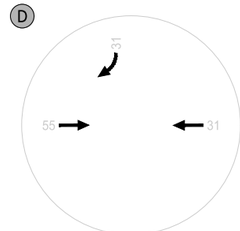
B Graves Ave / Costco East Access



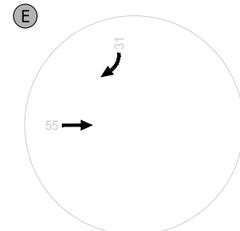
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



Note: Intersections marked gray see no change from Alternative A

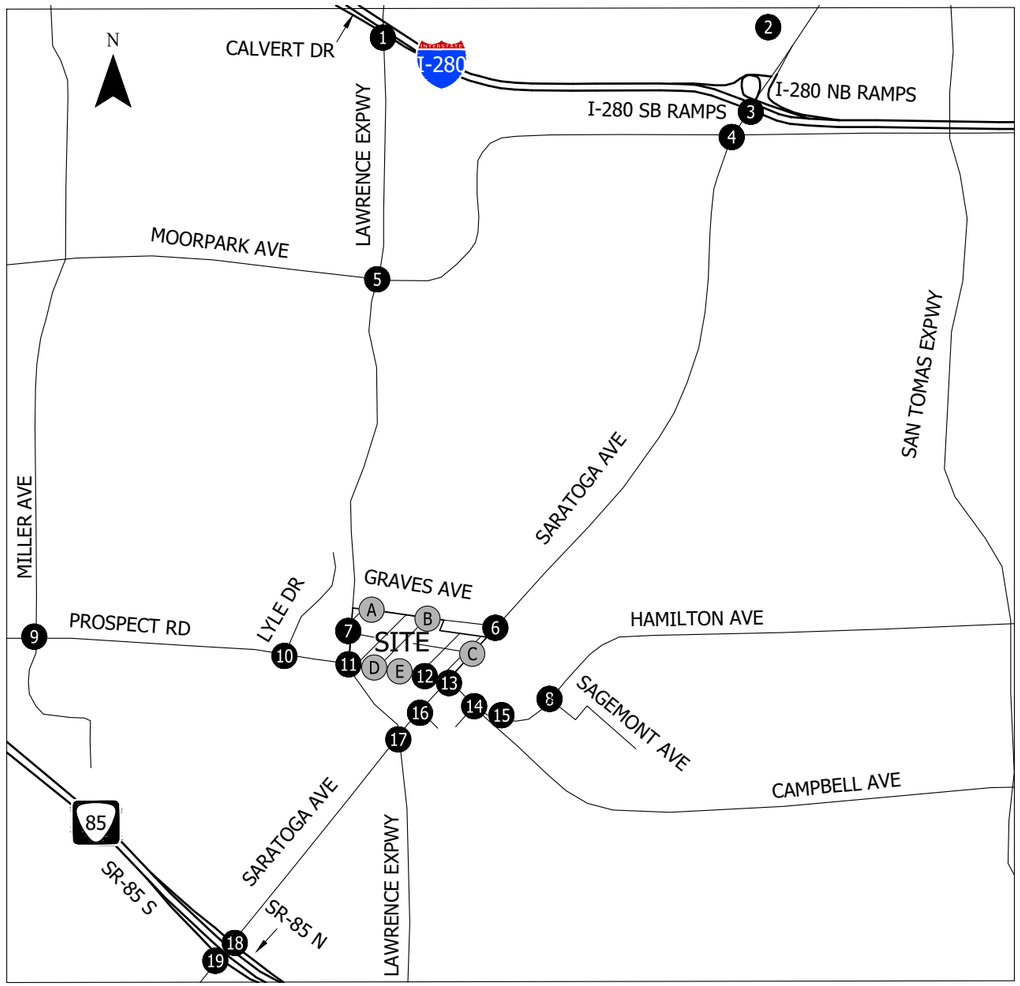
- Study Intersection

- Study Access

Alternative B Primary Trips
Weekday PM Peak Hour
San Jose, California

Figure 5

KITTELSON & ASSOCIATES



1 Lawrence Expwy / Calvert Dr

2 Saratoga Ave / I-280 NB Ramps

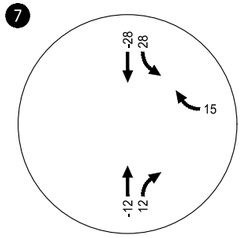
3 Saratoga Ave / I-280 SB Ramps

4 Saratoga Ave / Moorpark Ave

5 Lawrence Expwy / Bollinger Rd-Moorpark Ave

6 Saratoga Ave / Graves Ave

7 Lawrence Expwy / Westgate West Shopping Center Dwy

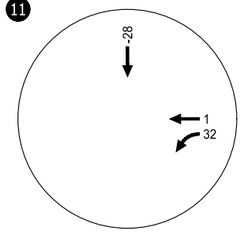


8 Hamilton Ave / Sagemont Ave

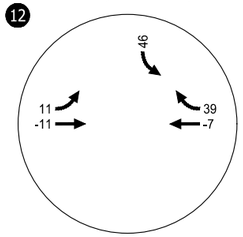
9 Miller Ave / Prospect Rd

10 Lyle Dr / Prospect Rd

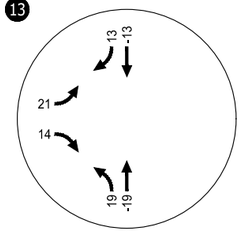
11 Lawrence Expwy / Prospect Rd



12 Westgate West Shopping Center Dwy / Prospect Rd



13 Saratoga Ave / Prospect Rd-Campbell Ave



14 Westgate Mall Dwy / Campbell Ave

15 Hamilton Ave / Campbell Ave

16 Saratoga Ave / El Paseo de Saratoga Mall Dwy

17 Saratoga Ave / Lawrence Expwy-Quito Rd

18 Saratoga Ave / SR-85 S

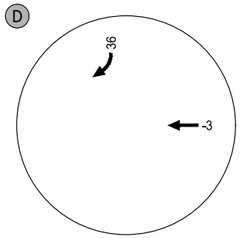
19 Saratoga Ave / SR-85 N

A Graves Ave / Costco West Access

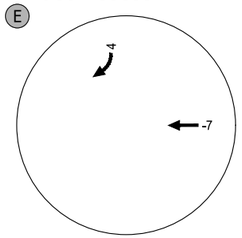
B Graves Ave / Costco East Access

C Saratoga Ave / E-W Dwy

D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access

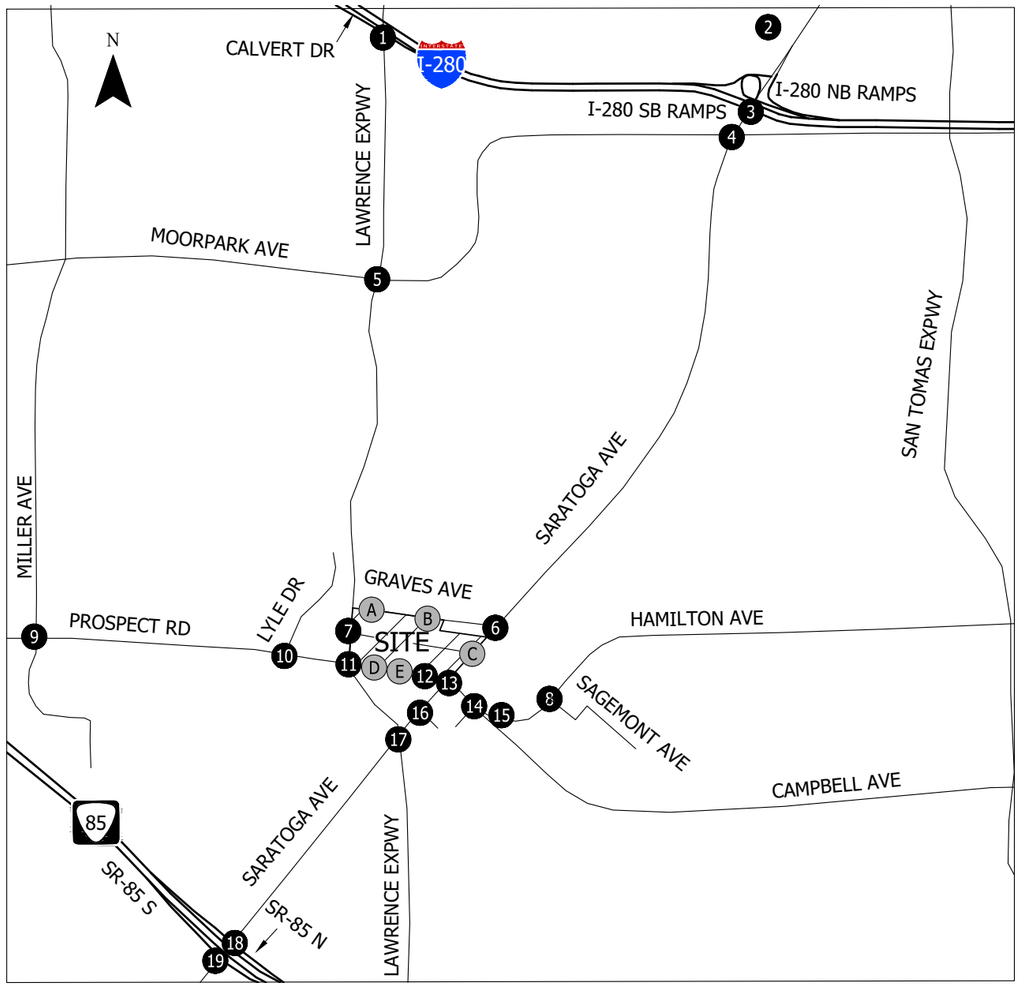


- Study Intersection

- Study Access

Alternative A Pass-By Trips
Weekday PM Peak Hour
San Jose, California

Figure 6



1 Lawrence Expwy / Calvert Dr

2 Saratoga Ave / I-280 NB Ramps

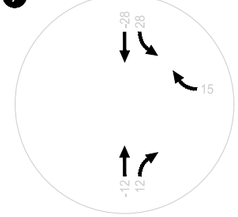
3 Saratoga Ave / I-280 SB Ramps

4 Saratoga Ave / Moorpark Ave

5 Lawrence Expwy / Bollinger Rd-Moorpark Ave

6 Saratoga Ave / Graves Ave

7 Lawrence Expwy / Westgate West Shopping Center Dwy

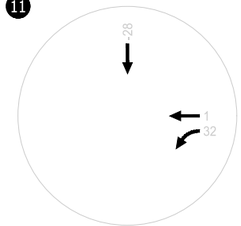


8 Hamilton Ave / Sagemont Ave

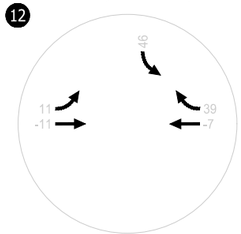
9 Miller Ave / Prospect Rd

10 Lyle Dr / Prospect Rd

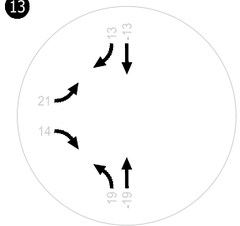
11 Lawrence Expwy / Prospect Rd



12 Westgate West Shopping Center Dwy / Prospect Rd



13 Saratoga Ave / Prospect Rd-Campbell Ave



14 Westgate Mall Dwy / Campbell Ave

15 Hamilton Ave / Campbell Ave

16 Saratoga Ave / El Paseo de Saratoga Mall Dwy

17 Saratoga Ave / Lawrence Expwy-Quito Rd

18 Saratoga Ave / SR-85 S

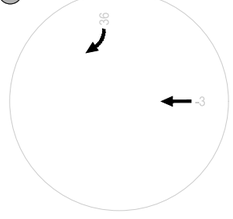
19 Saratoga Ave / SR-85 N

A Graves Ave / Costco West Access

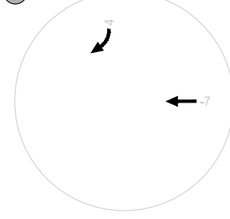
B Graves Ave / Costco East Access

C Saratoga Ave / E-W Dwy

D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



Note: Pass-by trips for Alternative B are the same as Alternative A

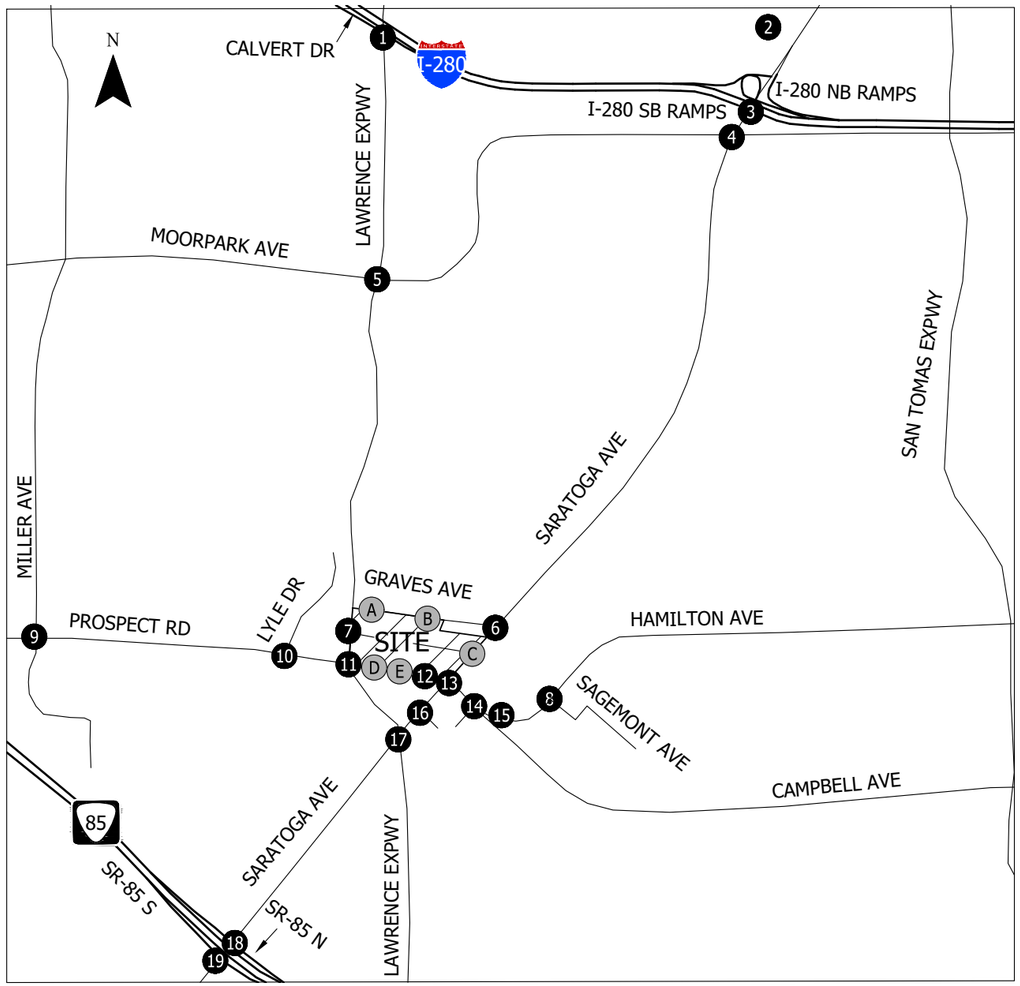
- Study Intersection

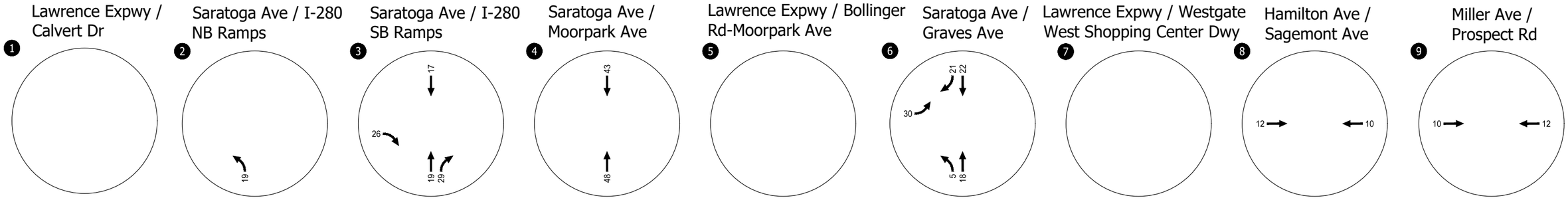
- Study Access

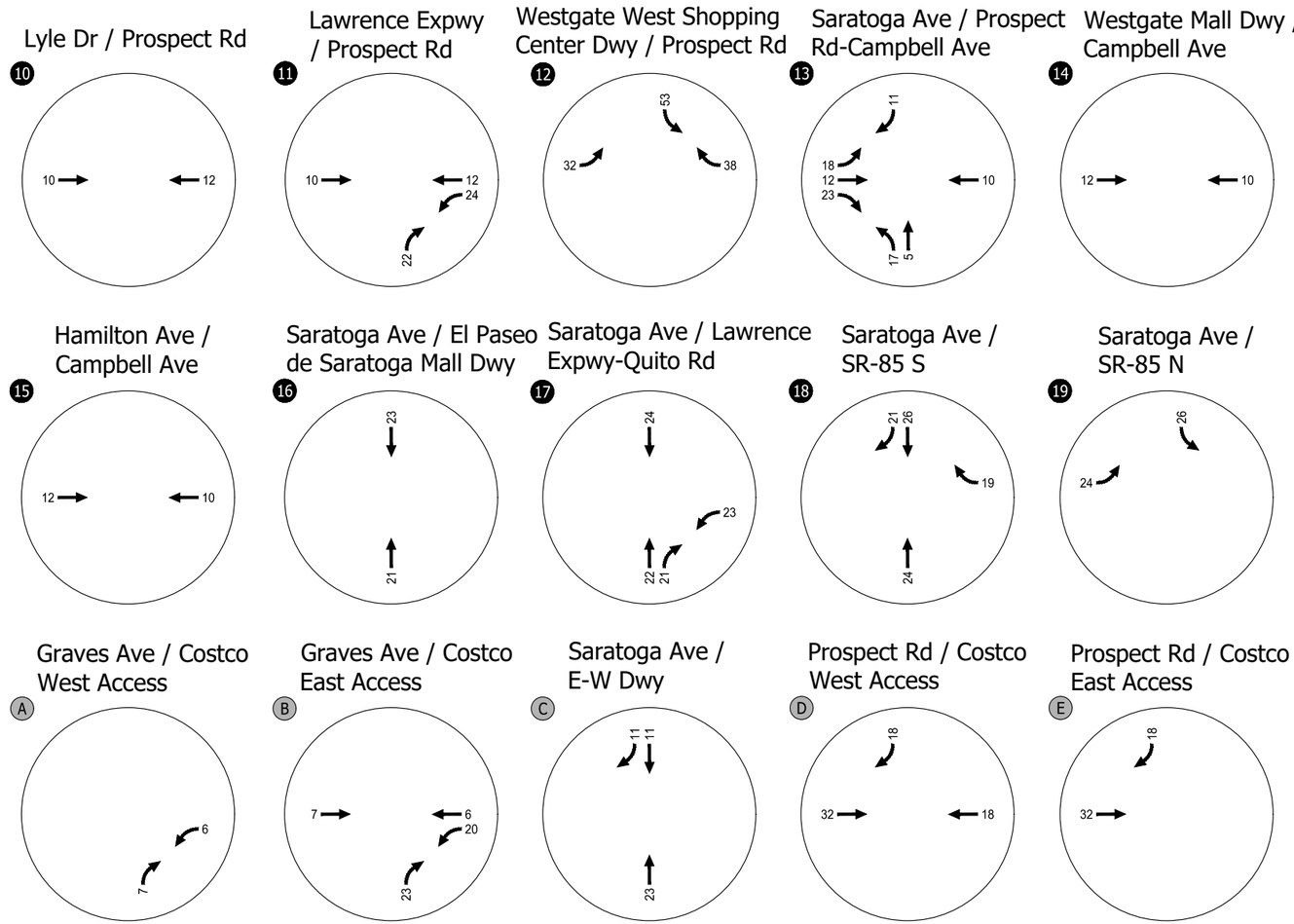
Alternative B Pass-By Trips
Weekday PM Peak Hour
San Jose, California

Figure 7

KITTELSON & ASSOCIATES







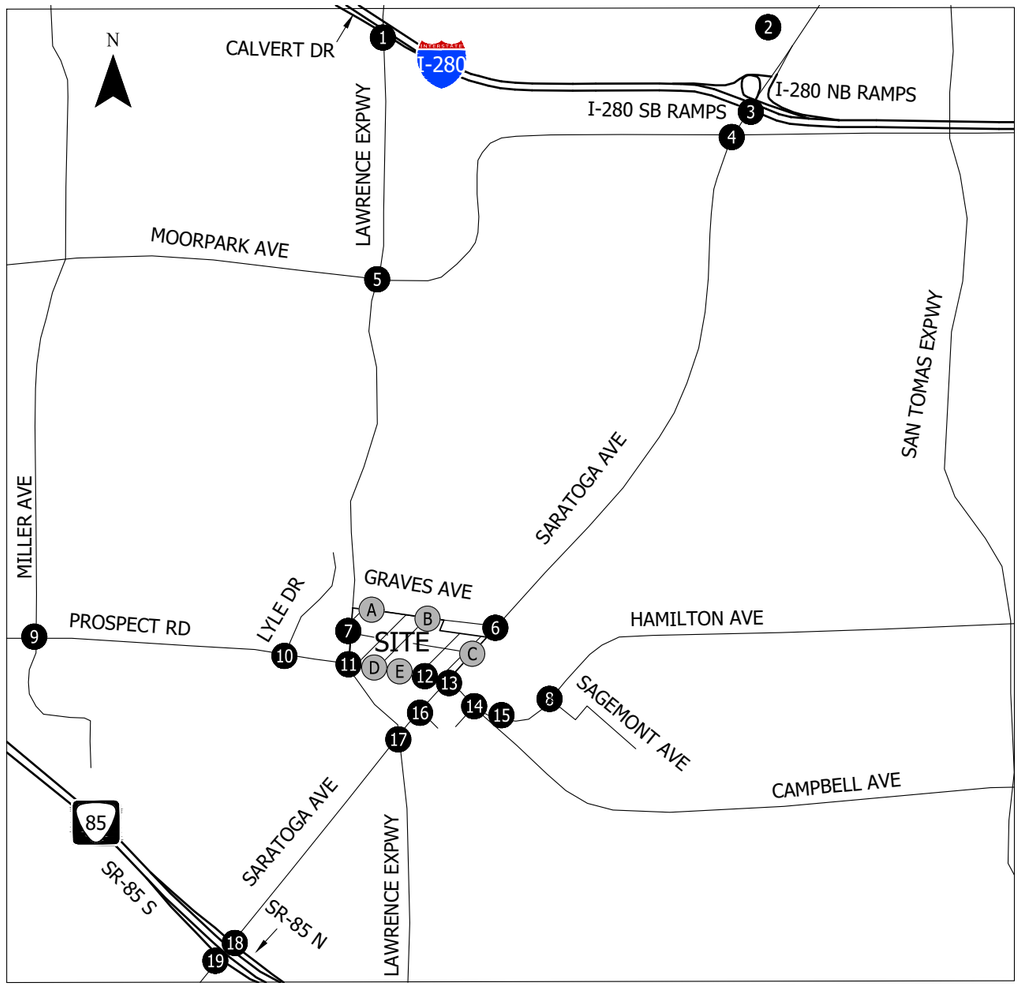
- Study Intersection

- Study Access

Alternative A Diverted Trips
Weekday PM Peak Hour
San Jose, California

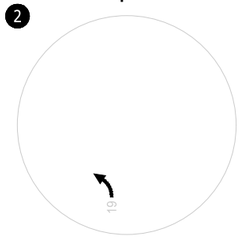
Figure
8

KITTELSON & ASSOCIATES

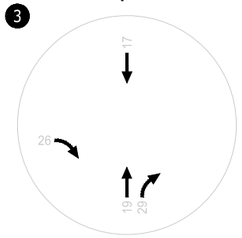


1 Lawrence Expwy / Calvert Dr

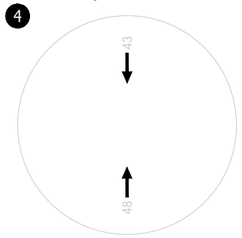
2 Saratoga Ave / I-280 NB Ramps



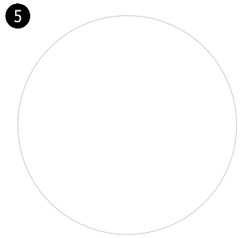
3 Saratoga Ave / I-280 SB Ramps



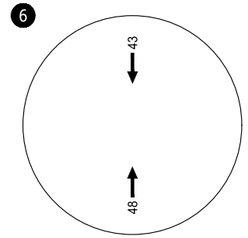
4 Saratoga Ave / Moorpark Ave



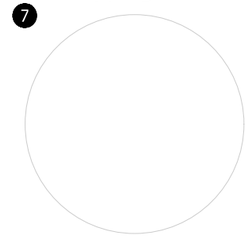
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



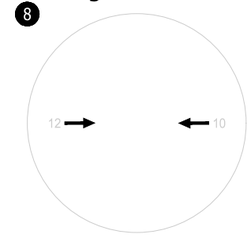
6 Saratoga Ave / Graves Ave



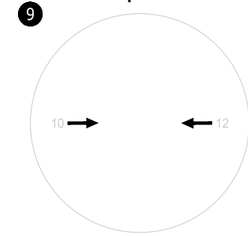
7 Lawrence Expwy / Westgate West Shopping Center Dwy



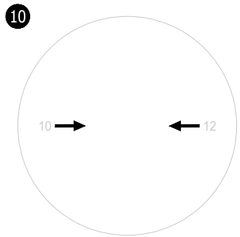
8 Hamilton Ave / Sagemont Ave



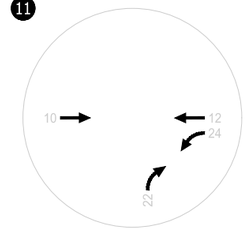
9 Miller Ave / Prospect Rd



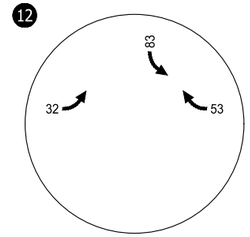
10 Lyle Dr / Prospect Rd



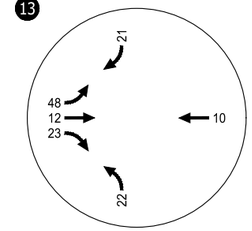
11 Lawrence Expwy / Prospect Rd



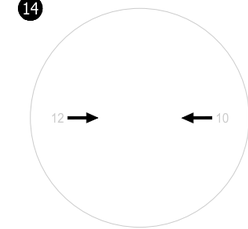
12 Westgate West Shopping Center Dwy / Prospect Rd



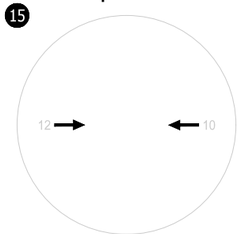
13 Saratoga Ave / Prospect Rd-Campbell Ave



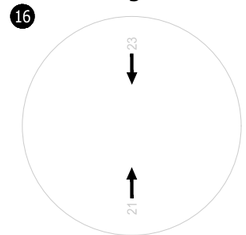
14 Westgate Mall Dwy / Campbell Ave



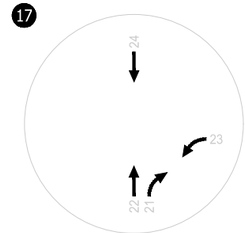
15 Hamilton Ave / Campbell Ave



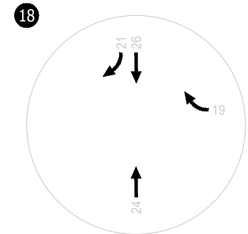
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



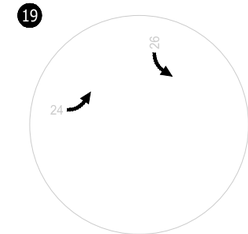
17 Saratoga Ave / Lawrence Expwy-Quito Rd



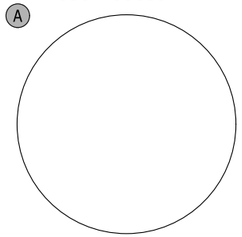
18 Saratoga Ave / SR-85 S



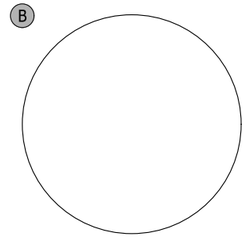
19 Saratoga Ave / SR-85 N



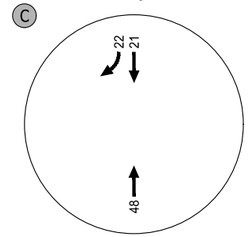
A Graves Ave / Costco West Access



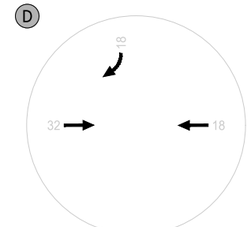
B Graves Ave / Costco East Access



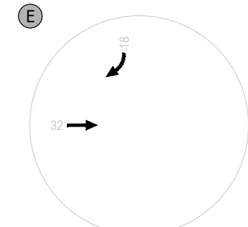
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



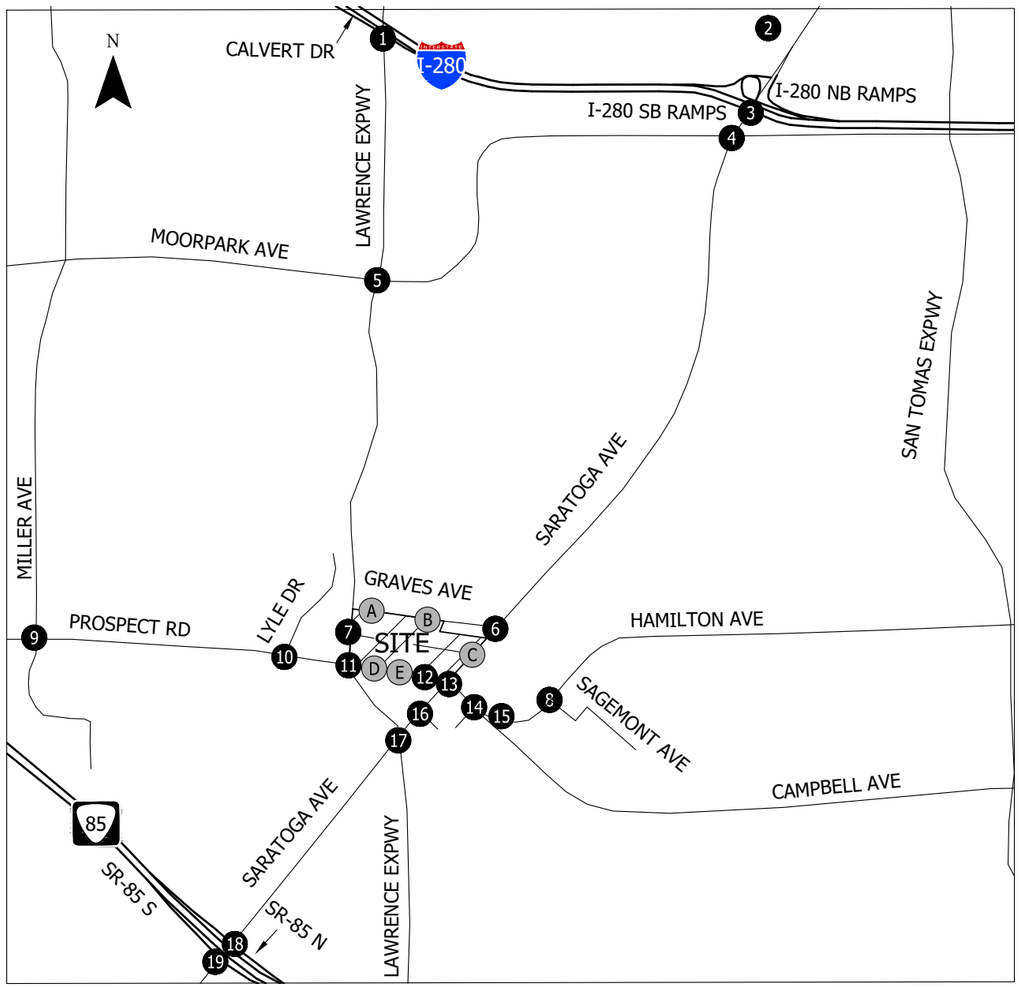
Note: Intersections marked gray see no change from Alternative A

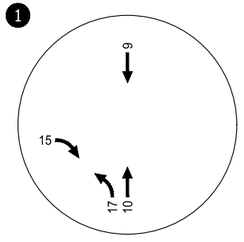
- Study Intersection

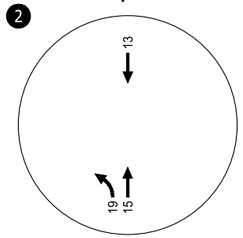
- Study Access

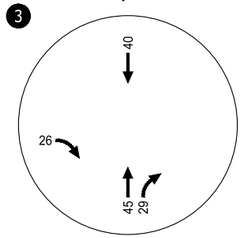
Alternative B Diverted Trips
Weekday PM Peak Hour
San Jose, California

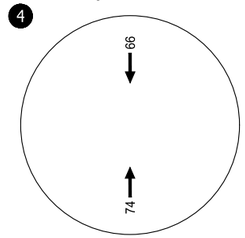
Figure 9

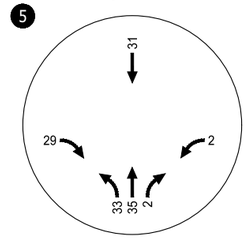


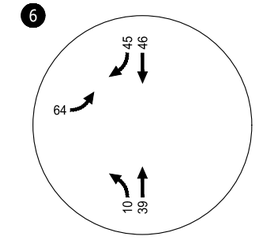


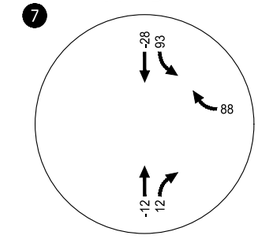


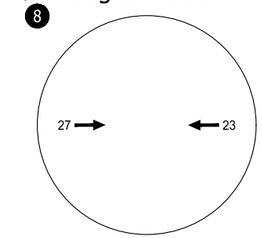


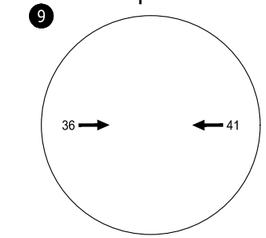


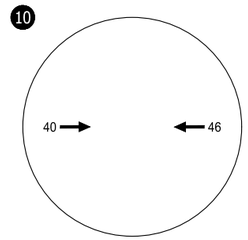


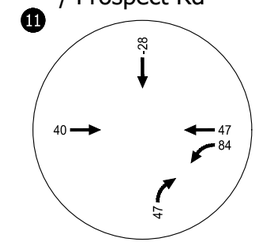


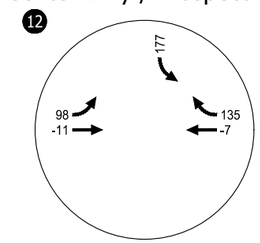


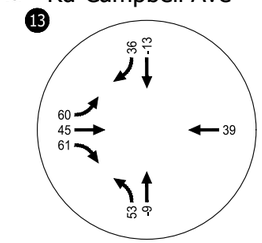


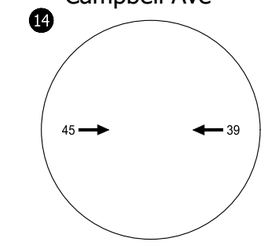


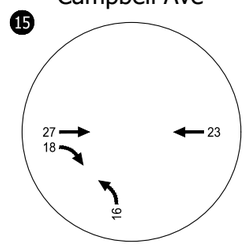


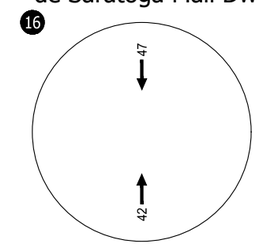


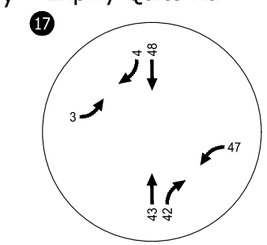


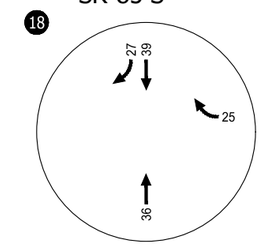


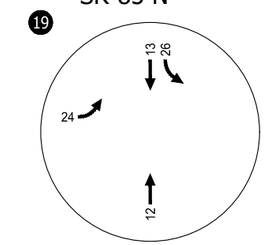


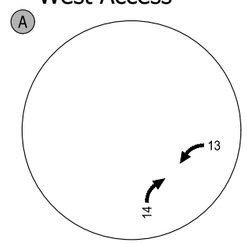


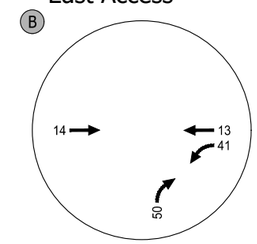


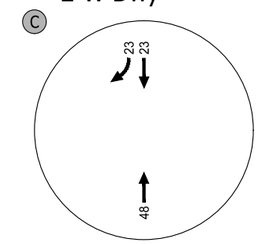


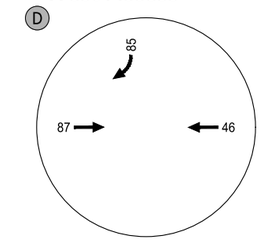


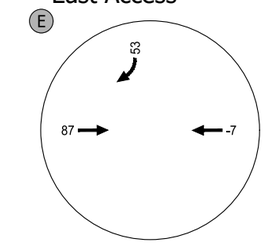












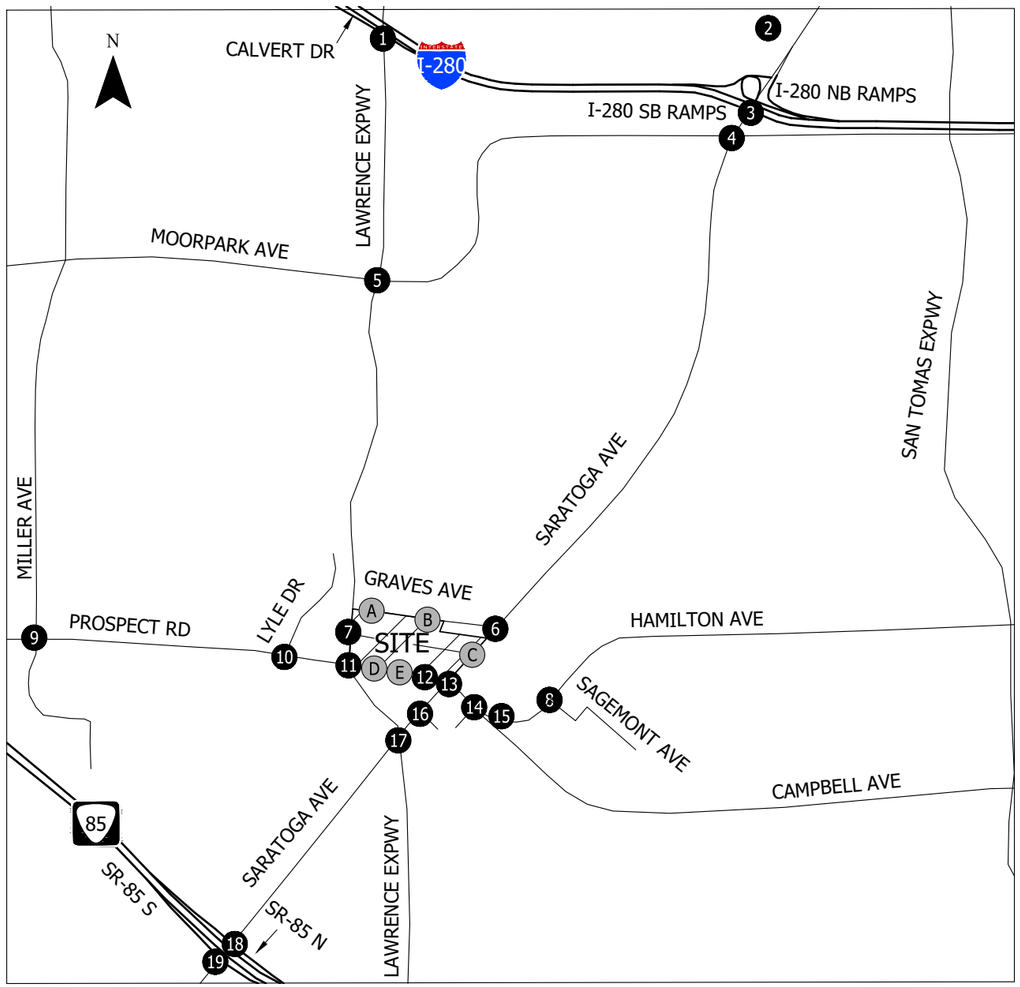
- Study Intersection

- Study Access

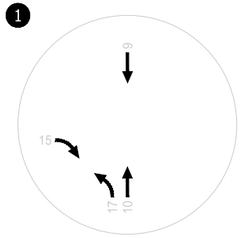
Alternative A Total Project Trips
Weekday PM Peak Hour
San Jose, California

Figure
10

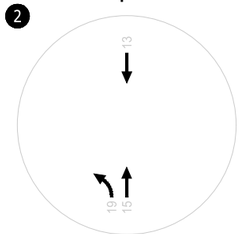
KITTELSON & ASSOCIATES



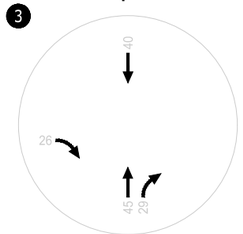
1 Lawrence Expwy / Calvert Dr



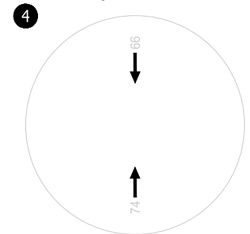
2 Saratoga Ave / I-280 NB Ramps



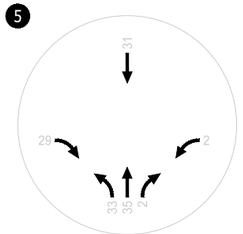
3 Saratoga Ave / I-280 SB Ramps



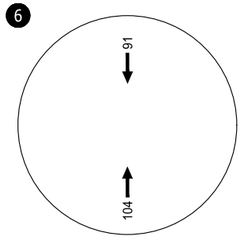
4 Saratoga Ave / Moorpark Ave



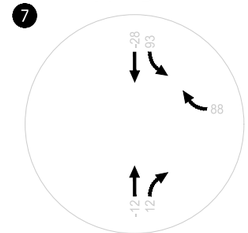
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



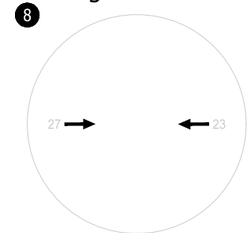
6 Saratoga Ave / Graves Ave



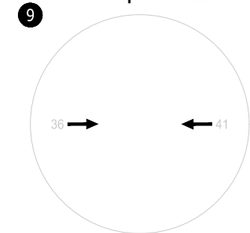
7 Lawrence Expwy / Westgate West Shopping Center Dwy



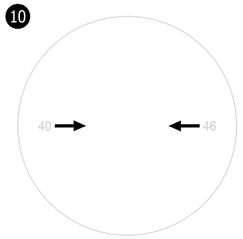
8 Hamilton Ave / Sagemont Ave



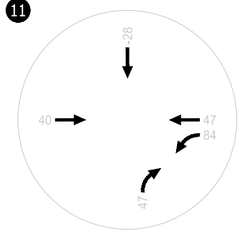
9 Miller Ave / Prospect Rd



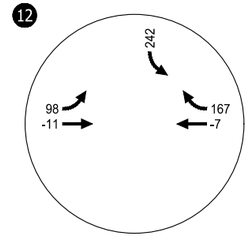
10 Lyle Dr / Prospect Rd



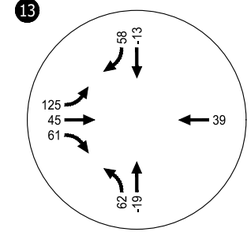
11 Lawrence Expwy / Prospect Rd



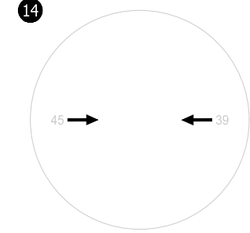
12 Westgate West Shopping Center Dwy / Prospect Rd



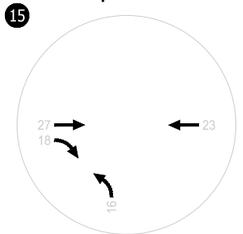
13 Saratoga Ave / Prospect Rd-Campbell Ave



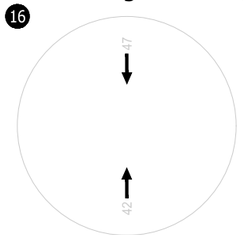
14 Westgate Mall Dwy / Campbell Ave



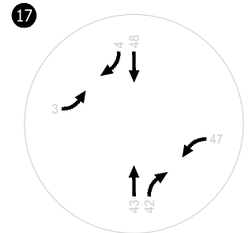
15 Hamilton Ave / Campbell Ave



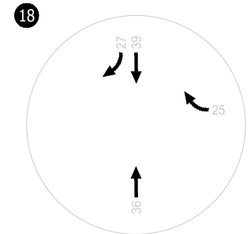
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



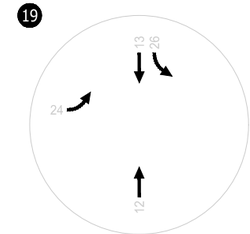
17 Saratoga Ave / Lawrence Expwy-Quito Rd



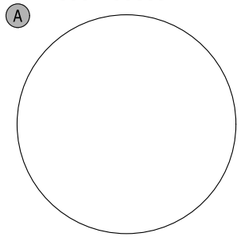
18 Saratoga Ave / SR-85 S



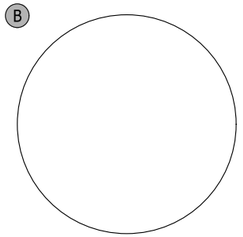
19 Saratoga Ave / SR-85 N



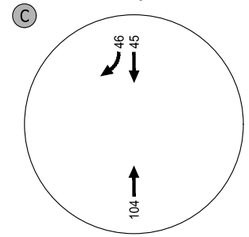
A Graves Ave / Costco West Access



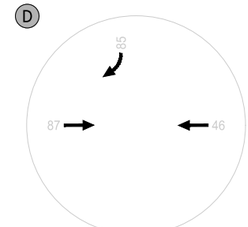
B Graves Ave / Costco East Access



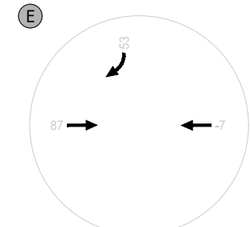
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



Note: Intersections marked gray see no change from Alternative A

- Study Intersection

- Study Access

Alternative B Total Project Trips
Weekday PM Peak Hour
San Jose, California

Figure 11

KITTELSON & ASSOCIATES

NEXT STEPS

We trust the information provided to estimate trip generation and establish trip distribution and assignment for the Project are sufficient for City review and approval. We look forward to receiving City comments on this memo within two weeks before moving forward with the transportation analyses for the Project. Please contact Amy Lopez at alopez@kittelson.com or 510-433-8064 with any questions or to schedule a meeting.

Appendix B

Existing Traffic Conditions - TRAFFIX Reports

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

Scenario Report

Scenario:	Existing
Command:	Existing
Volume:	Existing
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 LAWRENCE/CALVERT	C-	34.3	0.869	C-	34.3	0.869	+ 0.000
# 2 280/SARATOGA (N)	C+	22.7	0.457	C+	22.7	0.457	+ 0.000
# 3 280/SARATOGA (S)	C-	32.7	0.841	C-	32.7	0.841	+ 0.000
# 4 MOORPARK/SARATOGA	D	44.6	0.697	D	44.6	0.697	+ 0.000
# 5 BOLLINGER/LAWRENCE	D	45.8	0.580	D	45.8	0.580	+ 0.000
# 6 GRAVES/SARATOGA	C	27.8	0.519	C	27.8	0.519	+ 0.000
# 7 LAWRENCE/WESTGATE	A	5.5	0.344	A	5.5	0.344	+ 0.000
# 8 SAGEMONT/HAMILTON	B	17.2	0.291	B	17.2	0.291	+ 0.000
# 9 MILLER/PROSPECT	C+	20.9	0.463	C+	20.9	0.463	+ 0.000
# 10 LYLE/PROSPECT	B	14.2	0.552	B	14.2	0.552	+ 0.000
# 11 LAWRENCE/PROSPECT	D	48.5	0.558	D	48.5	0.558	+ 0.000
# 12 PROSPECT/WESTGATE WEST	D+	36.4	0.520	D+	36.4	0.520	+ 0.000
# 13 CAMPBELL/SARATOGA	D	40.2	0.636	D	40.2	0.636	+ 0.000
# 14 CAMPBELL/WESTGATE	C	26.0	0.465	C	26.0	0.465	+ 0.000
# 15 CAMPBELL/HAMILTON	C-	32.4	0.405	C-	32.4	0.405	+ 0.000
# 16 EL PASEO DE SARATOGA/SARATOGA	B+	10.5	0.352	B+	10.5	0.352	+ 0.000
# 17 SARATOGA/LAWRENCE	D	47.5	0.682	D	47.5	0.682	+ 0.000
# 18 SARATOGA/SR 85 N	C	29.5	0.793	C	29.5	0.793	+ 0.000
# 19 SARATOGA/SR 85 S	C	27.8	0.800	C	27.8	0.800	+ 0.000
# 20 Costco Access A/GRAVES	A	8.4	0.021	A	8.4	0.021	+ 0.000
# 21 Costco Access B/GRAVES	A	10.0	0.097	A	10.0	0.097	+ 0.000
# 22 Costco Access C/SARATOGA	B	14.8	0.233	B	14.8	0.233	+ 0.000
# 23 Costco Access D/PROSPECT	B	11.8	0.169	B	11.8	0.169	+ 0.000

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

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Costco Access E/PROSPECT	B	13.2	0.184	B	13.2	0.184	+ 0.000 D/V

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

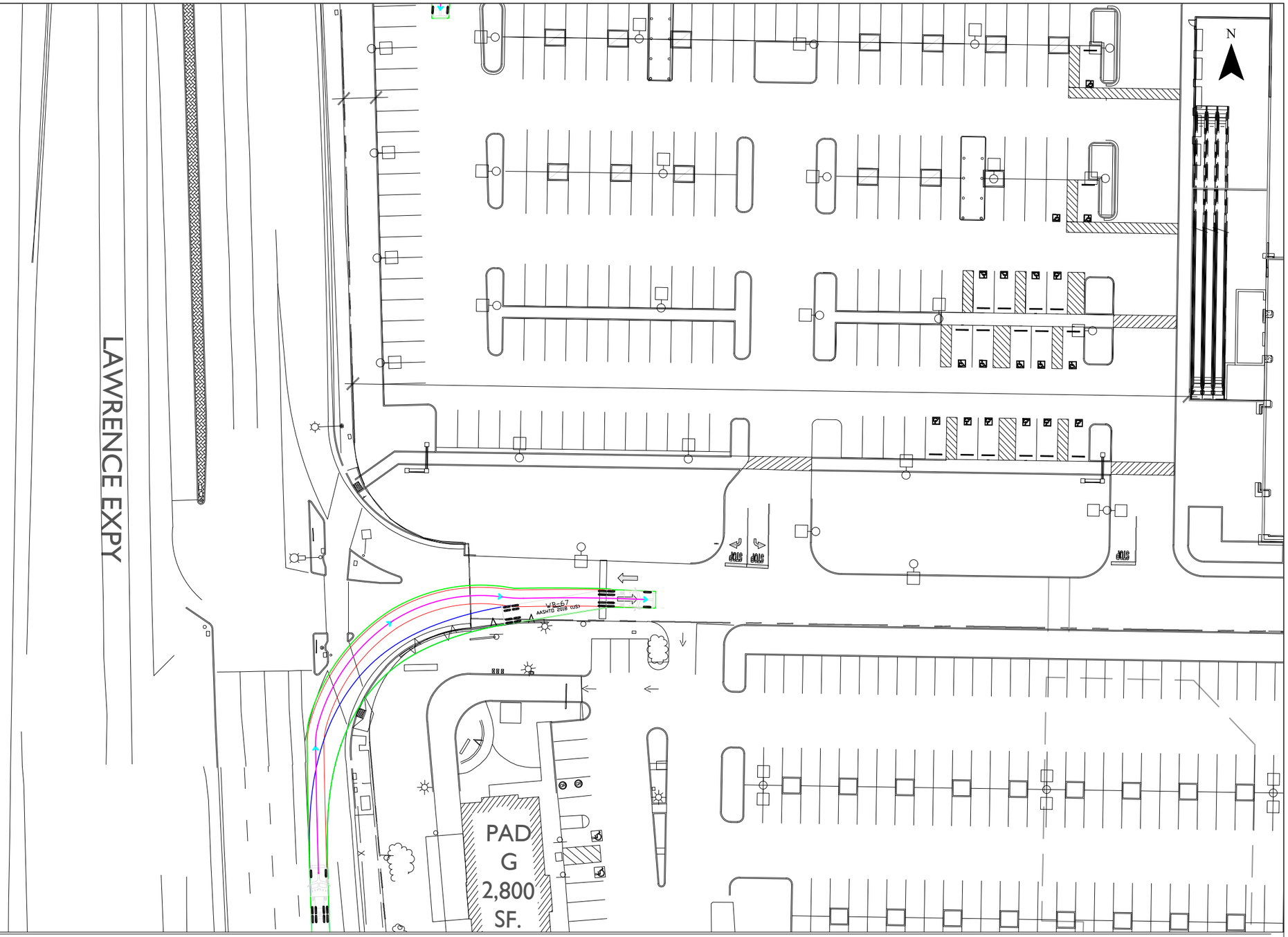
Base Queue Report (cars)

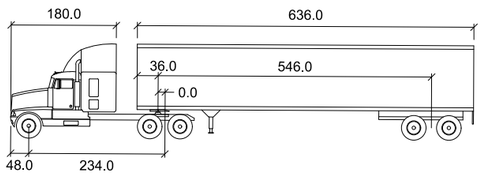
Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	0	31	12	37	69	0	31	31	0	0	0	0
#2	[HCM2k95thQ]:	18	21	21	5	25	15	0	0	0	11	11	2
#3	[HCM2k95thQ]:	0	34	59	33	25	0	15	33	24	0	0	0
#4	[HCM2k95thQ]:	11	28	23	16	44	44	27	27	27	15	15	16
#5	[HCM2k95thQ]:	18	16	7	23	45	30	19	32	34	17	23	13
#6	[HCM2k95thQ]:	12	18	3	11	23	5	12	12	6	9	9	5
#7	[HCM2k95thQ]:	0	9	3	7	5	0	0	0	0	0	0	6
#8	[HCM2k95thQ]:	4	4	4	6	6	3	4	8	8	4	8	4
#9	[HCM2k95thQ]:	7	7	2	7	7	10	9	17	1	4	15	4
#10	[HCM2k95thQ]:	0	1	1	9	9	9	1	18	0	10	15	15
#11	[HCM2k95thQ]:	10	10	7	30	25	17	17	27	29	16	21	20
#12	[HCM2k95thQ]:	1	1	1	11	19	19	18	25	0	10	17	13
#13	[HCM2k95thQ]:	12	19	15	16	15	12	20	28	5	12	18	8
#14	[HCM2k95thQ]:	7	7	5	11	11	15	13	17	4	6	20	7
#15	[HCM2k95thQ]:	15	0	3	0	0	0	15	13	0	6	12	0
#16	[HCM2k95thQ]:	0	14	2	5	8	0	0	0	1	8	0	3
#17	[HCM2k95thQ]:	31	27	4	30	22	7	7	35	22	6	7	15
#18	[HCM2k95thQ]:	15	22	0	0	20	23	0	0	0	15	35	24
#19	[HCM2k95thQ]:	0	11	28	22	13	0	16	22	11	0	0	0
#20	[2Way95thQ]:	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx
#21	[2Way95thQ]:	0.5	0.5	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	0.2	xxxx
#22	[2Way95thQ]:	0.9	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx
#23	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
#24	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Appendix C
Truck Turning Templates

Vehicle Turning Settings

Design Vehicle:	WB-67
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	





WB-67

inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 28.4
Tractor Track	: 96.0	Articulating Angle	: 75.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

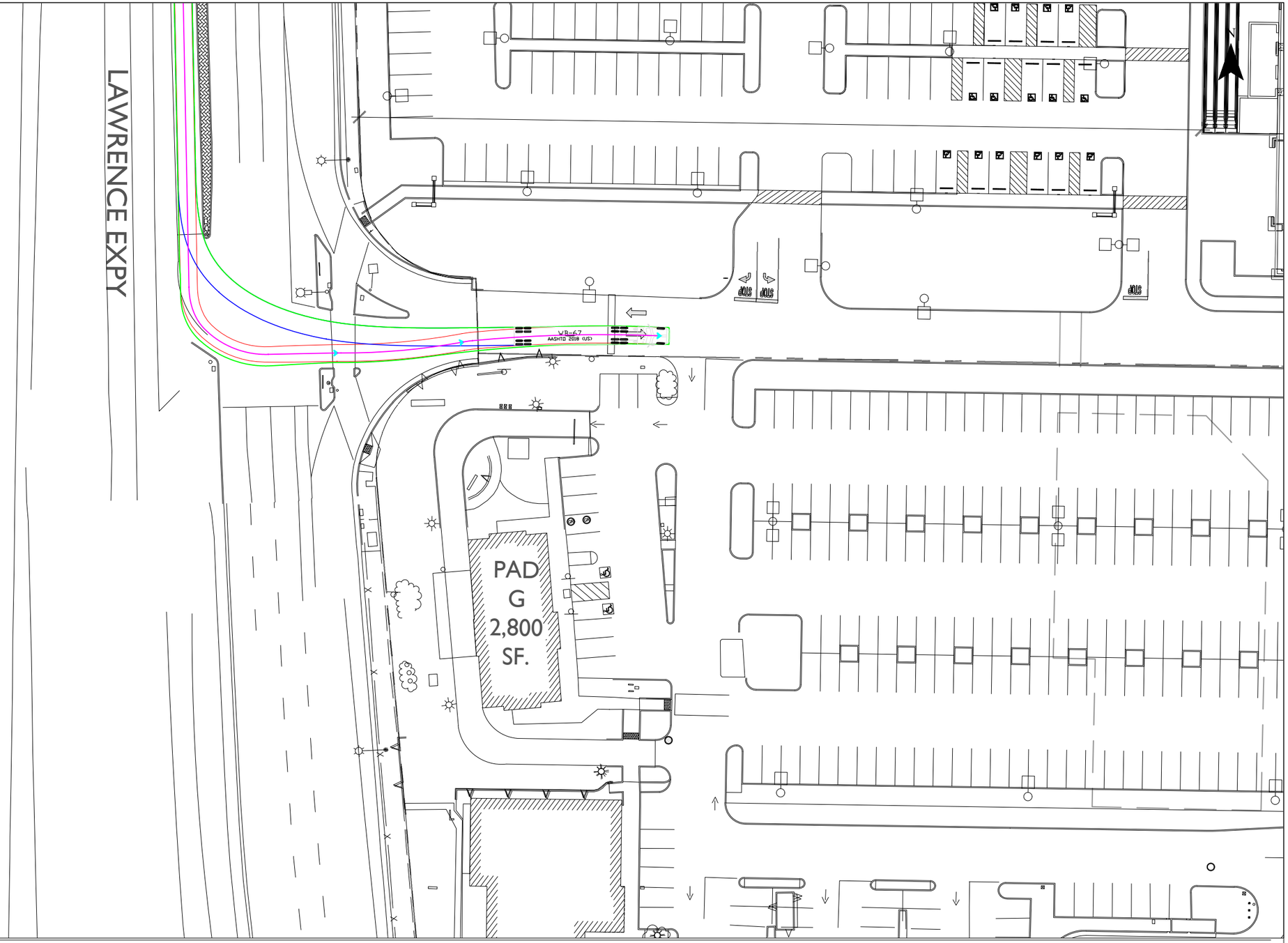
WB-67 Inbound Turning Movement
Lawrence Expy/Westgate West Shopping Center Driveway

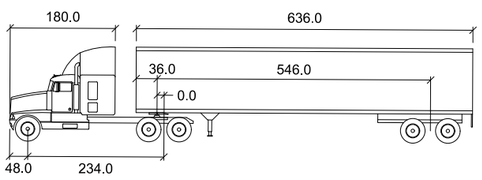
KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-67
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	





WB-67

inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 28.4
Tractor Track	: 96.0	Articulating Angle	: 75.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-67 Inbound Turning Movement
Lawrence Expy/Westgate West Shopping Center Driveway

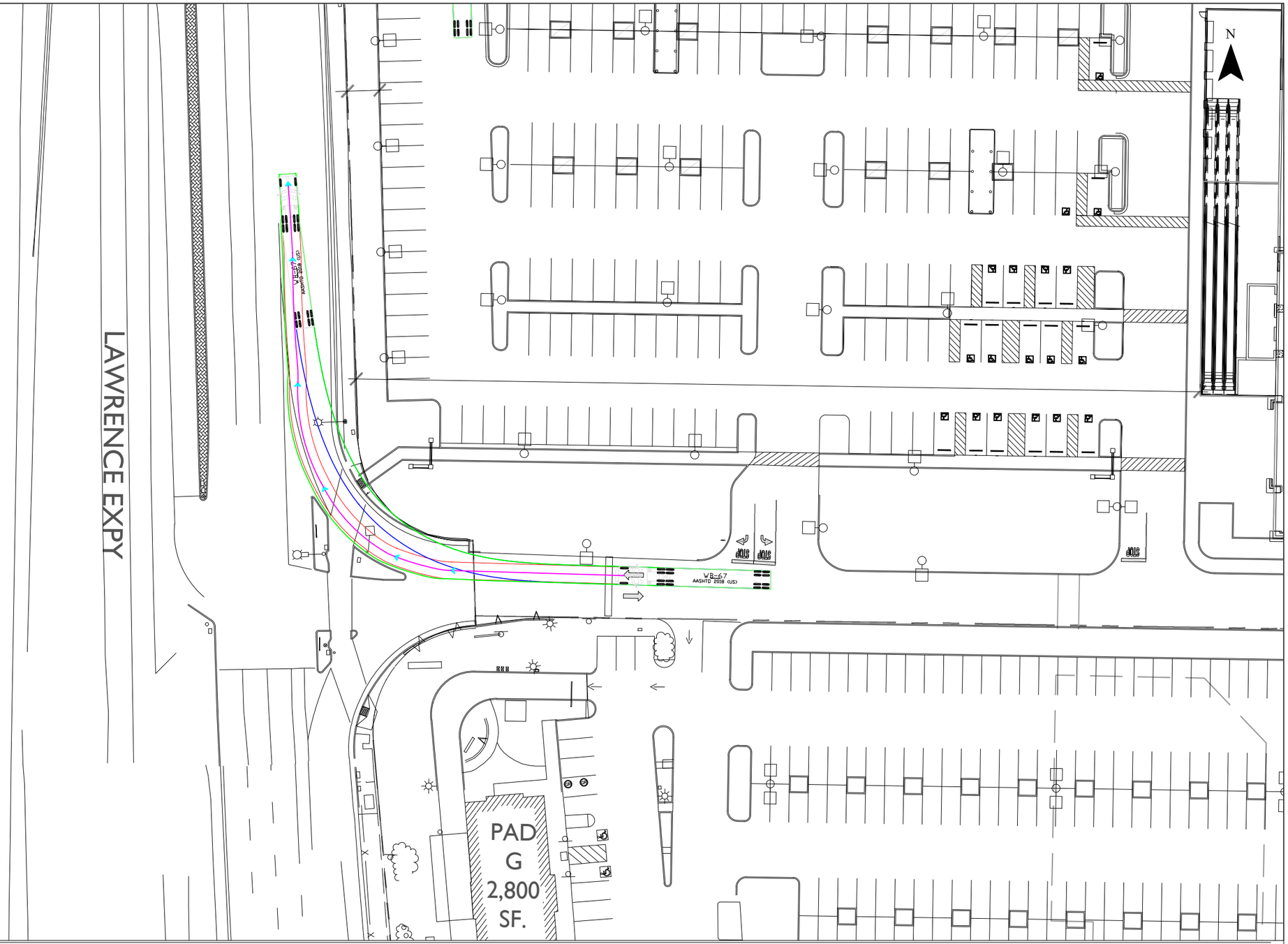
KITTELSON & ASSOCIATES

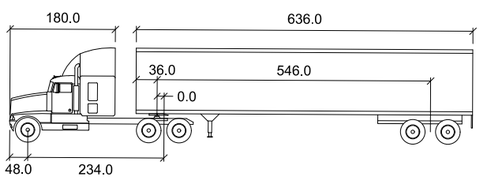
C:\Users\bhelm\appdata\local\temp\AcPublish_18256\AT_San Jose_CA-P11-34_Westgate\Wes-V2t.dwg Oct 05, 2022 - 3:24pm - bhelm Layout Tab: 2-WB67

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-67
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	





WB-67

inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 28.4
Tractor Track	: 96.0	Articulating Angle	: 75.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-67 Outbound Turning Movement
Lawrence Expy/Westgate West Shopping Center Driveway

KITTELSON & ASSOCIATES

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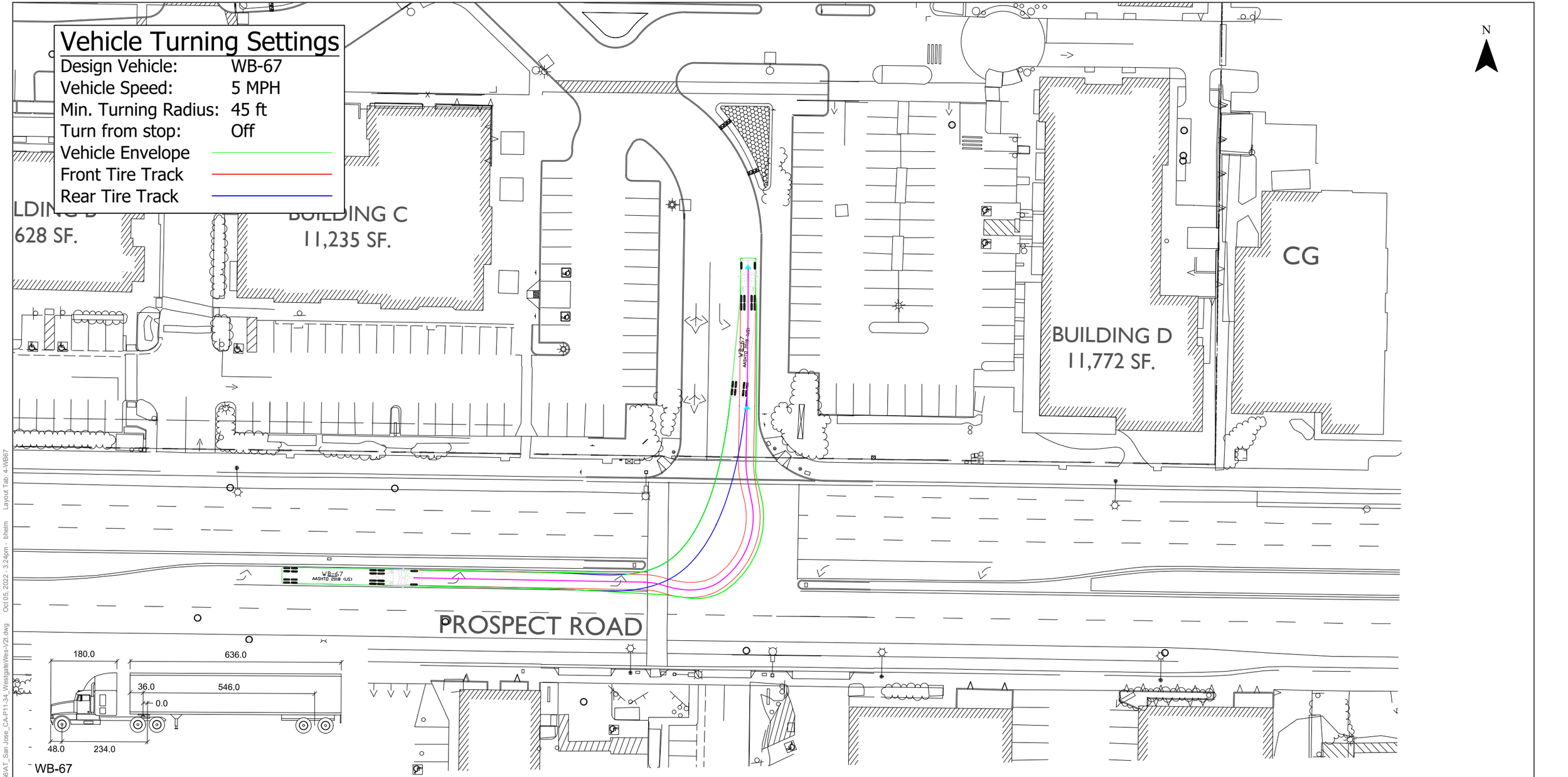
SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-67
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	



inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 28.4
Tractor Track	: 96.0	Articulating Angle	: 75.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-67 Inbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-67
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

N

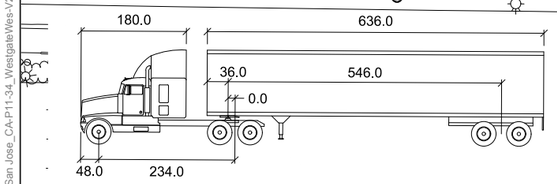
BUILDING C
11,235 SF.

628 SF.

BUILDING D
11,772 SF.

CG

PROSPECT ROAD



WB-67

	inches		
Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 28.4
Tractor Track	: 96.0	Articulating Angle	: 75.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

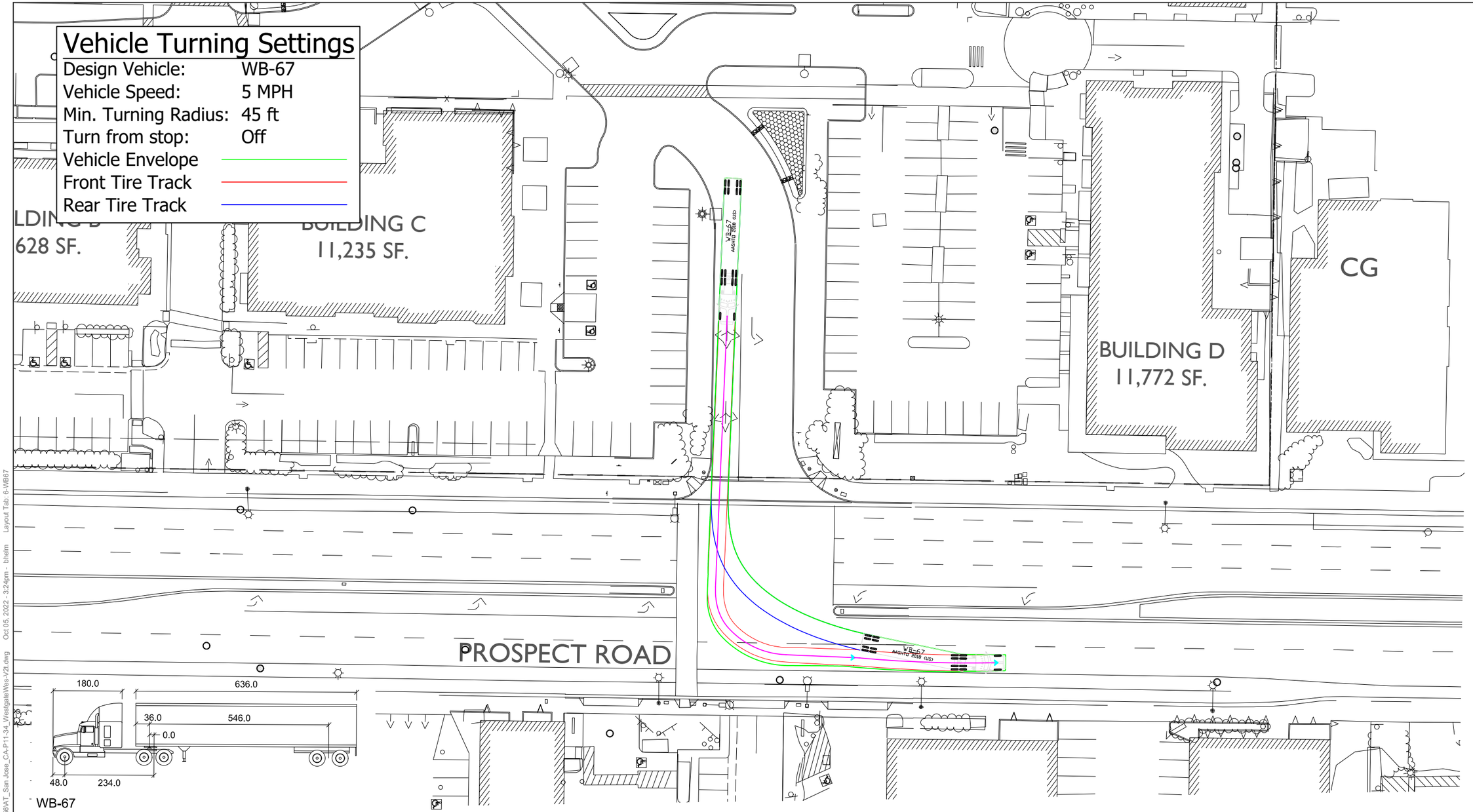
WB-67 Inbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-67
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	



WB-67

inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 28.4
Tractor Track	: 96.0	Articulating Angle	: 75.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-67 Outbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

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SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-67
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

N

LDING B
628 SF.

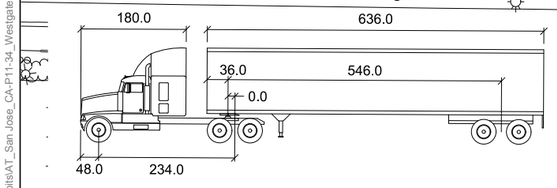
BUILDING C
11,235 SF.

BUILDING D
11,772 SF.

CG

WB-67
AASHTO 2018 (US)

PROSPECT ROAD



WB-67

	inches		
Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 28.4
Tractor Track	: 96.0	Articulating Angle	: 75.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-67 Outbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

H:\27\27249 - SW San Jose Costco Warehouse TIA\exhibits\AT_San Jose_CA-P11-34_WestgateWes-V2t.dwg Oct 05, 2022 - 3:41pm - bhelm Layout Tab: 7-WB67

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-50
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

BUILDING C
11,235 SF.

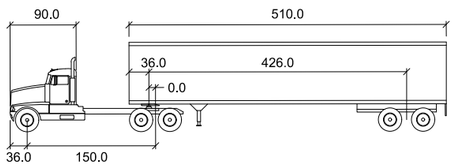
BUILDING D
11,772 SF.

CG

N

WB-50
AASHTO 2004 (US)

PROSPECT ROAD



WB-50

	inches		
Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 17.7
Tractor Track	: 96.0	Articulating Angle	: 70.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-50 Inbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-50
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

BUILDING C
11,235 SF.

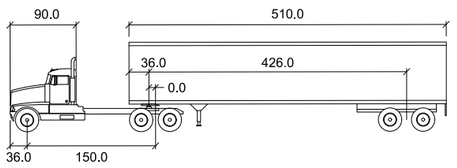
BUILDING D
11,772 SF.

CG

PROSPECT ROAD

N

WB-50
AASHTO 2004 (US)



WB-50

	inches		
Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 17.7
Tractor Track	: 96.0	Articulating Angle	: 70.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-50 Inbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-50
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

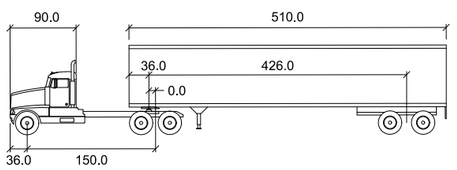
BUILDING C
11,235 SF.

BUILDING D
11,772 SF.

CG

PROSPECT ROAD

N



WB-50

	inches		
Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 17.7
Tractor Track	: 96.0	Articulating Angle	: 70.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-50 Outbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

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SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-50
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

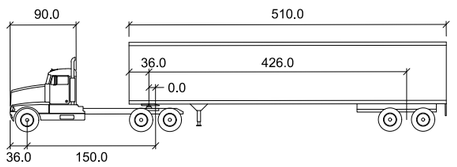
BUILDING C
11,235 SF.

BUILDING D
11,772 SF.

CG

PROSPECT ROAD

N



WB-50

	inches		
Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 17.7
Tractor Track	: 96.0	Articulating Angle	: 70.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-50 Outbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

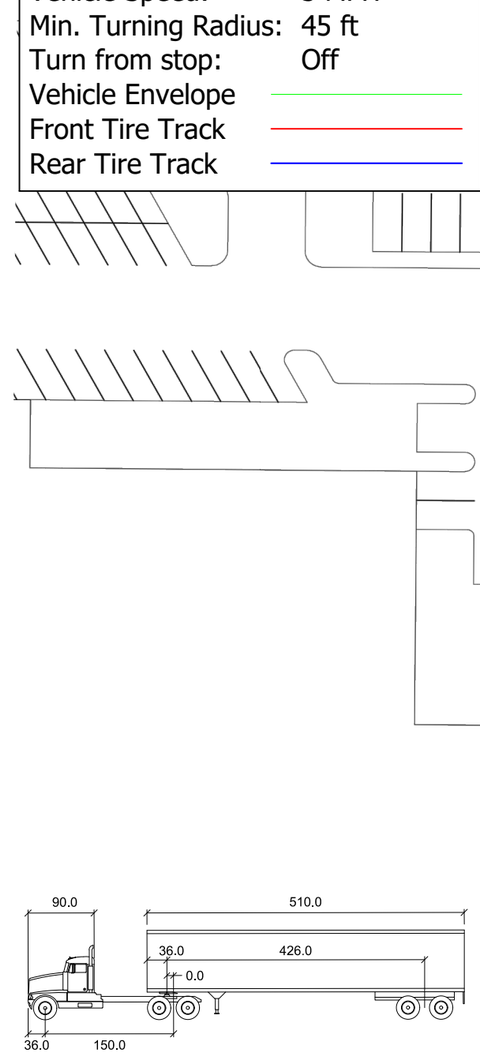
KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-50
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

N



WB-50

inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 17.7
Tractor Track	: 96.0	Articulating Angle	: 70.0
Trailer Track	: 102.0		

SARATOGA AVE

Scale: 1" = 50'

50 25 0 50

WB-50 Outbound Turning Movement
Saratoga Ave/Site Access C

KITTELSON & ASSOCIATES

C:\Users\bheim\appdata\local\temp\AcPublish_18256\AT_San Jose_CA-P11-34_WestgateWes-V2t.dwg Oct 05, 2022 - 3:24pm - bheim Layout Tab: 12-WB50

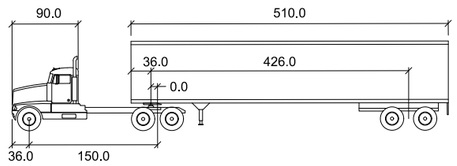
SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-50
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

N

SARATOGA AVE



WB-50

inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 17.7
Tractor Track	: 96.0	Articulating Angle	: 70.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-50 Outbound Turning Movement
Saratoga Ave/Site Access C

KITTELSON & ASSOCIATES

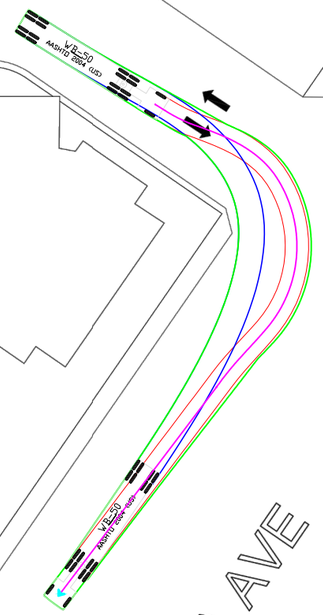
C:\Users\bhelm\appdata\local\temp\AcPublish_18256\AT_San Jose_CA-P11-34_WestgateWes-V2t.dwg Oct 05, 2022 - 3:24pm - bhelm Layout Tab: 13-WB50

SW San Jose Costco

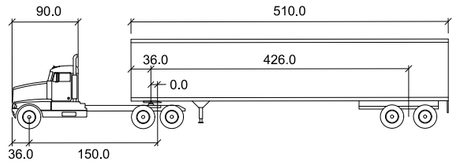
Vehicle Turning Settings

Design Vehicle:	WB-50
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

N



SARATOGA AVE



WB-50

inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 17.7
Tractor Track	: 96.0	Articulating Angle	: 70.0
Trailer Track	: 102.0		

Scale: 1" = 50'

50 25 0 50

WB-50 Outbound Turning Movement
Saratoga Ave/Site Access C

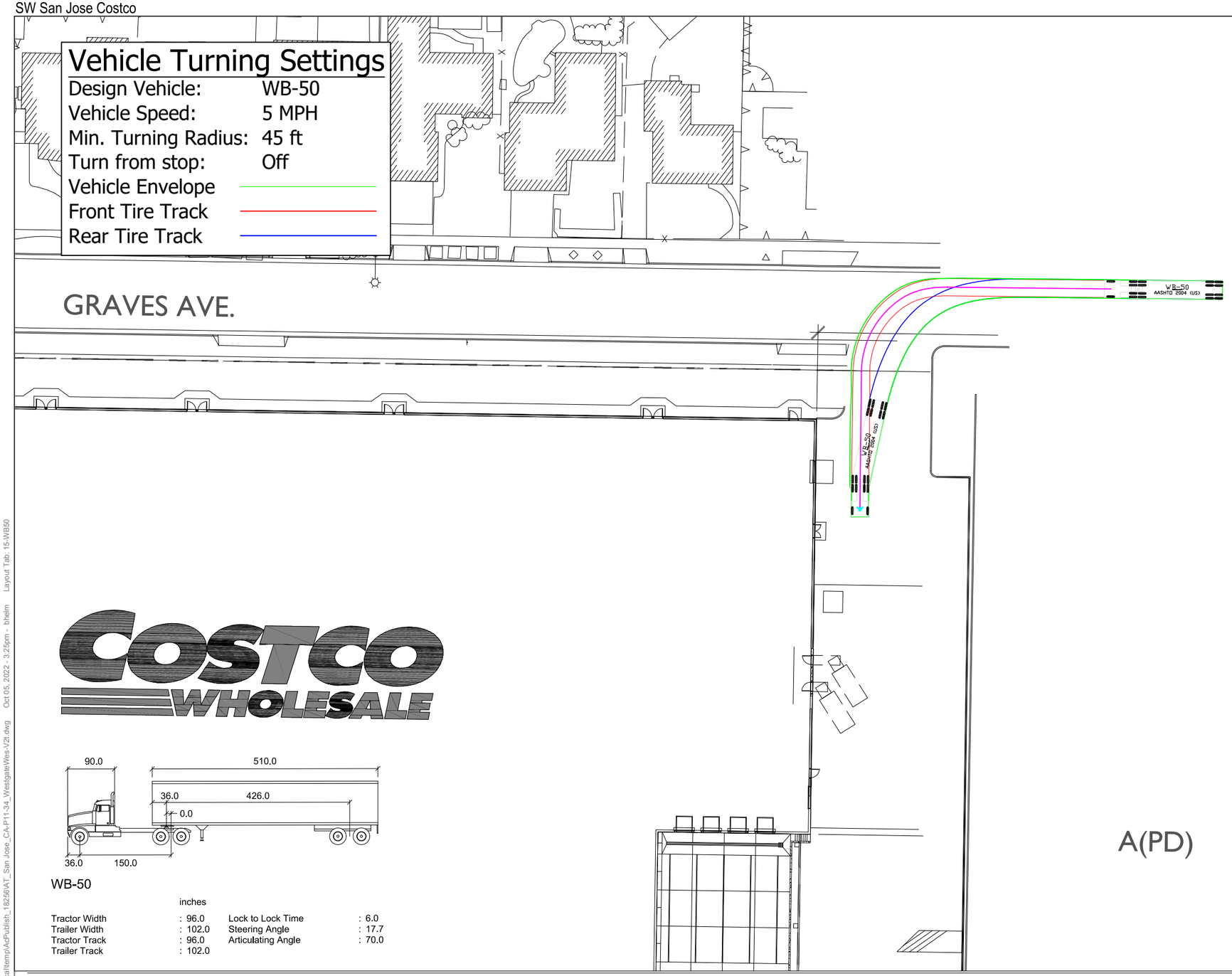
KITTELSON & ASSOCIATES

C:\Users\bhelm\appdata\local\temp\AcPublish_18256\AT_San Jose_CA-P11-34_WestgateWes-V2t.dwg Oct 05, 2022 - 3:24pm - bhelm Layout Tab: 14-WB50

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-50
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	



WB-50

inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 17.7
Tractor Track	: 96.0	Articulating Angle	: 70.0
Trailer Track	: 102.0		

A(PD)

Scale: 1" = 50'

50 25 0 50

WB-50 Inbound Turning Movement
Graves Ave/Site Access B

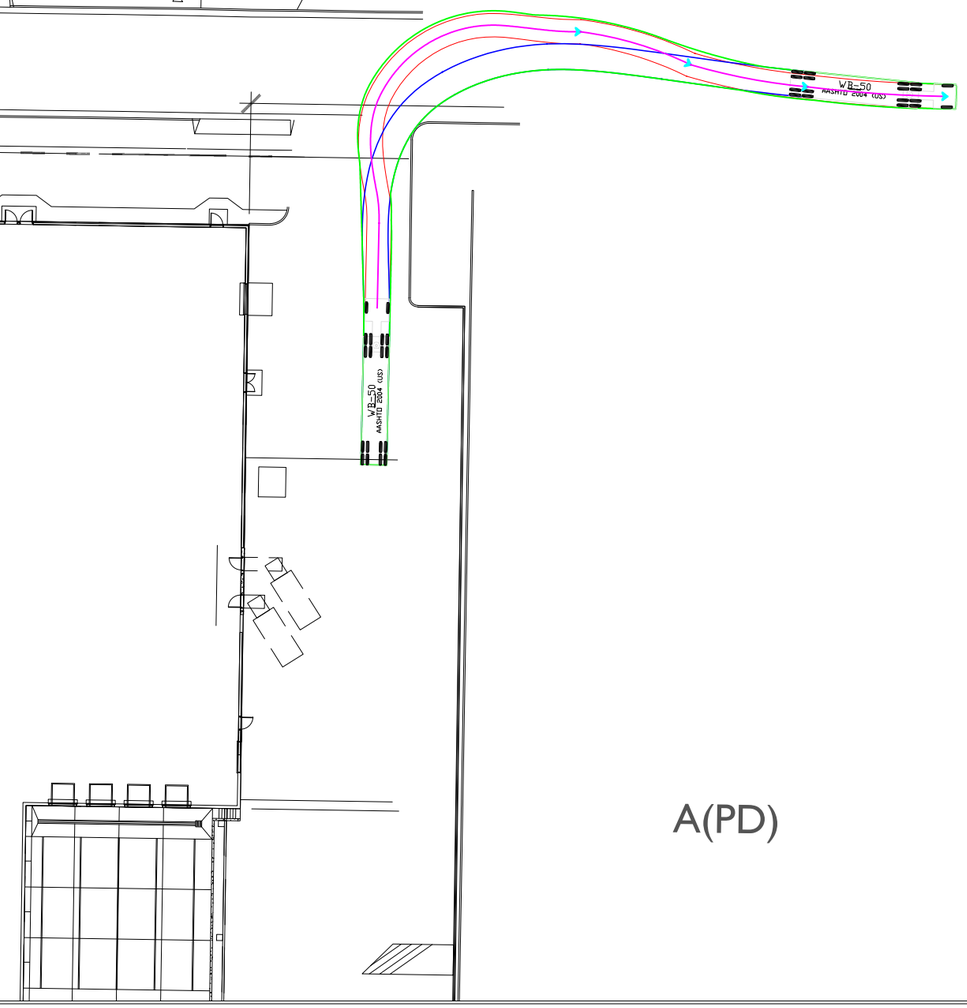
KITTELSON & ASSOCIATES

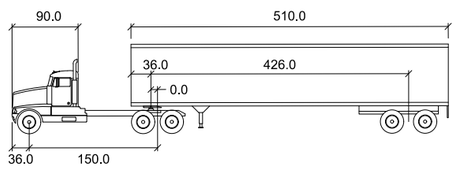
SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	WB-50
Vehicle Speed:	5 MPH
Min. Turning Radius:	45 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

GRAVES AVE.





WB-50

inches

Tractor Width	: 96.0	Lock to Lock Time	: 6.0
Trailer Width	: 102.0	Steering Angle	: 17.7
Tractor Track	: 96.0	Articulating Angle	: 70.0
Trailer Track	: 102.0		

A(PD)

Scale: 1" = 50'

50 25 0 50

WB-50 Outbound Turning Movement
Graves Ave/Site Access B

KITTELSON & ASSOCIATES

SW San Jose Costco

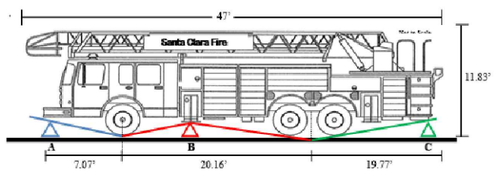
Vehicle Turning Settings

Design Vehicle:	Fire Truck
Vehicle Speed:	5 MPH
Min. Turning Radius:	46.25 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

R-M

LAWRENCE EXPY

PAD G 2,800 SF.



Scale: 1" = 50'

50 25 0 50

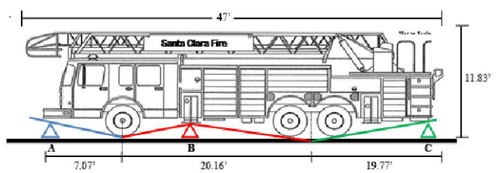
Santa Clara Fire Inbound Turning Movement
Lawrence Expy/Westgate West Shopping Center Driveway

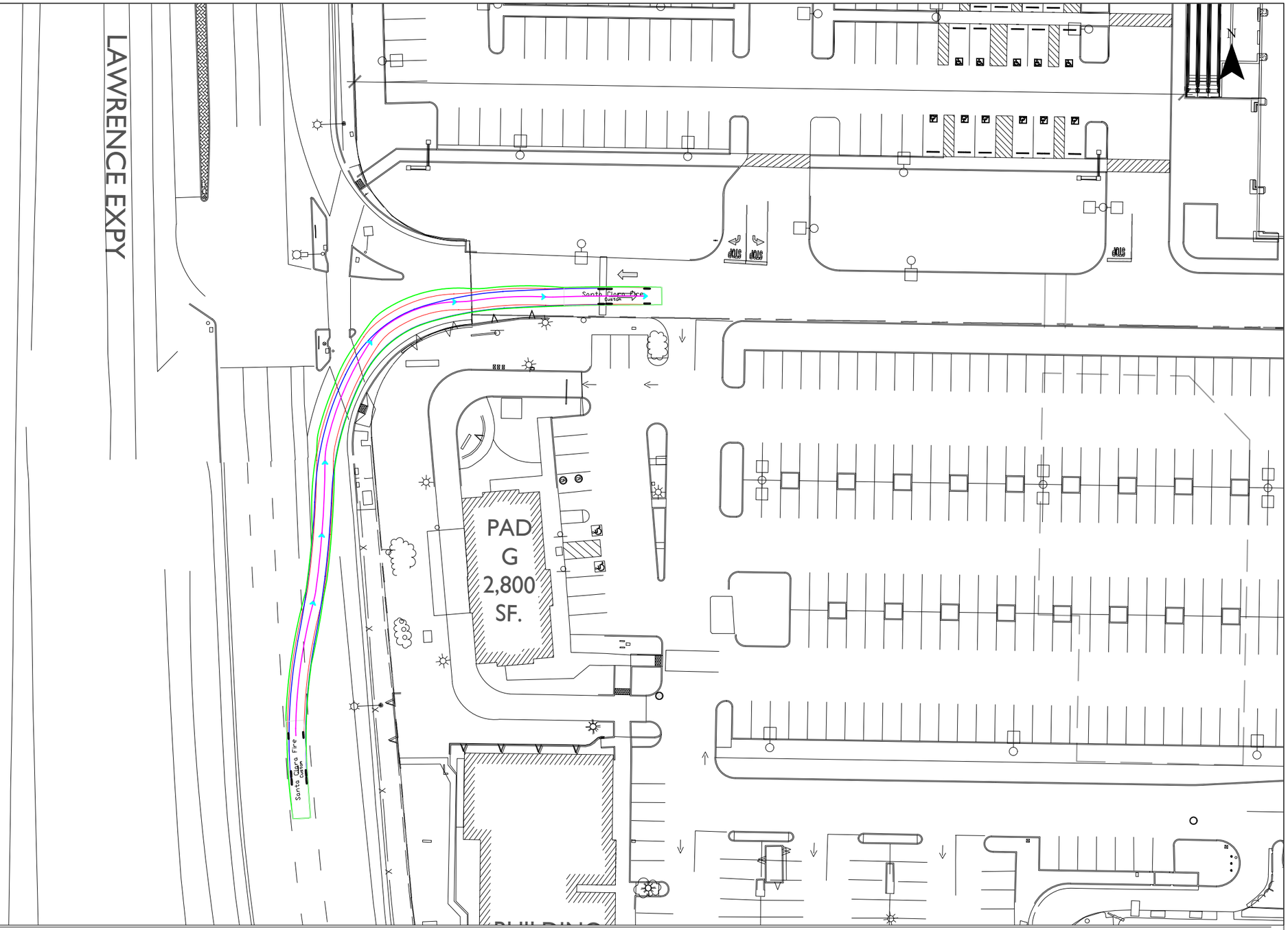
KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	Fire Truck
Vehicle Speed:	5 MPH
Min. Turning Radius:	46.25 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	





Scale: 1" = 50'

50 25 0 50

Santa Clara Fire Inbound Turning Movement
Lawrence Expy/Westgate West Shopping Center Driveway

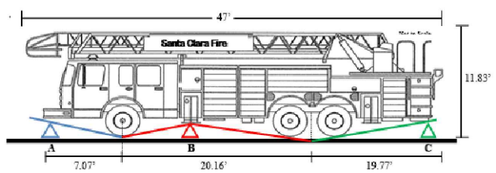
KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	Fire Truck
Vehicle Speed:	5 MPH
Min. Turning Radius:	46.25 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

R-M



Scale: 1" = 50'

50 25 0 50

Santa Clara Fire Outbound Turning Movement
Lawrence Expy/Westgate West Shopping Center Driveway

KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	Fire Truck
Vehicle Speed:	5 MPH
Min. Turning Radius:	46.25 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

N

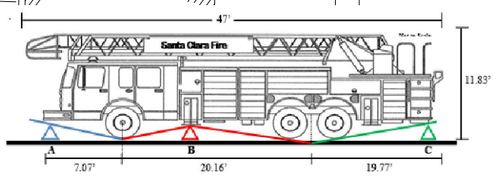
BUILDING D
11,772 SF.

CG

PROSPECT ROAD

Santa Clara Fire Custom

Santa Clara Fire Custom



Scale: 1" = 50'

50 25 0 50

Santa Clara Fire Inbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

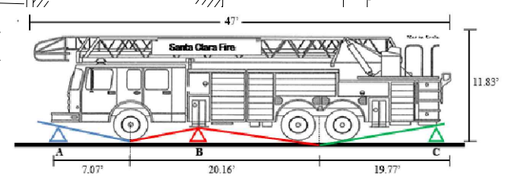
Design Vehicle:	Fire Truck
Vehicle Speed:	5 MPH
Min. Turning Radius:	46.25 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

N

BUILDING D
11,772 SF.

CG

PROSPECT ROAD



Scale: 1" = 50'

50 25 0 50

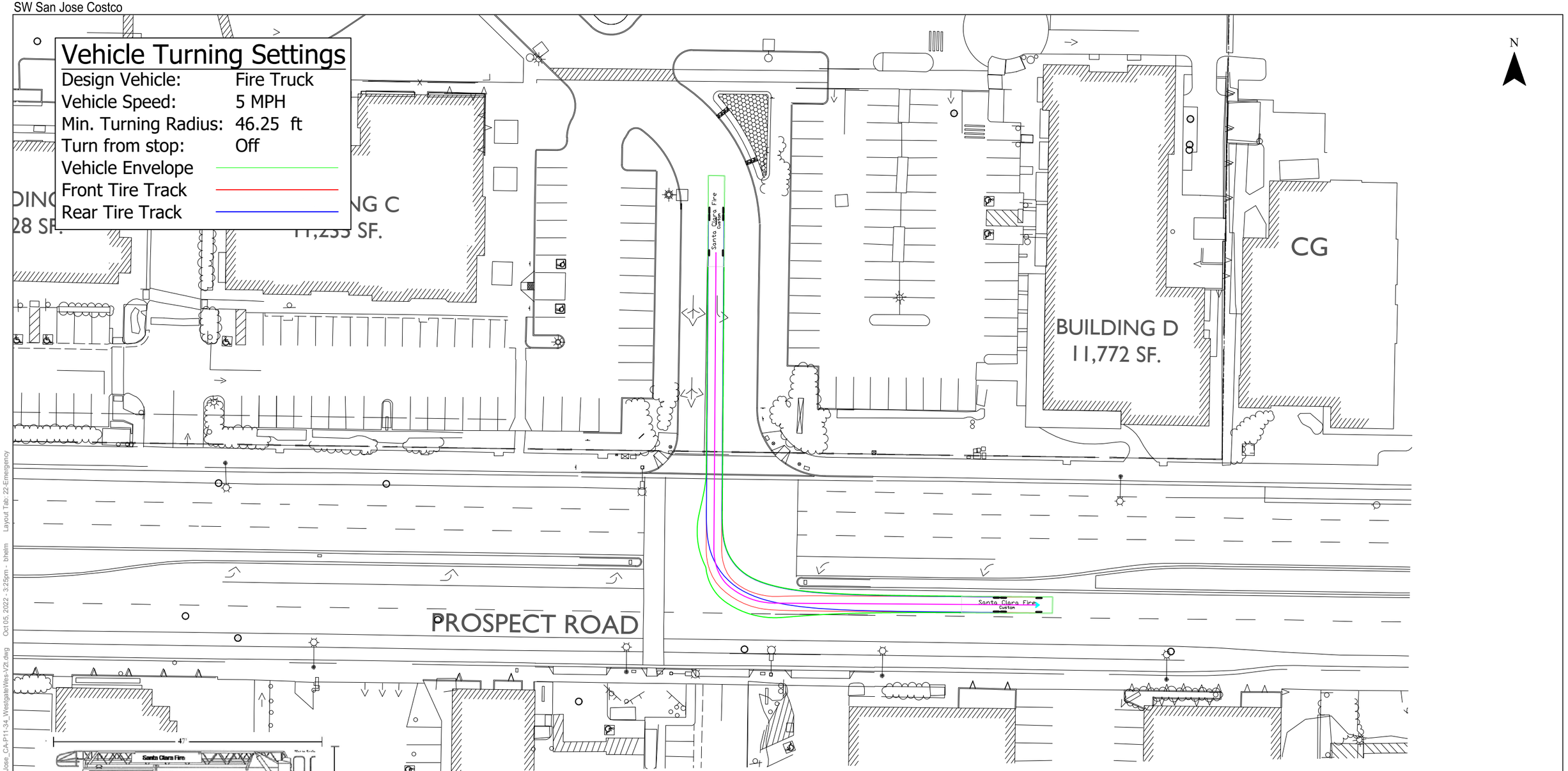
Santa Clara Fire Inbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	Fire Truck
Vehicle Speed:	5 MPH
Min. Turning Radius:	46.25 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	



Scale: 1" = 50'

50 25 0 50

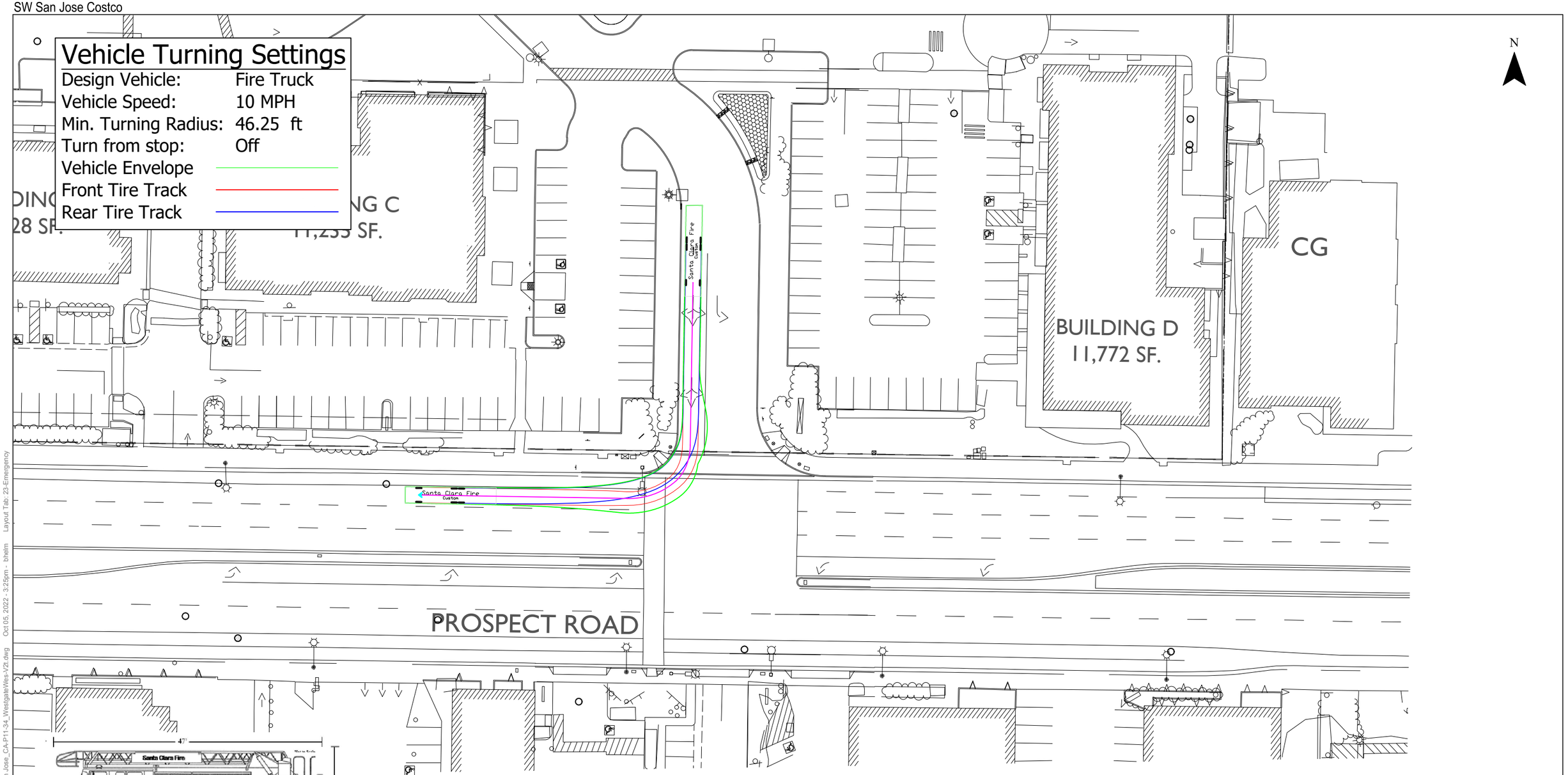
Santa Clara Fire Outbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

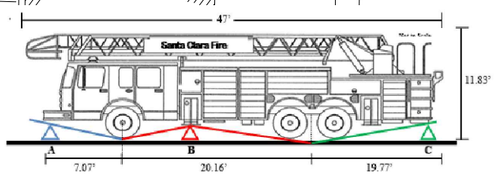
KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	Fire Truck
Vehicle Speed:	10 MPH
Min. Turning Radius:	46.25 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	





Scale: 1" = 50'

50 25 0 50

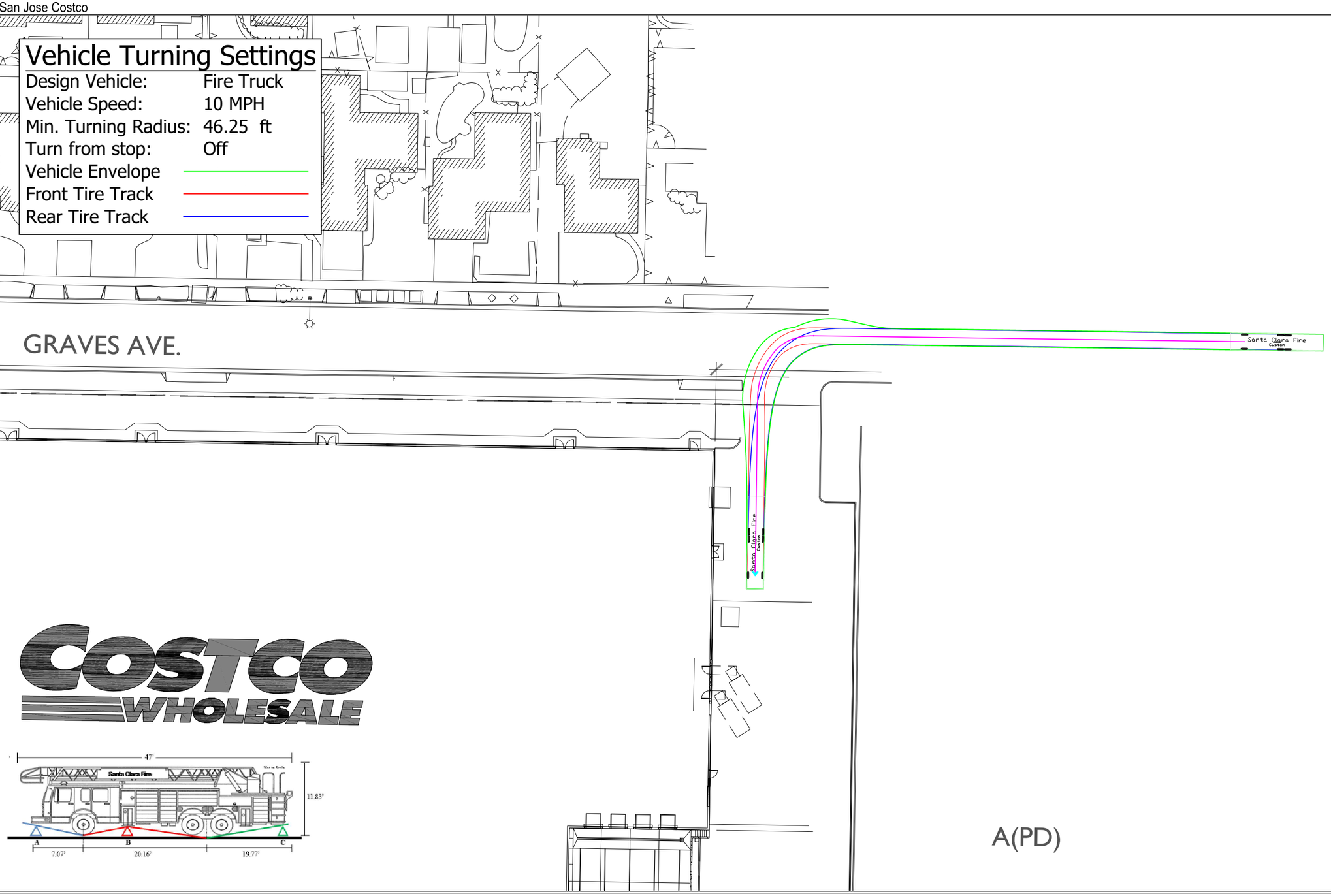
Santa Clara Fire Outbound Turning Movement
Prospect Road/Westgate West Shopping Center Signalized Driveway

KITTELSON & ASSOCIATES

SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	Fire Truck
Vehicle Speed:	10 MPH
Min. Turning Radius:	46.25 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	



A(PD)

Scale: 1" = 50'

50 25 0 50

Santa Clara Fire Inbound Turning Movement
Graves Ave/Site Access B

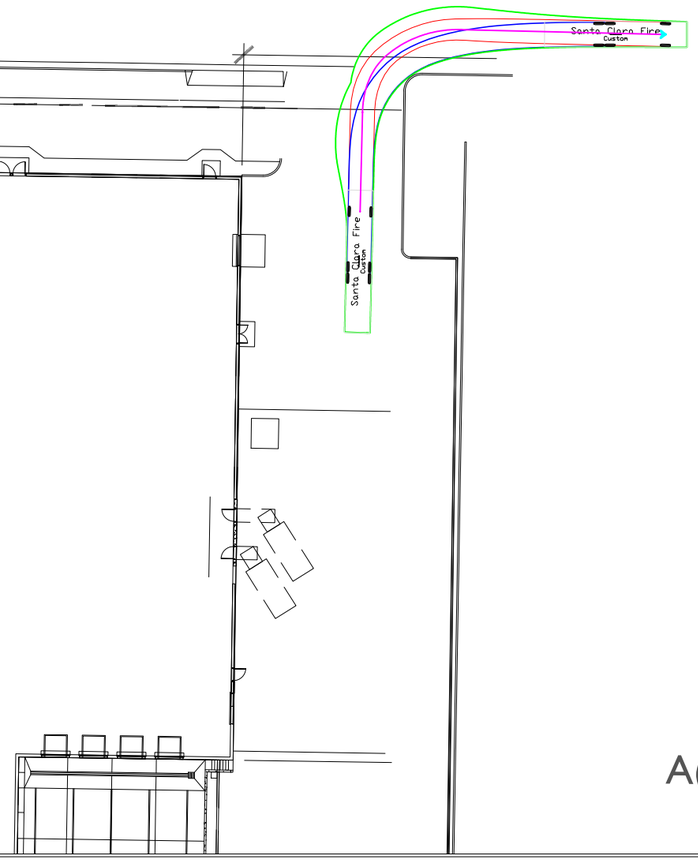
KITTELSON & ASSOCIATES

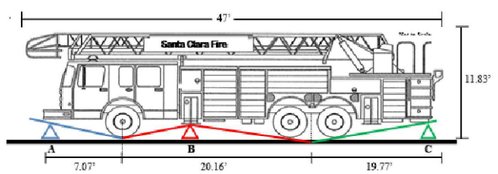
SW San Jose Costco

Vehicle Turning Settings

Design Vehicle:	Fire Truck
Vehicle Speed:	10 MPH
Min. Turning Radius:	46.25 ft
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	

GRAVES AVE.





A(PD)

Scale: 1" = 50'

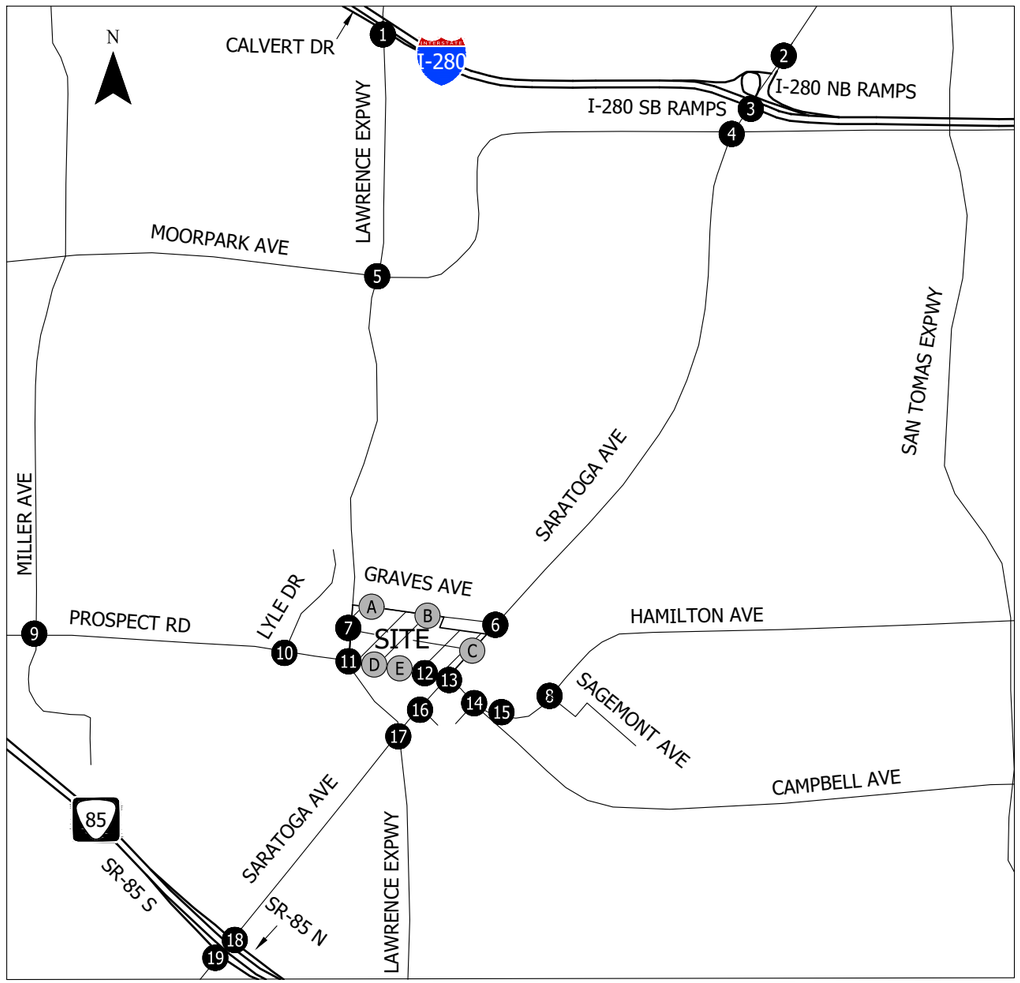
50 25 0 50

Santa Clara Fire Outbound Turning Movement
Graves Ave/Site Access B

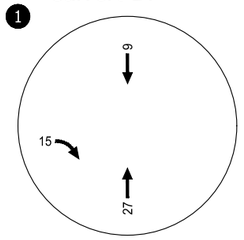
KITTELSON & ASSOCIATES

Appendix D

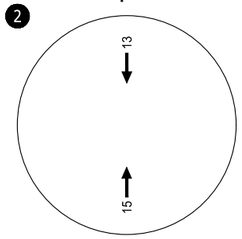
Trip Assignment Figures



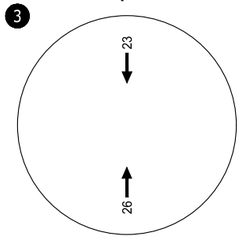
1 Lawrence Expwy / Calvert Dr



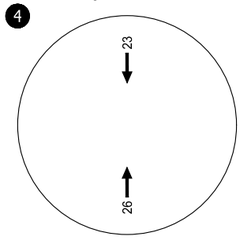
2 Saratoga Ave / I-280 NB Ramps



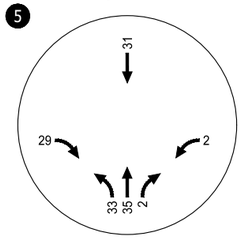
3 Saratoga Ave / I-280 SB Ramps



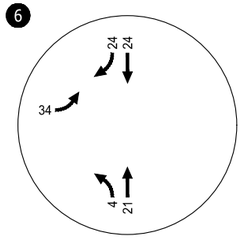
4 Saratoga Ave / Moorpark Ave



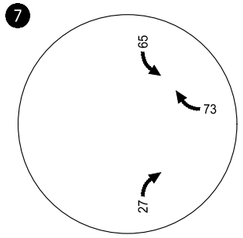
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave



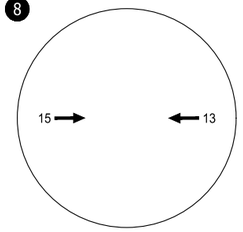
6 Saratoga Ave / Graves Ave



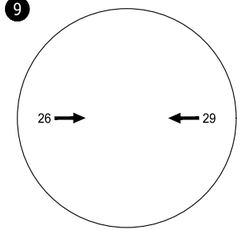
7 Lawrence Expwy / Westgate West Shopping Center Dwy



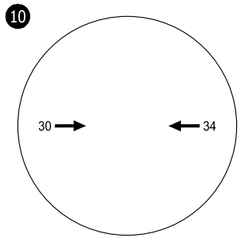
8 Hamilton Ave / Sagemont Ave



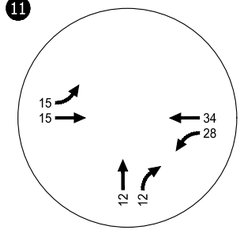
9 Miller Ave / Prospect Rd



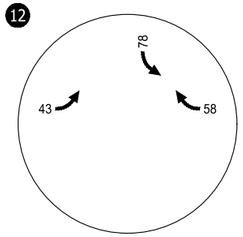
10 Lyle Dr / Prospect Rd



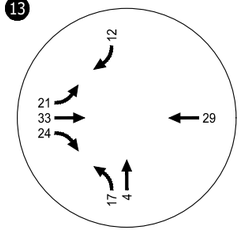
11 Lawrence Expwy / Prospect Rd



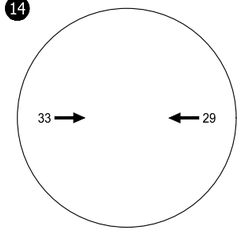
12 Westgate West Shopping Center Dwy / Prospect Rd



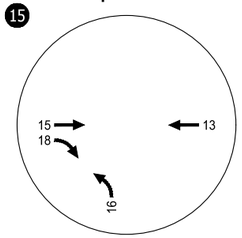
13 Saratoga Ave / Prospect Rd-Campbell Ave



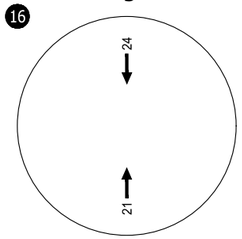
14 Westgate Mall Dwy / Campbell Ave



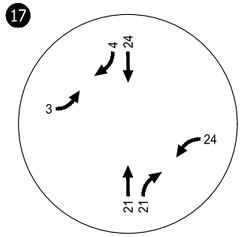
15 Hamilton Ave / Campbell Ave



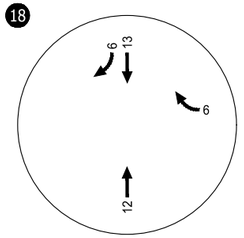
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



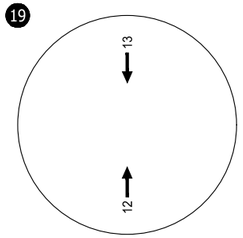
17 Saratoga Ave / Lawrence Expwy-Quito Rd



18 Saratoga Ave / SR-85 S



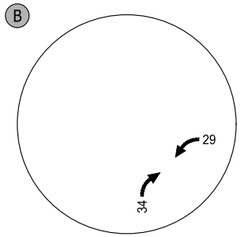
19 Saratoga Ave / SR-85 N



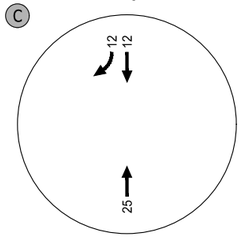
A Graves Ave / Costco West Access

Driveway Closed

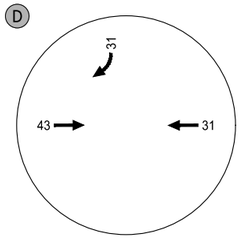
B Graves Ave / Costco East Access



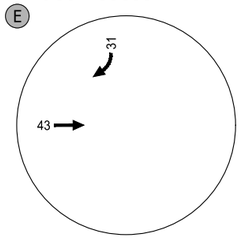
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access

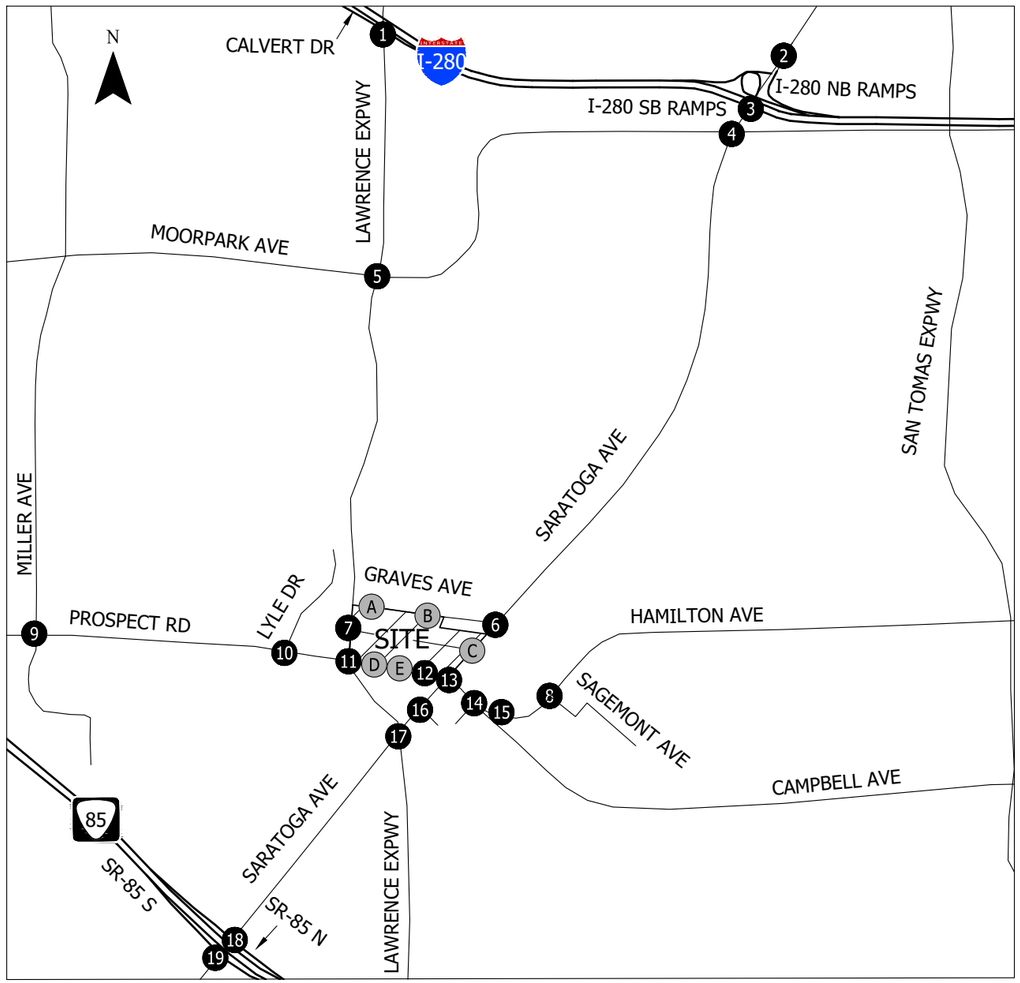


(##) - Study Intersection

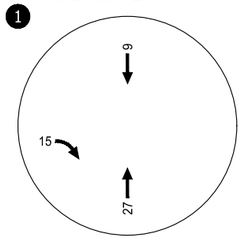
(##) - Study Access

Alternative A Primary Trips
Weekday PM Peak Hour
San Jose, California

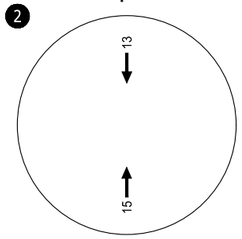
Figure
D-1



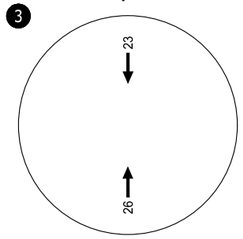
Lawrence Expwy / Calvert Dr



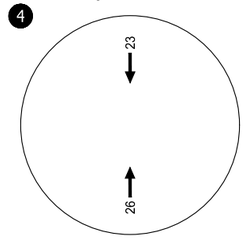
Saratoga Ave / I-280 NB Ramps



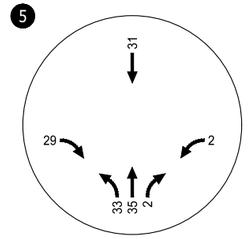
Saratoga Ave / I-280 SB Ramps



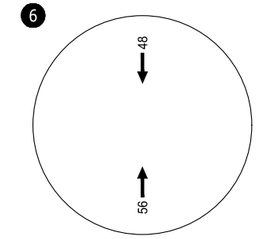
Saratoga Ave / Moorpark Ave



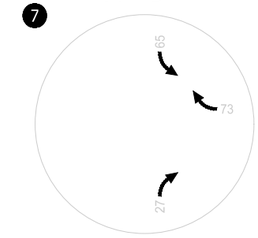
Lawrence Expwy / Bollinger Rd-Moorpark Ave



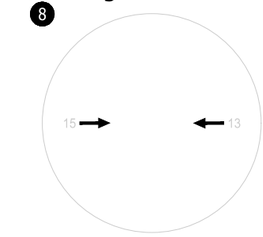
Saratoga Ave / Graves Ave



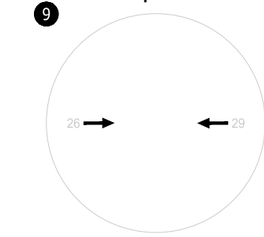
Lawrence Expwy / Westgate West Shopping Center Dwy



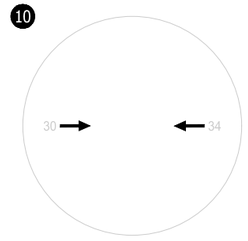
Hamilton Ave / Sagemont Ave



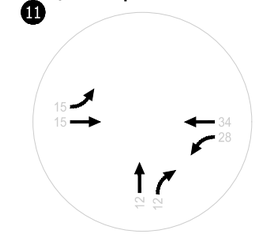
Miller Ave / Prospect Rd



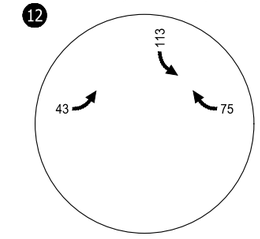
Lyle Dr / Prospect Rd



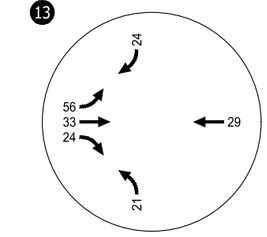
Lawrence Expwy / Prospect Rd



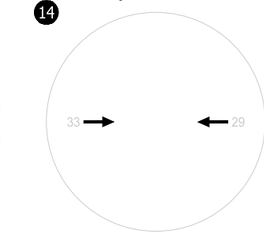
Westgate West Shopping Center Dwy / Prospect Rd



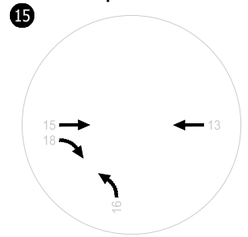
Saratoga Ave / Prospect Rd-Campbell Ave



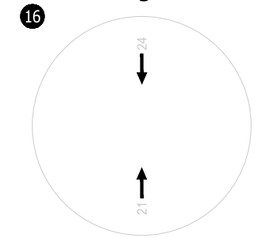
Westgate Mall Dwy / Campbell Ave



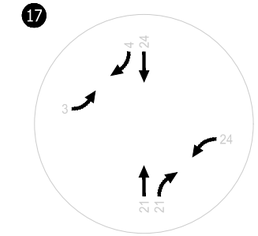
Hamilton Ave / Campbell Ave



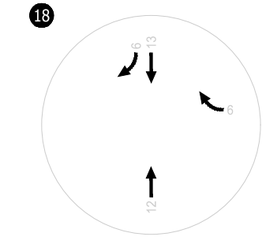
Saratoga Ave / El Paseo de Saratoga Mall Dwy



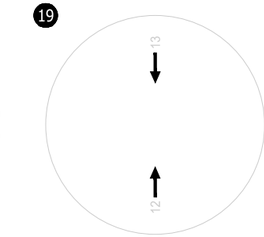
Saratoga Ave / Lawrence Expwy-Quito Rd



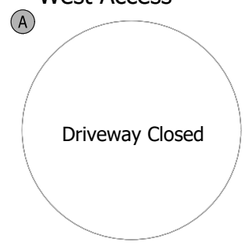
Saratoga Ave / SR-85 S



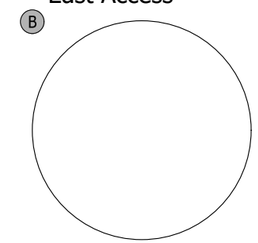
Saratoga Ave / SR-85 N



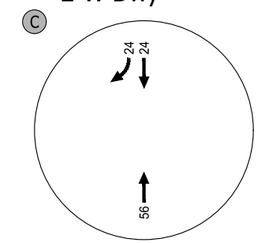
Graves Ave / Costco West Access



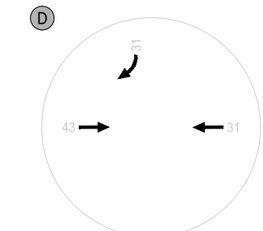
Graves Ave / Costco East Access



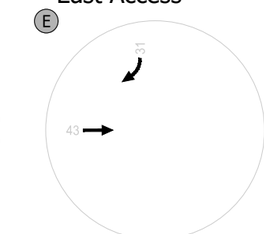
Saratoga Ave / E-W Dwy



Prospect Rd / Costco West Access



Prospect Rd / Costco East Access



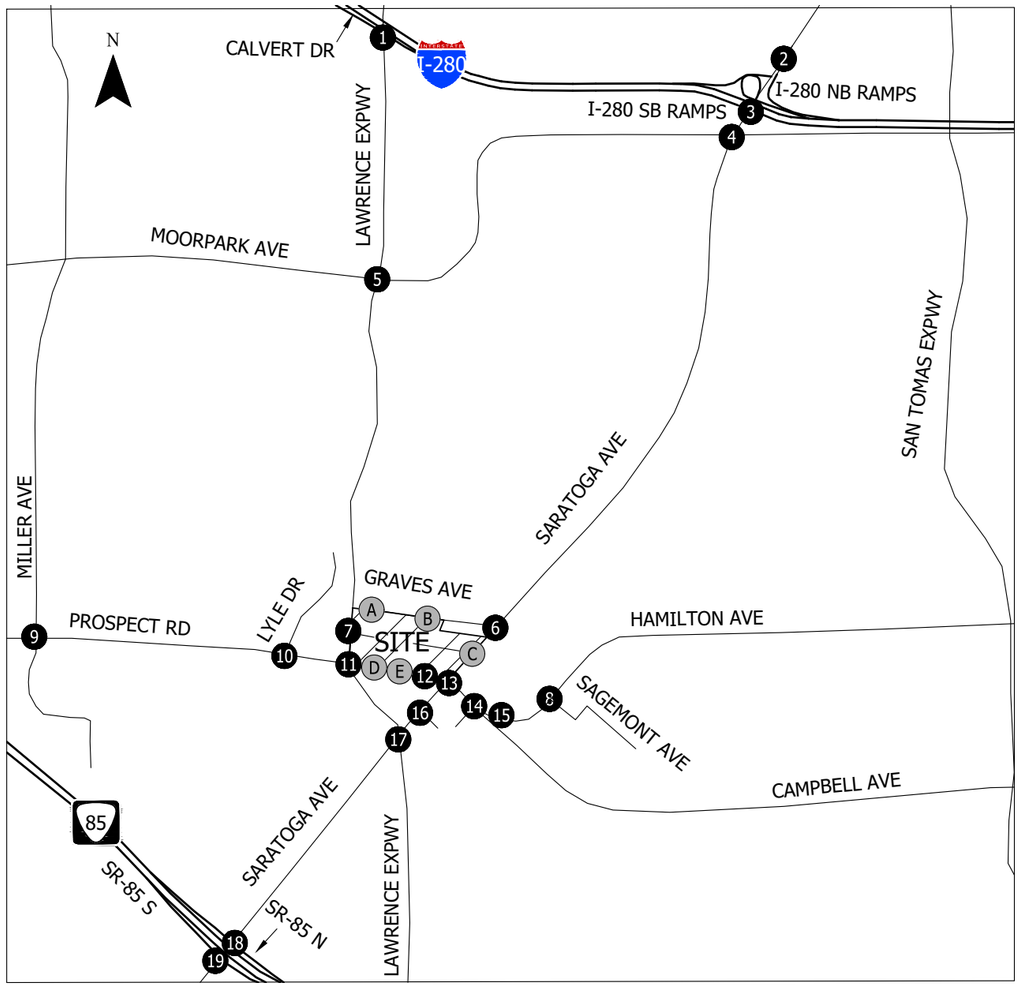
Note: Intersections marked gray see no change from Alternative A

- Study Intersection

- Study Access

Alternative B Primary Trips
Weekday PM Peak Hour
San Jose, California

Figure
D-2



1 Lawrence Expwy / Calvert Dr

2 Saratoga Ave / I-280 NB Ramps

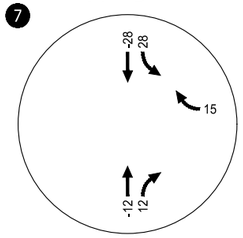
3 Saratoga Ave / I-280 SB Ramps

4 Saratoga Ave / Moorpark Ave

5 Lawrence Expwy / Bollinger Rd-Moorpark Ave

6 Saratoga Ave / Graves Ave

7 Lawrence Expwy / Westgate West Shopping Center Dwy

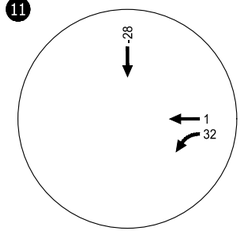


8 Hamilton Ave / Sagemont Ave

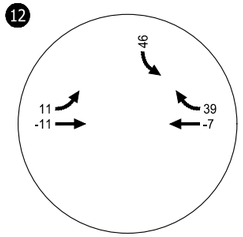
9 Miller Ave / Prospect Rd

10 Lyle Dr / Prospect Rd

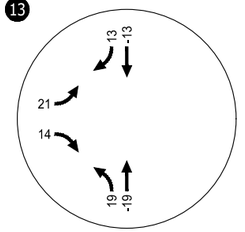
11 Lawrence Expwy / Prospect Rd



12 Westgate West Shopping Center Dwy / Prospect Rd



13 Saratoga Ave / Prospect Rd-Campbell Ave



14 Westgate Mall Dwy / Campbell Ave

15 Hamilton Ave / Campbell Ave

16 Saratoga Ave / El Paseo de Saratoga Mall Dwy

17 Saratoga Ave / Lawrence Expwy-Quito Rd

18 Saratoga Ave / SR-85 S

19 Saratoga Ave / SR-85 N

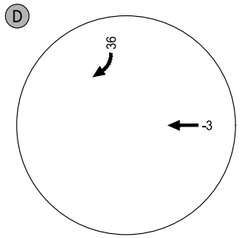
A Graves Ave / Costco West Access

Driveway Closed

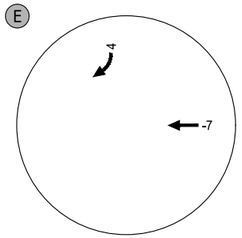
B Graves Ave / Costco East Access

C Saratoga Ave / E-W Dwy

D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



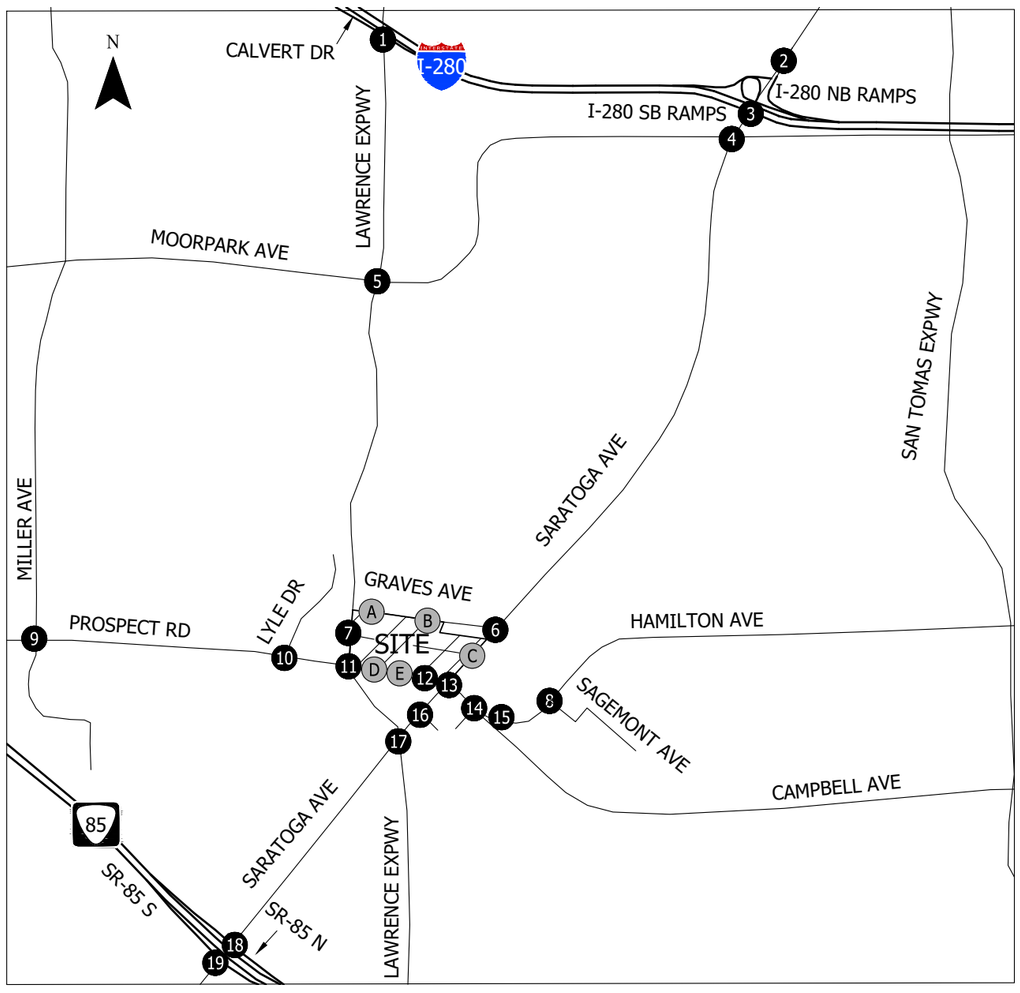
- Study Intersection

- Study Access

Alternative A Pass-By Trips
Weekday PM Peak Hour
San Jose, California

Figure
D-3

KITTELSON & ASSOCIATES



1 Lawrence Expwy / Calvert Dr

2 Saratoga Ave / I-280 NB Ramps

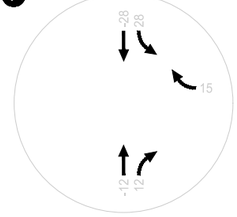
3 Saratoga Ave / I-280 SB Ramps

4 Saratoga Ave / Moorpark Ave

5 Lawrence Expwy / Bollinger Rd-Moorpark Ave

6 Saratoga Ave / Graves Ave

7 Lawrence Expwy / Westgate West Shopping Center Dwy

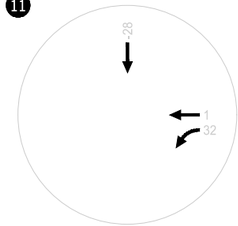


8 Hamilton Ave / Sagemont Ave

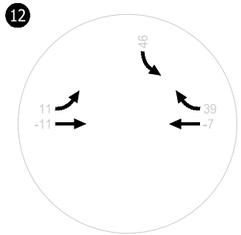
9 Miller Ave / Prospect Rd

10 Lyle Dr / Prospect Rd

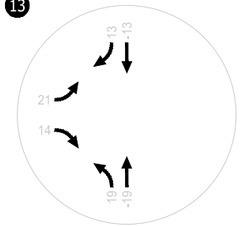
11 Lawrence Expwy / Prospect Rd



12 Westgate West Shopping Center Dwy / Prospect Rd



13 Saratoga Ave / Prospect Rd-Campbell Ave



14 Westgate Mall Dwy / Campbell Ave

15 Hamilton Ave / Campbell Ave

16 Saratoga Ave / El Paseo de Saratoga Mall Dwy

17 Saratoga Ave / Lawrence Expwy-Quito Rd

18 Saratoga Ave / SR-85 S

19 Saratoga Ave / SR-85 N

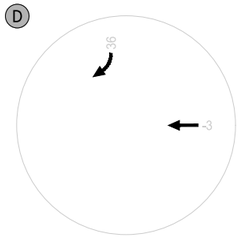
A Graves Ave / Costco West Access

Driveway Closed

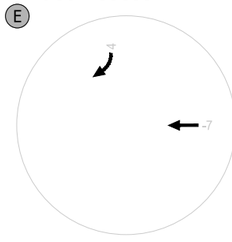
B Graves Ave / Costco East Access

C Saratoga Ave / E-W Dwy

D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



Note: Pass-by trips for Alternative B are the same as Alternative A

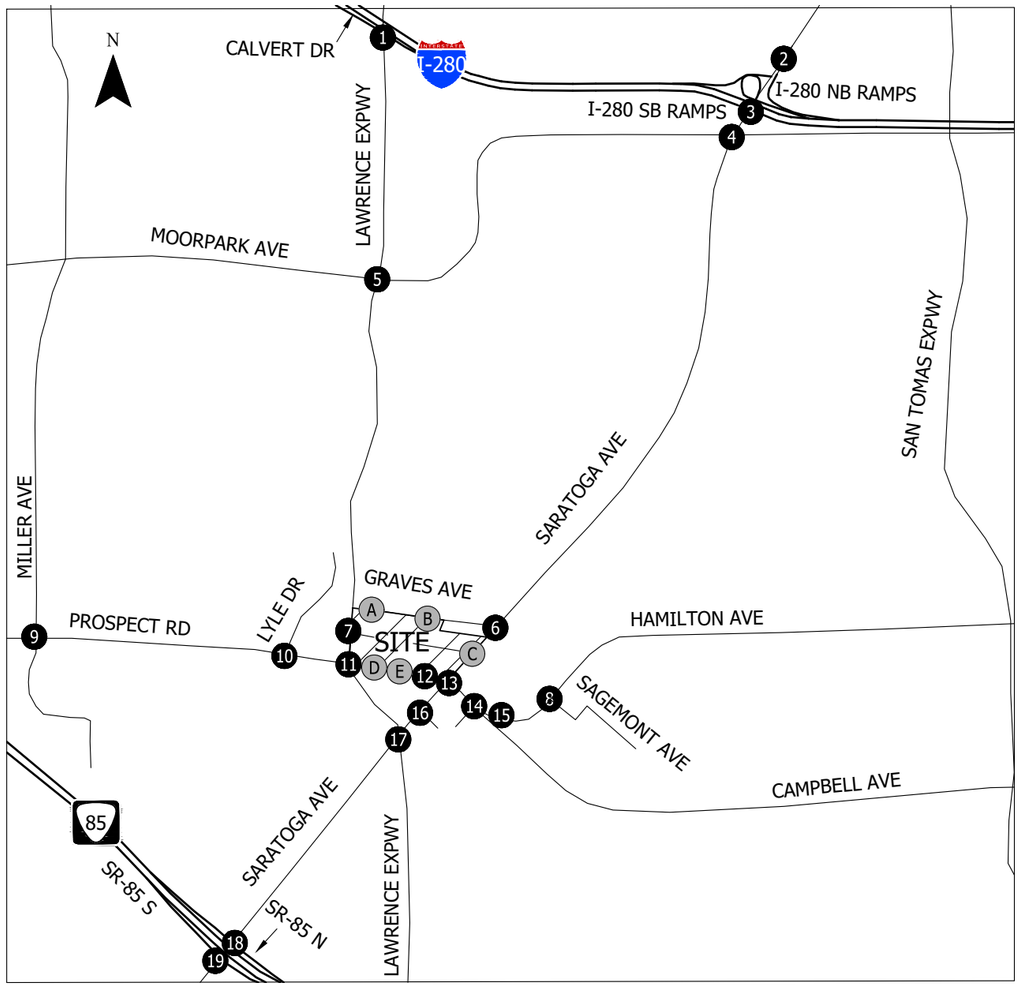
(##) - Study Intersection

(##) - Study Access

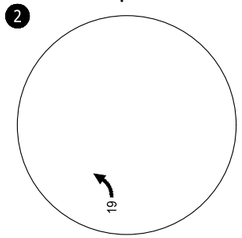
Alternative B Pass-By Trips
Weekday PM Peak Hour
San Jose, California

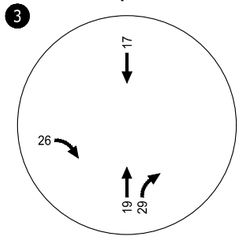
Figure
D-4

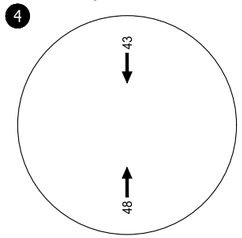
KITTELSON & ASSOCIATES



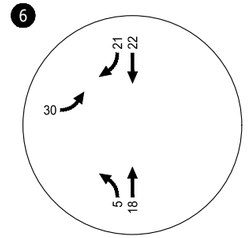
1 Lawrence Expwy / Calvert Dr

2 Saratoga Ave / I-280 NB Ramps


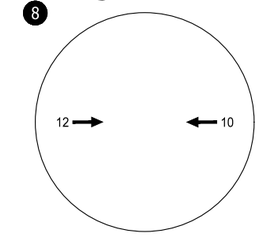
3 Saratoga Ave / I-280 SB Ramps


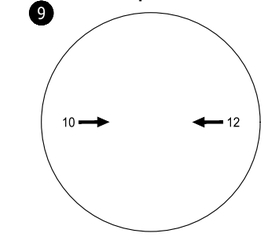
4 Saratoga Ave / Moorpark Ave


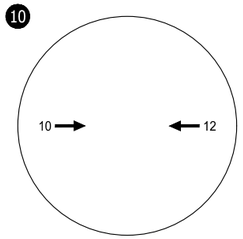
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave

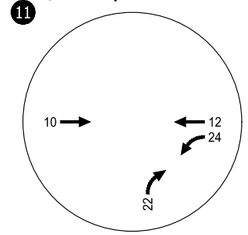
6 Saratoga Ave / Graves Ave


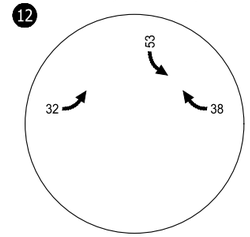
7 Lawrence Expwy / Westgate West Shopping Center Dwy

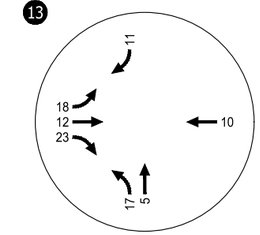
8 Hamilton Ave / Sagemont Ave


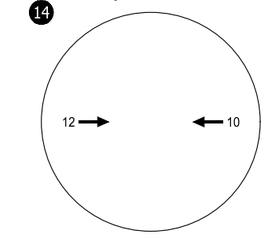
9 Miller Ave / Prospect Rd


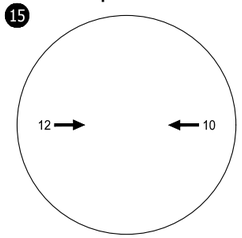
10 Lyle Dr / Prospect Rd


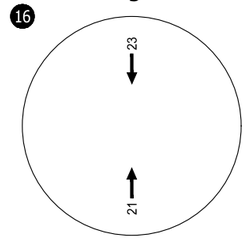
11 Lawrence Expwy / Prospect Rd


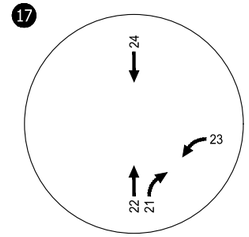
12 Westgate West Shopping Center Dwy / Prospect Rd


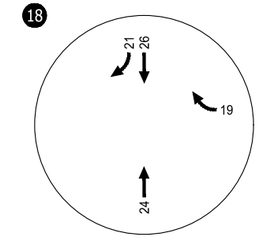
13 Saratoga Ave / Prospect Rd-Campbell Ave


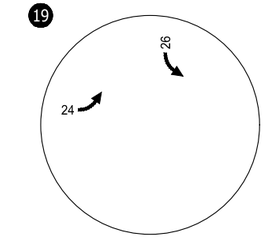
14 Westgate Mall Dwy / Campbell Ave


15 Hamilton Ave / Campbell Ave


16 Saratoga Ave / El Paseo de Saratoga Mall Dwy


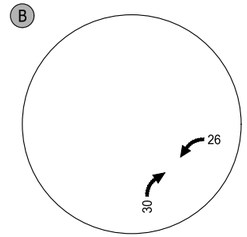
17 Saratoga Ave / Lawrence Expwy-Quito Rd


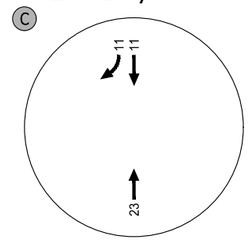
18 Saratoga Ave / SR-85 S


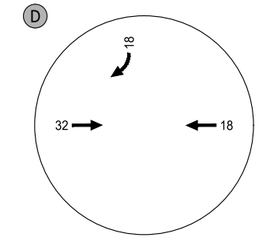
19 Saratoga Ave / SR-85 N


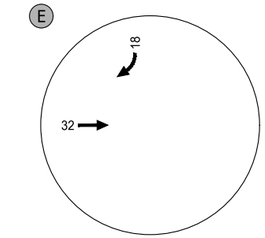
A Graves Ave / Costco West Access

Driveway Closed

B Graves Ave / Costco East Access


C Saratoga Ave / E-W Dwy


D Prospect Rd / Costco West Access


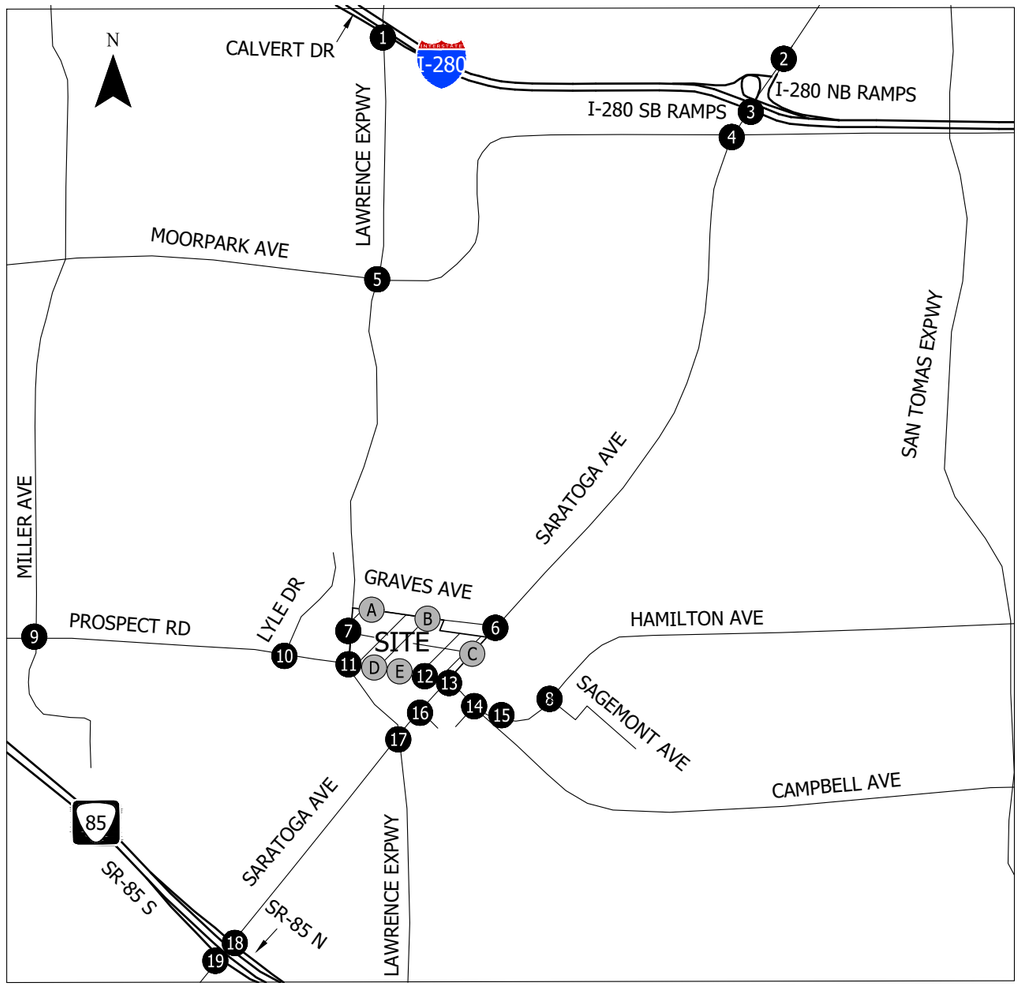
E Prospect Rd / Costco East Access


(##) - Study Intersection

(##) - Study Access

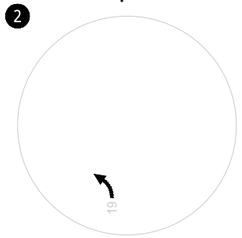
Alternative A Diverted Trips
Weekday PM Peak Hour
San Jose, California

Figure
D-5

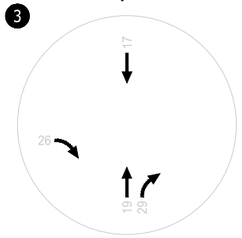


1 Lawrence Expwy / Calvert Dr

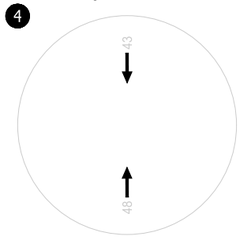
2 Saratoga Ave / I-280 NB Ramps



3 Saratoga Ave / I-280 SB Ramps

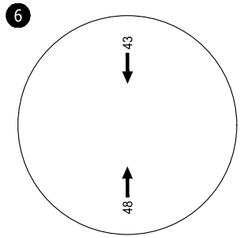


4 Saratoga Ave / Moorpark Ave



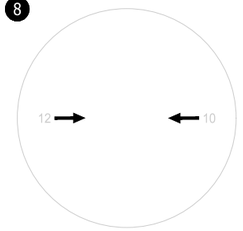
5 Lawrence Expwy / Bollinger Rd-Moorpark Ave

6 Saratoga Ave / Graves Ave

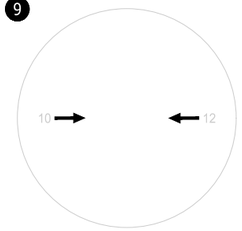


7 Lawrence Expwy / Westgate West Shopping Center Dwy

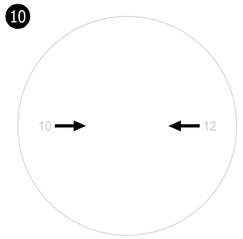
8 Hamilton Ave / Sagemont Ave



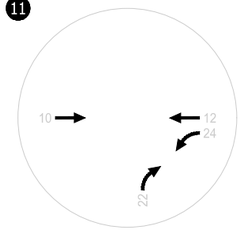
9 Miller Ave / Prospect Rd



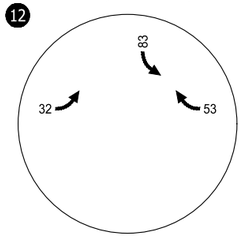
10 Lyle Dr / Prospect Rd



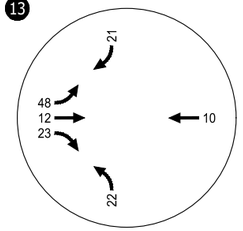
11 Lawrence Expwy / Prospect Rd



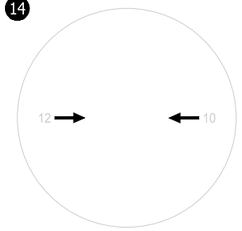
12 Westgate West Shopping Center Dwy / Prospect Rd



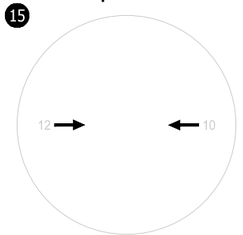
13 Saratoga Ave / Prospect Rd-Campbell Ave



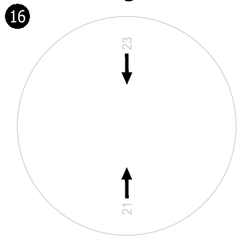
14 Westgate Mall Dwy / Campbell Ave



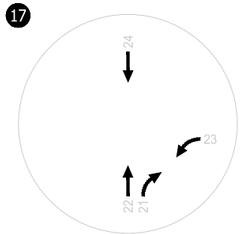
15 Hamilton Ave / Campbell Ave



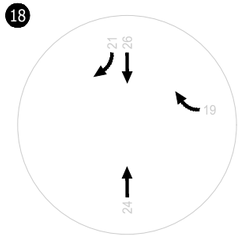
16 Saratoga Ave / El Paseo de Saratoga Mall Dwy



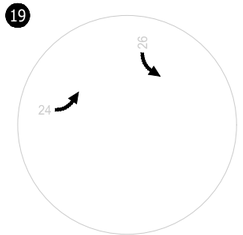
17 Saratoga Ave / Lawrence Expwy-Quito Rd



18 Saratoga Ave / SR-85 S



19 Saratoga Ave / SR-85 N

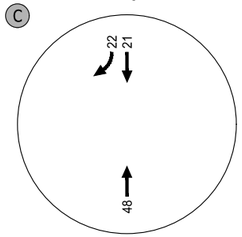


A Graves Ave / Costco West Access

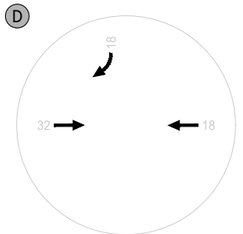
Driveway Closed

B Graves Ave / Costco East Access

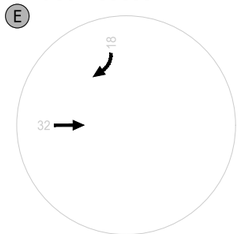
C Saratoga Ave / E-W Dwy



D Prospect Rd / Costco West Access



E Prospect Rd / Costco East Access



Note: Intersections marked gray see no change from Alternative A

- Study Intersection

- Study Access

Alternative B Diverted Trips
Weekday PM Peak Hour
San Jose, California

Figure
D-6

Appendix E

Background Traffic Conditions - TRAFFIX Reports

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

Scenario Report

Scenario:	Background Conditions
Command:	Background Conditions
Volume:	Background Conditions
Geometry:	Background Conditions
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 LAWRENCE/CALVERT	C-	34.5	0.879	C-	34.5	0.879	+ 0.000
# 2 280/SARATOGA (N)	C+	21.9	0.485	C+	21.9	0.485	+ 0.000
# 3 280/SARATOGA (S)	C-	33.9	0.869	C-	33.9	0.869	+ 0.000
# 4 MOORPARK/SARATOGA	D	45.4	0.726	D	45.4	0.726	+ 0.000
# 5 BOLLINGER/LAWRENCE	D	46.0	0.583	D	46.0	0.583	+ 0.000
# 6 GRAVES/SARATOGA	C	27.6	0.525	C	27.6	0.525	+ 0.000
# 7 LAWRENCE/WESTGATE	A	5.5	0.344	A	5.5	0.344	+ 0.000
# 8 SAGEMONT/HAMILTON	B	17.2	0.291	B	17.2	0.291	+ 0.000
# 9 MILLER/PROSPECT	C+	20.9	0.463	C+	20.9	0.463	+ 0.000
# 10 LYLE/PROSPECT	B	14.2	0.552	B	14.2	0.552	+ 0.000
# 11 LAWRENCE/PROSPECT	D	48.6	0.561	D	48.6	0.561	+ 0.000
# 12 PROSPECT/WESTGATE WEST	D+	36.5	0.520	D+	36.5	0.520	+ 0.000
# 13 CAMPBELL/SARATOGA	D	40.3	0.638	D	40.3	0.638	+ 0.000
# 14 CAMPBELL/WESTGATE	C	26.0	0.465	C	26.0	0.465	+ 0.000
# 15 CAMPBELL/HAMILTON	C-	32.4	0.406	C-	32.4	0.406	+ 0.000
# 16 EL PASEO DE SARATOGA/SARATOGA	B+	11.0	0.363	B+	11.0	0.363	+ 0.000
# 17 SARATOGA/LAWRENCE	D	47.7	0.687	D	47.7	0.687	+ 0.000
# 18 SARATOGA/SR 85 N	C	29.5	0.795	C	29.5	0.795	+ 0.000
# 19 SARATOGA/SR 85 S	C	27.9	0.802	C	27.9	0.802	+ 0.000
# 20 Costco Access A/GRAVES	A	8.4	0.021	A	8.4	0.021	+ 0.000
# 21 Costco Access B/GRAVES	A	10.0	0.097	A	10.0	0.097	+ 0.000
# 22 Costco Access C/SARATOGA	C	15.0	0.237	C	15.0	0.237	+ 0.000
# 23 Costco Access D/PROSPECT	B	11.8	0.169	B	11.8	0.169	+ 0.000

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

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Costco Access E/PROSPECT	B	13.3	0.184	B	13.3	0.184	+ 0.000 D/V

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

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	0	31	12	37	72	0	31	31	0	0	0	0
#2	[HCM2k95thQ]:	19	22	22	5	27	16	0	0	0	11	11	2
#3	[HCM2k95thQ]:	0	36	61	37	27	0	15	34	24	0	0	0
#4	[HCM2k95thQ]:	11	29	24	17	47	47	28	28	28	16	16	17
#5	[HCM2k95thQ]:	18	16	7	24	46	30	19	32	34	17	23	13
#6	[HCM2k95thQ]:	12	18	3	11	24	4	12	12	6	9	9	5
#7	[HCM2k95thQ]:	0	9	3	7	5	0	0	0	0	0	0	6
#8	[HCM2k95thQ]:	4	4	4	6	6	3	4	8	8	4	8	4
#9	[HCM2k95thQ]:	7	7	2	7	7	10	9	17	1	4	15	4
#10	[HCM2k95thQ]:	0	1	1	9	9	9	1	18	0	10	15	15
#11	[HCM2k95thQ]:	10	10	7	30	26	17	17	27	29	16	21	20
#12	[HCM2k95thQ]:	1	1	1	11	19	19	18	25	0	10	18	13
#13	[HCM2k95thQ]:	12	19	15	16	15	12	20	28	5	12	18	8
#14	[HCM2k95thQ]:	7	7	5	11	11	15	13	17	4	6	20	7
#15	[HCM2k95thQ]:	15	0	3	0	0	0	15	13	0	6	12	0
#16	[HCM2k95thQ]:	0	15	2	6	8	0	0	0	1	9	0	3
#17	[HCM2k95thQ]:	31	28	4	31	23	7	7	35	22	6	7	15
#18	[HCM2k95thQ]:	15	22	0	0	20	23	0	0	0	15	35	24
#19	[HCM2k95thQ]:	0	11	28	22	13	0	16	22	11	0	0	0
#20	[2Way95thQ]:	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx
#21	[2Way95thQ]:	0.5	0.5	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	0.2	xxxx
#22	[2Way95thQ]:	0.9	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx
#23	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
#24	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Appendix F

Background Plus Project Traffic Conditions - TRAFFIX Reports

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

Scenario Report

Scenario:	Background Conditions + Project Trips (With Graves)
Command:	Existing
Volume:	Background Conditions + Project Trips (With Graves)
Geometry:	Background Conditions + Project Trips (With Graves)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 LAWRENCE/CALVERT	C-	34.7	0.881	C-	34.7	0.881	+ 0.000
# 2 280/SARATOGA (N)	C+	22.1	0.493	C+	22.1	0.493	+ 0.000
# 3 280/SARATOGA (S)	C-	35.0	0.895	C-	35.0	0.895	+ 0.000
# 4 MOORPARK/SARATOGA	D	45.2	0.739	D	45.2	0.739	+ 0.000
# 5 BOLLINGER/LAWRENCE	D	47.2	0.592	D	47.2	0.592	+ 0.000
# 6 GRAVES/SARATOGA	C	29.6	0.585	C	29.6	0.585	+ 0.000
# 7 LAWRENCE/WESTGATE	A	7.6	0.405	A	7.6	0.405	+ 0.000
# 8 SAGEMONT/HAMILTON	B	17.0	0.301	B	17.0	0.301	+ 0.000
# 9 MILLER/PROSPECT	C+	22.5	0.475	C+	22.5	0.475	+ 0.000
# 10 LYLE/PROSPECT	B	14.0	0.565	B	14.0	0.565	+ 0.000
# 11 LAWRENCE/PROSPECT	D	50.2	0.616	D	50.2	0.616	+ 0.000
# 12 PROSPECT/WESTGATE WEST	D	39.5	0.674	D	39.5	0.674	+ 0.000
# 13 CAMPBELL/SARATOGA	D	41.0	0.657	D	41.0	0.657	+ 0.000
# 14 CAMPBELL/WESTGATE	C	25.6	0.476	C	25.6	0.476	+ 0.000
# 15 CAMPBELL/HAMILTON	C-	32.4	0.427	C-	32.4	0.427	+ 0.000
# 16 EL PASEO DE SARATOGA/SARATOGA	B+	10.8	0.372	B+	10.8	0.372	+ 0.000
# 17 SARATOGA/LAWRENCE	D	48.4	0.713	D	48.4	0.713	+ 0.000
# 18 SARATOGA/SR 85 N	C	29.9	0.822	C	29.9	0.822	+ 0.000
# 19 SARATOGA/SR 85 S	C	28.6	0.820	C	28.6	0.820	+ 0.000
# 20 Costco Access A/GRAVES		0.0	0.000		0.0	0.000	+ 0.000
# 21 Costco Access B/GRAVES	B	10.7	0.200	B	10.7	0.200	+ 0.000
# 22 Costco Access C/SARATOGA	C	15.6	0.248	C	15.6	0.248	+ 0.000
# 23 Costco Access D/PROSPECT	B	13.6	0.331	B	13.6	0.331	+ 0.000

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

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Costco Access E/PROSPECT	C	15.1	0.335	C	15.1	0.335	+ 0.000 D/V

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

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	0	32	12	38	72	0	31	31	0	0	0	0
#2	[HCM2k95thQ]:	20	22	22	6	28	16	0	0	0	11	11	2
#3	[HCM2k95thQ]:	0	38	66	38	28	0	15	36	26	0	0	0
#4	[HCM2k95thQ]:	11	30	25	17	49	49	28	28	28	16	17	17
#5	[HCM2k95thQ]:	21	16	7	24	47	30	19	32	37	18	23	13
#6	[HCM2k95thQ]:	13	19	3	11	27	6	17	17	6	10	10	6
#7	[HCM2k95thQ]:	0	11	5	10	5	0	0	0	0	0	0	9
#8	[HCM2k95thQ]:	4	4	4	6	6	3	4	9	9	4	9	4
#9	[HCM2k95thQ]:	7	7	2	7	7	10	9	19	1	4	16	5
#10	[HCM2k95thQ]:	0	1	1	9	9	9	1	18	0	10	15	15
#11	[HCM2k95thQ]:	10	10	8	30	25	17	18	30	30	24	23	20
#12	[HCM2k95thQ]:	1	1	1	19	27	27	26	25	0	10	17	25
#13	[HCM2k95thQ]:	16	19	16	16	16	15	25	29	7	12	20	8
#14	[HCM2k95thQ]:	7	7	5	11	11	15	13	17	4	6	21	7
#15	[HCM2k95thQ]:	16	0	3	0	0	0	16	14	0	6	13	0
#16	[HCM2k95thQ]:	0	15	2	6	8	0	0	0	1	9	0	3
#17	[HCM2k95thQ]:	31	29	8	31	24	7	8	36	23	9	8	15
#18	[HCM2k95thQ]:	16	23	0	0	21	25	0	0	0	15	37	25
#19	[HCM2k95thQ]:	0	11	29	24	13	0	16	23	11	0	0	0
#20	[2Way95thQ]:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#21	[2Way95thQ]:	1.0	1.0	1.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	0.4	xxxx
#22	[2Way95thQ]:	1.0	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx
#23	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	1.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
#24	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	1.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

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

Scenario Report

Scenario:	Background Conditions + Project Trips (Without Graves)
Command:	Background Conditions + Project Trips (Without Graves)
Volume:	Background Conditions + Project Trips (Without Graves)
Geometry:	Background Conditions + Project Trips (Without Graves)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 LAWRENCE/CALVERT	C-	34.7	0.881	C-	34.7	0.881	+ 0.000
# 2 280/SARATOGA (N)	C+	22.1	0.493	C+	22.1	0.493	+ 0.000
# 3 280/SARATOGA (S)	C-	35.0	0.895	C-	35.0	0.895	+ 0.000
# 4 MOORPARK/SARATOGA	D	45.2	0.739	D	45.2	0.739	+ 0.000
# 5 BOLLINGER/LAWRENCE	D	47.2	0.592	D	47.2	0.592	+ 0.000
# 6 GRAVES/SARATOGA	C	26.8	0.552	C	26.8	0.552	+ 0.000
# 7 LAWRENCE/WESTGATE	A	7.6	0.405	A	7.6	0.405	+ 0.000
# 8 SAGEMONT/HAMILTON	B	17.0	0.301	B	17.0	0.301	+ 0.000
# 9 MILLER/PROSPECT	C+	22.5	0.475	C+	22.5	0.475	+ 0.000
# 10 LYLE/PROSPECT	B	14.0	0.565	B	14.0	0.565	+ 0.000
# 11 LAWRENCE/PROSPECT	D	50.2	0.616	D	50.2	0.616	+ 0.000
# 12 PROSPECT/WESTGATE WEST	D	40.4	0.716	D	40.4	0.716	+ 0.000
# 13 CAMPBELL/SARATOGA	D	41.6	0.697	D	41.6	0.697	+ 0.000
# 14 CAMPBELL/WESTGATE	C	25.6	0.476	C	25.6	0.476	+ 0.000
# 15 CAMPBELL/HAMILTON	C-	32.4	0.427	C-	32.4	0.427	+ 0.000
# 16 EL PASEO DE SARATOGA/SARATOGA	B+	10.8	0.372	B+	10.8	0.372	+ 0.000
# 17 SARATOGA/LAWRENCE	D	48.4	0.713	D	48.4	0.713	+ 0.000
# 18 SARATOGA/SR 85 N	C	29.9	0.822	C	29.9	0.822	+ 0.000
# 19 SARATOGA/SR 85 S	C	28.6	0.820	C	28.6	0.820	+ 0.000
# 20 Costco Access A/GRAVES		0.0	0.000		0.0	0.000	+ 0.000
# 21 Costco Access B/GRAVES	B	10.1	0.112	B	10.1	0.112	+ 0.000
# 22 Costco Access C/SARATOGA	C	16.2	0.258	C	16.2	0.258	+ 0.000
# 23 Costco Access D/PROSPECT	B	13.6	0.331	B	13.6	0.331	+ 0.000

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

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Costco Access E/PROSPECT	C	15.1	0.335	C	15.1	0.335	+ 0.000 D/V

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

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	0	32	12	38	72	0	31	31	0	0	0	0
#2	[HCM2k95thQ]:	20	22	22	6	28	16	0	0	0	11	11	2
#3	[HCM2k95thQ]:	0	38	66	38	28	0	15	36	26	0	0	0
#4	[HCM2k95thQ]:	11	30	25	17	49	49	28	28	28	16	17	17
#5	[HCM2k95thQ]:	21	16	7	24	47	30	19	32	37	18	23	13
#6	[HCM2k95thQ]:	12	19	2	11	26	4	13	13	6	10	10	5
#7	[HCM2k95thQ]:	0	11	5	10	5	0	0	0	0	0	0	9
#8	[HCM2k95thQ]:	4	4	4	6	6	3	4	9	9	4	9	4
#9	[HCM2k95thQ]:	7	7	2	7	7	10	9	19	1	4	16	5
#10	[HCM2k95thQ]:	0	1	1	9	9	9	1	18	0	10	15	15
#11	[HCM2k95thQ]:	10	10	8	30	25	17	18	30	30	24	23	20
#12	[HCM2k95thQ]:	1	1	1	21	30	30	28	25	0	10	17	28
#13	[HCM2k95thQ]:	17	20	16	17	17	15	28	28	7	12	21	8
#14	[HCM2k95thQ]:	7	7	5	11	11	15	13	17	4	6	21	7
#15	[HCM2k95thQ]:	16	0	3	0	0	0	16	14	0	6	13	0
#16	[HCM2k95thQ]:	0	15	2	6	8	0	0	0	1	9	0	3
#17	[HCM2k95thQ]:	31	29	8	31	24	7	8	36	23	9	8	15
#18	[HCM2k95thQ]:	16	23	0	0	21	25	0	0	0	15	37	25
#19	[HCM2k95thQ]:	0	11	29	24	13	0	16	23	11	0	0	0
#20	[2Way95thQ]:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#21	[2Way95thQ]:	0.5	0.5	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	0.2	xxxx
#22	[2Way95thQ]:	1.0	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx
#23	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	1.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
#24	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	1.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Appendix G

Cumulative Traffic Conditions - TRAFFIX Reports

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

Scenario Report

Scenario:	Cumulative Conditions + Project Trips (With Graves)
Command:	Cumulative Conditions + Project Trips (With Graves)
Volume:	Cumulative Conditions + Project Trips (With Graves)
Geometry:	Cumulative Conditions + Project Trips (With Graves)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 LAWRENCE/CALVERT	D+	35.1	0.891	D+	35.1	0.891	+ 0.000
# 2 280/SARATOGA (N)	C+	22.1	0.493	C+	22.1	0.493	+ 0.000
# 3 280/SARATOGA (S)	C-	35.0	0.895	C-	35.0	0.895	+ 0.000
# 4 MOORPARK/SARATOGA	D	45.2	0.739	D	45.2	0.739	+ 0.000
# 5 BOLLINGER/LAWRENCE	D	47.7	0.601	D	47.7	0.601	+ 0.000
# 6 GRAVES/SARATOGA	C	29.1	0.608	C	29.1	0.608	+ 0.000
# 7 LAWRENCE/WESTGATE	A	7.5	0.417	A	7.5	0.417	+ 0.000
# 8 SAGEMONT/HAMILTON	B	17.0	0.301	B	17.0	0.301	+ 0.000
# 9 MILLER/PROSPECT	C+	22.7	0.464	C+	22.7	0.464	+ 0.000
# 10 LYLE/PROSPECT	B	13.8	0.573	B	13.8	0.573	+ 0.000
# 11 LAWRENCE/PROSPECT	D	48.1	0.612	D	48.1	0.612	+ 0.000
# 12 PROSPECT/WESTGATE WEST	D	39.5	0.674	D	39.5	0.674	+ 0.000
# 13 CAMPBELL/SARATOGA	D	41.5	0.672	D	41.5	0.672	+ 0.000
# 14 CAMPBELL/WESTGATE	C	25.8	0.478	C	25.8	0.478	+ 0.000
# 15 CAMPBELL/HAMILTON	C-	32.5	0.438	C-	32.5	0.438	+ 0.000
# 16 EL PASEO DE SARATOGA/SARATOGA	B-	19.4	0.481	B-	19.4	0.481	+ 0.000
# 17 SARATOGA/LAWRENCE	D	49.3	0.726	D	49.3	0.726	+ 0.000
# 18 SARATOGA/SR 85 N	C	30.4	0.831	C	30.4	0.831	+ 0.000
# 19 SARATOGA/SR 85 S	C	28.9	0.829	C	28.9	0.829	+ 0.000
# 20 Costco Access A/GRAVES		0.0	0.000		0.0	0.000	+ 0.000
# 21 Costco Access B/GRAVES	B	11.0	0.207	B	11.0	0.207	+ 0.000
# 22 Costco Access C/SARATOGA	C	16.7	0.267	C	16.7	0.267	+ 0.000
# 23 Costco Access D/PROSPECT	B	13.8	0.335	B	13.8	0.335	+ 0.000

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

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Costco Access E/PROSPECT	C	15.3	0.342	C	15.3	0.342	+ 0.000 D/V

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

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	0	33	12	38	75	0	32	32	0	0	0	0
#2	[HCM2k95thQ]:	20	22	22	6	28	16	0	0	0	11	11	2
#3	[HCM2k95thQ]:	0	38	66	38	28	0	15	36	26	0	0	0
#4	[HCM2k95thQ]:	11	30	25	17	49	49	28	28	28	16	17	17
#5	[HCM2k95thQ]:	22	17	7	24	50	31	19	32	38	18	23	13
#6	[HCM2k95thQ]:	14	20	3	11	28	6	17	17	6	10	10	6
#7	[HCM2k95thQ]:	0	11	5	10	5	0	0	0	0	0	0	9
#8	[HCM2k95thQ]:	4	4	4	6	6	3	4	9	9	4	9	4
#9	[HCM2k95thQ]:	7	7	2	5	5	10	9	20	1	4	18	5
#10	[HCM2k95thQ]:	0	1	1	9	9	9	1	19	0	10	16	16
#11	[HCM2k95thQ]:	11	11	8	27	25	16	19	31	32	25	23	22
#12	[HCM2k95thQ]:	1	1	1	19	27	27	26	26	0	10	18	25
#13	[HCM2k95thQ]:	16	20	16	17	17	15	25	30	9	13	21	9
#14	[HCM2k95thQ]:	10	10	6	11	11	15	13	17	5	8	21	7
#15	[HCM2k95thQ]:	16	0	3	0	0	0	16	14	0	6	13	0
#16	[HCM2k95thQ]:	0	21	3	11	11	0	5	0	5	13	0	4
#17	[HCM2k95thQ]:	31	30	8	32	25	8	12	36	23	9	8	16
#18	[HCM2k95thQ]:	16	23	0	0	22	26	0	0	0	15	38	26
#19	[HCM2k95thQ]:	0	12	29	24	13	0	17	23	11	0	0	0
#20	[2Way95thQ]:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#21	[2Way95thQ]:	1.0	1.0	1.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	0.4	xxxx
#22	[2Way95thQ]:	1.1	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx
#23	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	1.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
#24	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	1.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

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

Scenario Report

Scenario:	Cumulative Conditions + Project Trips (Without Graves)
Command:	Cumulative Conditions + Project Trips (Without Graves)
Volume:	Cumulative Conditions + Project Trips (Without Graves)
Geometry:	Cumulative Conditions + Project Trips (Without Graves)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 LAWRENCE/CALVERT	D+	35.1	0.891	D+	35.1	0.891	+ 0.000
# 2 280/SARATOGA (N)	C+	22.1	0.493	C+	22.1	0.493	+ 0.000
# 3 280/SARATOGA (S)	C-	35.0	0.895	C-	35.0	0.895	+ 0.000
# 4 MOORPARK/SARATOGA	D	45.2	0.739	D	45.2	0.739	+ 0.000
# 5 BOLLINGER/LAWRENCE	D	47.7	0.601	D	47.7	0.601	+ 0.000
# 6 GRAVES/SARATOGA	C	26.2	0.575	C	26.2	0.575	+ 0.000
# 7 LAWRENCE/WESTGATE	A	7.5	0.417	A	7.5	0.417	+ 0.000
# 8 SAGEMONT/HAMILTON	B	17.0	0.301	B	17.0	0.301	+ 0.000
# 9 MILLER/PROSPECT	C+	22.3	0.483	C+	22.3	0.483	+ 0.000
# 10 LYLE/PROSPECT	B	13.8	0.573	B	13.8	0.573	+ 0.000
# 11 LAWRENCE/PROSPECT	D	48.1	0.612	D	48.1	0.612	+ 0.000
# 12 PROSPECT/WESTGATE WEST	D	40.4	0.716	D	40.4	0.716	+ 0.000
# 13 CAMPBELL/SARATOGA	D	42.1	0.717	D	42.1	0.717	+ 0.000
# 14 CAMPBELL/WESTGATE	C	25.8	0.478	C	25.8	0.478	+ 0.000
# 15 CAMPBELL/HAMILTON	C-	32.5	0.438	C-	32.5	0.438	+ 0.000
# 16 EL PASEO DE SARATOGA/SARATOGA	B-	19.4	0.481	B-	19.4	0.481	+ 0.000
# 17 SARATOGA/LAWRENCE	D	49.3	0.726	D	49.3	0.726	+ 0.000
# 18 SARATOGA/SR 85 N	C	30.4	0.831	C	30.4	0.831	+ 0.000
# 19 SARATOGA/SR 85 S	C	28.9	0.829	C	28.9	0.829	+ 0.000
# 20 Costco Access A/GRAVES		0.0	0.000		0.0	0.000	+ 0.000
# 21 Costco Access B/GRAVES	B	10.1	0.112	B	10.1	0.112	+ 0.000
# 22 Costco Access C/SARATOGA	C	17.4	0.279	C	17.4	0.279	+ 0.000
# 23 Costco Access D/PROSPECT	B	13.8	0.335	B	13.8	0.335	+ 0.000

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

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Costco Access E/PROSPECT	C	15.3	0.342	C	15.3	0.342	+ 0.000 D/V

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

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	0	33	12	38	75	0	32	32	0	0	0	0
#2	[HCM2k95thQ]:	20	22	22	6	28	16	0	0	0	11	11	2
#3	[HCM2k95thQ]:	0	38	66	38	28	0	15	36	26	0	0	0
#4	[HCM2k95thQ]:	11	30	25	17	49	49	28	28	28	16	17	17
#5	[HCM2k95thQ]:	22	17	7	24	50	31	19	32	38	18	23	13
#6	[HCM2k95thQ]:	13	19	2	11	27	4	13	13	6	10	10	5
#7	[HCM2k95thQ]:	0	11	5	10	5	0	0	0	0	0	0	9
#8	[HCM2k95thQ]:	4	4	4	6	6	3	4	9	9	4	9	4
#9	[HCM2k95thQ]:	7	7	2	7	7	10	9	19	1	4	18	4
#10	[HCM2k95thQ]:	0	1	1	9	9	9	1	19	0	10	16	16
#11	[HCM2k95thQ]:	11	11	8	27	25	16	19	31	32	25	23	22
#12	[HCM2k95thQ]:	1	1	1	21	30	30	28	26	0	10	18	28
#13	[HCM2k95thQ]:	18	21	16	18	18	15	29	28	9	13	22	9
#14	[HCM2k95thQ]:	10	10	6	11	11	15	13	17	5	8	21	7
#15	[HCM2k95thQ]:	16	0	3	0	0	0	16	14	0	6	13	0
#16	[HCM2k95thQ]:	0	21	3	11	11	0	5	0	5	13	0	4
#17	[HCM2k95thQ]:	31	30	8	32	25	8	12	36	23	9	8	16
#18	[HCM2k95thQ]:	16	23	0	0	22	26	0	0	0	15	38	26
#19	[HCM2k95thQ]:	0	12	29	24	13	0	17	23	11	0	0	0
#20	[2Way95thQ]:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#21	[2Way95thQ]:	0.5	0.5	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	0.2	xxxx
#22	[2Way95thQ]:	1.1	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx
#23	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	1.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
#24	[2Way95thQ]:	xxxx	xxxx	xxxx	xxxx	xxxx	1.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Appendix H

95th Percentile Queuing Analysis Worksheet

No.	Intersection	Movement	Cycle Length	Existing No. of Lanes	Available Storage Length (feet)	Existing Conditions				Background Conditions				Background Conditions + Project (With Graves Access)				Background Conditions + Project (Without Graves Access)				Cumulative Conditions + Project (With Graves Access)				Cumulative Conditions + Project (Without Graves Access)			
						Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)
1	Lawrence Expwy / Calvert Dr	NBR	160	1	>1,000	154	12	300	Yes	154	12	300	Yes	154	12	300	Yes	154	12	300	Yes	154	12	300	Yes	154	12	300	Yes
		SBL		2	>1,000	907	37	925	Yes	916	37	925	Yes	916	38	950	Yes	916	38	950	Yes	916	38	950	Yes	916	38	950	Yes
2	Saratoga Ave / I-280 NB Ramps	NBL	170	2	700	379	18	450	Yes	380	19	475	Yes	399	20	500	Yes	399	20	500	Yes	399	20	500	Yes	399	20	500	Yes
		WBR		1	40	25	2	50	No	25	2	50	No	25	2	50	No	25	2	50	No	25	2	50	No	25	2	50	No
		SBL		1	100	48	5	125	No	48	5	125	No	48	6	150	No	48	6	150	No	48	6	150	No	48	6	150	No
3	Saratoga Ave/I-280 SB Ramps	NBR	170	1	730	724	59	1475	No	730	61	1525	No	759	66	1650	No	759	66	1650	No	759	66	1650	No	759	66	1650	No
		SBL		2	710	562	33	825	No	630	37	925	No	630	38	950	No	630	38	950	No	630	38	950	No	630	38	950	No
		EBL		1	350	208	15	375	No	208	15	375	No	208	15	375	No	208	15	375	No	208	15	375	No	208	15	375	No
		EBLTR		1	>1,000	405	33	825	Yes	405	34	850	Yes	431	36	900	Yes	431	36	900	Yes	431	36	900	Yes	431	36	900	Yes
		EBR		1	130	405	24	600	No	405	24	600	No	431	26	650	No	431	26	650	No	431	26	650	No	431	26	650	No
4	Saratoga Ave / Moorpark Ave	NBL	170	1	250	75	11	275	No	75	11	275	No	75	11	275	No	75	11	275	No	75	11	275	No	75	11	275	No
		WBL		1	430	125	15	375	Yes	130	16	400	Yes	130	16	400	Yes	130	16	400	Yes	130	16	400	Yes	130	16	400	Yes
		WBR		1	400	188	16	400	Yes	206	17	425	No	206	17	425	No	206	17	425	No	206	17	425	No	206	17	425	No
		SBL		2	205	292	16	400	No	313	17	425	No	313	17	425	No	313	17	425	No	313	17	425	No	313	17	425	No
		EBL		1	575	405	27	675	No	414	28	700	No	414	28	700	No	414	28	700	No	414	28	700	No	414	28	700	No
5	Lawrence Expwy / Bollinger Rd-Moorpark Ave	NBL	160	2	360	247	18	450	No	247	18	450	No	279	21	525	No	279	21	525	No	289	22	550	No	289	22	550	No
		NBR		1	135	131	7	175	No	131	7	175	No	133	7	175	No	133	7	175	No	132	7	175	No	132	7	175	No
		WBL		1	165	138	17	425	No	139	17	425	No	141	18	450	No	141	18	450	No	141	18	450	No	141	18	450	No
		SBL		2	355	391	23	575	No	395	24	600	No	395	24	600	No	395	24	600	No	395	24	600	No	395	24	600	No
		SBR		1	260	576	30	750	No	582	30	750	No	582	30	750	No	582	30	750	No	582	31	775	No	582	31	775	No
		EBL		2	270	306	19	475	No	307	19	475	No	307	19	475	No	307	19	475	No	307	19	475	No	307	19	475	No
6	Saratoga Ave / Graves Ave	NBL	130	1	180	140	12	300	No	140	12	300	No	150	13	325	No	140	12	300	No	150	14	350	No	140	13	325	No
		SBL		1	140	136	11	275	No	136	11	275	No	136	11	275	No	136	11	275	No	136	11	275	No	136	11	275	No
		SBR		1	200	140	5	125	Yes	140	4	100	Yes	185	6	150	Yes	140	4	100	Yes	185	6	150	Yes	140	4	100	Yes
		EBR		1	125	98	6	150	No	98	6	150	No	98	6	150	No	98	6	150	No	98	6	150	No	98	6	150	No
7	Lawrence Expwy / Westgate West shopping center driveway	NBR	74	1	280	134	3	75	Yes	134	3	75	Yes	174	5	125	Yes	174	5	125	Yes	174	5	125	Yes	174	5	125	Yes
		WBR		1	150	132	6	150	Yes	132	6	150	Yes	220	9	225	No	220	9	225	No	220	9	225	No	220	9	225	No
		SBL		1	340	141	7	175	Yes	141	7	175	Yes	234	10	250	Yes	234	10	250	Yes	234	10	250	Yes	234	10	250	Yes
8	Hamilton Ave / Sagemont Ave	WBL	80	1	150	54	4	100	Yes	54	4	100	Yes	54	4	100	Yes	54	4	100	Yes	54	4	100	Yes	54	4	100	Yes
		SBLT		1	190	108	6	150	Yes	108	6	150	Yes	108	6	150	Yes	108	6	150	Yes	108	6	150	Yes	108	6	150	Yes
		SBR		1	190	71	3	75	Yes	71	3	75	Yes	71	3	75	Yes	71	3	75	Yes	71	3	75	Yes	71	3	75	Yes
		EBL		1	160	66	4	100	Yes	66	4	100	Yes	66	4	100	Yes	66	4	100	Yes	66	4	100	Yes	66	4	100	Yes
9	Miller Ave / Prospect Rd	NBR	100	1	125	31	2	50	Yes	31	2	50	Yes	31	2	50	Yes	31	2	50	Yes	31	2	50	Yes	31	2	50	Yes
		WBL		1	135	38	4	100	Yes	38	4	100	Yes	38	4	100	Yes	38	4	100	Yes	38	4	100	Yes	38	4	100	Yes
		WBR		1	200	104	4	100	Yes	104	4	100	Yes	104	5	125	Yes	104	5	125	Yes	104	5	125	Yes	104	4	100	Yes
		SBL		1	180	140	7	175	Yes	140	7	175	Yes	140	7	175	Yes	140	7	175	Yes	140	5	125	Yes	140	7	175	Yes
		SBLT		1	460	140	7	175	Yes	140	7	175	Yes	140	7	175	Yes	140	7	175	Yes	140	5	125	Yes	140	7	175	Yes
		SBR		1	180	140	10	250	No	140	10	250	No	140	10	250	No	140	10	250	No	140	10	250	No	140	10	250	No
		EBL		1	175	122	9	225	No	122	9	225	No	122	9	225	No	122	9	225	No	122	9	225	No	122	9	225	No
		EBR		1	190	42	1	25	Yes	42	1	25	Yes	42	1	25	Yes	42	1	25	Yes	42	1	25	Yes	42	1	25	Yes
10	Lyle Dr / Prospect Rd	NBLTR	80	1	220	21	1	25	Yes	21	1	25	Yes	21	1	25	Yes	21	1	25	Yes	21	1	25	Yes	21	1	25	Yes
		WBL		1	400	162	10	250	Yes	162	10	250	Yes	162	10	250	Yes	162	10	250	Yes	162	10	250	Yes	162	10	250	Yes
		EBL		1	95	17	1	25	Yes	17	1	25	Yes	17	1	25	Yes	17	1	25	Yes	17	1	25	Yes	17	1	25	Yes
		EBR		1	195	13	0	0	Yes	13	0	0	Yes	13	0	0	Yes	13	0	0	Yes	13	0	0	Yes	13	0	0	Yes
11	Lawrence Expwy / Prospect Rd	NBL	160	2	270	147	10	250	Yes	147	10	250	Yes	147	10	250	Yes	147	10	250	Yes	164	11	275	No	164	11	275	No
		NBR		1	210	117	7	175	Yes	117	7	175	Yes	151	8	200	Yes	151	8	200	Yes	142	8	200	Yes	142	8	200	Yes
		WBL		1	180	154	16	400	No	154	16	400	No	238	24	600	No	238	24	600	No	238	25	625	No	238	25	625	No
		WBR		1	480	236	20	500	No	237	20	500	No	237	20	500	No	237	20	500	No	258	22	550	No	258	22	550	No
		SBL		2	320	429	30	750	No	433	30	750	No	433	30	750	No	433	30	750	No	471	27	675	No	471	27	675	No
		SBR		1	500	324	17	425	Yes	327	17	425	Yes	327	17	425	Yes	327	17	425	Yes	327	16	400	Yes	327	16	400	Yes
		EBL		2	360	310	17	425	No	310	17	425	No	325	18	450	No	325	18	450	No	325	19	475	No	325	19	475	No
12	Prospect Rd / Westgate West shopping center signalized driveway	WBL	130	1	105	100	10	250	No	100	10	250	No	100	10	250	No	100	10	250	No	100	10	250	No	100	10	250	No
		EBL		1	220	247	18	450	No	251	18	450	No	337	26	650	No	337	28	700	No	337	26	650	No	337	28	700	No
13	Saratoga Ave / Prospect Rd-Campbell Ave	NBL	130	1	200	138	12	300	No	139	12	300	No	192	16	400	No	202	17	425	No	197	16	400	No	207	18	450	No
		WBL		2	335	231	12	300	Yes	231	12	300	Yes	231	12	300	Yes	231	12	300	Yes	237	13	325	Yes	237	13	325	Yes
		WBR		1	490	139	8	200	Yes	139	8	200	Yes	139	8	200	Yes	139	8	200	Yes	163	9	225	Yes	163	9	225	Yes
		SBL		2	250	323	16	400	No	327	16	400	No	327	16	400	No	327	17	425	No	360	17	425	No	360	18	450	No
		SBR		1	620	256	12	300	Yes	259	12	300	Yes	295	15	375	Yes	317	15	375	Yes	295	15	375	Yes	317	15	375	Yes
		EBL		1	265	285	20	500	No	285	20	500	No	345	25	625	No	410	28	700	No	339	25	625	No	404	29	725	No
		EBR		1	700	133	5	125	Yes	133	5	125	Yes	194	7	175	Yes	194	7	175	Yes	229	9	225	Yes	229	9	225	Yes
14	Campbell Ave / Westgate Mall driveway	WBL	130	1	125	74	6	150	No	74	6	150	No	74	6	150	No	74	6	150	No	88	8	200	No	88	8	200	No
		SBTR		1	175	213	15	375	No	213	15	375	No	213	15	375	No	213	15	375	No	213	15	375	No	213	15	375	No
		EBL		1	190	163	13	325	No	163	13	325	No	163	13	325	No	163	13	325	No	163	13	325	No	163	13	325	No
		EBR		1	200	84	4	100	Yes	84	4	100	Yes	84	4	100	Yes	84	4	100	Yes	125	5	125	Yes	125	5	125	Yes
15	Campbell Ave / Hamilton Ave	NBL	130	2	850	441	15	375	Yes	441	15	375	Yes	457	16	400	Yes	457	16	400	Yes	464	16	400	Yes	464	16	400	Yes
		NBR		1	130	75	3	75	Yes	75	3	75	Yes	75	3	75	Yes	75	3	75	Yes	75	3	75	Yes	75	3	75	Yes
		WBL		1	180	74	6	150	Yes	74	6	150	Yes	74	6	150	Yes	74	6	150	Yes	74	6	150	Yes	74	6	150	Yes
16	Saratoga Ave / El Paseo de Saratoga Mall driveway	NBR	130	1	85	118	2	50	Yes	118	2	50	Yes	118	2	50	Yes	118	2	50	Yes	107	3	75	Yes	107	3	75	Yes
		SBL		1	220	49	5	125	Yes	62	6	150	Yes	62	6	150	Yes	62	6	150	Yes	116	11	275	No	116	11	275	No
17	Lawrence Expwy / Saratoga Ave-Quito Rd	NBL	160	1	280	327	31	775	No	329	31	775	No	329	31	775	No	329	31	775	No	329	31	775	No	329	31	775	No
		WBL		2	350	92	6	150	Yes	92	6	150	Yes	139	9	225	Yes	139	9	225	Yes	139	9	225	Yes	139	9	225	Yes
		WBR		1	400	307	15	375	Yes	307	15	375	Yes	307	15	375	Yes	307	15	375	Yes	308	16	400	Yes	308	16	400	Yes
		SBL		1	275	310	30	750	No	313	31	775	No	313	31	775	No	313	31	775	No	324	32	800	No	324	32	800	No
		EBL		2	230	114	7	175	Yes	115	7	175	Yes	119	8	200	Yes	119	8	200	Yes	182	12	300	No	182	12	300	No
		EBR		1	>1,000	459	22	550	Yes	464	22	550	Yes	464	23	575	Yes	464	23	575	Yes	464	23	575	Yes	464	23	575	Yes
18	Saratoga Ave / SR 85 N	NBL	100	2	950	309	15	375	Yes	309	15	375	Yes	309	16	400	Yes	309	16	400	Yes	309	16	400	Yes	309	16	400	Yes
19	Saratoga Ave / SR 85 S	NBR	100	1	>1,000	489	28	700	Yes	489	28	700	Yes	489	29	725	Yes	489	29	725	Yes	489	29	725	Yes	489	29	725	Yes
		SBL		2	700	615	22	550	Yes	619	22	550	Yes	645	24	600	Yes	645	24	600	Yes	668	24	600	Yes	668	24	600	Yes
		EBL		1	405	424	16	400	Yes	426	16	400	Yes	450	16	400	Yes	450	16	400	Yes	450	17	425	No	450	17	425	No
		EBLTR		1	1245	424	22	550	Yes	426	22	550	Yes	450	23	575	Yes	450	23	575	Yes	450	23	575	Yes	450	23	575	Yes
		EBR		1	405	253	11	275	Yes	253	11	275	Yes	253	11	275	Yes	253	11	275	Yes	253	11	275	Yes	253	11	275	Yes
A	Graves Ave / Costco West Access	NBR	N/A	1	35	10	0.1	2.5	Yes	10	0.1	2.5	Yes	0	0	0	Yes	0	0	0	Yes	0	0	0	Yes	0	0	0	Yes
		WBTL		1	410	10	0	0	Yes	10	0	0	Yes	0	0	0	Yes	0	0	0	Yes	0	0	0	Yes	0	0	0	Yes
B	Graves Ave / Costco East Access	NBLTR	N/A	1	60	15	0.5	12.5	Yes	15	0.5	12.5	Yes	15	1	25	Yes	15	0.5	12.5	Yes	15	1	25	Yes	15	0.5	12.5	Yes
		WBTL		1	90	65	0.2	5	Yes	65	0.2	5	Yes	131	0.4	10	Yes	75	0.2	5	Yes	131	0.4	10	Yes	75	0.2	5	Yes
		NBL		1	130	105	0.9	22.5	Yes	105	0.9	22.5	Yes	105	1	25	Yes	105	1	25	Yes	105	1.1	27.5	Yes	105	1.1	27.5	Yes

No.	Intersection	Movement	Cycle Length	Existing No. of Lanes	Available Storage Length (feet)	Existing Conditions				Background Conditions				Background Conditions + Project (With Graves Access)				Background Conditions + Project (Without Graves Access)				Cumulative Conditions + Project (With Graves Access)				Cumulative Conditions + Project (Without Graves Access)			
						Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)	Volume	95th Percentile Queue - Vehicles	95th Percentile Queue - Feet	Adequate Storage (Y/N)
C	Saratoga Ave / Project Driveway	SBL	N/A	1	165	3	0	0	Yes	3	0	0	Yes	3	0	0	Yes	3	0	0	Yes	3	0	0	Yes	3	0	0	Yes
		SBTR		1	470	1306	0	0	Yes	1326	0	0	Yes	1349	0	0	Yes	1371	0	0	Yes	1429	0	0	Yes	1451	0	0	Yes
		EBR		1	125	79	0.6	15	Yes	79	0.6	15	Yes	79	0.6	15	Yes	79	0.6	15	Yes	79	0.6	15	Yes	79	0.6	15	Yes
D	Prospect Rd / Costco West Access	WBTR	N/A	1	140	44	0	0	Yes	44	0	0	Yes	44	0	0	Yes	44	0	0	Yes	44	0	0	Yes	44	0	0	Yes
		SBR		1	40	94	0.6	15	Yes	94	0.6	15	Yes	179	1.4	35	Yes	179	1.4	35	Yes	179	1.5	37.5	Yes	179	1.5	37.5	Yes
E	Prospect Rd / Costco East Access	WBTR	N/A	1	220	53	0	0	Yes	53	0	0	Yes	53	0	0	Yes	53	0	0	Yes	53	0	0	Yes	53	0	0	Yes
		SBR		1	30	64	0.7	17.5	Yes	64	0.7	17.5	Yes	117	1.5	**37.5**	**No**	**117**	**1.5**	**37.5**	**No**	**117**	**1.5**	**37.5**	**No**	**117**	**1.5**	**37.5**	**No**

Appendix I

24-Hour Traffic Volumes (Tube Counts) & Truck Counts at Loading Docks

Type of report: Tube Count - Volume Data

LOCATION: Westgate West Access (W) at Graves Ave — **QC JOB #:** 15668647

SPECIFIC LOCATION: — **DIRECTION:** NB, SB

CITY/STATE: San Jose, CA — **DATE:** Feb 10 2022 - Feb 10 2022

Start Time	Mon	Tue	Wed	Thu 10 Feb 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
01:00 AM				0		0			0	
02:00 AM				0		0			0	
03:00 AM				0		0			0	
04:00 AM				2		2			2	
05:00 AM				0		0			0	
06:00 AM				1		1			1	
07:00 AM				7		7			7	
08:00 AM				5		5			5	
09:00 AM				**9**		**9**			**9**	
10:00 AM				9		9			9	
11:00 AM				3		3			3	
12:00 PM				6		6			6	
01:00 PM				7		7			7	
02:00 PM				9		9			9	
03:00 PM				7		7			7	
04:00 PM				7		7			7	
05:00 PM				**21**		**21**			**21**	
06:00 PM				13		13			13	
07:00 PM				5		5			5	
08:00 PM				4		4			4	
09:00 PM				0		0			0	
10:00 PM				0		0			0	
11:00 PM				0		0			0	
Day Total				115		115			115	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				9:00 AM 9		9:00 AM 9			9:00 AM 9	
PM Peak Volume				5:00 PM 21		5:00 PM 21			5:00 PM 21	

Comments:

Report generated on 2/21/2022 5:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Westgate West Access (W) at Graves Ave — **QC JOB #:** 15668647

SPECIFIC LOCATION: — **DIRECTION:** NB

CITY/STATE: San Jose, CA — **DATE:** Feb 10 2022 - Feb 10 2022

Start Time	Mon	Tue	Wed	Thu 10 Feb 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
01:00 AM				0		0			0	
02:00 AM				0		0			0	
03:00 AM				0		0			0	
04:00 AM				1		1			1	
05:00 AM				0		0			0	
06:00 AM				1		1			1	
07:00 AM				4		4			4	
08:00 AM				1		1			1	
09:00 AM				**5**		**5**			**5**	
10:00 AM				3		3			3	
11:00 AM				1		1			1	
12:00 PM				2		2			2	
01:00 PM				4		4			4	
02:00 PM				**7**		**7**			**7**	
03:00 PM				3		3			3	
04:00 PM				5		5			5	
05:00 PM				7		7			7	
06:00 PM				6		6			6	
07:00 PM				4		4			4	
08:00 PM				2		2			2	
09:00 PM				0		0			0	
10:00 PM				0		0			0	
11:00 PM				0		0			0	
Day Total				56		56			56	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				9:00 AM 5		9:00 AM 5			9:00 AM 5	
PM Peak Volume				2:00 PM 7		2:00 PM 7			2:00 PM 7	

Comments:

Report generated on 2/21/2022 5:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Westgate West Access (W) at Graves Ave **QC JOB #:** 15668647

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: San Jose, CA **DATE:** Feb 10 2022 - Feb 10 2022

Start Time	Mon	Tue	Wed	Thu 10 Feb 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
01:00 AM				0		0			0	
02:00 AM				0		0			0	
03:00 AM				0		0			0	
04:00 AM				1		1			1	
05:00 AM				0		0			0	
06:00 AM				0		0			0	
07:00 AM				3		3			3	
08:00 AM				4		4			4	
09:00 AM				4		4			4	
10:00 AM				**6**		**6**			**6**	
11:00 AM				2		2			2	
12:00 PM				4		4			4	
01:00 PM				3		3			3	
02:00 PM				2		2			2	
03:00 PM				4		4			4	
04:00 PM				2		2			2	
05:00 PM				**14**		**14**			**14**	
06:00 PM				7		7			7	
07:00 PM				1		1			1	
08:00 PM				2		2			2	
09:00 PM				0		0			0	
10:00 PM				0		0			0	
11:00 PM				0		0			0	
Day Total				59		59			59	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				10:00 AM 6		10:00 AM 6			10:00 AM 6	
PM Peak Volume				5:00 PM 14		5:00 PM 14			5:00 PM 14	

Comments:

Report generated on 2/21/2022 5:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Westgate West Access (Center) at Graves Ave **QC JOB #:** 156686312

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: San Jose, CA **DATE:** Jan 27 2022 - Jan 27 2022

Start Time	Mon	Tue	Wed	Thu 27 Jan 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
01:00 AM				4		4			4	
02:00 AM				2		2			2	
03:00 AM				1		1			1	
04:00 AM				3		3			3	
05:00 AM				9		9			9	
06:00 AM				32		32			32	
07:00 AM				**172**		**172**			**172**	
08:00 AM				136		136			136	
09:00 AM				73		73			73	
10:00 AM				90		90			90	
11:00 AM				127		127			127	
12:00 PM				157		157			157	
01:00 PM				156		156			156	
02:00 PM				**303**		**303**			**303**	
03:00 PM				191		191			191	
04:00 PM				151		151			151	
05:00 PM				171		171			171	
06:00 PM				147		147			147	
07:00 PM				77		77			77	
08:00 PM				47		47			47	
09:00 PM				35		35			35	
10:00 PM				13		13			13	
11:00 PM				8		8			8	
Day Total				2107		2107			2107	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				7:00 AM 172		7:00 AM 172			7:00 AM 172	
PM Peak Volume				2:00 PM 303		2:00 PM 303			2:00 PM 303	

Comments:

Report generated on 4/28/2022 10:39 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Westgate West Access (Center) at Graves Ave **QC JOB #:** 156686312

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: San Jose, CA **DATE:** Jan 27 2022 - Jan 27 2022

Start Time	Mon	Tue	Wed	Thu 27 Jan 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
01:00 AM				4		4			4	
02:00 AM				2		2			2	
03:00 AM				1		1			1	
04:00 AM				0		0			0	
05:00 AM				1		1			1	
06:00 AM				18		18			18	
07:00 AM				75		75			75	
08:00 AM				74		74			74	
09:00 AM				35		35			35	
10:00 AM				53		53			53	
11:00 AM				**76**		**76**			**76**	
12:00 PM				92		92			92	
01:00 PM				94		94			94	
02:00 PM				**177**		**177**			**177**	
03:00 PM				100		100			100	
04:00 PM				92		92			92	
05:00 PM				90		90			90	
06:00 PM				83		83			83	
07:00 PM				51		51			51	
08:00 PM				32		32			32	
09:00 PM				22		22			22	
10:00 PM				9		9			9	
11:00 PM				5		5			5	
Day Total				1188		1188			1188	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 76		11:00 AM 76			11:00 AM 76	
PM Peak Volume				2:00 PM 177		2:00 PM 177			2:00 PM 177	

Comments:

Report generated on 4/28/2022 10:39 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Westgate West Access (Center) at Graves Ave **QC JOB #:** 156686312

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: San Jose, CA **DATE:** Jan 27 2022 - Jan 27 2022

Start Time	Mon	Tue	Wed	Thu 27 Jan 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
01:00 AM				0		0			0	
02:00 AM				0		0			0	
03:00 AM				0		0			0	
04:00 AM				3		3			3	
05:00 AM				8		8			8	
06:00 AM				14		14			14	
07:00 AM				**97**		**97**			**97**	
08:00 AM				62		62			62	
09:00 AM				38		38			38	
10:00 AM				37		37			37	
11:00 AM				51		51			51	
12:00 PM				65		65			65	
01:00 PM				62		62			62	
02:00 PM				**126**		**126**			**126**	
03:00 PM				91		91			91	
04:00 PM				59		59			59	
05:00 PM				81		81			81	
06:00 PM				64		64			64	
07:00 PM				26		26			26	
08:00 PM				15		15			15	
09:00 PM				13		13			13	
10:00 PM				4		4			4	
11:00 PM				3		3			3	
Day Total				919		919			919	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				7:00 AM 97		7:00 AM 97			7:00 AM 97	
PM Peak Volume				2:00 PM 126		2:00 PM 126			2:00 PM 126	

Comments:

Report generated on 4/28/2022 10:39 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr | **QC JOB #:** 15668650

SPECIFIC LOCATION: | **DIRECTION:** EB, WB

CITY/STATE: San Jose, CA | **DATE:** Mar 10 2022 - Mar 16 2022

Start Time	Mon	Tue	Wed	Thu 10 Mar 22	Fri 11 Mar 22	Average Weekday Hourly Traffic	Sat 12 Mar 22	Sun 13 Mar 22	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4	4	4	10	3	5	
01:00 AM				3	5	4	6	9	6	
02:00 AM				2	8	5	5		5	
03:00 AM				2	2	2	1	5	2	
04:00 AM				3	4	4	5	2	4	
05:00 AM				13	12	13	8	7	10	
06:00 AM				39	35	37	27	18	30	
07:00 AM				178	194	186	47	25	111	
08:00 AM				176	**209**	**193**	86	58	132	
09:00 AM				144	137	141	145	85	128	
10:00 AM				159	176	168	196	146	169	
11:00 AM				**195**	189	192	**198**	**147**	**182**	
12:00 PM				176	207	192	193	217	198	
01:00 PM				182	186	184	**199**	197	191	
02:00 PM				**319**	**330**	**325**	197	**234**	**270**	
03:00 PM				219	255	237	192	198	216	
04:00 PM				232	220	226	194	189	209	
05:00 PM				203	227	215	165	178	193	
06:00 PM				182	196	189	137	155	168	
07:00 PM				117	107	112	80	90	99	
08:00 PM				73	67	70	69	78	72	
09:00 PM				34	49	42	38	33	39	
10:00 PM				25	35	30	33	29	31	
11:00 PM				6	24	15	17	3	13	
Day Total				2686	2878	2786	2248	2106	2483	
% Weekday Average				96.4%	103.3%					
% Week Average				108.2%	115.9%	112.2%	90.5%	84.8%		
AM Peak Volume				11:00 AM 195	8:00 AM 209	8:00 AM 193	11:00 AM 198	11:00 AM 147	11:00 AM 182	
PM Peak Volume				2:00 PM 319	2:00 PM 330	2:00 PM 325	1:00 PM 199	2:00 PM 234	2:00 PM 270	

Comments:

Report generated on 4/20/2022 1:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr **QC JOB #:** 15668650

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: San Jose, CA **DATE:** Mar 10 2022 - Mar 16 2022

Start Time	Mon 14 Mar 22	Tue 15 Mar 22	Wed 16 Mar 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	5	9	5			6			6	
01:00 AM	2	2	4			3			3	
02:00 AM	4	2	4			3			3	
03:00 AM	1	0	2			1			1	
04:00 AM	3	5	5			4			4	
05:00 AM	13	17	16			15			15	
06:00 AM	23	28	32			28			28	
07:00 AM	188	180	195			188			188	
08:00 AM	**201**	**205**	198			**201**			**201**	
09:00 AM	133	134	143			137			137	
10:00 AM	183	107	132			141			141	
11:00 AM	147	173	**209**			176			176	
12:00 PM	181	186	251			206			206	
01:00 PM	186	192	**306**			228			228	
02:00 PM	**344**	**270**	184			**266**			**266**	
03:00 PM	222	238	218			226			226	
04:00 PM	202	227	190			206			206	
05:00 PM	228	231	235			231			231	
06:00 PM	192	187	182			187			187	
07:00 PM	136	130	125			130			130	
08:00 PM	76	82	118			92			92	
09:00 PM	40	40	47			42			42	
10:00 PM	21	25	22			23			23	
11:00 PM	6	2	11			6			6	
Day Total	2737	2672	2834			2746			2746	
% Weekday Average	99.7%	97.3%	103.2%							
% Week Average	99.7%	97.3%	103.2%			100%				
AM Peak Volume	8:00 AM 201	8:00 AM 205	11:00 AM 209			8:00 AM 201			8:00 AM 201	
PM Peak Volume	2:00 PM 344	2:00 PM 270	1:00 PM 306			2:00 PM 266			2:00 PM 266	

Comments:

Report generated on 4/20/2022 1:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr **QC JOB #:** 15668650

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: San Jose, CA **DATE:** Mar 10 2022 - Mar 16 2022

Start Time	Mon	Tue	Wed	Thu 10 Mar 22	Fri 11 Mar 22	Average Weekday Hourly Traffic	Sat 12 Mar 22	Sun 13 Mar 22	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2	2	2	5	2	3	
01:00 AM				3	5	4	5	8	5	
02:00 AM				2	3	3	3		3	
03:00 AM				2	2	2	1	2	1	
04:00 AM				0	0	0	2	0	1	
05:00 AM				3	5	4	0	2	3	
06:00 AM				20	18	19	11	8	14	
07:00 AM				86	101	94	22	11	55	
08:00 AM				104	**109**	107	47	31	73	
09:00 AM				78	74	76	68	49	67	
10:00 AM				85	85	85	100	73	86	
11:00 AM				**113**	105	**109**	**120**	**85**	**106**	
12:00 PM				98	113	106	107	107	106	
01:00 PM				103	112	108	**116**	113	111	
02:00 PM				**185**	**200**	**193**	112	**141**	**160**	
03:00 PM				120	142	131	101	103	117	
04:00 PM				137	118	128	112	106	118	
05:00 PM				114	124	119	102	97	109	
06:00 PM				115	124	120	80	92	103	
07:00 PM				68	60	64	49	48	56	
08:00 PM				50	32	41	42	42	42	
09:00 PM				18	29	24	20	18	21	
10:00 PM				21	21	21	16	18	19	
11:00 PM				3	8	6	9	2	6	
Day Total				1530	1592	1566	1250	1158	1385	
% Weekday Average				97.7%	101.7%					
% Week Average				110.5%	114.9%	113.1%	90.3%	83.6%		
AM Peak Volume				11:00 AM 113	8:00 AM 109	11:00 AM 109	11:00 AM 120	11:00 AM 85	11:00 AM 106	
PM Peak Volume				2:00 PM 185	2:00 PM 200	2:00 PM 193	1:00 PM 116	2:00 PM 141	2:00 PM 160	

Comments:

Report generated on 4/20/2022 1:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: San Jose, CA
DATE: Mar 10 2022 - Mar 16 2022

Start Time	Mon 14 Mar 22	Tue 15 Mar 22	Wed 16 Mar 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	5	6	4			5			5	
01:00 AM	1	2	4			2			2	
02:00 AM	3	1	3			2			2	
03:00 AM	1	0	1			1			1	
04:00 AM	0	2	0			1			1	
05:00 AM	5	7	7			6			6	
06:00 AM	14	12	16			14			14	
07:00 AM	91	84	99			91			91	
08:00 AM	**115**	**121**	103			**113**			**113**	
09:00 AM	74	77	81			77			77	
10:00 AM	101	60	72			78			78	
11:00 AM	86	100	**116**			101			101	
12:00 PM	106	105	139			117			117	
01:00 PM	96	113	**166**			125			125	
02:00 PM	**208**	**160**	97			**155**			**155**	
03:00 PM	121	140	125			129			129	
04:00 PM	122	133	113			123			123	
05:00 PM	125	124	133			127			127	
06:00 PM	111	106	96			104			104	
07:00 PM	76	75	80			77			77	
08:00 PM	37	44	69			50			50	
09:00 PM	21	26	28			25			25	
10:00 PM	13	12	14			13			13	
11:00 PM	4	1	4			3			3	
Day Total	1536	1511	1570			1539			1539	
% Weekday Average	99.8%	98.2%	102%							
% Week Average	99.8%	98.2%	102%			100%				
AM Peak Volume	8:00 AM 115	8:00 AM 121	11:00 AM 116			8:00 AM 113			8:00 AM 113	
PM Peak Volume	2:00 PM 208	2:00 PM 160	1:00 PM 166			2:00 PM 155			2:00 PM 155	

Comments:

Report generated on 4/20/2022 1:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr **QC JOB #:** 15668650

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: San Jose, CA **DATE:** Mar 10 2022 - Mar 16 2022

Start Time	Mon	Tue	Wed	Thu 10 Mar 22	Fri 11 Mar 22	Average Weekday Hourly Traffic	Sat 12 Mar 22	Sun 13 Mar 22	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2	2	2	5	1	3	
01:00 AM				0	0	0	1	1	1	
02:00 AM				0	5	3	2		2	
03:00 AM				0	0	0	0	3	1	
04:00 AM				3	4	4	3	2	3	
05:00 AM				10	7	9	8	5	8	
06:00 AM				19	17	18	16	10	16	
07:00 AM				**92**	93	**93**	25	14	56	
08:00 AM				72	**100**	86	39	27	60	
09:00 AM				66	63	65	77	36	61	
10:00 AM				74	91	83	**96**	**73**	**84**	
11:00 AM				82	84	83	78	62	77	
12:00 PM				78	94	86	86	**110**	92	
01:00 PM				79	74	77	83	84	80	
02:00 PM				**134**	**130**	**132**	85	93	**111**	
03:00 PM				99	113	106	**91**	95	100	
04:00 PM				95	102	99	82	83	91	
05:00 PM				89	103	96	63	81	84	
06:00 PM				67	72	70	57	63	65	
07:00 PM				49	47	48	31	42	42	
08:00 PM				23	35	29	27	36	30	
09:00 PM				16	20	18	18	15	17	
10:00 PM				4	14	9	17	11	12	
11:00 PM				3	16	10	8	1	7	
Day Total				1156	1286	1226	998	948	1103	
% Weekday Average				94.3%	104.9%					
% Week Average				104.8%	116.6%	111.2%	90.5%	85.9%		
AM Peak Volume				7:00 AM 92	8:00 AM 100	7:00 AM 93	10:00 AM 96	10:00 AM 73	10:00 AM 84	
PM Peak Volume				2:00 PM 134	2:00 PM 130	2:00 PM 132	3:00 PM 91	12:00 PM 110	2:00 PM 111	

Comments:

Report generated on 4/20/2022 1:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: San Jose, CA
DATE: Mar 10 2022 - Mar 16 2022

Start Time	Mon 14 Mar 22	Tue 15 Mar 22	Wed 16 Mar 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	3	1			1			1	
01:00 AM	1	0	0			0			0	
02:00 AM	1	1	1			1			1	
03:00 AM	0	0	1			0			0	
04:00 AM	3	3	5			4			4	
05:00 AM	8	10	9			9			9	
06:00 AM	9	16	16			14			14	
07:00 AM	**97**	**96**	**96**			**96**			**96**	
08:00 AM	86	84	95			88			88	
09:00 AM	59	57	62			59			59	
10:00 AM	82	47	60			63			63	
11:00 AM	61	73	93			76			76	
12:00 PM	75	81	112			89			89	
01:00 PM	90	79	**140**			103			103	
02:00 PM	**136**	**110**	87			**111**			**111**	
03:00 PM	101	98	93			97			97	
04:00 PM	80	94	77			84			84	
05:00 PM	103	107	102			104			104	
06:00 PM	81	81	86			83			83	
07:00 PM	60	55	45			53			53	
08:00 PM	39	38	49			42			42	
09:00 PM	19	14	19			17			17	
10:00 PM	8	13	8			10			10	
11:00 PM	2	1	7			3			3	
Day Total	1201	1161	1264			1207			1207	
% Weekday Average	99.5%	96.2%	104.7%							
% Week Average	99.5%	96.2%	104.7%			100%				
AM Peak Volume	7:00 AM 97	7:00 AM 96	7:00 AM 96			7:00 AM 96			7:00 AM 96	
PM Peak Volume	2:00 PM 136	2:00 PM 110	1:00 PM 140			2:00 PM 111			2:00 PM 111	

Comments:

Report generated on 4/20/2022 1:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: San Jose, CA
DATE: Mar 10 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4	16-25	3
01:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
02:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	21-30	1
03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
04:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	26-35	3
05:00 AM	0	0	1	7	5	0	0	0	0	0	0	0	0	0	13	26-35	12
06:00 AM	1	4	14	15	5	0	0	0	0	0	0	0	0	0	39	21-30	29
07:00 AM	**11**	7	44	**79**	**30**	6	**1**	0	0	0	0	0	0	0	178	21-30	123
08:00 AM	2	11	59	69	30	4	1	0	0	0	0	0	0	0	176	21-30	128
09:00 AM	8	15	50	46	23	1	1	0	0	0	0	0	0	0	144	21-30	96
10:00 AM	9	19	51	57	20	3	0	0	0	0	0	0	0	0	159	21-30	108
11:00 AM	2	**23**	**75**	63	24	**7**	1	0	0	0	0	0	0	0	**195**	21-30	138
12:00 PM	3	16	70	65	19	3	0	0	0	0	0	0	0	0	176	21-30	135
01:00 PM	7	19	68	58	26	3	**1**	0	0	0	0	0	0	0	182	21-30	126
02:00 PM	10	31	**115**	**131**	30	1	1	0	0	0	0	0	0	0	**319**	21-30	246
03:00 PM	10	**32**	67	82	27	1	0	0	0	0	0	0	0	0	219	21-30	149
04:00 PM	12	16	66	94	**37**	**7**	0	0	0	0	0	0	0	0	232	21-30	160
05:00 PM	**17**	21	79	59	20	7	0	0	0	0	0	0	0	0	203	21-30	138
06:00 PM	8	14	66	62	30	2	0	0	0	0	0	0	0	0	182	21-30	128
07:00 PM	3	6	41	49	14	3	1	0	0	0	0	0	0	0	117	21-30	90
08:00 PM	1	8	22	28	12	2	0	0	0	0	0	0	0	0	73	21-30	50
09:00 PM	0	2	7	18	4	3	0	0	0	0	0	0	0	0	34	21-30	25
10:00 PM	0	0	4	9	9	3	0	0	0	0	0	0	0	0	25	26-35	18
11:00 PM	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6	21-30	3
Day Total	105	248	904	996	370	56	7	0	0	0	0	0	0	0	2686	21-30	1900
Percent	3.9%	9.2%	33.7%	37.1%	13.8%	2.1%	0.3%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	11	23	75	79	30	7	1	0	0	0	0	0	0	0	195		
PM Peak	5:00 PM	3:00 PM	2:00 PM	2:00 PM	4:00 PM	4:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM		
Volume	17	32	115	131	37	7	1	0	0	0	0	0	0	0	319		

Comments:

Report generated on 3/29/2022 3:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: San Jose, CA
DATE: Mar 11 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	21-30	3
01:00 AM	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5	26-35	3
02:00 AM	2	0	0	1	3	0	0	**2**	0	0	0	0	0	0	8	26-35	4
03:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	1
04:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	26-35	4
05:00 AM	1	0	0	6	5	0	0	0	0	0	0	0	0	0	12	26-35	11
06:00 AM	1	4	8	14	6	2	0	0	0	0	0	0	0	0	35	21-30	22
07:00 AM	5	9	55	**82**	**35**	**7**	**1**	0	0	0	0	0	0	0	194	21-30	137
08:00 AM	**13**	**24**	61	76	31	4	0	0	0	0	0	0	0	0	**209**	21-30	137
09:00 AM	8	9	49	47	17	6	1	0	0	0	0	0	0	0	137	21-30	96
10:00 AM	5	13	57	71	28	1	1	0	0	0	0	0	0	0	176	21-30	128
11:00 AM	6	21	**70**	64	21	7	0	0	0	0	0	0	0	0	189	21-30	134
12:00 PM	4	22	79	73	24	5	0	0	0	0	0	0	0	0	207	21-30	152
01:00 PM	10	11	56	71	30	5	**1**	**1**	**1**	0	0	0	0	0	186	21-30	127
02:00 PM	13	**33**	**111**	**132**	31	**9**	0	1	0	0	0	0	0	0	**330**	21-30	243
03:00 PM	10	22	74	106	**38**	5	0	0	0	0	0	0	0	0	255	21-30	180
04:00 PM	8	25	67	82	31	7	0	0	0	0	0	0	0	0	220	21-30	149
05:00 PM	**15**	27	90	67	24	4	0	0	0	0	0	0	0	0	227	21-30	157
06:00 PM	8	18	57	79	29	3	1	1	0	0	0	0	0	0	196	21-30	136
07:00 PM	2	10	33	45	11	4	1	0	1	0	0	0	0	0	107	21-30	78
08:00 PM	4	5	16	28	9	3	0	1	1	0	0	0	0	0	67	21-30	44
09:00 PM	1	3	13	24	7	1	0	0	0	0	0	0	0	0	49	21-30	37
10:00 PM	0	2	5	18	8	1	0	0	1	0	0	0	0	0	35	26-35	26
11:00 PM	0	0	3	15	2	4	0	0	0	0	0	0	0	0	24	21-30	18
Day Total	117	260	906	1107	393	79	6	6	4	0	0	0	0	0	2878	21-30	2013
Percent	4.1%	9%	31.5%	38.5%	13.7%	2.7%	0.2%	0.2%	0.1%	0%	0%	0%	0%	0%			
																	
AM Peak	8:00 AM	8:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	2:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
Volume	13	24	70	82	35	7	1	2	0	0	0	0	0	0	209		
PM Peak	5:00 PM	2:00 PM	2:00 PM	2:00 PM	3:00 PM	2:00 PM	1:00 PM	1:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM		
Volume	15	33	111	132	38	9	1	1	1	0	0	0	0	0	330		

Comments:

Report generated on 3/29/2022 3:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: San Jose, CA
DATE: Mar 12 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	1	3	3	0	1	**1**	0	0	0	0	0	0	0	10	21-30	6
01:00 AM	0	2	0	1	2	0	1	0	0	0	0	0	0	0	6	26-35	3
02:00 AM	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5	21-30	3
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
04:00 AM	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5	26-35	3
05:00 AM	0	0	2	4	1	1	0	0	0	0	0	0	0	0	8	21-30	6
06:00 AM	5	4	1	9	6	1	1	0	0	0	0	0	0	0	27	26-35	15
07:00 AM	1	6	10	18	6	**5**	0	**1**	0	0	0	0	0	0	47	21-30	28
08:00 AM	4	5	28	29	15	5	0	0	0	0	0	0	0	0	86	21-30	57
09:00 AM	4	11	59	49	18	2	1	1	0	0	0	0	0	0	145	21-30	108
10:00 AM	**10**	**21**	52	82	27	3	1	0	0	0	0	0	0	0	196	21-30	134
11:00 AM	6	16	**60**	**84**	**30**	2	0	0	0	0	0	0	0	0	**198**	21-30	144
12:00 PM	8	26	69	68	19	3	0	0	0	0	0	0	0	0	193	21-30	137
01:00 PM	4	11	57	**95**	26	**6**	0	0	0	0	0	0	0	0	**199**	21-30	152
02:00 PM	2	11	70	80	**32**	1	**1**	0	0	0	0	0	0	0	197	21-30	150
03:00 PM	**16**	11	59	79	24	2	1	0	0	0	0	0	0	0	192	21-30	138
04:00 PM	11	15	67	71	27	2	1	0	0	0	0	0	0	0	194	21-30	138
05:00 PM	8	**28**	**71**	41	14	3	0	0	0	0	0	0	0	0	165	21-30	112
06:00 PM	5	16	49	52	12	2	0	**1**	0	0	0	0	0	0	137	21-30	101
07:00 PM	1	5	28	28	15	2	1	0	0	0	0	0	0	0	80	21-30	56
08:00 PM	6	6	21	20	14	2	0	0	0	0	0	0	0	0	69	21-30	41
09:00 PM	0	2	15	13	5	3	0	0	0	0	0	0	0	0	38	21-30	28
10:00 PM	0	3	7	13	7	1	1	1	0	0	0	0	0	0	33	21-30	20
11:00 PM	0	0	8	7	1	1	0	0	0	0	0	0	0	0	17	21-30	15
Day Total	93	202	738	850	302	49	10	4	0	0	0	0	0	0	2248	21-30	1588
Percent	4.1%	9%	32.8%	37.8%	13.4%	2.2%	0.4%	0.2%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	10:00 AM 10	10:00 AM 21	11:00 AM 60	11:00 AM 84	11:00 AM 30	7:00 AM 5	12:00 AM 1	7:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 198		
PM Peak Volume	3:00 PM 16	5:00 PM 28	5:00 PM 71	1:00 PM 95	2:00 PM 32	1:00 PM 6	2:00 PM 1	6:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	1:00 PM 199		

Comments:

Report generated on 3/29/2022 3:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: San Jose, CA
DATE: Mar 13 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	21-30	2
01:00 AM	0	1	2	5	1	0	0	0	0	0	0	0	0	0	9	21-30	7
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	1	1	0	0	3	0	0	0	0	0	0	0	0	0	5	26-35	3
04:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21-30	2
05:00 AM	0	0	1	2	3	1	0	0	0	0	0	0	0	0	7	26-35	5
06:00 AM	0	3	3	7	3	**2**	0	0	0	0	0	0	0	0	18	21-30	10
07:00 AM	1	2	8	7	6	1	0	0	0	0	0	0	0	0	25	21-30	15
08:00 AM	1	8	18	21	9	1	0	0	0	0	0	0	0	0	58	21-30	39
09:00 AM	1	6	24	34	16	2	2	0	0	0	0	0	0	0	85	21-30	58
10:00 AM	**12**	**12**	**43**	55	21	0	**3**	0	0	0	0	0	0	0	146	21-30	98
11:00 AM	6	11	41	**59**	**28**	1	1	0	0	0	0	0	0	0	**147**	21-30	100
12:00 PM	7	13	71	100	23	3	0	0	0	0	0	0	0	0	217	21-30	171
01:00 PM	6	6	62	97	22	4	0	0	0	0	0	0	0	0	197	21-30	159
02:00 PM	11	13	57	**110**	**31**	**7**	**5**	0	0	0	0	0	0	0	**234**	21-30	167
03:00 PM	9	19	**73**	64	28	5	0	0	0	0	0	0	0	0	198	21-30	137
04:00 PM	**17**	20	66	66	16	4	0	0	0	0	0	0	0	0	189	21-30	132
05:00 PM	13	**27**	53	60	20	4	1	0	0	0	0	0	0	0	178	21-30	113
06:00 PM	10	23	49	56	15	1	1	0	0	0	0	0	0	0	155	21-30	105
07:00 PM	6	13	30	28	11	2	0	0	0	0	0	0	0	0	90	21-30	58
08:00 PM	1	6	23	32	14	1	1	0	0	0	0	0	0	0	78	21-30	55
09:00 PM	0	1	11	13	7	1	0	0	0	0	0	0	0	0	33	21-30	24
10:00 PM	0	2	7	14	4	2	0	0	0	0	0	0	0	0	29	21-30	21
11:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	21-30	2
Day Total	102	188	643	835	282	42	14	0	0	0	0	0	0	0	2106	21-30	1478
Percent	4.8%	8.9%	30.5%	39.6%	13.4%	2%	0.7%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	10:00 AM	10:00 AM	10:00 AM	11:00 AM	11:00 AM	6:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	12	12	43	59	28	2	3	0	0	0	0	0	0	0	147		
PM Peak	4:00 PM	5:00 PM	3:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM		
Volume	17	27	73	110	31	7	5	0	0	0	0	0	0	0	234		

Comments:

Report generated on 3/29/2022 3:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: San Jose, CA
DATE: Mar 14 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	1	1	1	1	0	0	0	0	0	0	0	0	5	21-30	2
01:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21-30	2
02:00 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4	26-35	3
03:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1-10	1
04:00 AM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	31-40	2
05:00 AM	0	2	3	3	4	1	0	0	0	0	0	0	0	0	13	26-35	7
06:00 AM	1	0	7	8	4	3	0	0	0	0	0	0	0	0	23	21-30	15
07:00 AM	8	13	64	**80**	23	0	0	0	0	0	0	0	0	0	188	21-30	144
08:00 AM	4	21	**81**	65	**24**	**6**	0	0	0	0	0	0	0	0	**201**	21-30	146
09:00 AM	3	13	43	53	18	3	0	0	0	0	0	0	0	0	133	21-30	96
10:00 AM	**11**	**34**	67	46	20	5	0	0	0	0	0	0	0	0	183	21-30	113
11:00 AM	7	10	46	58	23	3	0	0	0	0	0	0	0	0	147	21-30	104
12:00 PM	3	10	69	70	23	6	0	0	0	0	0	0	0	0	181	21-30	139
01:00 PM	3	22	50	74	30	6	0	**1**	0	0	0	0	0	0	186	21-30	124
02:00 PM	8	21	**122**	**143**	**44**	5	1	0	0	0	0	0	0	0	**344**	21-30	265
03:00 PM	5	17	70	81	43	3	**3**	0	0	0	0	0	0	0	222	21-30	151
04:00 PM	11	12	61	84	28	5	1	0	0	0	0	0	0	0	202	21-30	145
05:00 PM	**20**	18	70	76	30	**14**	0	0	0	0	0	0	0	0	228	21-30	146
06:00 PM	7	**26**	64	61	30	3	1	0	0	0	0	0	0	0	192	21-30	125
07:00 PM	4	14	40	50	21	6	1	0	0	0	0	0	0	0	136	21-30	90
08:00 PM	2	14	22	23	14	1	0	0	0	0	0	0	0	0	76	21-30	45
09:00 PM	0	3	10	21	4	1	1	0	0	0	0	0	0	0	40	21-30	31
10:00 PM	0	2	5	9	1	4	0	0	0	0	0	0	0	0	21	21-30	14
11:00 PM	0	0	2	2	1	0	1	0	0	0	0	0	0	0	6	21-30	4
Day Total	100	252	898	1011	389	77	9	1	0	0	0	0	0	0	2737	21-30	1909
Percent	3.7%	9.2%	32.8%	36.9%	14.2%	2.8%	0.3%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	10:00 AM	10:00 AM	8:00 AM	7:00 AM	8:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
Volume	11	34	81	80	24	6	0	0	0	0	0	0	0	0	201		
PM Peak	5:00 PM	6:00 PM	2:00 PM	2:00 PM	2:00 PM	5:00 PM	3:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM		
Volume	20	26	122	143	44	14	3	1	0	0	0	0	0	0	344		

Comments:

Report generated on 3/29/2022 3:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: San Jose, CA
DATE: Mar 15 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	4	3	0	0	0	0	0	0	0	0	0	9	26-35	7
01:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
02:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	11-20	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	1	2	0	1	1	0	0	0	0	0	0	0	0	5	16-25	3
05:00 AM	0	2	1	6	7	1	0	0	0	0	0	0	0	0	17	26-35	13
06:00 AM	3	2	8	10	3	2	0	0	0	0	0	0	0	0	28	21-30	18
07:00 AM	10	19	57	**67**	24	**3**	0	0	0	0	0	0	0	0	180	21-30	124
08:00 AM	**11**	**31**	**77**	61	22	3	0	0	0	0	0	0	0	0	**205**	21-30	138
09:00 AM	5	29	34	48	17	1	0	0	0	0	0	0	0	0	134	21-30	82
10:00 AM	6	19	36	31	13	2	0	0	0	0	0	0	0	0	107	21-30	67
11:00 AM	9	30	50	55	**27**	2	0	0	0	0	0	0	0	0	173	21-30	105
12:00 PM	8	19	78	60	13	**8**	0	0	0	0	0	0	0	0	186	21-30	138
01:00 PM	**13**	29	73	50	26	1	0	0	0	0	0	0	0	0	192	21-30	123
02:00 PM	11	**33**	**83**	**98**	40	5	0	0	0	0	0	0	0	0	**270**	21-30	181
03:00 PM	3	23	83	83	41	5	0	0	0	0	0	0	0	0	238	21-30	166
04:00 PM	10	14	68	87	**42**	6	0	0	0	0	0	0	0	0	227	21-30	155
05:00 PM	9	28	68	83	35	8	0	0	0	0	0	0	0	0	231	21-30	151
06:00 PM	13	16	69	58	29	2	0	0	0	0	0	0	0	0	187	21-30	127
07:00 PM	10	15	41	41	18	5	0	0	0	0	0	0	0	0	130	21-30	82
08:00 PM	1	5	29	31	14	2	0	0	0	0	0	0	0	0	82	21-30	60
09:00 PM	1	3	10	16	8	1	**1**	0	0	0	0	0	0	0	40	21-30	26
10:00 PM	0	3	7	10	4	1	0	0	0	0	0	0	0	0	25	21-30	17
11:00 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	21-30	1
Day Total	123	322	878	901	387	59	2	0	0	0	0	0	0	0	2672	21-30	1779
Percent	4.6%	12.1%	32.9%	33.7%	14.5%	2.2%	0.1%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	8:00 AM	8:00 AM	7:00 AM	11:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
Volume	11	31	77	67	27	3	0	0	0	0	0	0	0	0	205		
PM Peak	1:00 PM	2:00 PM	2:00 PM	2:00 PM	4:00 PM	12:00 PM	9:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM		
Volume	13	33	83	98	42	8	1	0	0	0	0	0	0	0	270		

Comments:

Report generated on 3/29/2022 3:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: San Jose, CA
DATE: Mar 16 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	2	1	1	0	1	0	0	0	0	0	0	0	0	5	16-25	3
01:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
02:00 AM	0	0	1	2	0	0	**1**	0	0	0	0	0	0	0	4	21-30	3
03:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	21-30	1
04:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5	23-32	4
05:00 AM	1	2	3	4	5	1	0	0	0	0	0	0	0	0	16	26-35	9
06:00 AM	0	5	8	15	3	0	1	0	0	0	0	0	0	0	32	21-30	23
07:00 AM	**10**	14	**78**	82	10	1	0	0	0	0	0	0	0	0	195	21-30	160
08:00 AM	10	**54**	78	49	6	1	0	0	0	0	0	0	0	0	198	16-25	132
09:00 AM	3	36	60	34	8	2	0	0	0	0	0	0	0	0	143	16-25	96
10:00 AM	6	26	50	41	8	1	0	0	0	0	0	0	0	0	132	21-30	91
11:00 AM	7	18	73	**93**	**14**	**3**	1	0	0	0	0	0	0	0	**209**	21-30	166
12:00 PM	**18**	31	91	86	25	0	0	0	0	0	0	0	0	0	251	21-30	177
01:00 PM	14	**34**	**100**	**115**	**38**	4	**1**	0	0	0	0	0	0	0	**306**	21-30	215
02:00 PM	1	15	73	69	24	2	0	0	0	0	0	0	0	0	184	21-30	142
03:00 PM	5	14	86	82	26	**5**	0	0	0	0	0	0	0	0	218	21-30	168
04:00 PM	10	19	66	73	19	3	0	0	0	0	0	0	0	0	190	21-30	139
05:00 PM	8	15	92	90	25	5	0	0	0	0	0	0	0	0	235	21-30	182
06:00 PM	5	23	65	71	16	1	0	**1**	0	0	0	0	0	0	182	21-30	136
07:00 PM	1	25	48	41	8	2	0	0	0	0	0	0	0	0	125	21-30	89
08:00 PM	1	14	48	44	9	1	1	0	0	0	0	0	0	0	118	21-30	92
09:00 PM	1	10	18	8	8	2	0	0	0	0	0	0	0	0	47	16-25	28
10:00 PM	0	3	8	8	3	0	0	0	0	0	0	0	0	0	22	21-30	16
11:00 PM	0	2	2	4	2	1	0	0	0	0	0	0	0	0	11	26-35	6
Day Total	102	362	1051	1019	258	36	5	1	0	0	0	0	0	0	2834	21-30	2070
Percent	3.6%	12.8%	37.1%	36%	9.1%	1.3%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:00 AM	8:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	2:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	10	54	78	93	14	3	1	0	0	0	0	0	0	0	209		
PM Peak	12:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM	3:00 PM	1:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM		
Volume	18	34	100	115	38	5	1	1	0	0	0	0	0	0	306		

Comments:

Report generated on 3/29/2022 3:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Graves Ave btwn Cameo Dr and El Oso Dr
QC JOB #: 15668650
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: San Jose, CA
DATE: Mar 10 2022 - Mar 16 2022

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	742	1834	6018	6719	2381	398	53	12	4	0	0	0	0	0	18161	21-30	12737
Percent	4.1%	10.1%	33.1%	37%	13.1%	2.2%	0.3%	0.1%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	4.1%	14.2%	47.3%	84.3%	97.4%	99.6%	99.9%	100%	100%	100%	100%	100%	100%	100%			

ADT
2594

85th Percentile: 31 MPH
Mean Speed(Average): 25 MPH
Median: 26 MPH
Mode: 28 MPH

Comments:

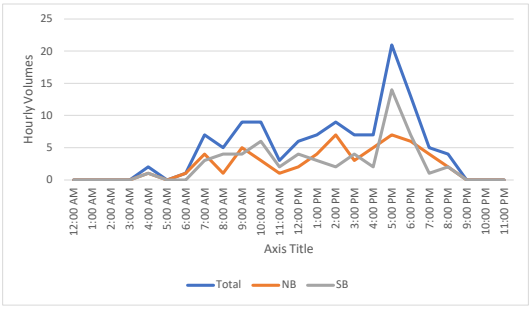
Report generated on 3/29/2022 3:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Summary of Tube Counts

Location Westgate West Access (W) at Graves Ave
Date 2/10/2022

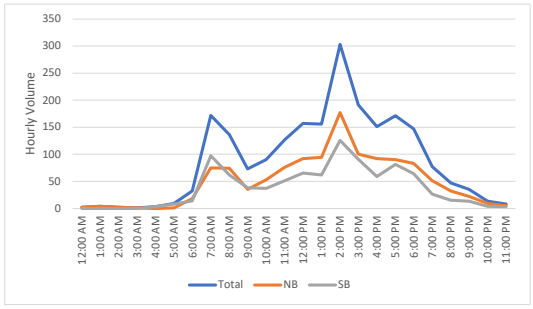
	Total	NB	SB
12:00 AM	0	0	0
1:00 AM	0	0	0
2:00 AM	0	0	0
3:00 AM	0	0	0
4:00 AM	2	1	1
5:00 AM	0	0	0
6:00 AM	1	1	0
7:00 AM	7	4	3
8:00 AM	5	1	4
9:00 AM	9	5	4
10:00 AM	9	3	6
11:00 AM	3	1	2
12:00 PM	6	2	4
1:00 PM	7	4	3
2:00 PM	9	7	2
3:00 PM	7	3	4
4:00 PM	7	5	2
5:00 PM	21	7	14
6:00 PM	13	6	7
7:00 PM	5	4	1
8:00 PM	4	2	2
9:00 PM	0	0	0
10:00 PM	0	0	0
11:00 PM	0	0	0
ADT	115	56	59



AM Peak	9:00 AM
Volume	9
PM Peak	5:00 PM
Volume	21

Location Westgate West Access (E) at Graves Ave
Date 2/10/2022

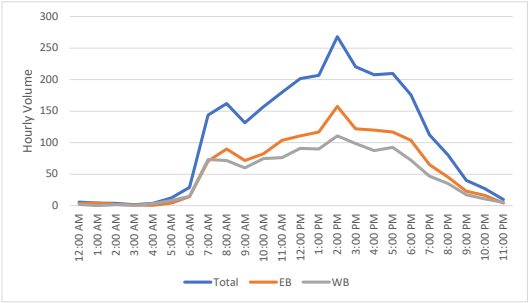
	Total	NB	SB
12:00 AM	2	2	0
1:00 AM	4	4	0
2:00 AM	2	2	0
3:00 AM	1	1	0
4:00 AM	3	0	3
5:00 AM	9	1	8
6:00 AM	32	18	14
7:00 AM	172	75	97
8:00 AM	136	74	62
9:00 AM	73	35	38
10:00 AM	90	53	37
11:00 AM	127	76	51
12:00 PM	157	92	65
1:00 PM	156	94	62
2:00 PM	303	177	126
3:00 PM	191	100	91
4:00 PM	151	92	59
5:00 PM	171	90	81
6:00 PM	147	83	64
7:00 PM	77	51	26
8:00 PM	47	32	15
9:00 PM	35	22	13
10:00 PM	13	9	4
11:00 PM	8	5	3
ADT	2107	1188	919



AM Peak	7:00 AM
Volume	172
PM Peak	2:00 PM
Volume	303

Location Graves Ave btwn Cameo Dr and El Oso Dr
Date 3/10/2022 - 3/16/2022

	Total	EB	WB
12:00 AM	6	4	2
1:00 AM	4	4	0
2:00 AM	4	2	1
3:00 AM	2	1	1
4:00 AM	4	1	3
5:00 AM	12	4	8
6:00 AM	29	14	15
7:00 AM	144	71	73
8:00 AM	162	90	72
9:00 AM	132	72	60
10:00 AM	157	82	75
11:00 AM	180	104	76
12:00 PM	202	111	91
1:00 PM	207	117	90
2:00 PM	268	158	111
3:00 PM	220	122	99
4:00 PM	208	120	88
5:00 PM	210	117	93
6:00 PM	176	103	72
7:00 PM	112	65	47
8:00 PM	80	45	35
9:00 PM	40	23	17
10:00 PM	27	16	11
11:00 PM	10	4	5
ADT	2594	1450	1145



AM Peak	11:00 AM
Volume	180
PM Peak	2:00 PM
Volume	268

Raw Data (EB-WB)

	10-Mar-22	11-Mar-22	12-Mar-22	13-Mar-22	14-Mar-22	15-Mar-22	16-Mar-22	Average
12:00 AM	4	4	10	3	5	9	5	6
1:00 AM	3	5	6	9	2	2	4	4
2:00 AM	2	8	5		4	2	4	4
3:00 AM	2	2	1	5	1	0	2	2
4:00 AM	3	4	5	2	3	5	5	4
5:00 AM	13	12	8	7	13	17	16	12
6:00 AM	39	35	27	18	23	28	32	29
7:00 AM	178	194	47	25	188	180	195	144
8:00 AM	176	209	86	58	201	205	198	162
9:00 AM	144	137	145	85	133	134	143	132
10:00 AM	159	176	196	146	183	107	132	157
11:00 AM	195	189	198	147	147	173	209	180
12:00 PM	176	207	193	217	181	186	251	202
1:00 PM	182	186	199	197	186	192	306	207
2:00 PM	319	330	197	234	344	270	184	268
3:00 PM	219	255	192	198	222	238	218	220
4:00 PM	232	220	194	189	202	227	190	208
5:00 PM	203	227	165	178	228	231	235	210
6:00 PM	182	196	137	155	192	187	182	176
7:00 PM	117	107	80	90	136	130	125	112
8:00 PM	73	67	69	78	76	82	118	80
9:00 PM	34	49	38	33	40	40	47	40
10:00 PM	25	35	33	29	21	25	22	27
11:00 PM	6	24	17	3	6	2	11	10
Total	2686	2878	2248	2106	2737	2672	2834	2594

Raw Data (EB)

	10-Mar-22	11-Mar-22	12-Mar-22	13-Mar-22	14-Mar-22	15-Mar-22	16-Mar-22	Average
12:00 AM	2	2	5	2	5	6	4	4
1:00 AM	3	5	5	8	1	2	4	4
2:00 AM	2	3	3		3	1	3	2
3:00 AM	2	2	1	2	1	0	1	1
4:00 AM	0	0	2	0	0	2	0	1
5:00 AM	3	5	0	2	5	7	7	4
6:00 AM	20	18	11	8	14	12	16	14
7:00 AM	86	101	22	11	91	84	99	71
8:00 AM	104	109	47	31	115	121	103	90
9:00 AM	78	74	68	49	74	77	81	72
10:00 AM	85	85	100	73	101	60	72	82
11:00 AM	113	105	120	85	86	100	116	104
12:00 PM	98	113	107	107	106	105	139	111
1:00 PM	103	112	116	113	96	113	166	117
2:00 PM	185	200	112	141	208	160	97	158
3:00 PM	120	142	101	103	121	140	125	122
4:00 PM	137	118	112	106	122	133	113	120
5:00 PM	114	124	102	97	125	124	133	117
6:00 PM	115	124	80	92	111	106	96	103
7:00 PM	68	60	49	48	76	75	80	65
8:00 PM	50	32	42	42	37	44	69	45
9:00 PM	18	29	20	18	21	26	28	23
10:00 PM	21	21	16	18	13	12	14	16
11:00 PM	3	8	9	2	4	1	4	4
Total	1530	1592	1250	1158	1536	1511	1570	1450

Raw Data (WB)

	10-Mar-22	11-Mar-22	12-Mar-22	13-Mar-22	14-Mar-22	15-Mar-22	16-Mar-22	Average
12:00 AM	2	2	5	1	0	3	1	2
1:00 AM	0	0	1	1	1	0	0	0
2:00 AM	0	5	2		1	1	1	1
3:00 AM	0	0	0	3	0	0	1	1
4:00 AM	3	4	3	2	3	3	5	3
5:00 AM	10	7	8	5	8	10	9	8
6:00 AM	19	17	16	10	9	16	16	15
7:00 AM	92	93	25	14	97	96	96	73
8:00 AM	72	100	39	27	86	84	95	72
9:00 AM	66	63	77	36	59	57	62	60
10:00 AM	74	91	96	73	82	47	60	75
11:00 AM	82	84	78	62	61	73	93	76
12:00 PM	78	94	86	110	75	81	112	91
1:00 PM	79	74	83	84	90	79	140	90
2:00 PM	134	130	85	93	136	110	87	111
3:00 PM	99	113	91	95	101	98	93	99
4:00 PM	95	102	82	83	80	94	77	88
5:00 PM	89	103	63	81	103	107	102	93
6:00 PM	67	72	57	63	81	81	86	72
7:00 PM	49	47	31	42	60	55	45	47
8:00 PM	23	35	27	36	39	38	49	35
9:00 PM	16	20	18	15	19	14	19	17
10:00 PM	4	14	17	11	8	13	8	11
11:00 PM	3	16	8	1	2	1	7	5
Total	1156	1286	998	948	1201	1161	1264	1145

85th Percentile	31 MPH
Mean	25 MPH
Median	26 MPH
Mode	28 MPH

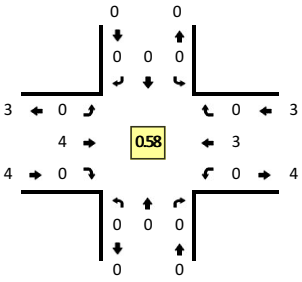
Type of peak hour being reported: Intersection Peak

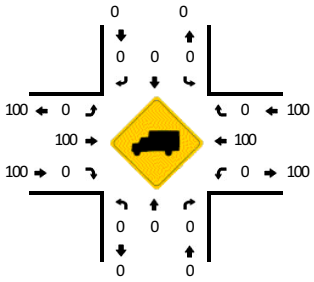
Method for determining peak hour: Total Entering Volume

LOCATION: Smart & Final Loading Dock -- Smart & Final Loading Dock
CITY/STATE: San Jose, CA

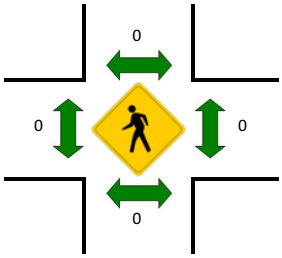
QC JOB #: 156686290
DATE: Mon, Mar 14 2022

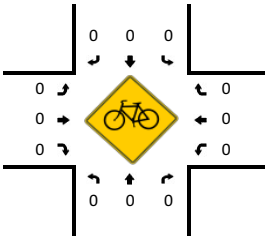
Peak-Hour: 10:15 AM -- 11:15 AM
Peak 15-Min: 10:30 AM -- 10:45 AM

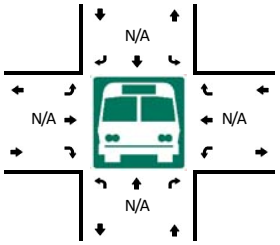


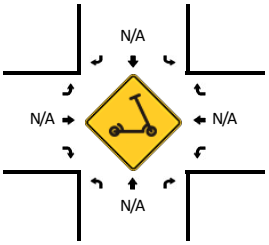


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	3
10:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	5
11:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	7
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	12
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	8	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

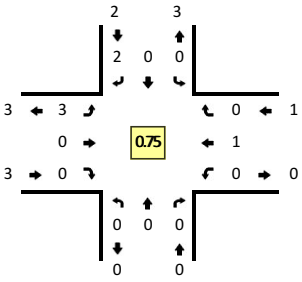
Type of peak hour being reported: Intersection Peak

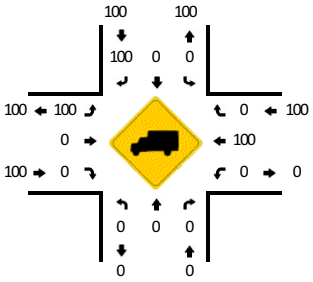
Method for determining peak hour: Total Entering Volume

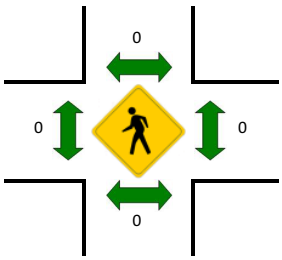
LOCATION: Smart & Final Loading Dock -- Smart & Final Loading Dock
CITY/STATE: San Jose, CA

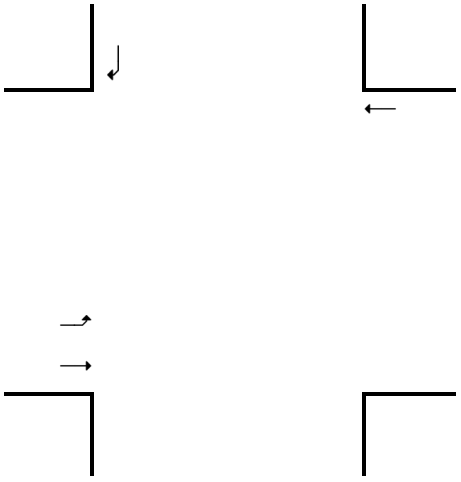
QC JOB #: 156686291
DATE: Tue, Mar 15 2022

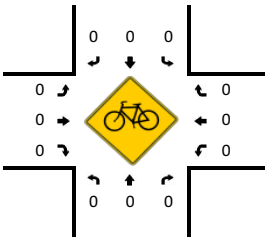
Peak-Hour: 6:30 AM -- 7:30 AM
Peak 15-Min: 6:30 AM -- 6:45 AM

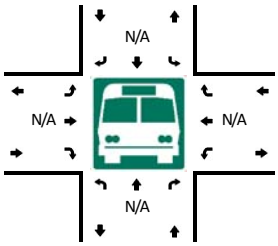


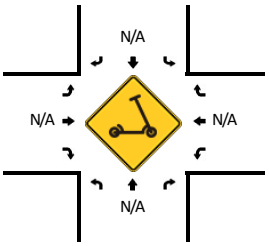












15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
6:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	5
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
10:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
2:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	8
Heavy Trucks	0	0	0		0	0	4		4	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

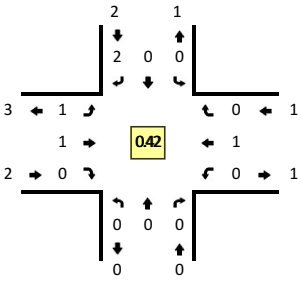
Type of peak hour being reported: Intersection Peak

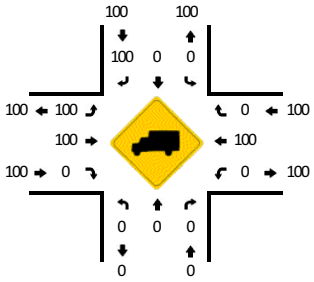
Method for determining peak hour: Total Entering Volume

LOCATION: Smart & Final Loading Dock -- Smart & Final Loading Dock
CITY/STATE: San Jose, CA

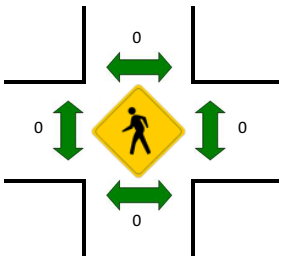
QC JOB #: 156686292
DATE: Wed, Mar 16 2022

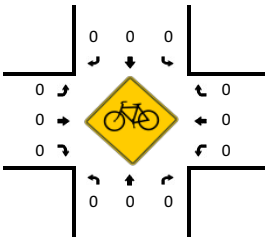
Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

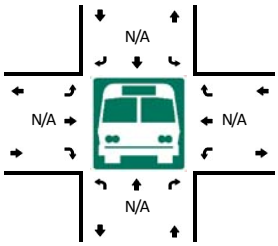


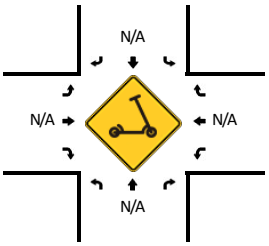


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3	5

15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
1:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	4	0	0	4	0	0	0	4	0	0	12
Heavy Trucks	0	0	0		0	0	4		0	4	0		0	4	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

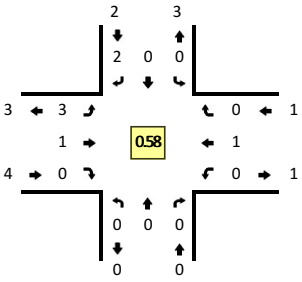
Type of peak hour being reported: Intersection Peak

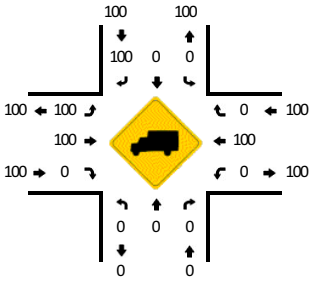
Method for determining peak hour: Total Entering Volume

LOCATION: Smart & Final Loading Dock -- Smart & Final Loading Dock
CITY/STATE: San Jose, CA

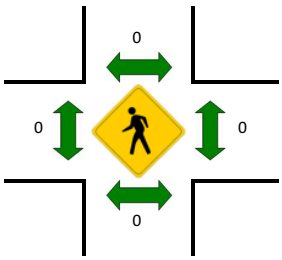
QC JOB #: 156686293
DATE: Thu, Mar 10 2022

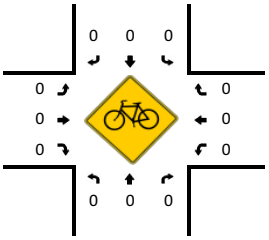
Peak-Hour: 6:15 AM -- 7:15 AM
Peak 15-Min: 6:45 AM -- 7:00 AM

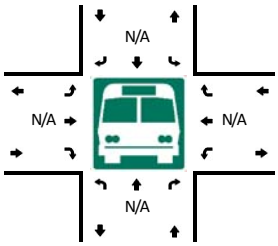


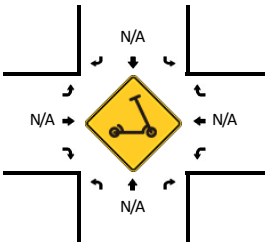


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	3
6:45 AM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	6
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3	3

15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	12
Heavy Trucks	0	0	0		0	0	4		8	0	0		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

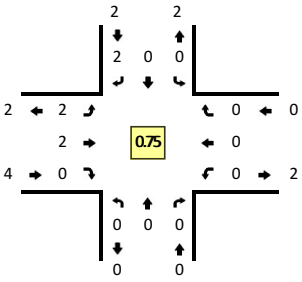
Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

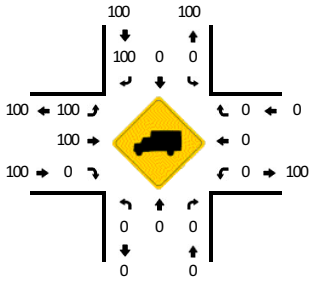
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

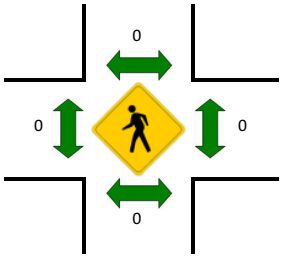
LOCATION: Smart & Final Loading Dock -- Smart & Final Loading Dock | **QC JOB #:** 156686294
CITY/STATE: San Jose, CA | **DATE:** Fri, Mar 11 2022

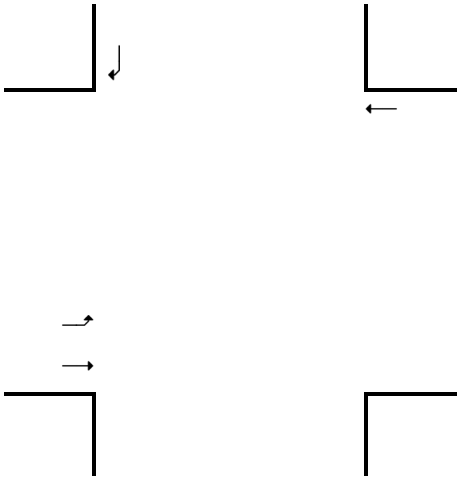
Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

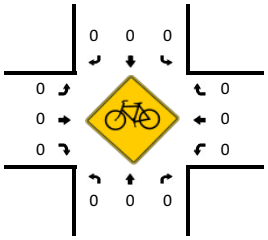


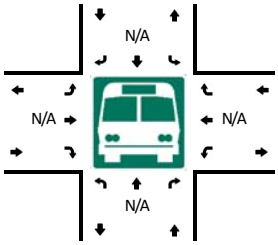
Quality Counts
DATA THAT DRIVES COMMUNITIES

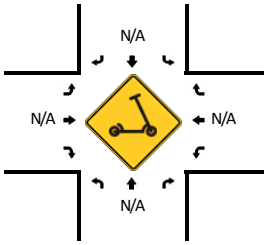












15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	4
9:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	4
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
10:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	6
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
Heavy Trucks	0	0	0		0	0	8		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

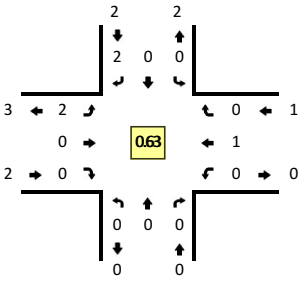
Type of peak hour being reported: Intersection Peak

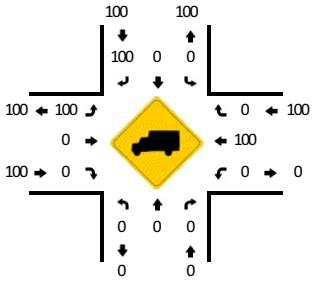
Method for determining peak hour: Total Entering Volume

LOCATION: Smart & Final Loading Dock -- Smart & Final Loading Dock
CITY/STATE: San Jose, CA

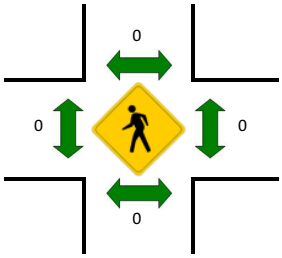
QC JOB #: 156686295
DATE: Sat, Mar 12 2022

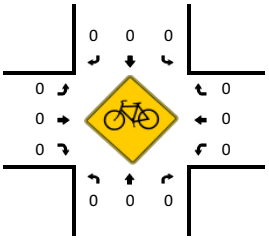
Peak-Hour: 9:30 AM -- 10:30 AM
Peak 15-Min: 10:15 AM -- 10:30 AM

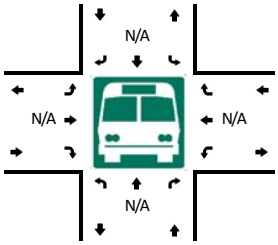


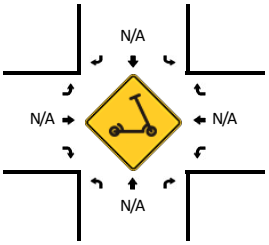


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1

15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
10:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	8
Heavy Trucks	0	0	0		0	0	0		4	0	0		0	4	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

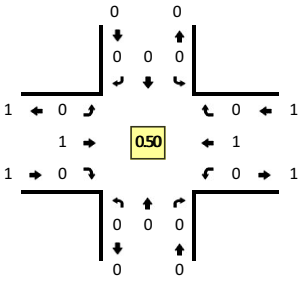
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

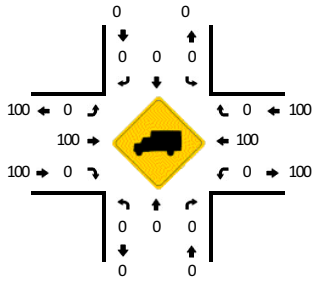
LOCATION: Smart & Final Loading Dock -- Smart & Final Loading Dock
CITY/STATE: San Jose, CA

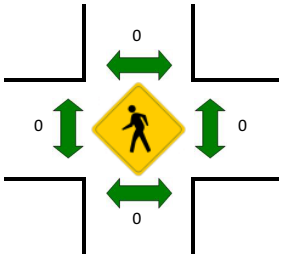
QC JOB #: 156686296
DATE: Sun, Mar 13 2022

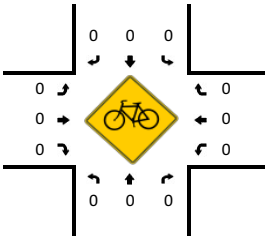
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

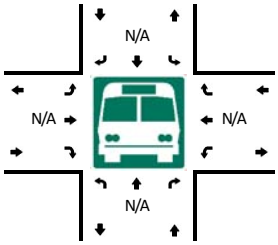


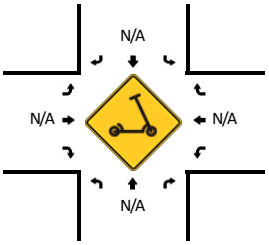
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Min Count Period Beginning At	Smart & Final Loading Dock (Northbound)				Smart & Final Loading Dock (Southbound)				Smart & Final Loading Dock (Eastbound)				Smart & Final Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

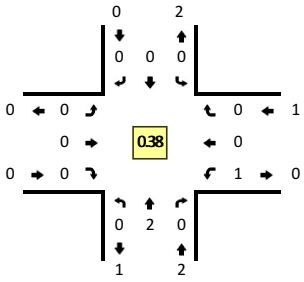
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

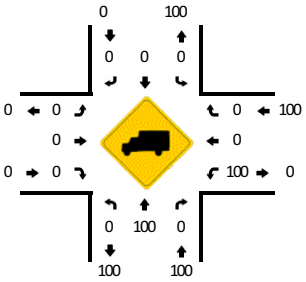
LOCATION: Trader Joe's Loading Dock -- Trader Joe's Loading Dock | **QC JOB #:** 156686297

CITY/STATE: San Jose, CA | **DATE:** Mon, Mar 21 2022

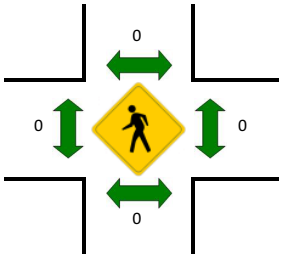
Peak-Hour: 6:00 AM -- 7:00 AM

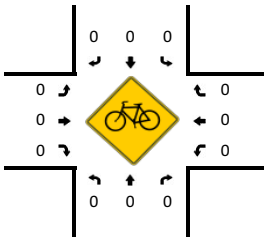
Peak 15-Min: 6:30 AM -- 6:45 AM

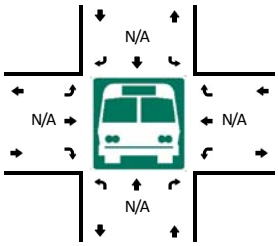


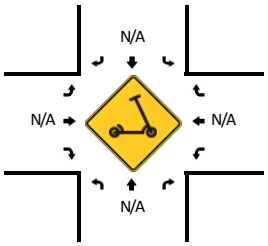


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8
Heavy Trucks	0	4	0		0	0	0		0	0	0		4	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

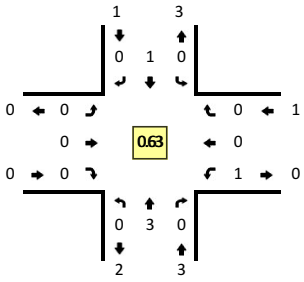
Type of peak hour being reported: Intersection Peak

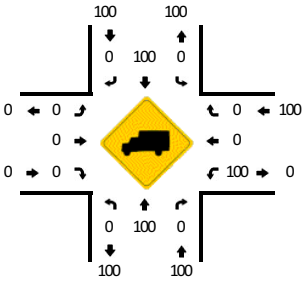
Method for determining peak hour: Total Entering Volume

LOCATION: Trader Joe's Loading Dock -- Trader Joe's Loading Dock
CITY/STATE: San Jose, CA

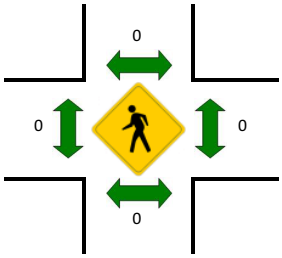
QC JOB #: 156686298
DATE: Tue, Mar 15 2022

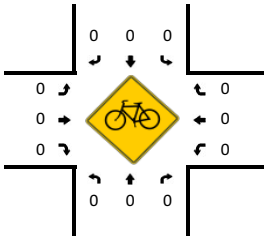
Peak-Hour: 6:30 AM -- 7:30 AM
Peak 15-Min: 6:45 AM -- 7:00 AM

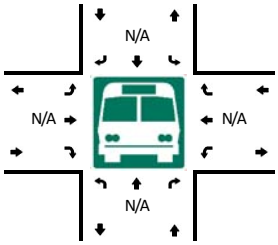


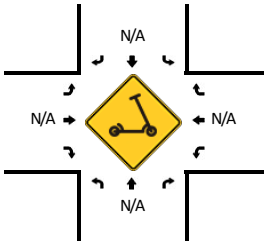


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8
Heavy Trucks	0	4	0		0	0	0		0	0	0		4	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

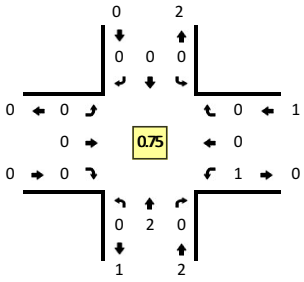
Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

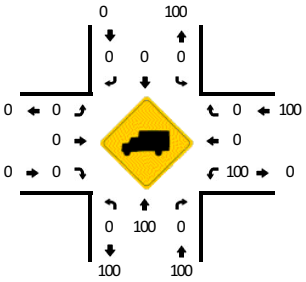
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

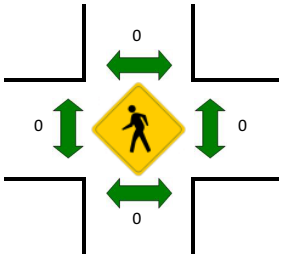
LOCATION: Trader Joe's Loading Dock -- Trader Joe's Loading Dock | **QC JOB #:** 156686299
CITY/STATE: San Jose, CA | **DATE:** Wed, Mar 16 2022

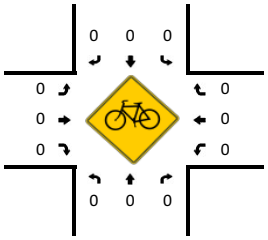
Peak-Hour: 6:15 AM -- 7:15 AM
Peak 15-Min: 6:30 AM -- 6:45 AM

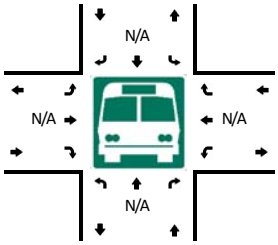


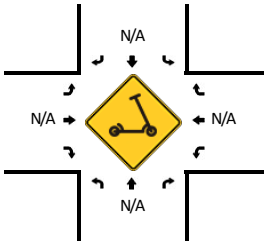
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

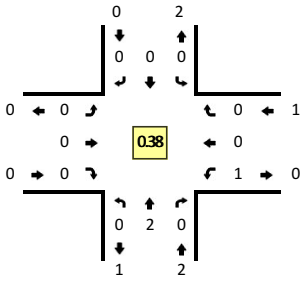
Type of peak hour being reported: Intersection Peak

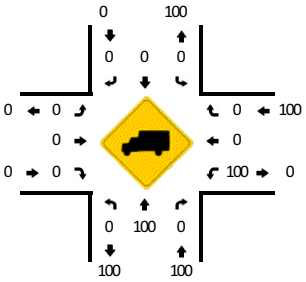
Method for determining peak hour: Total Entering Volume

LOCATION: Trader Joe's Loading Dock -- Trader Joe's Loading Dock
CITY/STATE: San Jose, CA

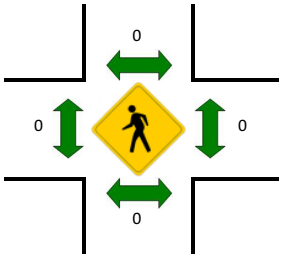
QC JOB #: 156686300
DATE: Thu, Mar 10 2022

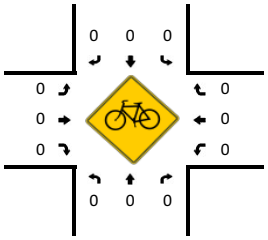
Peak-Hour: 6:00 AM -- 7:00 AM
Peak 15-Min: 6:30 AM -- 6:45 AM

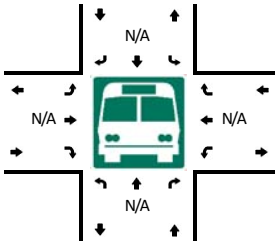


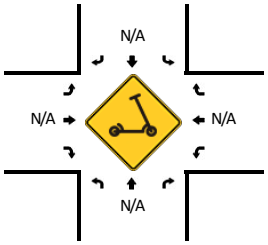


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8
Heavy Trucks	0	4	0		0	0	0		0	0	0		4	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

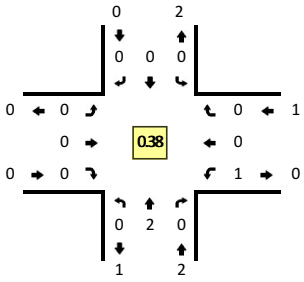
Type of peak hour being reported: Intersection Peak

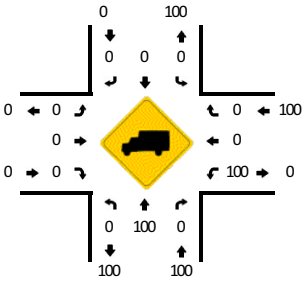
Method for determining peak hour: Total Entering Volume

LOCATION: Trader Joe's Loading Dock -- Trader Joe's Loading Dock
CITY/STATE: San Jose, CA

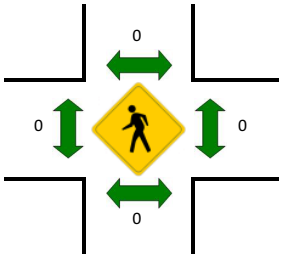
QC JOB #: 156686301
DATE: Fri, Mar 11 2022

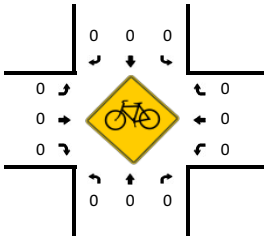
Peak-Hour: 6:00 AM -- 7:00 AM
Peak 15-Min: 6:30 AM -- 6:45 AM

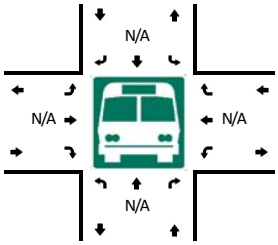


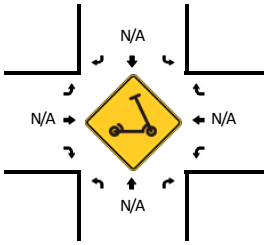


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8
Heavy Trucks	0	4	0		0	0	0		0	0	0		4	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

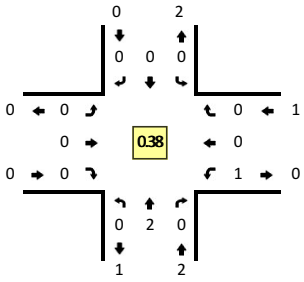
Type of peak hour being reported: Intersection Peak

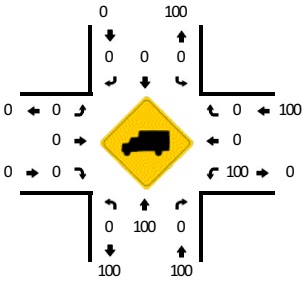
Method for determining peak hour: Total Entering Volume

LOCATION: Trader Joe's Loading Dock -- Trader Joe's Loading Dock
CITY/STATE: San Jose, CA

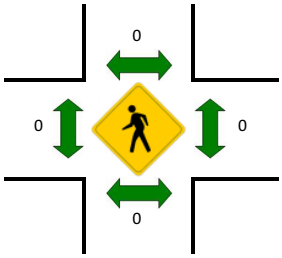
QC JOB #: 156686302
DATE: Sat, Mar 12 2022

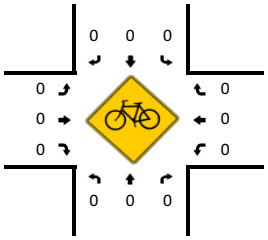
Peak-Hour: 6:00 AM -- 7:00 AM
Peak 15-Min: 6:30 AM -- 6:45 AM

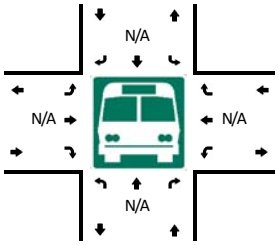


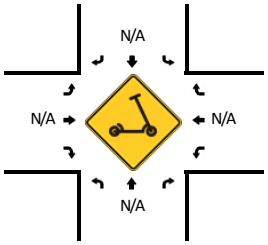


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8
Heavy Trucks	0	4	0		0	0	0		0	0	0		4	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

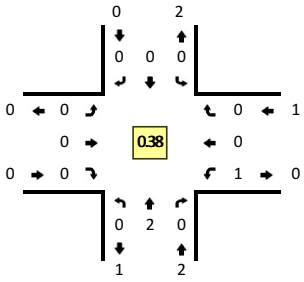
Type of peak hour being reported: Intersection Peak

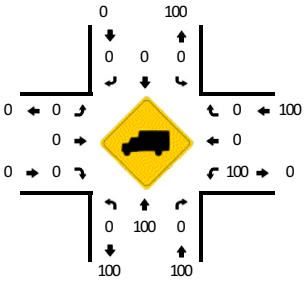
Method for determining peak hour: Total Entering Volume

LOCATION: Trader Joe's Loading Dock -- Trader Joe's Loading Dock
CITY/STATE: San Jose, CA

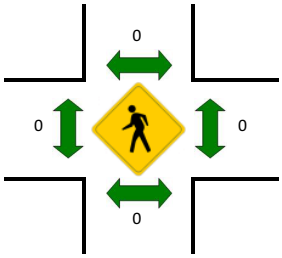
QC JOB #: 156686303
DATE: Sun, Mar 20 2022

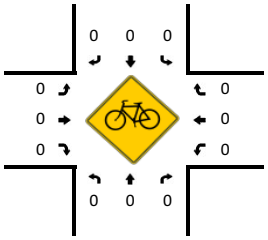
Peak-Hour: 6:00 AM -- 7:00 AM
Peak 15-Min: 6:45 AM -- 7:00 AM

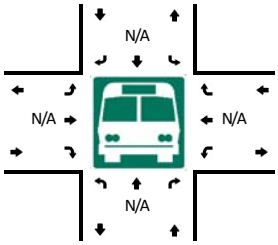


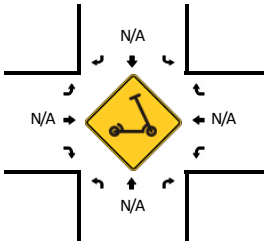


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Min Count Period Beginning At	Trader Joe's Loading Dock (Northbound)				Trader Joe's Loading Dock (Southbound)				Trader Joe's Loading Dock (Eastbound)				Trader Joe's Loading Dock (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8
Heavy Trucks	0	4	0		0	0	0		0	0	0		4	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/4/2022 3:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212