Appendix P
Transportation Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Seely Avenue Mixed-Use Development

Transportation Analysis

Prepared for:

Circlepoint

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Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Hexagon Job Number: 23BJ03
Phone: 408.971.6100
Client Name: Circlepoint

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Executive Summary

This report presents the results of the transportation analysis (TA) conducted for a proposed residential mixed-use development on Seely Avenue in San Jose, California. The approximately 22-acre site is bordered by Coyote Creek on the north, Montague Expressway on the east, Seely Avenue on the south, and vacant land on the west. The mostly vacant project site includes an orchard and multiple structures, including some single-family homes. The project would construct up to a total of 1,473 residential units consisting of 1,147 multifamily housing units (apartments), 172 affordable apartment units, and 154 single-family attached housing units (townhomes). The project would also include up to 55,000 square feet (s.f.) of retail space and an approximately 2.5-acre public park. Access to the project site would be provided via two driveways on Seely Avenue, which would be widened as part of the project, and one driveway on Epic Way. The project would also include constructing a new traffic signal at the intersection of Montague Expressway and Seely Avenue in order to improve access to and from the project site.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential mixed-use project. The transportation impacts were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2020). This study includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a Local Transportation Analysis (LTA). The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for selected signalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access. The effects of the project on freeway segments were evaluated in accordance with the methodologies described in the VTA's *Transportation Impact Analysis Guidelines* (2014). The VTA administers the Santa Clara County Congestion Management Program (CMP).

CEQA Transportation Analysis

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA-level transportation analysis (i.e., VMT analysis). Since the project site is located in a high VMT area of North San Jose and is not located within ½ mile of an existing major transit stop or stop along a high-quality transit corridor, the residential component of the project does not meet the City's screening criteria and is required to prepare a detailed CEQA-level VMT analysis. The retail component of the project, however, meets the exemption criteria set forth in the City's *Transportation Analysis Handbook* since it would be local-serving retail with no drive-through lane and would total less than 100,000 s.f. in size.

Project Impact

The project vehicle miles traveled (VMT) estimated by the City's VMT Evaluation Tool for the residential component of the project is 11.19 per capita. The project VMT, therefore, exceeds the residential threshold of 10.12 VMT per capita. Since the project would result in a significant transportation impact on VMT, mitigation measures are required to reduce the VMT impact to a less-than-significant level.

Project Mitigation

Based on the four VMT reduction strategy tiers included in the VMT Evaluation Tool, it is recommended that the project implement bicycle and pedestrian network improvements (Tier 2 strategies), traffic calming measures (Tier 2 strategy), and implement a Transportation Demand Management (TDM) Plan (Tier 4 strategies) to mitigate the significant VMT impact. The following Tier 2 and Tier 4 VMT reduction strategies are recommended to mitigate the significant VMT impact:

1. **Bike Access Improvements (Tier 2)**
2. **Pedestrian Network Improvements (Tier 2)**
3. **Traffic Calming Measures (Tier 2)**
4. **Car-Sharing Program (Tier 4)**
5. **Unbundled Parking (Tier 4)**
6. **Voluntary Travel Behavior Change Program (Tier 4)**
7. **On-Site TDM Administration and Services**

Based on the City's VMT Evaluation Tool, implementing the multimodal infrastructure improvements and TDM measures described above would lower the project VMT to 10.11 per capita, which would reduce the project impact to a less-than-significant level (below the City's threshold of 10.12 VMT per capita).

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates to the proposed residential and retail uses and applying the appropriate trip adjustments and reductions, it is estimated that the project would generate 7,761 new daily vehicle trips, with 523 new trips occurring during the weekday AM peak hour and 629 new trips occurring during the weekday PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 181 inbound trips and 342 outbound trips during the weekday AM peak hour, and 354 inbound trips and 275 outbound trips during the weekday PM peak hour.

Intersection Traffic Operations

The results of the intersection level of service analysis show that all but the following two signalized study intersections are currently operating at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic and would continue to do so under background and background plus project conditions:

- Zanker Road and Montague Expressway – LOS E during the AM peak hour
- McCarthy Boulevard and Montague Expressway – LOS F during the PM peak hour

Zanker Road and Montague Expressway

Although the CMP intersection of Zanker Road and Montague Expressway would operate unacceptably under background conditions (per City standards), the addition of project-generated trips would not have an adverse effect on intersection operations based on the City's operational thresholds. Note that since this is a CMP intersection, LOS E operation is considered acceptable based on the CMP level of service standard.

McCarthy Boulevard and Montague Expressway

The CMP intersection of McCarthy Boulevard and Montague Expressway would operate at an unacceptable LOS F during the PM peak hour under background conditions, and the addition of project-generated trips would have an adverse effect on intersection operations based on the City's operational thresholds.

Intersection Improvements

To address the adverse effect on the signalized intersection of McCarthy Boulevard-O'Toole Avenue and Montague Expressway, the project would make a fair-share monetary contribution toward planned improvements that were identified for this intersection as part of the recently retired North San Jose Development Policy (NSJDP). Although the policy has officially been closed out, many of the improvements are still planned and are described in the January 2023 settlement agreement between the City of San Jose and the County of Santa Clara.

A grade-separated interchange is planned for the McCarthy Boulevard-O'Toole Avenue and Montague Expressway intersection. The interchange will be designed as a "single-point urban" interchange or, if mutually agreed upon in writing by both the City of San Jose and County of Santa Clara, a design that achieves similar project goals and limits the need for right-of-way acquisition. The final interchange design will maintain all turning movements currently allowed at the at-grade intersection.

Recommendation: Pay a fair-share contribution of $200,000 toward planned improvements at the McCarthy Boulevard-O'Toole Avenue and Montague Expressway intersection.

Other Transportation Issues

In general, the proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area. Below are recommendations resulting from the operations analysis and site plan review.

Site Plan Recommendations

- Coordinate with City staff to confirm the 24-foot drive aisle widths within the parking structures for Buildings 1, 2, and 3 and the Affordable Residential Building are acceptable.
- Install convex mirrors on all parking levels to eliminate blind spots for vehicles making turns within the parking garages for Buildings 1, 2 and 3 and the Affordable Residential Building.
- Coordinate with City staff to determine whether an internal ramp slope of 6% would be acceptable within the Building 1 and Building 3 parking garages.
- Provide a garage ramp slope within the Building 2 garage of no greater than 20% grade with transition grades of 10% or less to meet the recommended engineering design standards.
- Install mountable curbs at various locations where space would be limited for semi-trailer trucks (WB67 trucks) to negotiate the on-site street network and retail loading area of Building 2.

- Provide on-site motorcycle parking to the satisfaction of the City of San Jose Planning Department.
- Provide adequate on-site bicycle parking (e.g., bike racks) in accordance with the City of San Jose's Zoning Code for the retail component of the project.

Other Recommendations

- A new traffic signal at Seely Avenue and Montague Expressway would require coordination with City and County staff.
- Extend the westbound left-turn pocket at the Seely Avenue/River Oaks Parkway intersection to provide a total of 250 feet of vehicle storage (i.e., 200-foot striped turn pocket + 100-foot taper). Lengthening the turn pocket would require reconstruction of the median island, removal of some landscaping, restriping, and possibly relocating some utilities associated with irrigation.
- Due to the percentage increase (over 100% increase) in traffic volume along Seely Avenue as a result of the project, the project may be required to implement additional traffic calming measures following occupancy of the project if City staff determines that the increase in traffic volume could create safety-related issues along the northern segment of Seely Avenue near the residential neighborhoods north of the project site. If issues are identified following occupancy of the project, City staff would require a focused traffic operations study of Seely Avenue to determine the appropriate traffic calming measures that should be implemented by the project. Additional traffic calming measures could include (but are not limited to) roadway striping, curb markings, enhanced crosswalks, signage, bulb-outs, chicanes, chokers, medians, and road bumps. Should the project ultimately be required to implement traffic calming measures, City staff and the project applicant have mutually agreed to a maximum cost of $450,000 for improvements.
- The project should make a fair-share monetary contribution toward the future Class IV separated bikeway improvements that are planned along Montague Expressway as described in the San Jose Better Bike Plan 2025.

1. Introduction

This report presents the results of the transportation analysis (TA) conducted for a proposed residential mixed-use development on Seely Avenue in San Jose, California. The approximately 22-acre site is bordered by Coyote Creek on the north, Montague Expressway on the east, Seely Avenue on the south, and vacant land on the west (see Figure 1). The mostly vacant project site includes an orchard and multiple structures, including some single-family homes. The project would construct up to a total of 1,473 residential units consisting of 1,147 multifamily housing units (apartments), 172 affordable apartment units, and 154 single-family attached housing units (townhomes). The project would also include up to 55,000 square feet (s.f.) of retail space and an approximately 2.5-acre public park. Access to the project site would be provided via two driveways on Seely Avenue, which would be widened as part of the project, and one driveway on Epic Way. The project would also include constructing a new traffic signal at the intersection of Montague Expressway and Seely Avenue in order to improve access to and from the project site. The project site plan is shown on Figure 2.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential mixed-use project. The transportation impacts were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2020). This study includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a Local Transportation Analysis (LTA). The effects of the project on freeway segments were evaluated in accordance with the methodologies described in the VTA's *Transportation Impact Analysis Guidelines* (2014). The VTA administers the Santa Clara County Congestion Management Program (CMP).

Transportation Policies

As established in Council Policy 5-1, San Jose evaluates transportation impacts under CEQA based on vehicle miles traveled (VMT). All new projects are required to analyze transportation impacts using the VMT metric and conform to Policy 5-1. The Transportation Analysis Policy aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

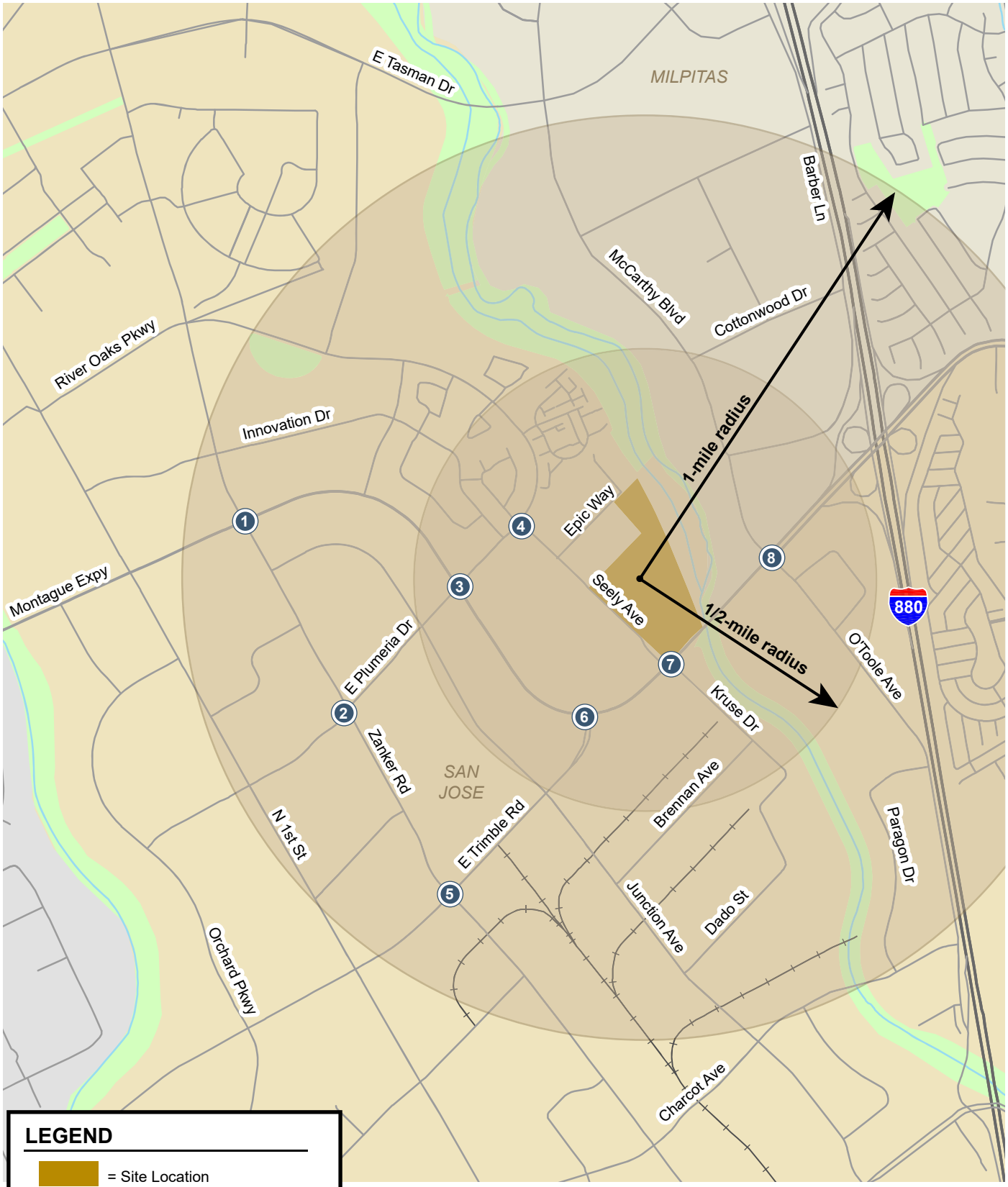


Figure 1
Project Location and Study Intersections

Figure 2
Project Site Plan

NORTH
Not to Scale

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);

- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The CEQA Transportation Analysis includes an evaluation of VMT.

VMT Analysis

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on vehicle miles traveled (VMT) based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. The tool estimates a project's VMT and compares it to the appropriate thresholds of significance based on the project location (i.e., assessor's parcel number) and type of development.

Figure 3 shows the current VMT levels estimated by the City for residents based on the locations of residences. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the yellow-colored areas are estimated to have VMT levels at the City average. The orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction strategies that would reduce the project VMT to the extent possible.

The CEQA transportation analysis of the project includes a project-level VMT impact analysis using the City's VMT Evaluation Tool for the residential development and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan. The retail portion of the project is subject to the VMT screening criteria as described below.

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project.

The City's screening criteria set forth in the *Transportation Analysis Handbook* for residential projects and local-serving retail projects are described below.

Screening Criteria for Residential Projects

1. **Planned Growth Areas**: Located within a Planned Growth Area as defined in the Envision San Jose 2040 General Plan; and
2. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
3. **Low VMT Areas**: Located in an area in which the per-capita VMT is less than or equal to the CEQA significance threshold for the land use; and
4. **Transit-Supporting Project Density**:
   - Minimum of 35 units per acre for residential projects or components;
   - If located in a Planned Growth Area with a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; and

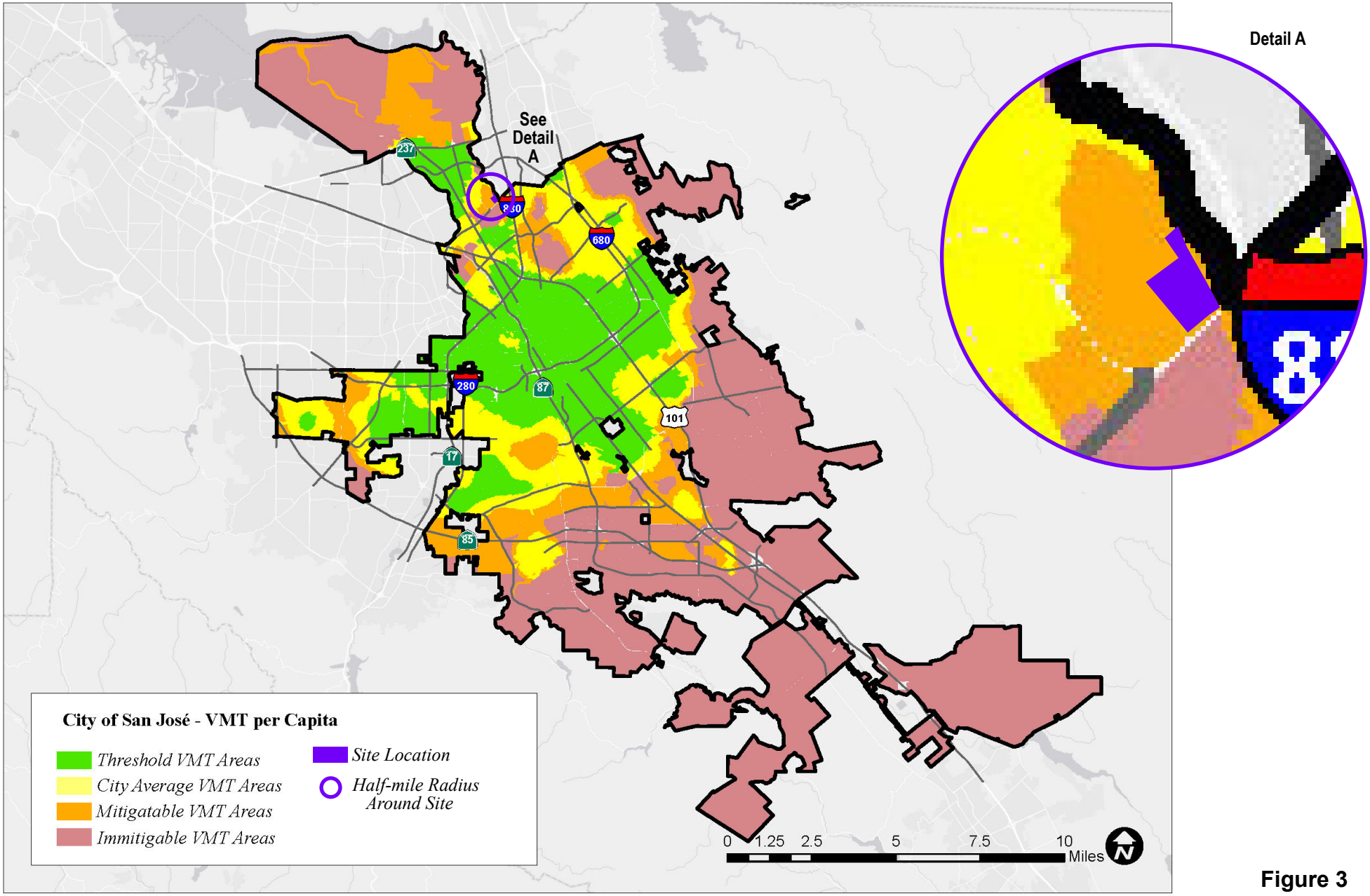


Figure 3
VMT Heat Map for Residents in San Jose

5. **Parking**:
    - No more than the minimum number of parking spaces required;
    - If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; and
6. **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.

The residential component of the project would meet all but criteria 2 and 3 as follows:

- Is located within a Planned Growth Area (based on VMT Evaluation Tool) = Criterion 1 met;
- Is not located within ½ mile of high-quality transit = Criterion 2 not met;
- Is not located in an area in which the per-capita VMT is less than or = to the CEQA significance threshold (see Figure 8: VMT Evaluation Tool Summary Report) = Criterion 3 not met;
- Residential density of 86.6 DU/AC (1,473 DU / 17 AC = 86.6 DU/AC) = Criterion 4 met;
- The project would provide the minimum amount of parking required = Criterion 5 met; and
- The project would not negatively impact transit, bike or pedestrian infrastructure = Criterion 6 met.

Screening Criterion for Local-Serving Retail

1. 100,000 square feet of total gross floor area or less without drive-through operations.

The retail component of the project, which consists of 53,810 s.f. of retail space and no drive-through facilities meets the screening criterion set forth in the City's *Transportation Analysis Handbook*.

Since the project site is located in a high VMT area of North San Jose and is not located within ½ mile of an existing major transit stop or stop along a high-quality transit corridor, the residential component of the project would not meet the City's screening criteria and would be required to prepare a VMT analysis. The retail component of the project, however, would meet the exemption criteria since it would be local serving and would total less than 100,000 s.f. in size.

Local Transportation Analysis Scope

The non-CEQA Local Transportation Analysis (LTA) supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the project study area.

As part of the LTA, a project is typically required to conduct an analysis of intersection operations if the project is expected to add 10 or more vehicle trips per hour per lane to a signalized intersection that is located within a half-mile of the project site and is currently operating at LOS D or worse. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* the LTA comprises an analysis of AM and PM peak hour traffic conditions for eight (8) signalized intersections. Signalized intersections that do not meet all the criteria may be added to the list of study intersections at the City's discretion. Unsignalized intersections may also be added; though, unlike signalized intersections, unsignalized intersections typically are not evaluated for level of service.

Study Intersections:

1. Zanker Road and Montague Expressway (CMP)
2. Zanker Road and Plumeria Drive
3. Montague Expressway and River Oaks Parkway
4. Seely Avenue and River Oaks Parkway
5. Zanker Road and Trimble Road (CMP)

6. Trimble Road and Montague Expressway (CMP)
7. Seely Avenue and Montague Expressway (future signal)
8. McCarthy Boulevard-O'Toole Avenue and Montague Expressway (CMP)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours for the following scenarios: existing conditions, background conditions, and background plus project conditions. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes were obtained from intersection turning movement counts conducted in 2017, 2018 and 2019 prior to the start of the COVID-19 pandemic. City of San Jose Department of Transportation (DOT) staff have reviewed and approved the intersection counts for use in this transportation study. As required by the Santa Clara County VTA, the PM peak hour traffic volumes at the CMP study intersections were obtained from the latest version of the CMP Annual Monitoring Report (2018 version).
- ***Background Conditions*.** Background traffic volumes reflect traffic added by nearby approved projects that are not yet completed or occupied. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network after completion of the project and approved developments that are not yet completed or occupied. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

VMT Analysis Methodology

Methodology

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. Because the proposed project is a residential development that would generate local traffic, the VMT Evaluation Tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact.

Based on the assessor's parcel number (APN) of a project, the evaluation tool identifies the existing average VMT per capita for the area. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

The VMT Evaluation Tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the evaluation tool:

1. Project characteristics (e.g., density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Thresholds of Significance

Table 1 shows the VMT thresholds of significance for development projects, as established in the City's Transportation Analysis Policy. The VMT impact threshold is 15 percent below the citywide average for residential developments. Thus, projects that include residential uses are said to create a significant adverse impact when the estimated project generated VMT exceeds the existing citywide average VMT per capita minus 15 percent. Currently, the reported citywide average is 11.91 daily VMT per capita. This equates to a significant impact threshold of 10.12 daily VMT per capita.

Projects that trigger a significant VMT impact can implement a variety of the four strategies described above to reduce the impact. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

Intersection Operations Analysis Methodology

This section describes the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

All study intersections are located within the City of San Jose and were evaluated based on the City of San Jose and CMP level of service standards.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, new traffic counts, the City of San Jose, the Santa Clara County VTA, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing

Table 1
VMT Thresholds of Significance for Development Projects

Project Types	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed-Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San Jose, *2018 Transportation Analysis Handbook* , Table 2.

Analysis Methodologies and Level of Service Standards

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

Signalized Intersections

The signalized study intersections are subject to the City of San Jose's level of service standards. The City of San Jose level of service methodology is the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections, evaluated with TRAFFIX software. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of San Jose methodology employs the CMP defaults values for the analysis parameters. The City of San Jose level of service standard for all intersections, including CMP intersections, is LOS D or better. The correlation between average delay and level of service is shown in Table 2.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

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

Source: Transportation Research Board, *2010 Highway Capacity Manual,* (Washington, D.C., 2010).

CMP Signalized Intersections

Since TRAFFIX is the designated level of service methodology for the CMP and the City of San Jose, the CMP study intersections were not analyzed separately, but rather are among the signalized intersections analyzed using TRAFFIX. The only difference between the City of San Jose and CMP analyses is that the CMP level of service standard for signalized intersections is LOS E or better.

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2020*, an adverse effect on intersection operations would occur if for either peak hour:

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

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Implement multi-modal improvements and/or TDM measures that reduce project vehicle trips to eliminate the adverse operational effects and restore intersection operations to background conditions, or
- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a "trip cap") to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the project would add a substantial number of trips to the left-turn movements. For the purpose of this analysis, a substantial number of trips equates to 10 trips or more per lane. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

P (x=n) = probability of "n" vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

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

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement.

Freeway Segment Analysis Methodology

According to CMP guidelines, an analysis of freeway segment levels of service is required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Since the number of project trips added to the freeways in the area is estimated to be below the one percent threshold, a detailed analysis of freeway segment levels of service was not necessary. A simple freeway segment capacity evaluation to substantiate this determination is presented below in Table 3.

Table 3
Freeway Segment Capacity Evaluation

Freeway	Segment			Direction	Peak Hour	Mixed-Flow Lanes Capacity (vph) [1]	1% of Mixed-Flow Capacity	HOV Lane Capacity (vph) [1]	1% of HOV Capacity	Mixed-Flow Lanes Project Trips	HOV Lane Project Trips	1% or More of Capacity?
I-880	Brokaw Rd	to	Montague Expwy	NB	AM	6900	69	1800	18	7	2	NO
					PM	6900	69	1800	18	19	5	NO
I-880	Mongague Expwy	to	SR 237	NB	AM	6900	69	1800	18	23	6	NO
					PM	6900	69	1800	18	12	3	NO
I-880	SR 237	to	Montague Expwy	SB	AM	6900	69	1800	18	7	2	NO
					PM	6900	69	1800	18	19	5	NO
I-880	Mongague Expwy	to	Brokaw Rd	SB	AM	6900	69	1800	18	23	6	NO
					PM	6900	69	1800	18	12	3	NO

Notes:
[1] Capacity based on the ideal capacity cited in the *2000 Highway Capacity Manual*.

Report Organization

This report has a total of seven chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis and cumulative transportation impact assessment. Chapter 4 describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for background plus project conditions, any adverse intersection operations effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the results of the project alternative analysis, which assumes no new traffic signal at the Seely Avenue/Montague Expressway intersection. Chapter 6 describes the New Project analysis, which evaluates a new project description and assumes no traffic signal. Chapter 7 presents the conclusions of the transportation analysis.

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (see Chapter 4).

VMT of Existing Land Uses

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the City of San Jose's VMT Evaluation Tool and the project site location (APN 097-15-033), the existing average daily VMT for residential uses in the project area is 12.43 daily VMT per capita, which is above the residential impact threshold 10.12 daily VMT per capita. Chapter 3 presents the VMT analysis results for the project.

Existing Roadway Network

Regional access to the project site is provided via Interstate 880. This facility is described below.

I-880 is an eight-lane north/south freeway with three mixed-flow lanes and one HOV lane in each direction in the project vicinity. It extends northeast to the City of Oakland and south to I-280 in San Jose, at which point it transitions into SR 17 and extends to Santa Cruz. Access to the project site is provided via a full interchange at Montague Expressway.

Local access to the project site is provided via Montague Expressway, Zanker Road, Trimble Road, River Oaks Parkway/Plumeria Drive, McCarthy Boulevard/O'Toole Avenue, and Seely Avenue. These roadways are described below.

Montague Expressway is generally an east-west designated Expressway that begins at US 101 and runs through north San Jose and Milpitas to I-680. Montague Expressway is an eight-lane roadway, including HOV lanes, and has a posted speed limit of 45 mph. The HOV lane designation is in effect in both directions of travel during both the AM and PM peak commute hours. During other times, the HOV lanes are open to all users. Most segments of Montague Expressway have sidewalks on one side of the street. Montague Expressway provides access to and from the project site via Seely Avenue.

Zanker Road is a north-south oriented divided roadway that extends from SR 237 to the north to Old Bayshore Road to the south. In the vicinity of the project site, Zanker Road is two lanes in each direction and has a posted speed limit of 45 mph. It is designated a City Connector Street in the City's General Plan and has Class II bike lanes and sidewalks on both sides of the street.

Trimble Road is an east-west oriented divided roadway that extends from Montague Expressway to US 101 where it transitions into De La Cruz Boulevard. Trimble Road has three lanes in each direction and has a posted speed limit of 45 mph. It is designated a City Connector Street in the City's General Plan and has buffered bike lanes and sidewalks on both sides of the street. However, there is no sidewalk along the south side of Trimble Road between Montague Expressway and Junction Avenue.

River Oaks Parkway is generally an east-west two-lane divided roadway extending from North First Street to Montague Expressway. Southwest of Montague Expressway, it becomes E. Plumeria Drive. River Oaks Parkway is designated an On-Street Primary Bicycle Facility in the City's General Plan and has buffered bike lanes and sidewalks on both sides of the street. It has a posted speed limit of 35 mph and provides site access via Seely Avenue.

McCarthy Boulevard is a north-south four-lane roadway between Montague Expressway and Tasman Drive with no bicycle lanes. North of Tasman Drive, McCarthy Boulevard is a four- to six-lane roadway with Class II bike lanes. In the project area, McCarthy Boulevard has a mix of left-turn pockets and two-way left-turn lanes, has a posted speed limit of 40 mph, and has a patchy network of sidewalks. South of Montague Expressway, it turns into O'Toole Avenue.

Seely Avenue is a short two-lane collector street that connects Montague Expressway and River Oaks Parkway. It has a posted speed limit of 30 mph, has no bicycle lanes, and has no sidewalk along the project frontage. Seely Avenue provides direct access to the project site.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Sidewalks are found along some of the previously described local roadways in the study area. There is no sidewalk along the project frontage on Seely Avenue, as well as some segments of Trimble Road and McCarthy Boulevard. The majority of segments of Montague Expressway have sidewalks on at least one side of the street. Although some roadway segments in the study area are missing sidewalk, the existing network of sidewalks provides adequate connectivity for pedestrians between the project site and other surrounding land uses and transit stops. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. Curb ramps are provided at all signalized intersections in the study area, although some do not meet current ADA design standards. The curb ramps at the following intersections do not meet current ADA standards:

- Trimble Road and Montague Expressway – all corners of the intersection;
- Montague Expressway and River Oaks Parkway – southeast corner; and
- McCarthy Boulevard and Montague Expressway – all corners of the intersection.

Existing Bicycle Facilities

Bicycle facilities are divided into four classes. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs and/or Sharrows (bike route lane markings) to help guide bicyclists on recommended routes to certain locations. Class IV bicycle facilities (i.e., cycle tracks) are on-street bikeways that incorporate physical barriers (e.g., raised curbs, flexible bollards, vehicle

parking, grade separation, etc.) to separate bicycles from the flow of vehicular traffic. There are no Class IV bicycle facilities in the project area.

There are a number of roadways in the project study area that have striped bike lanes. Bike lanes currently exist on the following roadway segments (see Figure 4):

- Zanker Road – Class II bike lanes along its entirety
- Trimble Road – Class II buffered bike lanes along its entirety
- River Oaks Parkway/Plumeria Drive – Class II buffered bike lanes along its entirety
- Junction Avenue – Class II buffered bike lanes south of Trimble Road
- Charcot Avenue – Class II bike lanes between Orchard Parkway and O'Toole Avenue
- Orchard Parkway – Class II buffered bike lanes along its entirety
- N. First Street – Class II bike lanes (much of it buffered) between Brokaw Road and Alviso

The Coyote Creek Trail is a multi-use trail (Class I bikeway) that runs along both sides of Coyote Creek and is completely separate from motor vehicle traffic. The Coyote Creek Trail extends from the northern extent of McCarthy Boulevard south to Zanker Road in San Jose. Trail access is provided via Montague Expressway at the southern boundary of the site and Iris Chang Park on Epic Way at the northern boundary of the site.

The project site is also about 1.2 miles east of the Guadalupe River bike trail. This trail runs from Alviso to south San Jose. The trail can be accessed from Trimble Road.

Existing Transit Services

Existing bus and shuttle services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA) and Altamont Commuter Express (ACE). The existing transit services are described below and are shown on Figure 5.

VTA local bus route 20 operates along Montague Expressway near the project site. Route 20 operates between the Milpitas BART station and the Sunnyvale Transit Center and provides service every 30 minutes during the weekday AM and PM peak commute periods of the day. Bus stops are located along Montague Expressway within walking distance of the project site at Trimble Road (about 1/4-mile from the site) and McCarthy Boulevard (about 1/3-mile from the site).

The ACE Brown shuttle operates along Seely Avenue and provides service between the Great America ACE station and south Sunnyvale. ACE provides four eastbound shuttles during the weekday AM commute period and four westbound shuttles during the weekday PM commute period. The ACE Brown shuttle stops on Seely Avenue adjacent to the site.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 6.

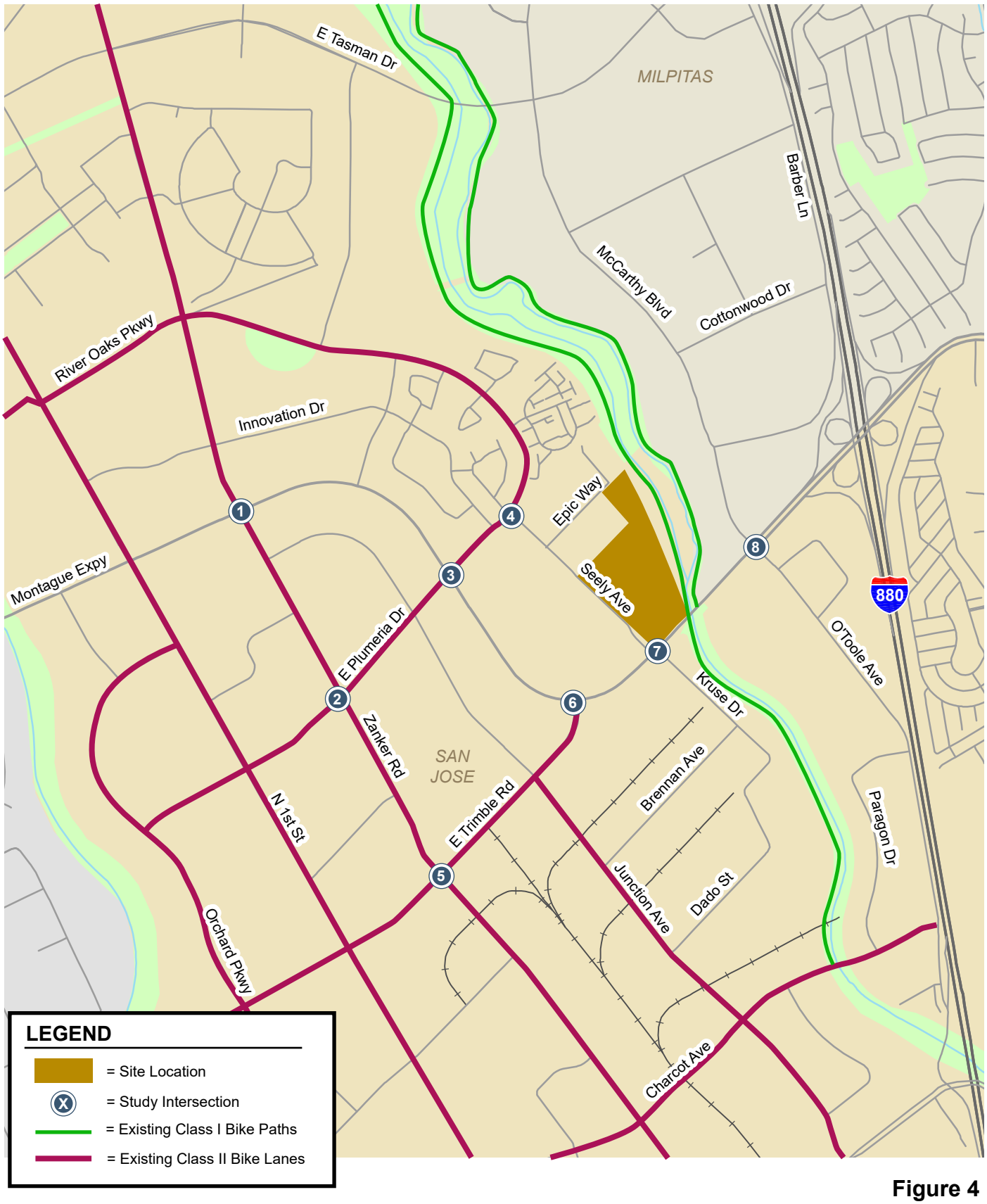
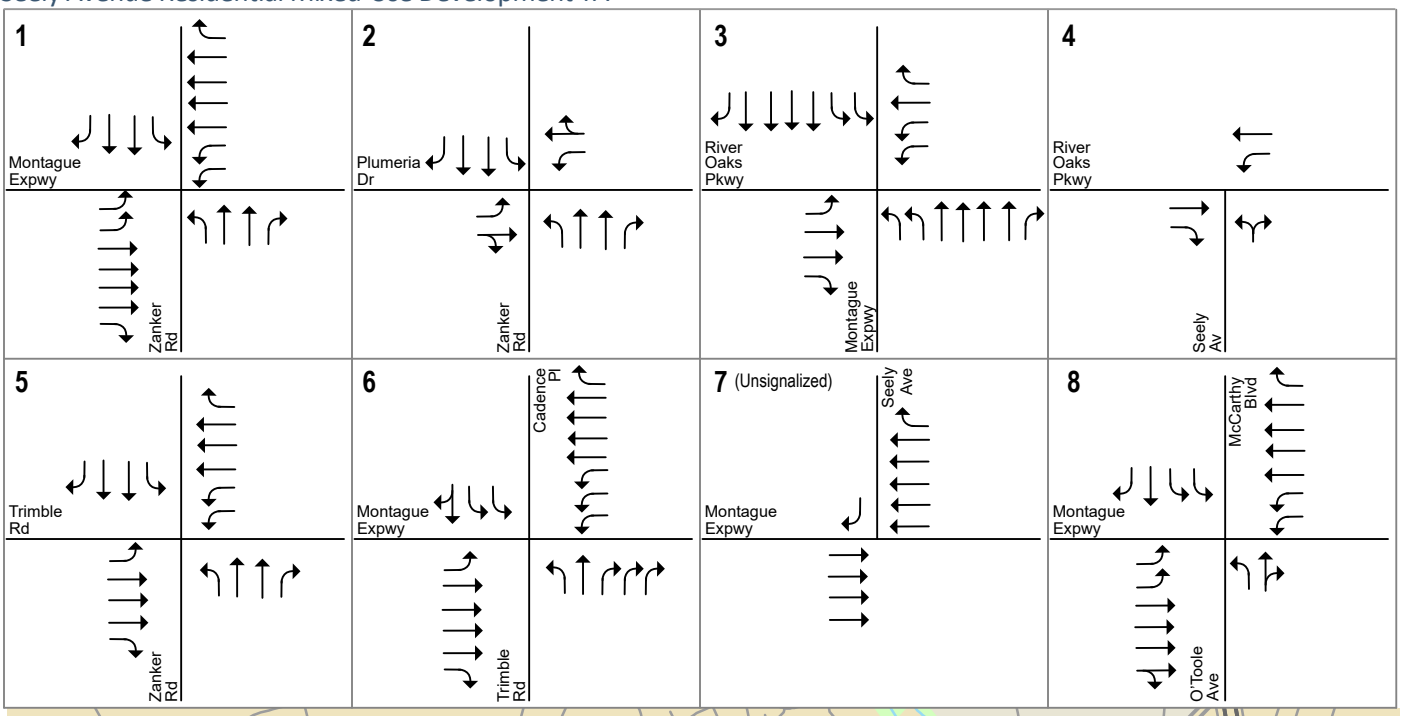


Figure 4
Existing Bicycle Facilities

Figure 5
Existing Transit Services



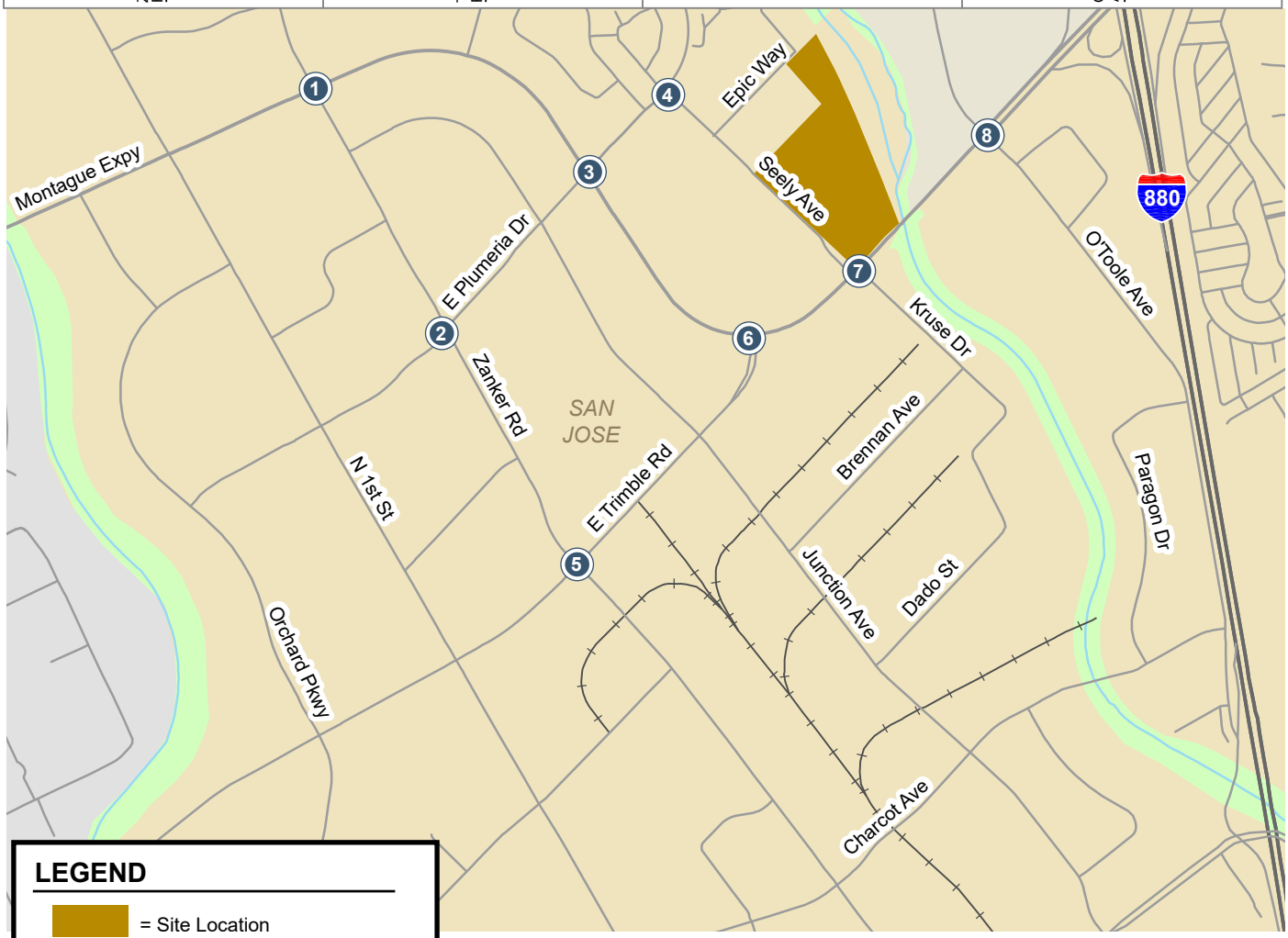


Figure 6
Existing Intersection Lane Configurations

NORTH
Not to Scale

Observed Existing Traffic Conditions

Due the continuing COVID-19 pandemic conditions, traffic volumes are generally lower than under "normal" pre-COVID conditions. However, it is still valuable to observe traffic conditions in the field to identify any existing operational deficiencies. Accordingly, traffic conditions in the study area were observed during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak traffic periods. Field observations revealed the following operational issues:

Traffic Conditions on Montague Expressway

The peak direction of travel on Montague Expressway is westbound during the AM peak hour and eastbound during the PM peak hour. Field observations showed that traffic along Montague Expressway typically cleared all the signalized intersections in one signal cycle length. Note that the current traffic volumes along Montague Expressway are lower than pre-COVID traffic volumes. The VTA conducted PM peak hour traffic counts along the expressway in October of 2021. These counts were compared to the pre-COVID counts (2018 CMP counts) and were found to be between 20-25% lower than the pre-COVID counts.

AM peak hour field observations revealed vehicle queuing within the inside lane ("trap lane") of westbound Montague Expressway due to high demand for the westbound left-turn movement (triple left-turn movement) on to Trimble Road. Vehicle queuing also was observed on northbound O'Toole Avenue and for the southbound left-turn movement on McCarthy Boulevard during the PM peak hour. However, these queues usually cleared in one signal cycle length.

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the project-level VMT impact analysis results and the cumulative transportation impact analysis used to determine consistency with the City's General Plan.

Project-Level VMT Impact Analysis

All new development projects within the City of San Jose are required to analyze the effects of development on the transportation system using the VMT metric and conform to the Transportation Analysis Policy (Council Policy 5-1) for the purpose of evaluating transportation impacts per CEQA requirements. As described in Chapter 1, the retail portion of the project screens out from VMT analysis, and its impact is considered less than significant. The City of San Jose's VMT Evaluation Tool was used to estimate the project VMT for the residential portion of the project.

Project VMT Impact Analysis Results

The threshold of significance for residential uses (see Table 1 in Chapter 1) is used for the VMT analysis. The VMT threshold for residential uses is the existing citywide average daily VMT level (11.91 per capita) minus 15 percent, or 10.12 daily VMT per capita. The project VMT estimated by the City's VMT Evaluation Tool is 11.19 per capita. The project VMT, therefore, exceeds the threshold of 10.12 VMT per capita.

Project Impact

Since the VMT generated by the project would exceed the threshold of significance for residential uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Project Mitigation

Based on the four VMT reduction strategy tiers included in the VMT Evaluation Tool, it is recommended that the project implement bicycle and pedestrian network improvements (Tier 2 strategies), traffic calming measures (Tier 2 strategy), and implement a Transportation Demand Management (TDM) Plan (Tier 4 strategies) to mitigate the significant VMT impact. The following Tier 2 and Tier 4 VMT reduction strategies are recommended to mitigate the significant VMT impact:

Bike Access Improvements

The project would construct a Class II bike lane on the opposite side of Seely Avenue in the southbound direction. This multi-modal infrastructure improvement would encourage bicycling, resulting in fewer drive-alone commute trips. Providing new bicycle facilities that close gaps in existing networks improves bicycle access and circulation and promotes bicycling as an alternative to driving, thereby

reducing VMT. Note that coordination with the City of San Jose would be needed to implement these non-frontage bicycle network improvements.

Pedestrian Network Improvements

The project would construct a new crosswalk across Seely Avenue and ADA compliant curb ramps (off-site pedestrian improvements) as part of the new traffic signal at Seely Avenue and Montague Expressway. These improvements would enhance off-site pedestrian circulation. The project would also provide a direct pedestrian connection from the site to the Coyote Creek multi-use trail system, which runs along the eastern boundary of the site. The site plan shows the connection would be located near the northeast corner of Building 1 (adjacent to Lot 32). It is recommended that the project provide a second internal trail connection near the proposed on-site San Jose Muni well, just north of Building 2. Clear pedestrian paths between the trail connections and the proposed on-site public park should be provided. Coordination with the City of San Jose's Parks, Recreation & Neighborhood Services (PRNS) is needed, as well as an on-site public access easement, to provide a connection between the public park and the Coyote Creek trail. Providing pedestrian improvements and enhancing pedestrian connections both on- and off-site would encourage people to walk instead of drive, thus reducing VMT.

Traffic Calming Measures

The project would construct new bicycle facilities on both sides of Seely Avenue and add a two-way center left-turn lane. As a result of these improvements, the existing travel lane widths along Seely Avenue would be narrowed. Narrowing travel lane widths results in reduced vehicle speeds. In addition, the project would construct a new signalized intersection at Seely Avenue and Montague Expressway, which would include a signalized crosswalk across Seely Avenue. Providing traffic calming and safety measures such as narrowing travel lane widths and adding signalized pedestrian crossings creates a safer environment and promotes walking and biking as alternatives to driving. Accordingly, these infrastructure improvements would reduce drive-alone commute trips and thus VMT.

Car Sharing Program

The project would provide subsidized memberships to a car sharing program (e.g., Zipcar, Car2Go, GetAround, etc.) for residents of the apartments upon request. Dedicated car share vehicle parking would also be provided at a preferential on-site location. Car sharing services are a low-cost alternative to car ownership and provide flexibility to those who use other transportation modes for their daily commute but may need to access a car on occasion. Car sharing helps support the use of walking, biking, carpooling, and transit by providing another means for business/day trips or a guaranteed ride home option, allowing for overall reductions in automobile use which results in reduced VMT. All residents of the apartments (both market rate and affordable apartments) with a valid driver's license would be eligible to participate in the car sharing program.

Unbundled Parking

The project would provide 100 percent unbundled parking for the designated apartment spaces. Unbundled parking means separating the cost of parking from residential leases and allowing tenants to choose whether to lease a parking space. With this approach those tenants without a vehicle would not be required to pay for parking that they do not want or need. Unbundling residential parking costs from the cost of housing can reduce tenant vehicle ownership and parking demand and can be implemented on a month-to-month lease basis. With a lease, tenants receive a monthly bill showing how much they are spending on a parking space and have the option to give up the space if they no longer need it.

Note that Policy TR-8.8 of the Envision San Jose 2040 General Plan calls for San Jose to "Promote use of unbundled private off-street parking associated with existing or new development, so that the

sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage." In addition, Policy TR-10.1 states: “Explore development of a program… to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage.”

Voluntary Travel Behavior Change Program

The project would provide a program that targets individual attitudes and behaviors towards travel and provides information and tools for residents to analyze and alter their travel behavior. Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from alternative modes of travel. This strategy encourages the use of shared ride modes, transit, walking, and biking, thereby reducing drive-alone vehicle trips and VMT. All residents/households would be provided with the information/tools necessary to fully participate in the Voluntary Travel Behavior Change program.

On-Site TDM Administration and Services

The project should designate a transportation coordinator who focuses on transportation issues and is responsible for implementing the TDM measures. The transportation coordinator would be a point of contact for residents should TDM-related questions arise and would be responsible for ensuring that residents are aware of all the transportation options available to them. The transportation coordinator would provide the following services and functions:

- Provide new tenants information brochures at the time of move-in. The welcome brochures should include information about public transit services, transit passes, bicycle maps, and other rideshare/carpool options.
- Assist with carpool matching. The transportation coordinator should help match residents interested in carpooling.
- Be knowledgeable enough to answer residents’ TDM program related questions.

Information Board/Online Kiosk

An online kiosk with information regarding non-auto transportation alternatives should be provided. The online kiosk would update key transportation information included in the welcome brochures. Transportation news and commuter alerts should be posted online. The building developer would have responsibility for creating the website so that it is up and running as soon as the new buildings are ready for leasing. More specific information should be added later to reflect any programs specific to certain tenants. The transportation coordinator would be responsible for adding new information to the website (or providing it to the website designer) so that the online kiosk remains current and informative.

Bicycle Resources

As part of the information available in the online kiosk discussed above, resources useful to cyclists should be included. For example, the local bikeways map should be posted for easy reference.

The following resources are available to bicycle commuters through 511.org. These resources should be noted on the project’s online information center to make residents aware of them.

- Free Bike Buddy matching
- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations

- Information on Bike-to-Work Day
- Tips on selecting a bike, commuter gear, and clothing
- Links to bicycle organizations

Implementation, Monitoring and Reporting

The TDM Plan would require coordination with City of San Jose staff. The project applicant should submit the TDM Plan to the City of San Jose for approval. The project applicant would also be responsible for ensuring that the TDM strategies are incorporated into the project. After the project is constructed and occupied, the project applicant should identify a transportation coordinator. The transportation coordinator would be responsible for implementing the ongoing TDM program. Having a main contact person would help ensure that transportation-related questions from residents are responded to promptly. If the transportation coordinator changes for any reason, City staff and residents shall be notified of the name and contact information of the newly designated transportation coordinator.

The TDM Plan would need to be re-evaluated annually for the life of the project. It is recommended that the designated transportation coordinator consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring should include the following components:

- Annual Vehicle Trip Generation Counts (conducted by a third party). It is assumed that every percent reduction in peak-hour vehicle trips generated by the project is equivalent to a one percent reduction in per-resident VMT. If the counts show the project trip generation is higher than expected, then the TDM Plan may need to be altered or enhanced.
- Annual Mode Share Surveys. A survey to be administered to all tenants would provide qualitative data regarding residents' perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The survey also would provide quantitative data regarding the number of residents who utilize alternative modes of transportation (e.g., bike-to-work, carpool, or use public transit) to commute to work, including the frequency of use. The mode share survey results should measure the relative effectiveness of individual TDM program components and facilitate the design of possible program enhancements in order to reduce single-occupant vehicle trips.
- Annual Monitoring Report. The transportation coordinator would be responsible for submitting the monitoring reports to the City of San Jose (Department of Building and Code Enforcement's Environmental Review) annually for three years, and then upon request of the Zoning Administrator for the life of the project.

Conclusions of VMT Impact and Mitigation

Based on the City's VMT Evaluation Tool, implementing the multimodal infrastructure improvements and TDM measures described above would lower the project VMT to 10.11 per capita, which would reduce the project impact to a less-than-significant level (below the City's threshold of 10.12 VMT per capita). The mitigation measures and the resulting reduction in VMT per capita are summarized in Table 4.

Figures 7A and 7B show the VMT summary reports generated by the City of San Jose's VMT Evaluation Tool without and with implementation of the recommended mitigation measures, respectively. The column chart at the bottom of each figure shows the Area VMT (red column), Project VMT (blue and green columns), and the Impact Threshold for residential uses (bold black line at the top of the chart).

Table 4
Summary of VMT Mitigation Measures and Resulting VMT per Capita

Mitigation Measure	Mitigation Description	Vehicle Miles Traveled (VMT)		
		VMT Per Capita with Single Mitigation Measure	Residential Threshold (VMT / Capita)	Significant VMT Impact?
1 - Bike Access Improvements (Tier 2)	The project would construct a Class II bike lane on the opposite side of Seely Avenue in the southbound direction. This multi-modal infrastructure improvement would encourage bicycling, resulting in fewer drive-alone commute trips. Providing new bicycle facilities that close gaps in existing networks improves bike access and circulation and promotes bicycling as an alternative to driving, thereby reducing VMT. Note that coordination with the City of San Jose would be needed to implement these non-frontage bicycle network improvements.	11.17	10.12	YES
2 - Pedestrian Network Improvements (Tier 2)	The project would construct a new crosswalk across Seely Avenue and ADA compliant curb ramps (off-site pedestrian improvements) as part of the new traffic signal at Seely Avenue and Montague Expressway. These improvements would enhance off-site pedestrian circulation. The project would also provide a direct pedestrian connection from the site to the Coyote Creek multi-use trail system, which runs along the eastern boundary of the site. The site plan shows the connection would be located near the northeast corner of Building 1. A clear pedestrian path between the trail connection and the on-site public park should be provided. Coordination with the City of San Jose PRNS is needed, as well as an on-site public access easement, to provide a connection between the public park and the Coyote Creek Trail. Providing pedestrian improvements and enhancing pedestrian connections both on- and off-site would encourage people to walk instead of drive, thus reducing VMT.	10.96	10.12	YES
3 - Traffic Calming Measures (Tier 2)	The project would construct new bicycle facilities along both sides of Seely Avenue and add a two-way center left-turn lane. As a result of these improvements, the existing travel lane widths along Seely Avenue would be narrowed. Narrowing travel lane widths results in reduced vehicle speeds. In addition, the project would construct a new signalized intersection at Seely Avenue and Montague Expressway, which would include a signalized crosswalk on Seely Avenue. Providing traffic calming and safety measures such as narrowing travel lane widths, and adding signalized pedestrian crossings creates a safer environment and promotes walking and biking as alternatives to driving. Accordingly, these infrastructure improvements would reduce drive-alone commute trips and thus VMT.	10.96	10.12	YES
4 - Car Sharing Program (Tier 4)	The project would provide subsidized memberships to a car sharing program (e.g., Zipcar, Car2Go, GetAround, etc.) for residents of the apartments upon request. Dedicated car share vehicle parking would also be provided at a preferential on-site location. Car sharing services are a low-cost alternative to car ownership and provide flexibility to those who use other transportation modes for their daily commute but may need to access a car on occasion. Car sharing helps support the use of walking, biking, carpooling, and transit by providing another means for business/day trips or a guaranteed ride home option, allowing for overall reductions in automobile use which results in reduced VMT. All residents of the apartments (both market rate and affordable apartments) with a valid driver's license would be eligible to participate in the car sharing program.	11.12	10.12	YES
5 - Unbundled Parking (Tier 4)	The project would provide 100 percent unbundled parking for the designated apartment spaces. Unbundled parking means separating the cost of parking from residential leases and allowing tenants to choose whether to lease a parking space. With this approach those tenants without a vehicle would not be required to pay for parking that they do not want or need. Unbundling residential parking costs from the cost of housing can reduce tenant vehicle ownership and parking demand and can be implemented on a month-to-month lease basis. With a lease, tenants receive a monthly bill showing how much they are spending on a parking space and have the option to give up the space if they no longer need it.	11.05	10.12	YES
6 - Voluntary Travel Behavior Change Program (Tier 4)	The project would provide a program that targets individual attitudes and behaviors towards travel and provides information and tools for residents to analyze and alter their travel behavior. Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from alternative modes of travel. This strategy encourages the use of shared ride modes, transit, walking, and biking, thereby reducing drive-alone vehicle trips and VMT. All residents/households would be provided with the information/ tools necessary to fully participate in the Voluntary Travel Behavior Change program.	10.74	10.12	YES
	VMT Per Capita with Implementation of all 6 Mitigation Measures:	**10.11**	**10.12**	**NO**

Figure 7A
San Jose VMT Evaluation Tool Summary Report – No Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 681 E Trimble Rd Mixed-Use (NoMitigation) Tool Version: 2/29/2019
Location: 2620 Seely Avenue Date: 1/3/2022
Parcel: 09715033 Parcel Type: Suburb with Multifamily Housing
Proposed Parking Spaces Vehicles: 2,142 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	154 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	1319 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	1473 DU	Low Income (> 50% MFI, ≤ 80% MFI)	12 % Affordable
Office:	0 KSF		
Retail:	55 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 42
- With Project Density (DU/Residential Acres in half-mile buffer) 84

Increase Development Diversity
- Existing Activity Mix Index 0.89
- With Project Activity Mix Index 0.81

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units ..... 0 %
- Very Low Income BMR units ..... 0 %
- Low Income BMR units ..... 12 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 22
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 22

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT above the City's threshold.

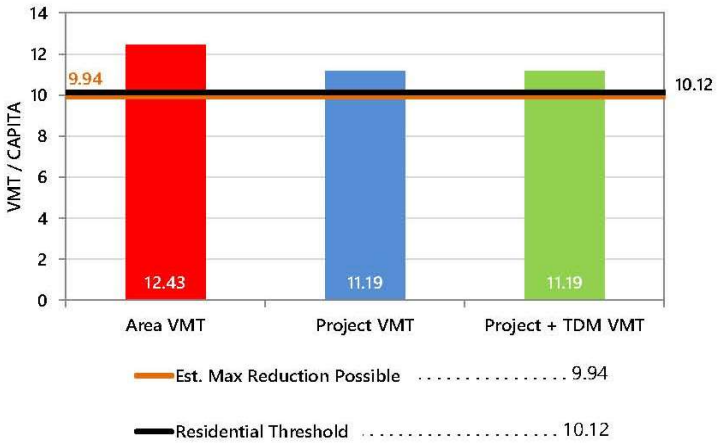


Figure 7B
San Jose VMT Evaluation Tool Summary Report – With Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 681 E Trimble Rd Mixed-Use (W/Mitigation) Tool Version: 2/29/2019
Location: 2620 Seely Avenue Date: 1/3/2022
Parcel: 09715033 Parcel Type: Suburb with Multifamily Housing
Proposed Parking Spaces Vehicles: 2,142 Bicycles: 0

LAND USE:

Residential:			Percent of All Residential Units	
Single Family	154	DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	1319	DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	1473	DU	Low Income (> 50% MFI, ≤ 80% MFI)	12 % Affordable
Office:	0	KSF		
Retail:	55	KSF		
Industrial:	0	KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	42
With Project Density (DU/Residential Acres in half-mile buffer)	84
Increase Development Diversity	
Existing Activity Mix Index	0.89
With Project Activity Mix Index	0.81
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	12 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	22
With Project Density (Jobs/Commercial Acres in half-mile buffer)	22

Tier 2 - Multimodal Infrastructure

Bike Access Improvements *(In Coordination with SJ)*	
Distance to Nearest Existing Bicycle Facility	1000 feet
Distance to Nearest Bicycle Facility With Project	0 feet
Traffic Calming Measures *(In Coordination with SJ)*	
Are improvements provided beyond the development frontage?	Yes
Pedestrian Network Improvements *(In Coordination with SJ)*	
Are pedestrian improvements provided beyond the development frontage?	Yes

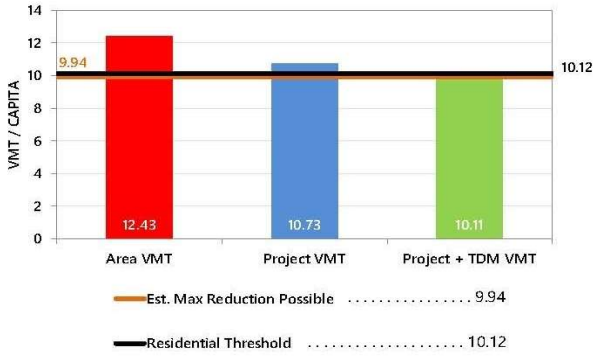
Tier 3 - Parking

Tier 4 - TDM Programs

Car Sharing Program *(In Coordination with SJ)*	
Percent of Eligible Residents/Employees	90 %
Unbundle On-Site Parking Costs	
Monthly Parking Cost	26
Does the Surrounding Street Parking have Rpp. Meters. or Time Limits?	Yes
Voluntary Travel Behavior Change Program	
Percent of Eligible Residents/Employees	100 %

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.
There are selected strategies that require coordination with the City of San Jose to implement.



Cumulative Impact Analysis

Projects must demonstrate consistency with the Envision San Jose 2040 General Plan to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated as *Industrial Park* (IP). The project site is identified as Transit/Employment Residential District Overlay with a minimum residential development density of 55+ dwelling units per acre (DU/AC). Sites with this overlay may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors and residential use on upper floors.

The project consists of high-density residential development, including an affordable housing component, and would include up to 55,000 s.f. of ground floor retail space. As proposed, the project would construct up to a total of 1,473 residential units at a development density of approximately 86 dwelling units per acre (DU/AC). This meets the minimum residential development density requirement described above.

The project as proposed would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4. Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, an intersection operations analysis, any adverse effects to intersection level of service caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of San Jose intersections and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are located in the City of San Jose and are evaluated based on the City of San Jose's intersection analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1. It is assumed in this analysis that the future transportation network with the project would be the same as the existing transportation network with the following exception:

> **Signalization of Seely Avenue/Montague Expressway**. The project is proposing to reconfigure and signalize the intersection of Seely Avenue and Montague Expressway in order to provide left turns to and from Seely Avenue.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. This research is compiled in the *Trip Generation Manual, 11th Edition* (2020) published by the Institute of Transportation Engineers (ITE). The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development.

Trips that would be generated by the residential component of the mixed-use project were estimated using the ITE average trip rates for "Multifamily Housing Mid-Rise" (ITE Land Use 221), "Affordable Housing" (ITE Land Use 223), and "Single-Family Attached Housing" (ITE Land Use 215) located in a

General Urban/Suburban setting. Trips that would be generated by the retail component of the project were estimated using the ITE average trip rates for "Shopping Plaza 40,000-150,000 s.f. with Supermarket" (ITE Land Use 821) located in a General Urban/Suburban setting.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation described above. The applicable trip adjustments and reductions are described below.

Internal Mixed-Use Trip Reduction

In accordance with VTA's *Transportation Impact Analysis Guidelines* (October 2014, Section 8.2.1, "Standard Trip Reductions"), a 15% residential/retail mixed-use trip reduction can be applied to account for the internalization of trips between the two complementary land uses. The 15% reduction is first applied to the smaller trip generator (retail use). The same number of trips are then subtracted from the larger trip generator (residential use) to account for both internal trip ends.

Location-Based Trip Adjustment

Based on the 2020 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located as per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the tool, the project site is located within the place type "Suburban with Multifamily Housing". Therefore, the baseline project trips were adjusted to reflect the corresponding mode share. Residential and retail developments within Suburban with Multifamily Housing areas have a vehicle mode share of 88% (according to Table 6 of the City's *Transportation Analysis Handbook*). Thus, a 12% reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model. The 12% trip reduction is based on the percent of mode share for other modes of travel besides motor vehicles.

Project-Specific Residential Trip Reduction

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from implementing the VMT reduction strategies in the evaluation tool should be included as part of the trip generation estimates. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak hour vehicle trips. The VMT Evaluation Tool calculated a 19% external trip reduction. This trip reduction reflects the project characteristics including an increase in residential density for the site and the affordable housing component (Tier 1 VMT reduction strategies), multi-modal infrastructure improvements (Tier 2 VMT reduction strategies) and TDM measures (Tier 4 VMT reduction strategies) being proposed by the project to reduce the project VMT impact to a less-than-significant level. Chapter 3 includes detailed descriptions of each VMT reduction strategy the project is proposing.

Retail Pass-By Trip Reduction

A pass-by trip reduction can be applied to the net peak hour trip generation estimates for the proposed retail uses. Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the background traffic) but would turn into the site while passing by. A PM peak hour pass-by trip reduction of 34% was applied to the retail space based on the ITE *Trip Generation Handbook* (Third Edition) for a Shopping Center land use. No AM peak hour pass-by trip reduction is provided in the handbook, since many retail uses are not open during the weekday morning hours. A daily pass-by trip reduction of 17% was calculated based on the average of the AM (0%) and PM (34%) pass-by trip reduction percentages.

Net Project Trips

After applying the ITE trip rates to the proposed residential and retail uses and applying the appropriate trip adjustments and reductions, it is estimated that the project would generate 7,761 new daily vehicle trips, with 523 new trips occurring during the weekday AM peak hour and 629 new trips occurring during the weekday PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 181 new inbound trips and 342 new outbound trips during the weekday AM peak hour, and 354 new inbound trips and 275 new outbound trips during the weekday PM peak hour (see Table 5).

Trip Distribution and Assignment

The trip distribution patterns for the project were estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM commute patterns, the locations of complementary land uses, and freeway access points. The AM and PM peak hour trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns.

Figure 8 shows the residential project trip distribution pattern and trip assignment. Figure 9 shows the trip distribution pattern and trip assignment for the retail component of the project. The total project trip assignment is shown on Figure 10.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes were obtained from intersection turning movement counts conducted in 2017, 2018 and 2019 prior to the start of the COVID-19 pandemic. City of San Jose Department of Transportation (DOT) staff have reviewed and approved the intersection counts for use in this transportation study. As required by the Santa Clara County VTA, the PM peak hour traffic volumes at the three CMP intersections were obtained from the latest version of the CMP Annual Monitoring Report (2018 version). The existing peak-hour intersection volumes are shown on Figure 11.

Background Traffic Volumes

Background traffic volumes reflect traffic added by nearby approved projects that are not yet completed or occupied. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix A. The background peak-hour intersection volumes are shown on Figure 12.

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 13). Note that due to the planned reconfiguration and signalization of the intersection of Seely Avenue and Montague Expressway, it is expected that a portion of the existing traffic to and from the River Oaks neighborhood north of the project site would re-route via Seely Avenue to use the new signalized intersection instead of neighboring intersections. The reassignment of existing traffic volumes assumed under background plus project conditions is described below:

- Ten percent of the northbound left-turn volume at Trimble Road/Montague Expressway was reassigned to make a northbound right turn and then an eastbound left turn at the new Seely Avenue/Montague Expressway intersection.
- Fifty percent of the westbound left-turn volume at Montague Expressway/River Oaks Parkway was reassigned to make a westbound left turn at Seely Avenue/River Oaks Parkway and ultimately a southbound left turn at the new Seely Avenue/Montague Expressway intersection.

Traffic volumes for all traffic scenarios are tabulated in Appendix B.

Table 5
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour Pk-Hr Rate	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour Pk-Hr Rate	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Multifamily Housing (Mid-Rise) [1]	1,147 DU	4.54	5,207	0.37	98	326	424	0.39	273	174	447
Affordable Housing [1]	172 DU	4.81	827	0.36	18	44	62	0.46	47	32	79
Single-Family Attached Housing [1]	154 DU	7.20	1,109	0.48	23	51	74	0.57	50	38	88
Residential & Retail Internal Capture [3]			*(780)*		*(11)*	*(18)*	*(29)*		*(39)*	*(36)*	*(75)*
Location-Based Vehicle Mode Share (12%) [4]			*(764)*		*(15)*	*(49)*	*(64)*		*(40)*	*(25)*	*(65)*
Project-Specific Trip Reduction (19%) [5]			*(1,064)*		*(22)*	*(67)*	*(89)*		*(55)*	*(35)*	*(90)*
Net Residential Trips:			**4,535**		**91**	**287**	**378**		**236**	**148**	**384**
Retail [2]	55,000 SF	94.49	5,197	3.53	120	74	194	9.03	239	258	497
Residential & Retail Internal Capture (15%) [3]			*(780)*		*(18)*	*(11)*	*(29)*		*(36)*	*(39)*	*(75)*
Location-Based Vehicle Mode Share (12%) [4]			*(530)*		*(12)*	*(8)*	*(20)*		*(25)*	*(26)*	*(51)*
Retail Pass-By External Trip Reduction [6]			*(661)*		*0*	*0*	*0*		*(60)*	*(66)*	*(126)*
Net Retail Trips:			**3,226**		**90**	**55**	**145**		**118**	**127**	**245**
Total Net Project Trips:			**7,761**		**181**	**342**	**523**		**354**	**275**	**629**

Notes:

[1] Trip generation for the residential component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Multifamily Housing Mid-Rise (Land Use 221), Affordable Housing (Land Use 223), and Single-Family Attached Housing (Land Use 215) located in a General Urban/Suburban setting. Rates are expressed in trips per dwelling unit (DU).

[2] Trip generation for the retail component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Shopping Plaza 40-150 ksf with Supermarket (Land Use 821) located in a General Urban/Suburban setting. Rates are expressed in trips per 1,000 square feet (SF).

[3] A 15% residential/retail internal mixed-use trip reduction was applied to the project per the 2014 Santa Clara VTA TIA Guidelines. The 15% reduction was first applied to the smaller generator (retail). The same number of trips were subtracted from the larger generator (residential) to account for both trip ends.

[4] A 12% reduction was applied to the residential and retail components of the project based on the location-based vehicle mode share percentage outputs (Table 6 of the TA Handbook) produced from the San Jose Travel Demand Model for the place type: Suburban with Multifamily Housing.

[5] A 19% trip reduction was applied to the residential component of the project based on the external trip adjustments obtained from the City's VMT Evaluation Tool. This trip reduction reflects the multi-modal infrastructure improvements and TDM measures being proposed by the project to reduce the project VMT impact to a less-than-significant level. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.

[6] The PM peak hour pass-by trip reduction percentage (34% for Shopping Center) was based on the ITE Trip Generation Handbook (Third Edition). There is no AM peak hour pass-by trip reduction. The daily pass-by trip reduction (17%) was calculated based on the average of the AM and PM pass-by trip reduction percentages.

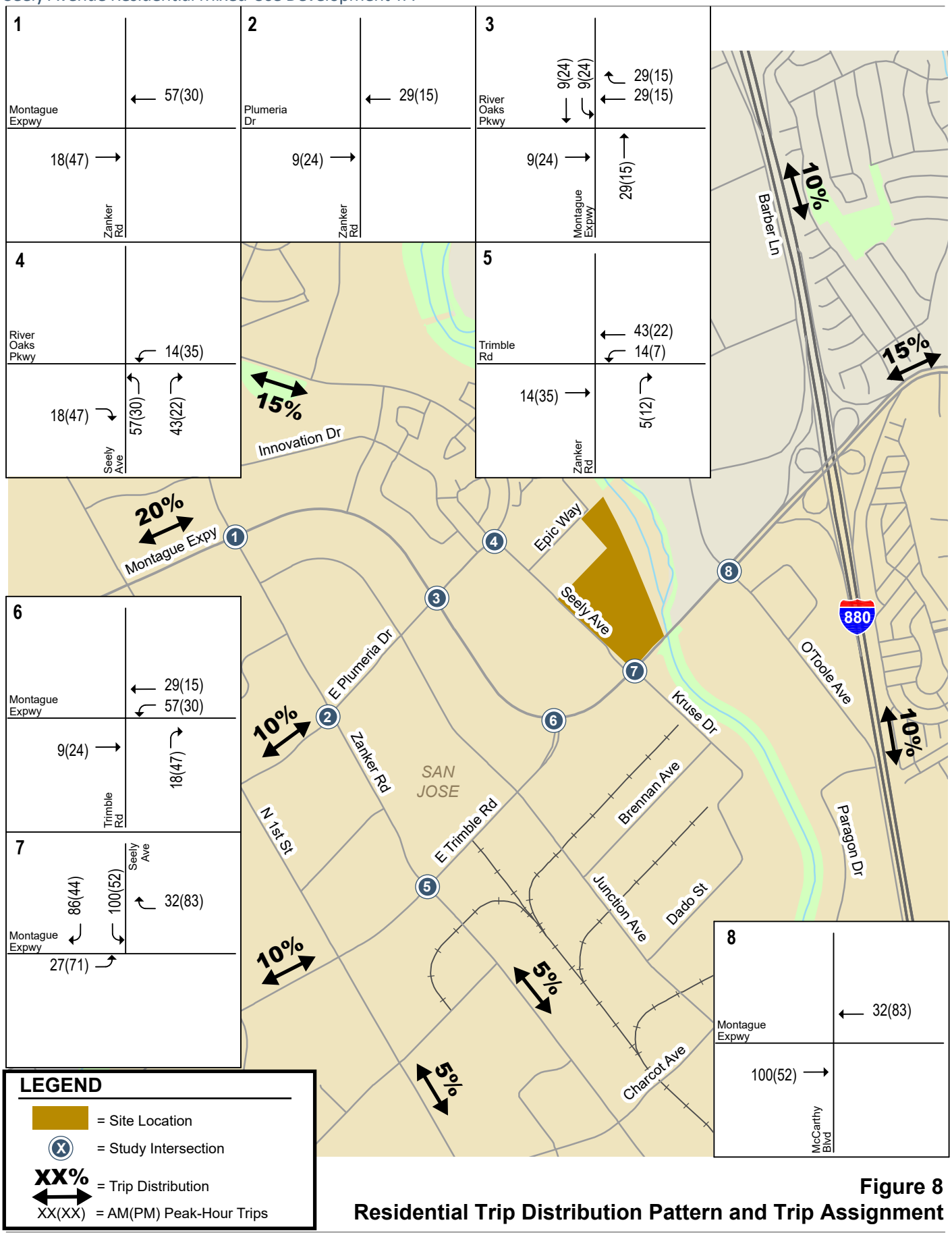


Figure 8
Residential Trip Distribution Pattern and Trip Assignment

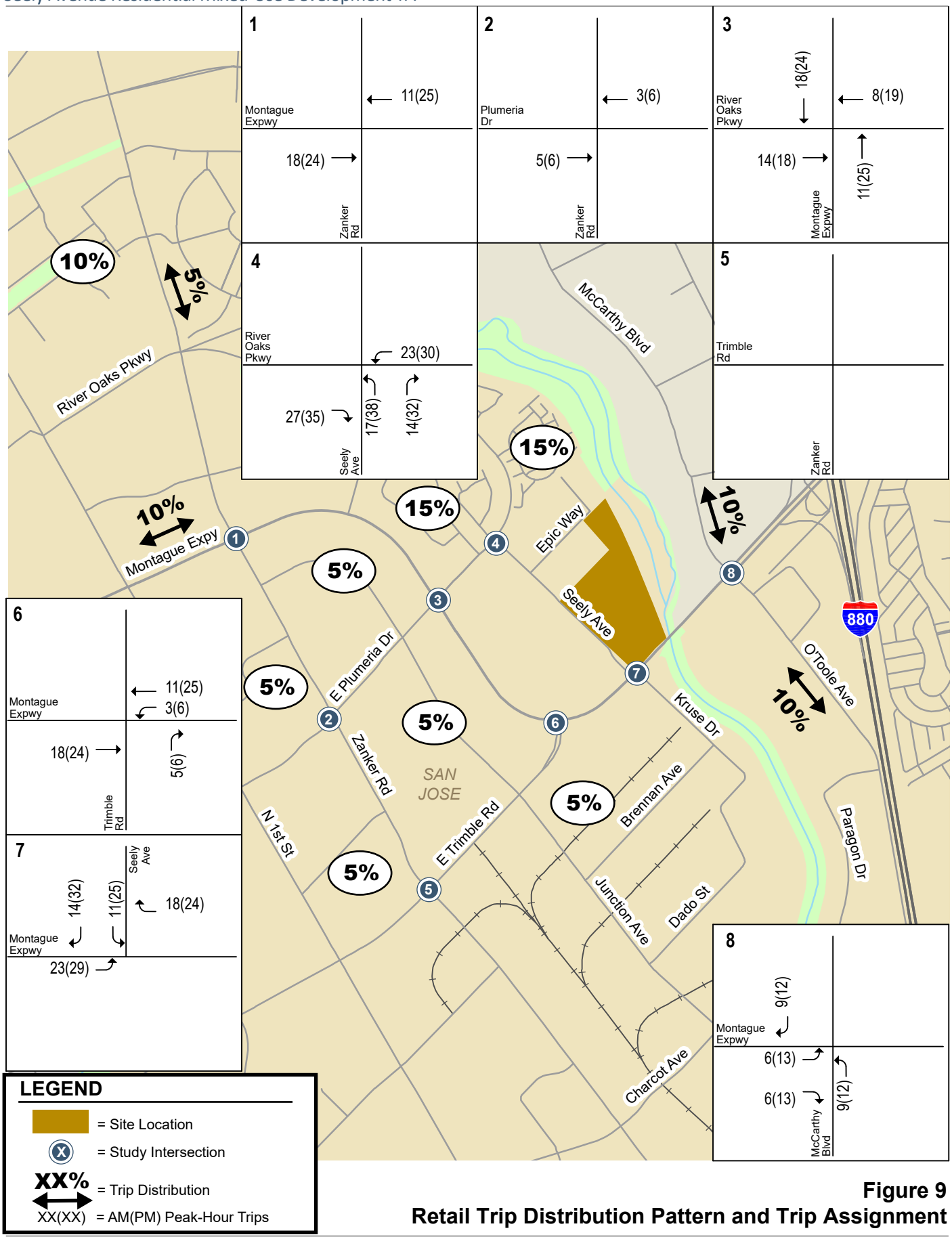


Figure 9
Retail Trip Distribution Pattern and Trip Assignment

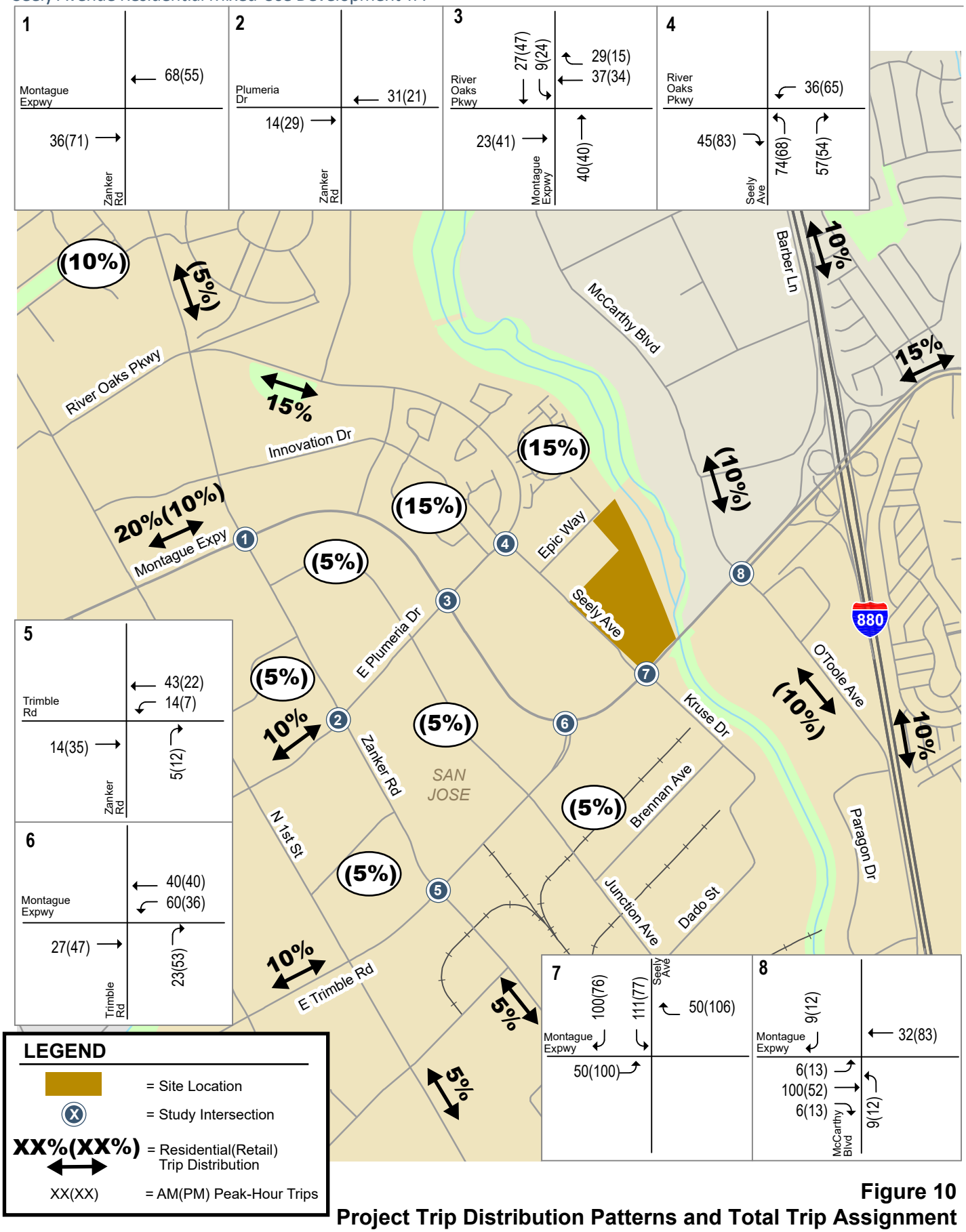
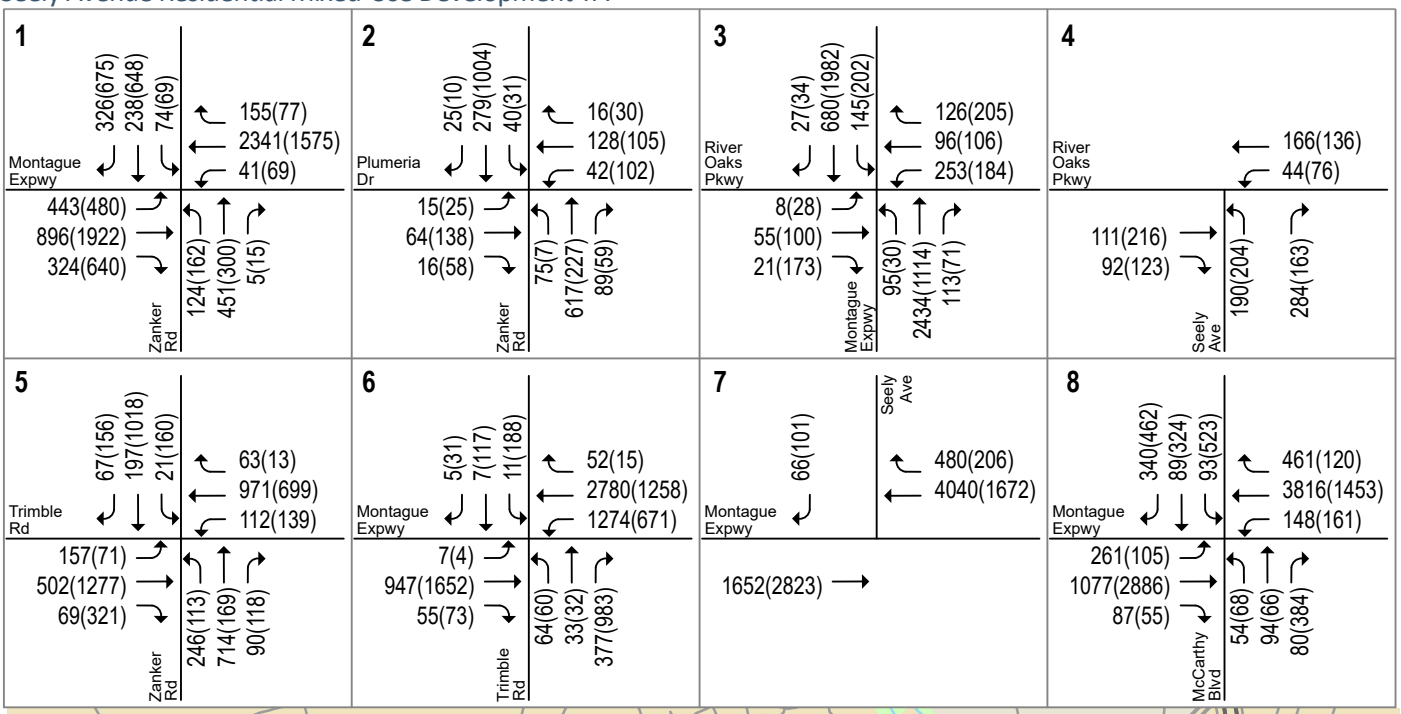
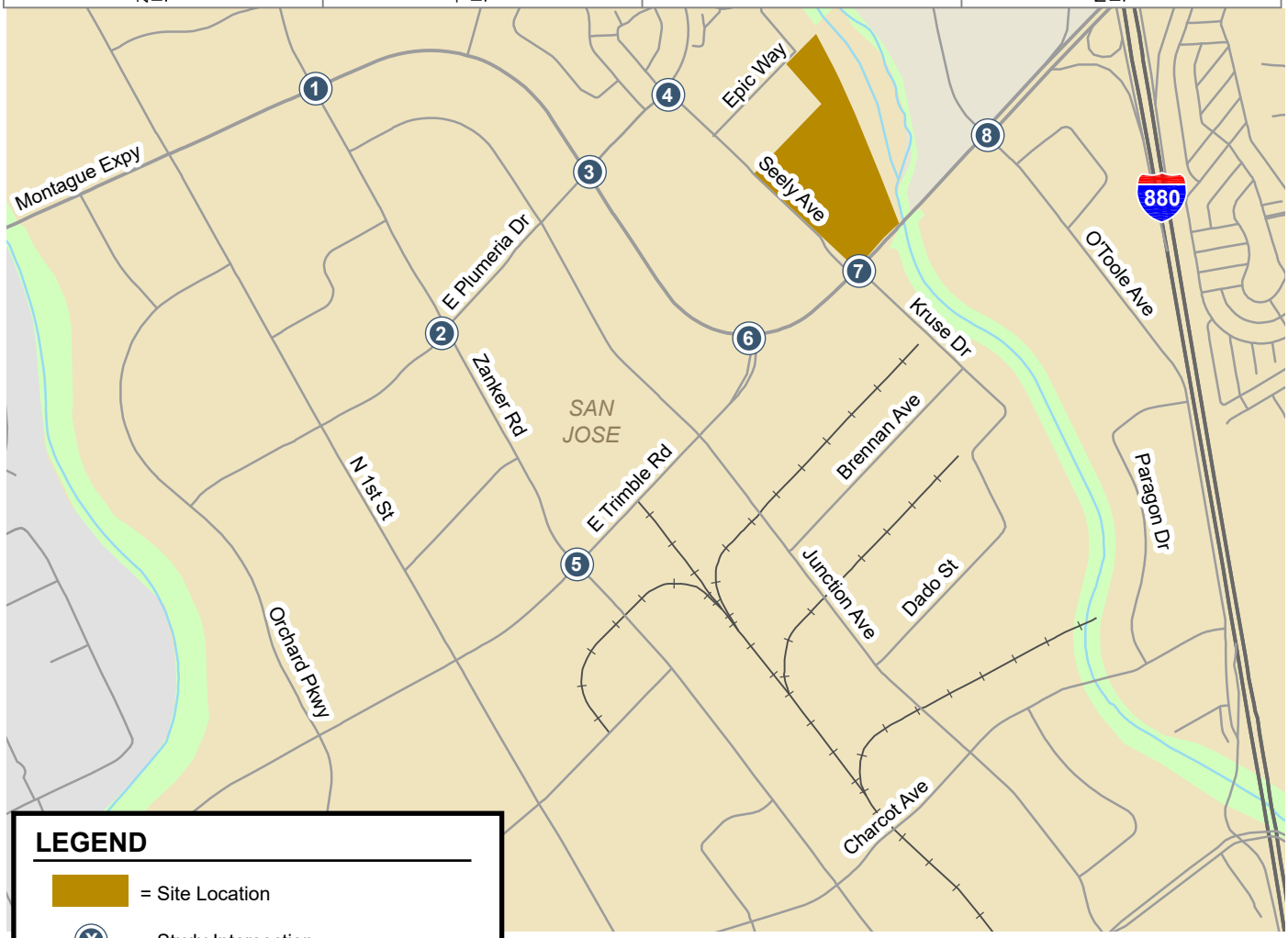


Figure 10
Project Trip Distribution Patterns and Total Trip Assignment





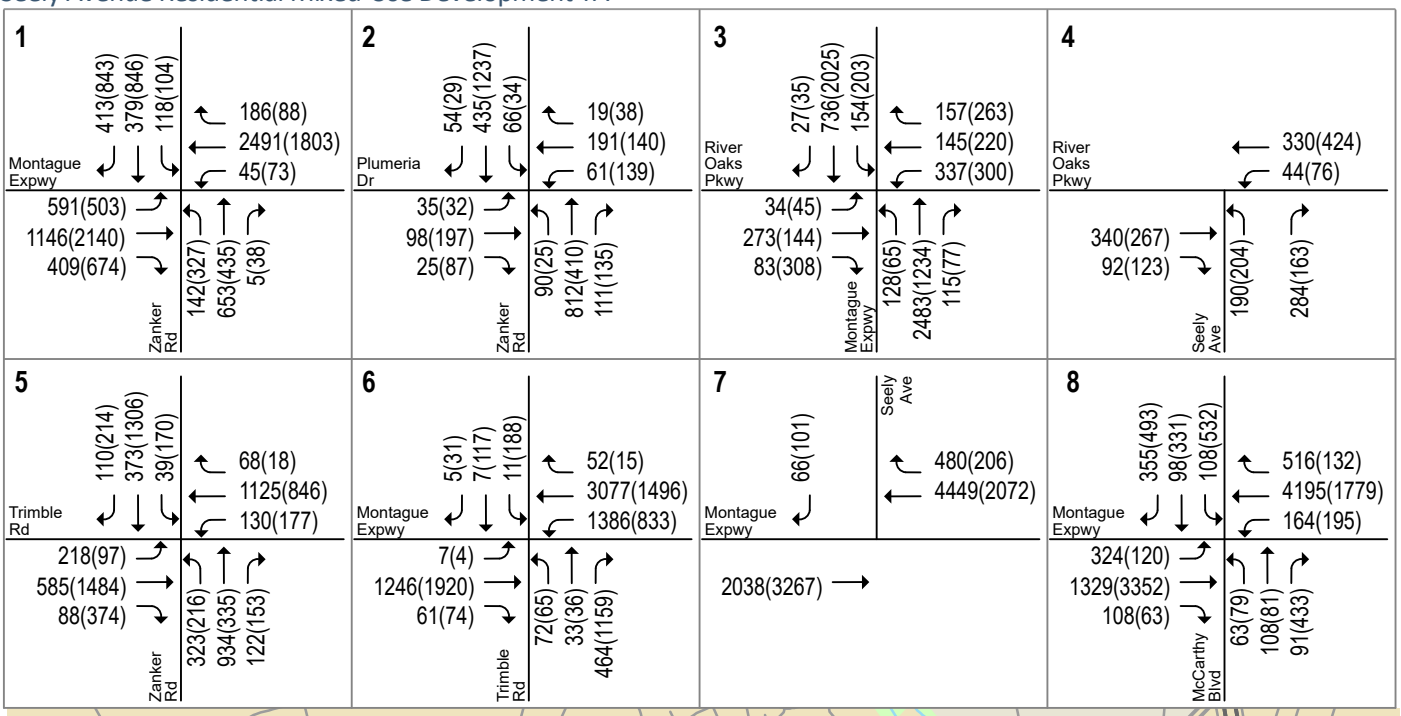
LEGEND

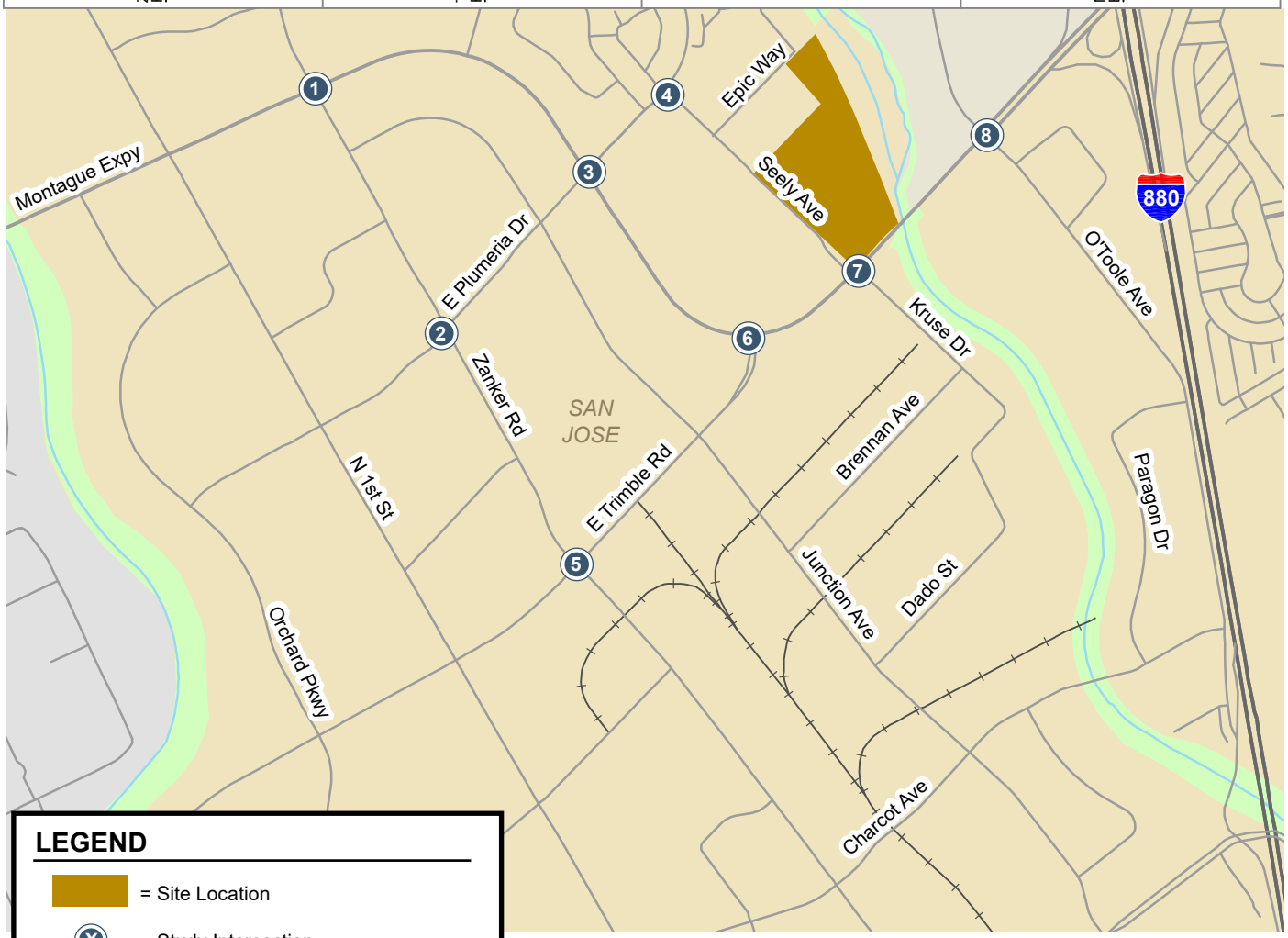
= Site Location

X = Study Intersection

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

Figure 11
Existing Traffic Volumes





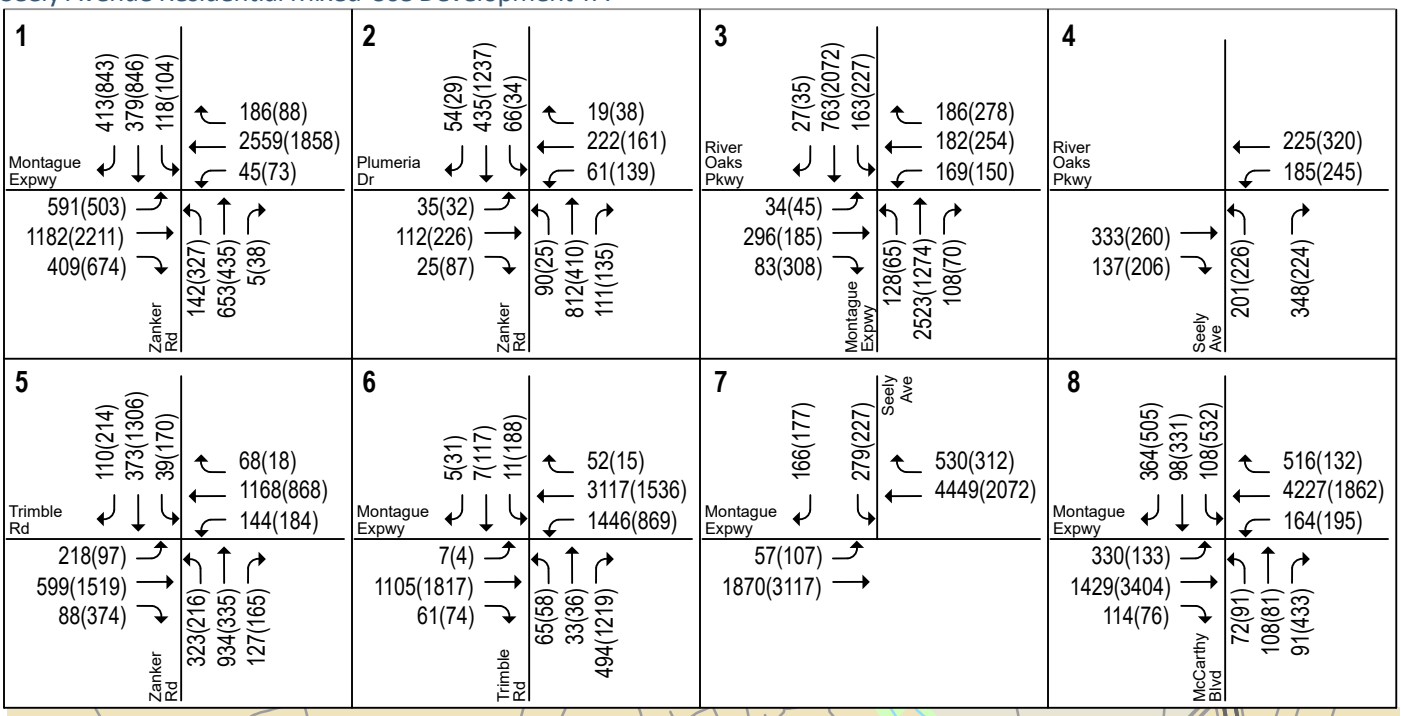
LEGEND

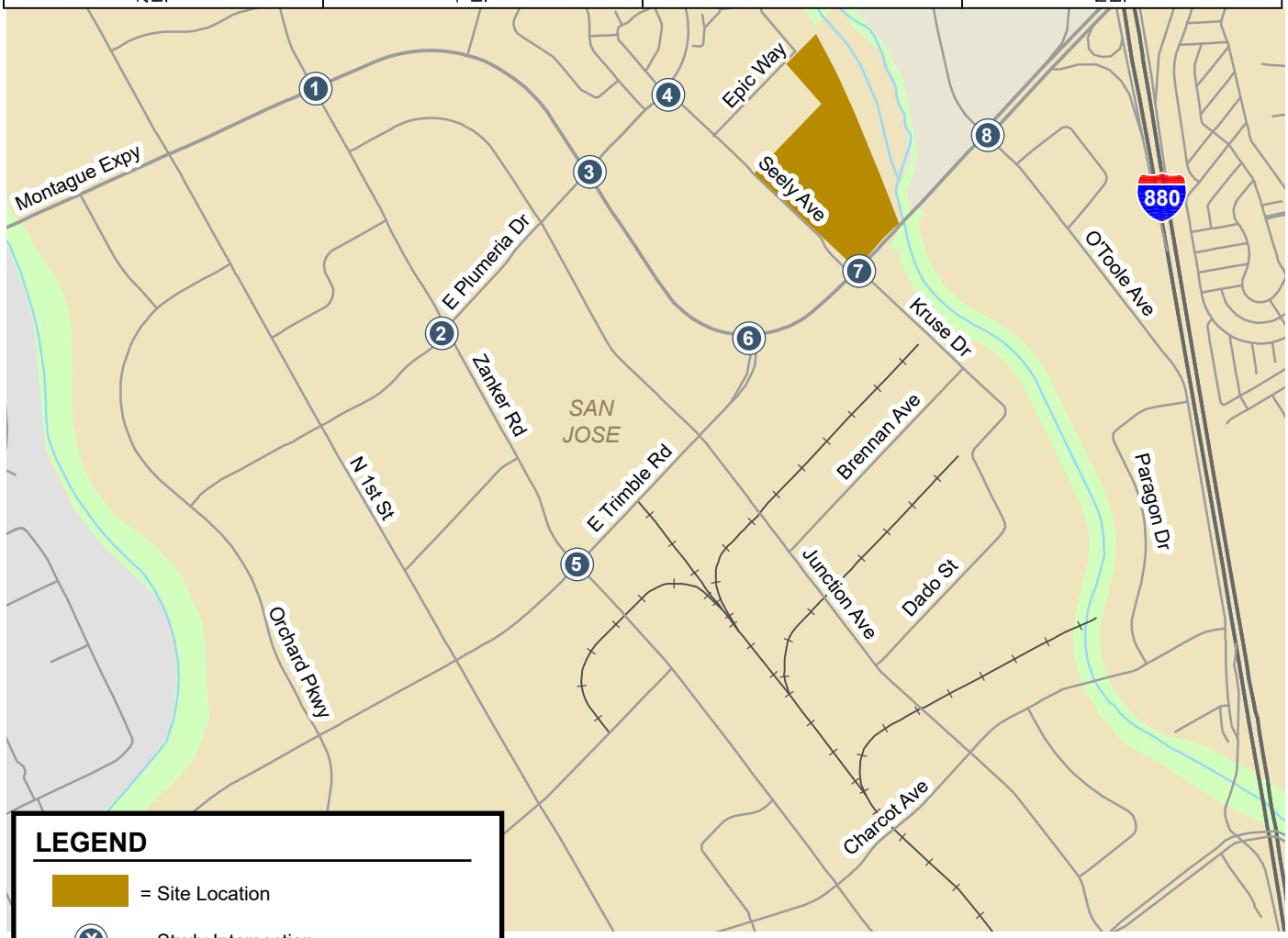
= Site Location

X = Study Intersection

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

Figure 12
Background Traffic Volumes





LEGEND

= Site Location

X = Study Intersection

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

Figure 13
Background Plus Project Traffic Volumes

Signalized Intersection Level of Service Analysis

Intersection levels of service were evaluated against the standards of the City of San Jose. The results of the analysis show that all but two of the signalized study intersections are currently operating at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic and would continue to do so under background and background plus project conditions (see Table 6). The following two signalized study intersections are currently operating at an unacceptable level of service per City of San Jose standards and would continue to do so under background and background plus project conditions:

- Zanker Road and Montague Expressway – LOS E during the AM peak hour
- McCarthy Bl-O'Toole Av and Montague Expressway – LOS F during the PM peak hour

Zanker Road and Montague Expressway

Although the CMP intersection of Zanker Road and Montague Expressway would operate unacceptably under background conditions per City standards, the addition of project-generated trips would not have an adverse effect on intersection operations based on the City's operational thresholds. Note that since this is a CMP intersection, LOS E operation is considered acceptable based on the CMP level of service standard.

McCarthy Boulevard-O'Toole Avenue and Montague Expressway

The CMP intersection of McCarthy Boulevard-O'Toole Avenue and Montague Expressway would operate at an unacceptable LOS F during the PM peak hour under background conditions, and the addition of project-generated trips would have an adverse effect on intersection operations based on the City's operational thresholds.

According to the City of San Jose's *Transportation Analysis Handbook,* adverse effects at signalized intersections can be addressed by one of the following approaches:

- Implement multi-modal improvements and/or TDM measures that reduce project vehicle trips to eliminate the adverse operational effects and restore intersection operations to background conditions, or
- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a "trip cap") to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips. This approach requires monitoring to ensure conformance to the set trip cap.

Intersection Improvements

To address the adverse effect on the signalized intersection of McCarthy Boulevard-O'Toole Avenue and Montague Expressway, the project would make a fair-share monetary contribution toward planned improvements that were identified for this intersection as part of the recently retired North San Jose Development Policy (NSJDP). Although the policy has officially been closed out, many of the improvements are still planned and are described in the January 2023 settlement agreement between the City of San Jose and the County of Santa Clara.

A grade-separated interchange is planned for the McCarthy Boulevard-O'Toole Avenue and Montague Expressway intersection. The interchange will be designed as a "single-point urban" interchange or, if mutually agreed upon in writing by both the City of San Jose and County of Santa Clara, a design that achieves similar project goals and limits the need for right-of-way acquisition. The final interchange design will maintain all turning movements currently allowed at the at-grade intersection.

Recommendation: Pay a fair-share contribution of $200,000 toward planned improvements at the McCarthy Boulevard-O'Toole Avenue and Montague Expressway intersection.

The detailed intersection level of service calculation sheets are included in Appendix C.

Table 6
Intersection Level of Service Summary

#	Signalized Intersection	Peak Hour	Count Date	Existing Avg. Delay (sec)	Existing LOS	Background Avg. Delay (sec)	Background LOS	Background + Project Avg. Delay (sec)	Background + Project LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1	Zanker Rd & Montague Exp *	AM	05/10/18	**62.6**	**E**	**73.5**	**E**	**74.0**	**E**	1.0	0.012
		PM	11/08/18	50.5	D	**77.4**	**E**	**77.5**	**E**	-1.1	0.011
2	Zanker Rd & Plumeria Dr	AM	06/01/17	23.1	C	25.3	C	26.3	C	1.2	0.019
		PM	06/01/17	23.6	C	26.1	C	27.0	C	1.3	0.017
3	Montague Exp & River Oaks Pkwy	AM	05/10/18	34.9	C	47.5	D	43.3	D	-7.9	-0.038
		PM	05/10/18	36.4	D	48.9	D	44.9	D	-8.6	-0.040
4	Seely Av & River Oaks Pkwy	AM	01/09/19	18.5	B	21.3	C	29.6	C	9.1	0.164
		PM	01/09/19	20.4	C	19.6	B	27.7	C	10.0	0.212
5	Zanker Rd & Trimble Rd *	AM	06/01/17	39.5	D	42.4	D	42.5	D	0.1	0.008
		PM	11/08/18	38.9	D	44.5	D	44.7	D	0.5	0.009
6	Trimble Rd & Montague Exp *	AM	05/10/18	25.1	C	27.2	C	25.7	C	-1.7	-0.017
		PM	11/08/18	48.0	D	51.6	D	52.6	D	-0.4	0.002
7	Seely Av & Montague Exp	AM	01/09/19	--	--	--	--	13.1	B	--	--
		PM	01/09/19	--	--	--	--	14.4	B	--	--
8	McCarthy Bl-O'Toole & Montague Exp *	AM	05/10/18	31.8	C	33.8	C	35.3	D	1.6	0.083
		PM	11/08/18	**82.3**	**F**	**109.8**	**F**	**113.5**	**F**	**5.8**	**0.012**

Notes:
* Denotes a CMP intersection.
Bold indicates a substandard level of service per the City of San Jose standard (LOS D).
Bold indicates an adverse effect per City of San Jose intersection operations criteria.

Seely Avenue and Montague Expressway

As previously discussed, the project is proposing to signalize the intersection of Seely Avenue and Montague Expressway to improve vehicular access to and from the project site. A conceptual drawing of the proposed intersection improvements is shown on the site plan in Chapter 1 (see Figure 2 in Chapter 1). The new project-funded traffic signal would be situated about 850 feet from the signalized intersection of Trimble Road/Montague Expressway and would include a single eastbound left-turn lane on Montague Expressway and dual southbound left-turn lanes on Seely Avenue. Based on the intersection level of service analysis described above, the new intersection is expected to operate at LOS B during the AM and PM peak hours under background plus project conditions.

Signal Warrant

Traffic conditions at the intersection of Seely Avenue and Montague Expressway were assessed to determine whether a traffic signal would be warranted based on the peak-hour volume signal warrant (Warrant #3) described in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

The results of the signal warrant check indicate that the unsignalized study intersection would meet the warrant with the addition of project-generated traffic. The signal warrant sheets are included in Appendix D. A new traffic signal at Seely Avenue/Montague Expressway would require coordination with the County of Santa Clara and City of San Jose staff.

Synchro Analysis

A micro-simulation of traffic operations was prepared using Synchro and SimTraffic 10 software in order to analyze the feasibility of adding a new traffic signal at Seely Avenue/Montague Expressway and the effects the new traffic signal would have on traffic progression and vehicle queues along Montague Expressway. The simulation was conducted for the typical weekday AM and PM peak-hour periods of traffic and included the closest upstream and downstream signalized intersections: Trimble Road/Montague Expressway and McCarthy Boulevard-O'Toole Avenue/Montague Expressway.

The detailed Synchro/SimTraffic analysis is contained in Appendix E. The Synchro/SimTraffic analysis shows that a new traffic signal at Seely Avenue/Montague Expressway that does not include adding a crosswalk across Montague Expressway but does include extending the westbound triple left-turn pocket at Montague Expressway/Trimble Road would have the least impact on traffic operations along Montague Expressway when compared to the other project scenarios that were analyzed. However, including a crosswalk across Montague Expressway would not substantially worsen traffic operations so long as the westbound triple left-turn pocket extension at Trimble Road is included. The new signal would allow for adequate progression of vehicles in both directions of travel along Montague Expressway and is expected to operate at an acceptable level of service based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a noteworthy number of trips to the left-turn movements. For the purpose of this analysis, a noteworthy number of trips equates to 10 trips or more per hour per lane. Based on this threshold and the project trip assignment, the following left-turn movements were examined as part of the intersection queuing analysis for this project:

- Montague Expressway & River Oaks Parkway – SB dual left-turn, WB dual left-turn
- Seely Avenue & River Oaks Parkway – NB shared left-turn/right-turn, WB single left-turn
- Montague Expressway & Trimble Road – WB triple left-turn
- Seely Avenue & Montague Expressway (New Signal) – SB dual left-turn, EB single left-turn

The results of the queuing analysis (see Tables 7 and 8) show that adequate vehicle storage is currently provided and would continue to be provided under background conditions to accommodate the maximum vehicle queues that would develop for all but one of the left-turn movements evaluated. All but two of the left-turn movements would provide adequate left-turn vehicle storage under background plus project conditions. However, it is important to note that the project would actually reduce the westbound left-turn vehicle queue at the Montague Expressway/River Oaks Parkway intersection due to the reassignment of existing vehicle trips that would result from installing a new traffic signal at the Seely Avenue/Montague Expressway intersection.

Seely Avenue and River Oaks Parkway

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn movement at the Seely Avenue and River Oaks Parkway intersection would exceed the existing vehicle storage capacity under background plus project conditions during the AM and PM peak hours of traffic. The projected westbound left-turn pocket storage inadequacy would occur as a result of the new traffic signal at Seely Avenue and Montague Expressway. With the addition of a southbound left-turn

movement from Seely Avenue onto eastbound Montague Expressway, some vehicles traveling along River Oaks Parkway would utilize Seely Avenue as a cut-through route to access Montague Expressway to the south. This reassignment of existing vehicle trips was previously discussed under "Background Plus Project Traffic Volumes". The westbound left-turn pocket should be lengthened to accommodate the longer vehicle queues that would occur as a result of the new traffic signal.

Recommendation: Extend the westbound left-turn pocket to provide a total of 250 feet of vehicle storage (i.e., 200-foot striped turn pocket + 100-foot taper). Lengthening the turn pocket would require reconstruction of the median island, removal of some landscaping, restriping, and possibly relocating some utilities associated with irrigation.

Table 7
Intersection Queuing Analysis Summary – AM Peak Hour

	Montague Exp & River Oaks Pkwy		Seely Av & River Oaks Pkwy		Montague Exp & Trimble Rd	Seely Av & Montague Exp	
Peak Hour:	**SB LT AM**	**WB LT AM**	**NB LT/RT [4] AM**	**WB LT AM**	**WB LT AM**	**SB LT AM**	**EB LT AM**
Existing							
Cycle/Delay[1] (sec)	203	203	75	75	180	--	--
Volume (vphpl)	73	127	237	44	425	--	--
95th %. Queue (veh/ln.)	8	12	9	3	29	--	--
95th %. Queue (ft./ln) [2]	200	300	225	75	725	--	--
Storage (ft./ ln.) [3]	275	200	400	150	1100	--	--
Adequate (Y/N)	Y	**N**	Y	Y	Y	--	--
Background							
Cycle/Delay[1] (sec)	203	203	75	75	180	--	--
Volume (vphpl)	77	169	237	44	462	--	--
95th %. Queue (veh/ln.)	8	15	9	3	31	--	--
95th %. Queue (ft./ln) [2]	200	375	225	75	775	--	--
Storage (ft./ ln.) [3]	275	200	400	150	1100	--	--
Adequate (Y/N)	Y	**N**	Y	Y	Y	--	--
Background Plus Project							
Cycle/Delay[1] (sec)	203	203	75	75	180	180	180
Volume (vphpl)	82	85	275	185	482	140	57
95th %. Queue (veh/ln.)	8	9	10	7	32	12	6
95th %. Queue (ft./ln) [2]	200	225	250	175	800	300	150
Storage (ft./ ln.) [3]	275	200	400	150	1100	300	250
Adequate (Y/N)	Y	**N** [5]	Y	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Storage Length represents the length of the turn pocket + approx. 1/2 the length of the taper.
[4] The NB approach is a shared lane approach (L/R). Thus, the vehicle queues reported reflect the total NB LT + RT volume. Seely Avenue provides approximately 400 ft of vehicle storage space between River Oaks Parkway and Epic Way.
[5] The WB LT vehicle queue would be reduced due to the reassignment of traffic to Seely Avenue that would occur with the new traffic signal.

Table 8
Intersection Queuing Analysis Summary – PM Peak Hour

	Montague Exp & River Oaks Pkwy		Seely Av & River Oaks Pkwy		Montague Exp & Trimble Rd	Seely Av & Montague Exp	
Peak Hour:	SB LT PM	WB LT PM	NB LT/RT [4] PM	WB LT PM	WB LT PM	SB LT PM	EB LT PM
Existing							
Cycle/Delay[1] (sec)	203	203	75	75	189	--	--
Volume (vphpl)	101	92	184	76	224	--	--
95th %. Queue (veh/ln.)	10	9	7	4	18	--	--
95th %. Queue (ft./ln) [2]	250	225	175	100	450	--	--
Storage (ft./ ln.) [3]	275	200	400	150	1100	--	--
Adequate (Y/N)	Y	**N**	Y	Y	Y	--	--
Background							
Cycle/Delay[1] (sec)	203	203	75	75	189	--	--
Volume (vphpl)	102	150	184	76	278	--	--
95th %. Queue (veh/ln.)	10	13	7	4	21	--	--
95th %. Queue (ft./ln) [2]	250	325	175	100	525	--	--
Storage (ft./ ln.) [3]	275	200	400	150	1100	--	--
Adequate (Y/N)	Y	**N**	Y	Y	Y	--	--
Background Plus Project							
Cycle/Delay[1] (sec)	203	203	75	75	189	189	189
Volume (vphpl)	114	75	225	245	290	114	107
95th %. Queue (veh/ln.)	11	8	8	9	22	10	10
95th %. Queue (ft./ln) [2]	275	200	200	225	550	250	250
Storage (ft./ ln.) [3]	275	200	400	150	1100	300	250
Adequate (Y/N)	Y	Y [5]	Y	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Storage Length represents the length of the turn pocket + approx. 1/2 the length of the taper.
[4] The NB approach is a shared lane approach (L/R). Thus, the vehicle queues reported reflect the total NB LT + RT volume. Seely Avenue provides approximately 400 ft of vehicle storage space between River Oaks Parkway and Epic Way.
[5] The WB LT vehicle queue would be reduced due to the reassignment of traffic to Seely Avenue that would occur with the new traffic signal.

Neighborhood Street Traffic

Average daily traffic (ADT) volumes and vehicle speed data were collected for the following four street segments:

1. River Oaks Parkway, west of Seely Avenue
2. Seely Avenue, between River Oaks Parkway and Epic Way
3. Epic Way, east of Seely Avenue
4. Seely Avenue, north of Montague Expressway

Average daily traffic (ADT) volumes and vehicle speed data were collected over a one-week period from December 8th to December 14th, 2021. The ADT volumes and 85th percentile vehicle speeds for the study street segments are summarized in Table 9. The raw daily traffic count data and speed data are presented in Appendix F.

Table 9
Street Segment Average Daily Traffic and Speed Summary

ID	Street	Street Segment	Posted Speed Limit	85th % Speed (Avg. of Both Directions)	Existing ADT [1]	Daily Project Trips	% Vol Increase
1	River Oaks Pkwy	Montague Expwy to Seely Av	35 mph	31 mph	4,976	1,824	37%
2	Seely Av	River Oaks Pkwy to Epic Wy	30 mph	25 mph	2,922	3,279	112%
3	Epic Wy	Seely Av to Epic Apartments DW	25 mph	22 mph	1,634	504	31%
4	Seely Av	Montague Expwy to Cadence DW	30 mph	25 mph	3,144	4,482	143%

Note:

[1] ADT = average daily traffic in vehicles/day (Tue, Wed & Thu only). Daily volume and speed data collected Dec 8-14, 2021.

It is important to note that the definition of an acceptable amount of traffic on a local street is subjective and depends on many factors such as street width, presence of on-street parking, building setback, number of driveways, presence of bicycle facilities, and whether the local street provides access to major roadways. The City of San Jose has not established thresholds or guidelines that can be applied to determine the level of increase that should be deemed a significant increase, or the level of increase that would have a negative effect on the livability or quality of life for residents.

A typical ADT volume for a local street with a posted speed limit of 25 mph, such as Epic Way, ranges from 1,000 to 3,000 vehicles per day. As shown in Table 9, the ADT volume for Epic Way (approximately 1,600 vehicles per day) falls within the typical ADT range for local streets.

A typical ADT volume for a neighborhood collector street with a posted speed limit of 30 mph, such as Seely Avenue and River Oaks Parkway, ranges from 1,000 to 6,000 vehicles per day. As shown in Table 9, the ADT volumes for Seely Avenue and River Oaks Parkway (approximately 3,000 vehicles per day and 5,000 vehicles per day, respectively) fall within this typical ADT range for collector streets.

Speed surveys conducted along the study street segments revealed that average bidirectional 85th percentile vehicle speeds are ranging between 22 mph and 31 mph. Based on the speed data collected, the 85th percentile speeds along all the study segments are equal to or less than their respective posted speed limits.

Although the roadway segments that were studied currently have ADT volumes that fall within the typical range for local and collector streets, the project-generated trips added to Seely Avenue and River Oaks Parkway (neighborhood collector streets) would result in ADT volumes that are higher than the typical range for these streets. Furthermore, the ADT volume on Seely Avenue would more than double as a result of the project. The improvements along Seely Avenue that would be implemented by the project would help to address the increase in traffic volume. As previously described in Chapter 3, the project would construct new bicycle facilities on both sides of Seely Avenue and add a two-way center left-turn lane. As a result, the existing travel lane widths along Seely Avenue would be narrowed. Providing traffic calming measures such as narrowing travel lane widths reduces vehicle speeds, which creates a safer environment and promotes walking and biking as alternatives to driving.

Due to the percentage increase (over 100% increase) in traffic volume along Seely Avenue as a result of the project, the project may be required to implement additional traffic calming measures following occupancy of the project if City staff determines that the increase in traffic volume could create safety-related issues along the northern segment of Seely Avenue near the residential neighborhoods north of the project site. If issues are identified following occupancy of the project, City staff would require a

focused traffic operations study of Seely Avenue to determine the appropriate traffic calming measures that should be implemented by the project. Additional traffic calming measures could include (but are not limited to) roadway striping, curb markings, enhanced crosswalks, signage, bulb-outs, chicanes, chokers, medians, and road bumps. Should the project ultimately be required to implement traffic calming measures, City staff and the project applicant have mutually agreed to a maximum cost of $450,000 for improvements.

Site Access and On-Site Circulation

The evaluation of site access and on-site circulation is based on the January 13, 2022 site plan prepared by HMH Engineers (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the driveways with regard to the following: traffic volume, delays, vehicle queues, sight distance, and geometric design. On-site circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access and Project Driveways

Vehicular access to the project site would be provided via two full-access driveways on Seely Avenue and one driveway on Epic Way. The two project driveways on Seely Avenue are shown with curb returns and measure 26 feet wide at the throat. The Epic Way driveway is shown to be 26 feet wide, measured at the throat, and would be a standard dustpan style residential driveway. According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the standard width for a two-way driveway that serves a multi-family residential development is 26 feet wide, measured at the throat. The width of the project driveways would meet the City standard.

The southern project driveway (B Street) on Seely Avenue would be situated approximately 400 feet north of Montague Expressway and would primarily serve residents and retail customers of Buildings 1 and 2 and the affordable residential building. The northern project driveway (A Street) on Seely Avenue would be situated approximately 300 feet north of the southern project driveway and would primarily serve residents and retail customers of Buildings 1 and 3 and the townhomes. The project driveway on Epic Way would mostly serve residents of the townhomes.

Parking for residents of the townhomes would be provided via individual two-car garages. Parking for residents of the affordable housing development and Buildings 1 and 3 would be provided via their respective parking structures. Parking for both residents and retail customers of Building 2 would be provided via a designated parking structure. Separate entrances would be provided to separate the residential and retail parking. Additional retail parking would be provided via a surface lot situated between B Street and Building 2. An internal roadway network would provide access to all the parking structures and surface parking, including surface parking along the internal streets for public park users. The project should provide an access easement on A Street, B Street, and C Street to allow public parking along the public park frontages.

Residential and retail loading zones would be provided for each building. Seely Avenue and the internal roadway network would provide access to the on-site designated loading areas. The loading zones would be used for passenger loading, residential move-in/out, and residential and retail deliveries.

Project Driveway Volumes and Operations

The total AM and PM peak hour project-generated trips (including retail pass-by trips) that are estimated to occur at the project driveways are 181 inbound trips and 342 outbound trips during the AM peak hour, and 414 inbound trips and 341 outbound trips during the PM peak hour (see Figure 14). Approximately 60 percent of inbound trips would approach from the south, and 40 percent would approach from the north.

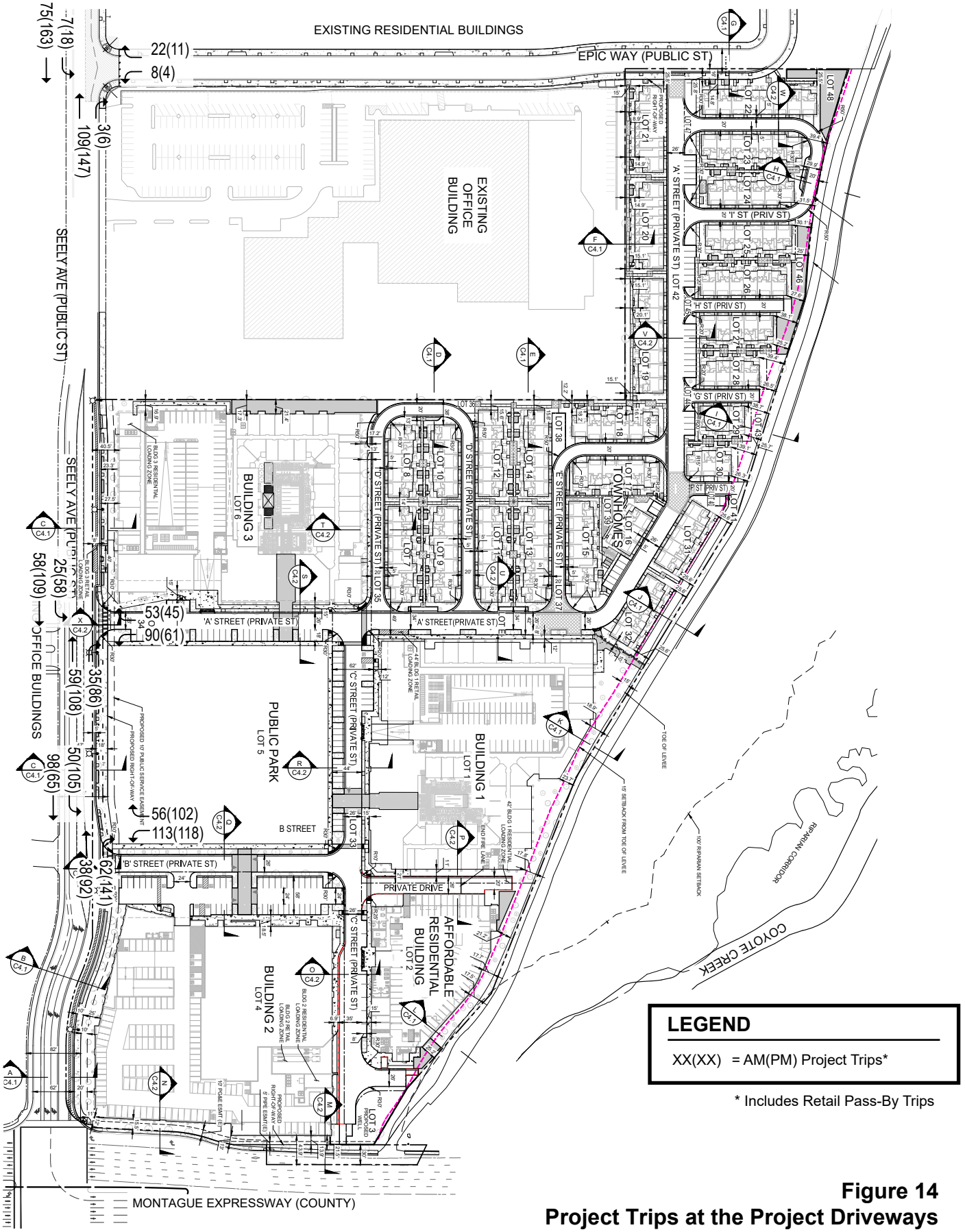


Figure 14
Project Trips at the Project Driveways

Trips entering the site from the north (via southbound Seely Avenue) would be turning left into the site. It is estimated that 25 AM peak hour vehicles and 58 PM peak hour vehicles would turn left into the site via the northern driveway, and 50 AM peak hour vehicles and 105 PM peak hour vehicles would turn left into the site via the southern driveway. According to the site plan, the project intends to provide a two-way left-turn lane on Seely Avenue to accommodate left turns into the site. Based on the low opposing northbound volumes on Seely Avenue, delays for left turning vehicles are expected to be relatively low at both driveways.

Inbound Driveway Operations

The City typically requires developments to provide adequate on-site stacking space for at least two inbound vehicles (or about 50 feet) between the sidewalk and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the sidewalk or the street. The site plan shows approximately 75 feet of on-site vehicle stacking space would be provided between the sidewalk and the first parking space or drive aisle at all the project driveways. Thus, adequate on-site stacking space would be provided for inbound vehicles.

TRAFFIX software was used to calculate the vehicle delays and associated queues for the southbound left-turn movements at the unsignalized project driveways on Seely Avenue. Based on the inbound left-turn volumes and the low opposing northbound volumes on Seely Avenue, TRAFFIX calculations show average delays of less than 10 seconds per vehicle during both the AM and PM peak hours of traffic. The maximum number of inbound left-turning vehicles (105 PM peak hour vehicles at the southern driveway) equates to approximately one inbound left-turn vehicle trip every 35 seconds, or a typical queue of no more than one vehicle. Thus, inbound left-turn vehicle queuing issues within the two-way left-turn lane would not be expected to occur at either project driveway on Seely Avenue under typical conditions.

Outbound Driveway Operations

TRAFFIX software was also used to calculate the average delays and associated queuing for vehicles exiting the Seely Avenue driveways (outbound shared left/right-turn movements). The outbound shared lane movement delays would range from 11.7 seconds per vehicle during the PM peak hour at the northern project driveway, to 17.9 seconds per vehicle during the AM peak hour at the southern project driveway. These delays calculate to outbound vehicle queues of one vehicle and two vehicles, respectively. Thus, operational issues related to on-site vehicle queueing or delay would not be expected to occur at either project driveway on Seely Avenue under typical conditions.

Potential queuing along Seely Avenue also was evaluated since vehicle queuing along Seely Avenue could prevent vehicles from exiting the site. While queuing along northbound Seely Avenue would not occur, some queuing along southbound Seely Avenue would occur due to the new traffic signal at Montague Expressway. However, based on the intersection queuing analysis (see Tables 7 and 8), the southbound queues on Seely Avenue at Montague would not extend to the south project driveway.

Sight Distance at the Project Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Seely Avenue. Any landscaping and signage should be positioned in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. For driveways on Seely Avenue, which has a posted speed limit of 30 mph, the Caltrans stopping sight distance is 250 feet (based on a design speed of 35 mph). Accordingly, a driver must be able to see 250 feet along Seely Avenue in order to stop and avoid a collision.

According to the landscape plan, the project plans to add street trees along the project frontage on Seely Avenue. The new trees would have a high canopy and drivers exiting the project driveways would have an unobstructed view. Furthermore, the project is not proposing to add any signage or artwork along Seely Avenue that could negatively affect sight distance. Therefore, adequate stopping sight distance would be provided at the project driveways.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. The proposed site plan would provide adequate vehicular circulation throughout the surface parking areas and residential parking garages.

As previously described, A Street and B Street would provide full access to and from Seely Avenue. A north-south street (C Street) along the eastern boundary of the public park would intersect A Street and B Street. These three private streets would provide access to all the on-site surface parking, the private streets serving the townhomes, the parking garages serving the three market rate residential buildings, the affordable residential parking garage, and the centrally located public park. All the streets serving Buildings 1, 2 and 3, as well as the affordable residential building, measure 26 feet wide and would be adequate to serve the residential mixed-use component of the project.

Townhomes Circulation

A Street would provide access to the 20-foot-wide private streets serving the townhomes. The private residential streets were evaluated for vehicle access by the method of turning-movement templates. Analysis using the Passenger Car turning templates shows that small and large passenger vehicles (turning templates “Pm” and “P”, respectively) could adequately negotiate the private streets and access the individual townhome garages.

Building 1 Parking Garage Circulation

The parking garage serving the residents and retail space contained in Building 1 would include seven levels of parking: one at-grade level and six above-grade levels (see Figures 15A and 15B). Together, the parking garage levels would provide 518 vehicle parking spaces (277 full size, 220 compact, and 21 ADA) to serve 380 residential apartment units and 41 spaces to serve approximately 5,500 s.f. of retail space. Based on the site plan, residents and retail employees and customers would access the 24-foot-wide parking garage entrance on C Street via a 20-foot-wide dustpan style driveway. An internal security gate would be provided to separate the above-grade residential parking levels from the ground level retail parking. Upon entering the parking garage, drivers would circulate in a counterclockwise direction to access each additional parking level via an internal system of ramps.

The project would provide 90-degree parking stalls throughout the parking levels. The two-way drive aisles within the garage are shown to be 24 feet wide and would be adequate to allow vehicles to navigate all levels of the garage and maneuver in and out of parking spaces. However, the City’s standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. Thus, the project should confirm with City of San Jose Public Works staff that the proposed 24-foot drive aisle width is acceptable.

Recommendation: Coordinate with City staff to confirm the 24-foot drive aisle widths within the parking structure are acceptable.

Vehicular circulation on all levels of the parking garage would be adequate, with only one dead-end drive aisle on Level 7 (top parking level). The internal 24-foot-wide drive aisles and garage ramps were evaluated for vehicle access by the method of turning-movement templates. Analysis using the Passenger Car turning templates shows that small and large passenger vehicles (turning templates “Pm” and “P”, respectively) could adequately negotiate the parking garage. Convex mirrors should be placed at all four corners of each parking level to eliminate blind spots for vehicles making turns.

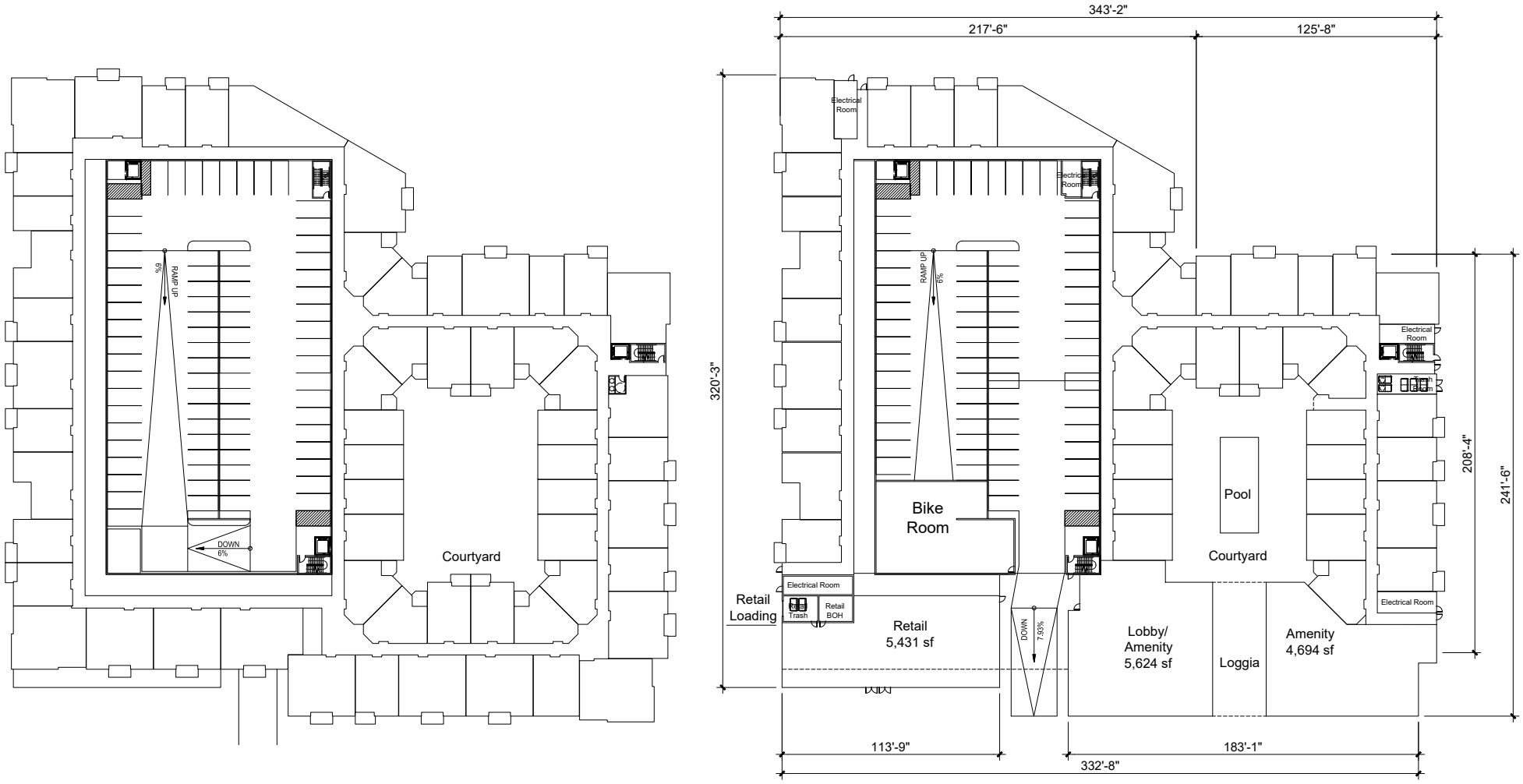
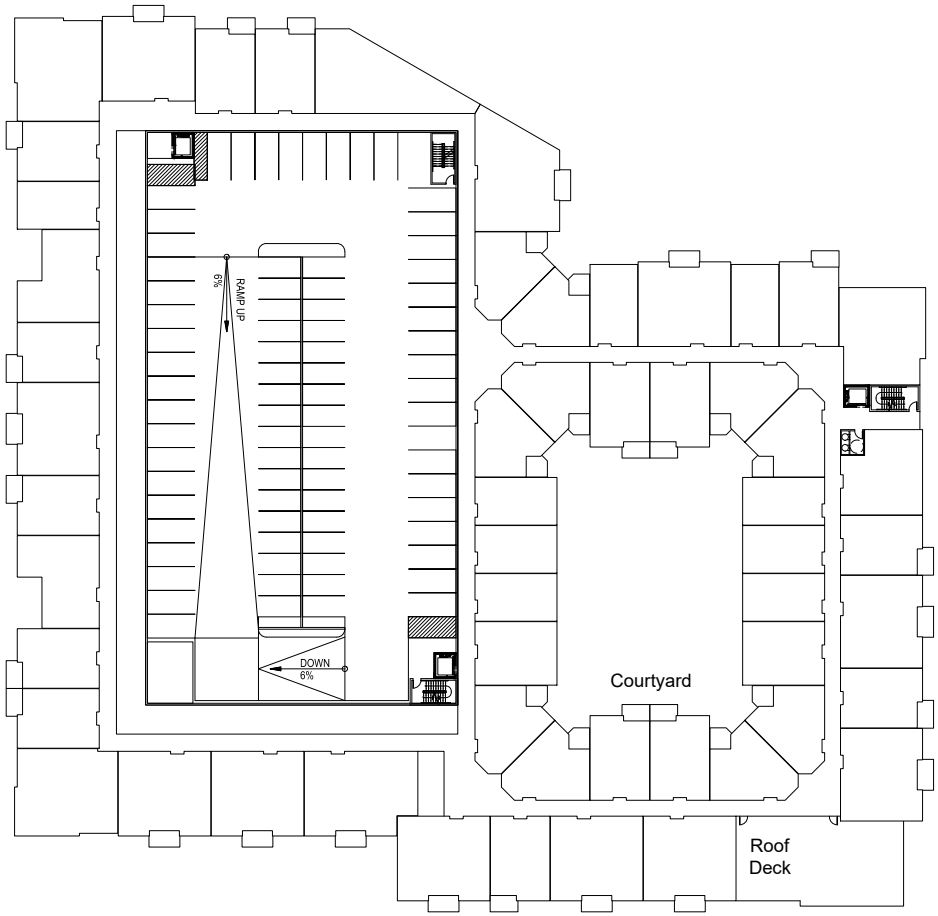
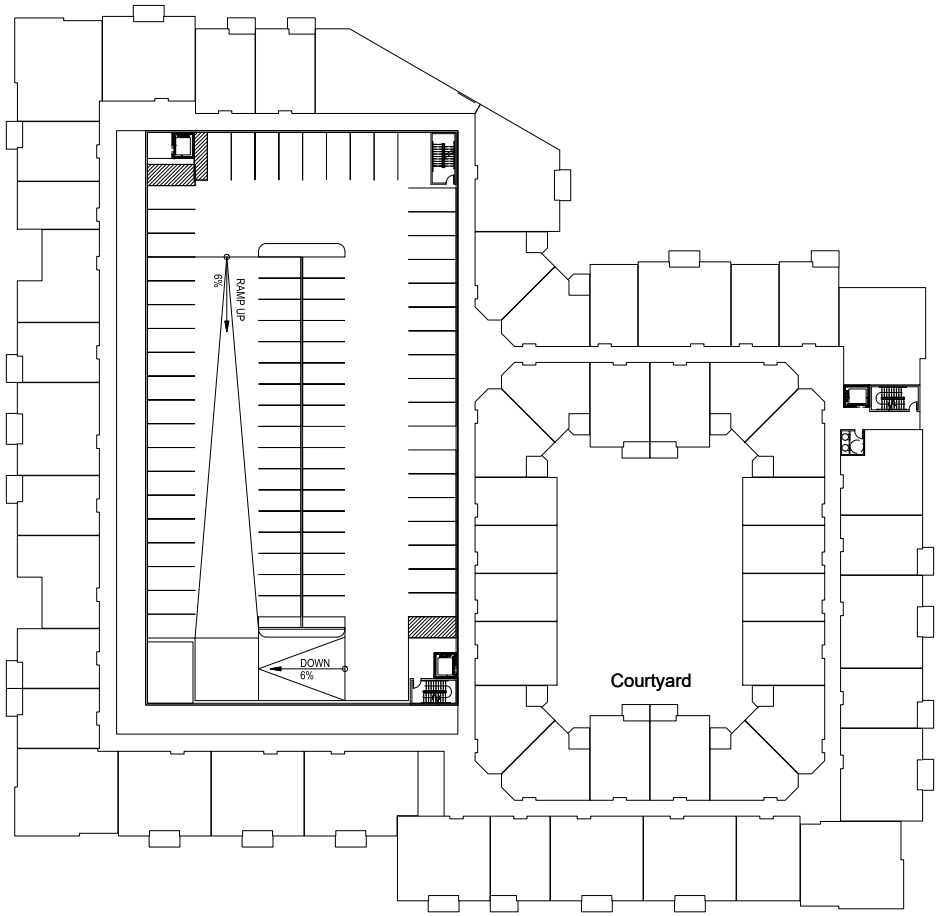


Figure 15A
Building 1 Parking Garage Levels 1 and 2

NORTH
Not to Scale



Level 7



Level 3-6

Figure 15B
Building 1 Parking Garage Levels 3 Through 7

NORTH
Not to Scale

Recommendation: Install convex mirrors at all four corners of each parking level to eliminate blind spots for vehicles making turns within the garage.

Garage Ramp Slope

Typical engineering design standards require garage ramps without parking to have no greater than a 20% grade with transition grades of half the maximum grade (10% or less), and garage ramps with parking to have grades of no greater than 5%. The project site plan shows an 8% grade at the garage entrance (no parking provided) and a 6% constant grade throughout the parking garage for ramps containing parking. Thus, as proposed the garage ramps containing parking would fail to meet the recommended design standards.

Recommendation: Coordinate with City staff to determine whether an internal ramp slope of 6% would be acceptable.

Parking Stall Dimensions

The City's off-street parking design standards for 90-degree full-size and compact parking stalls are 9 feet wide by 18 feet long and 8 feet wide by 16 feet long, respectively. Based on the site plan, the parking stalls located along the outside of the drive aisles within the Building 1 garage would meet the full-size parking stall design standards. The inside stalls would meet the parking design standards for compact stalls. The accessible ADA stalls all measure 9 feet wide by 18 feet long and include access aisles of at least 5 feet for van accessibility. This meets the ADA parking stall design requirements.

Building 2 Parking Garage Circulation

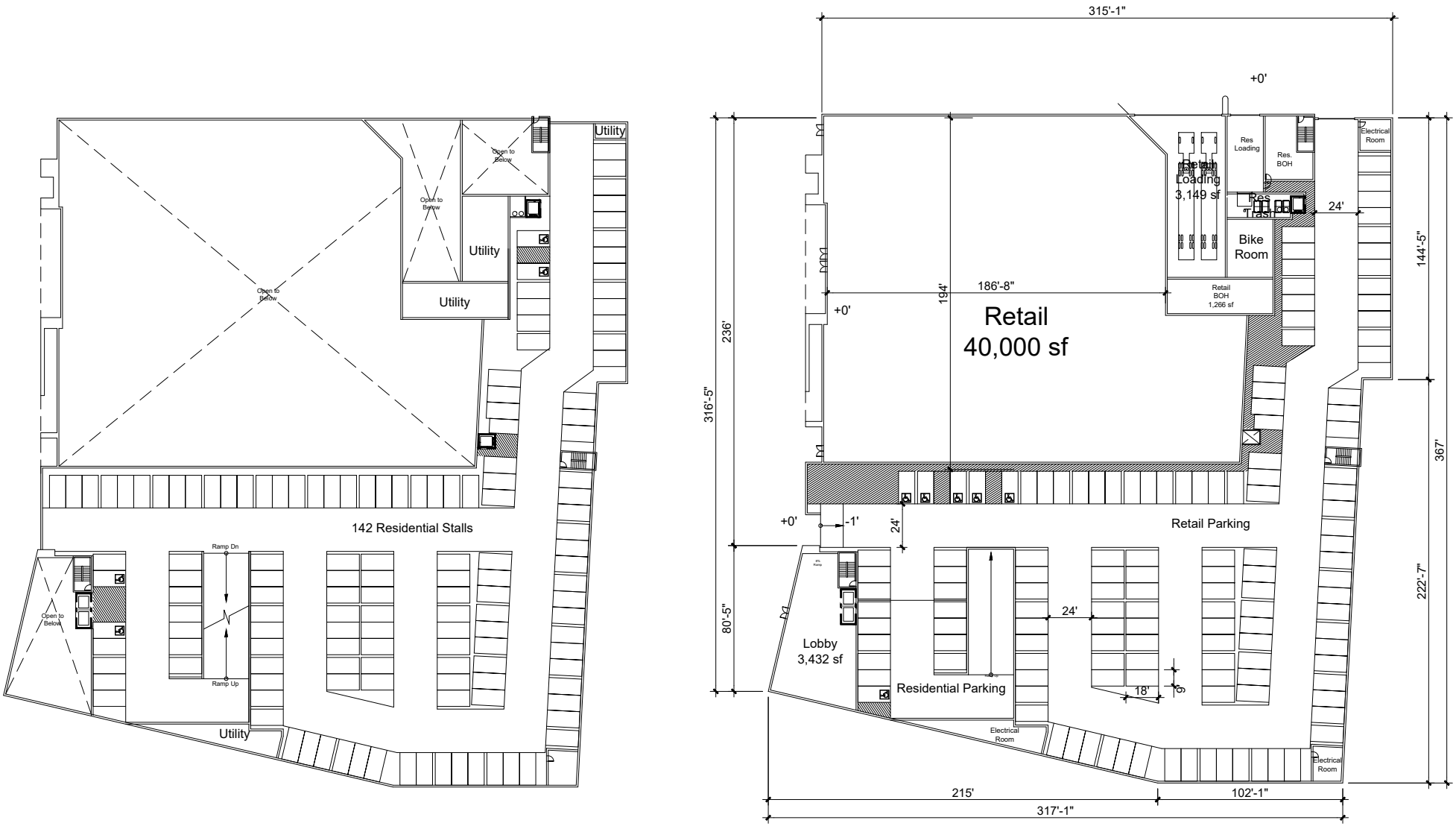
The parking garage serving the 386 residential units and 40,000 s.f. of retail space contained in Building 2 would have three levels of parking: one at-grade level to serve retail employees and customers and two above-grade levels to serve the residents (see Figures 16A and 16B). Additional surface parking for the retail use would be provided along the north side of Building 2 with access to the parking lot provided via B Street and C Street. The project would provide a total of 595 parking spaces to serve Building 2: 437 residential spaces and 158 retail spaces (38 surface spaces and 115 garage spaces). Access to the parking garage would be provided via B Street and C Street. The garage entrances are shown to be 24 feet wide. An internal security gate would be provided to separate the upper residential parking levels from the ground level retail parking.

The project would provide 90-degree parking stalls throughout the parking garage. The two-way drive aisles within the garage are shown to be 24 feet wide and would be adequate to allow vehicles to navigate all levels of the garage and maneuver in and out of parking spaces. However, the City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. Thus, the project should confirm with City of San Jose Public Works staff that the proposed 24-foot drive aisle width is acceptable.

Recommendation: Coordinate with City staff to confirm the 24-foot drive aisle widths within the parking structure are acceptable.

Vehicular circulation within the parking garage would be adequate, with only one notable dead-end drive aisle on Level 2. Additional turnaround space is shown adjacent to a utility room at the end of this drive aisle. The internal 24-foot-wide drive aisles and garage ramps were evaluated for vehicle access by the method of turning-movement templates. Analysis using the Passenger Car turning templates shows that small and large passenger vehicles (turning templates "Pm" and "P", respectively) could adequately negotiate the parking garage. Convex mirrors should be placed at all blind corners within the garage to improve driver safety within the garage.

Recommendation: Install convex mirrors at all blind corners within the parking garage.



Level 2

Level 1

Figure 16A
Building 2 Parking Garage Levels 1 and 2

NORTH
Not to Scale

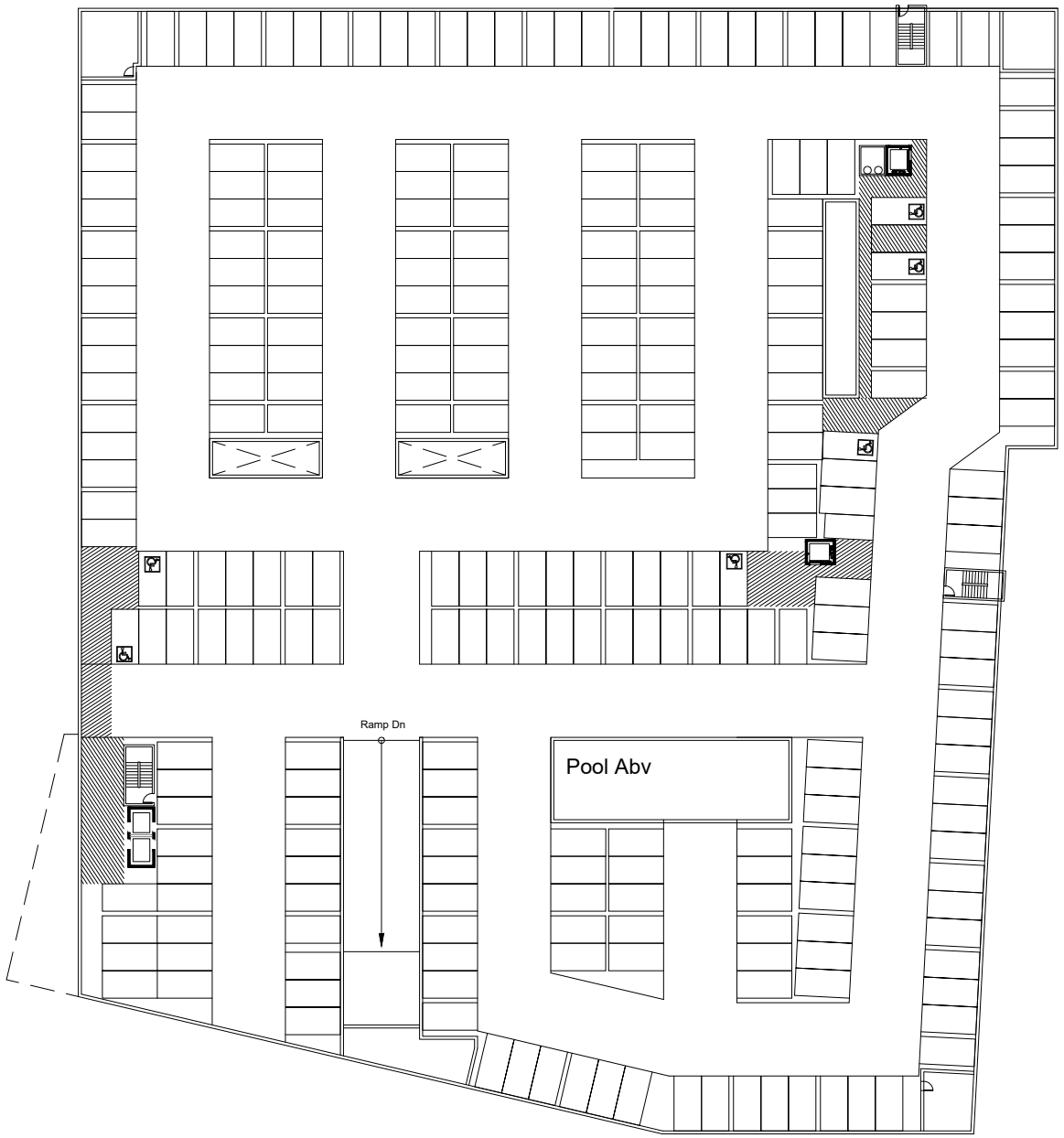


Figure 16B
Building 2 Parking Garage Level 3

NORTH
Not to Scale

Garage Ramp Slope

Typical engineering design standards require garage ramps without parking to have no greater than a 20% grade with transition grades of half the maximum grade (10% or less). The project site plan does not show the slope of the ramps. Hexagon recommends showing the ramp grades on the site plan to show conformance with these engineering design standards.

Recommendation: Provide a garage ramp slope of no greater than 20% grade with transition grades of 10% or less to meet the recommended engineering design standards.

Parking Stall Dimensions

The City's off-street parking design standards for 90-degree full-size and compact parking stalls are 9 feet wide by 18 feet long and 8 feet wide by 16 feet long, respectively. Based on the site plan, the full-size parking stalls located within the Building 2 garage and the compact stalls (one stall on level 1, one stall on level 2, and four stalls on level 3) would meet these parking design standards. The accessible ADA stalls all measure 9 feet wide by 18 feet long and include access aisles of at least 5 feet for van accessibility. This meets the ADA parking stall design requirements.

Building 3 Parking Garage Circulation

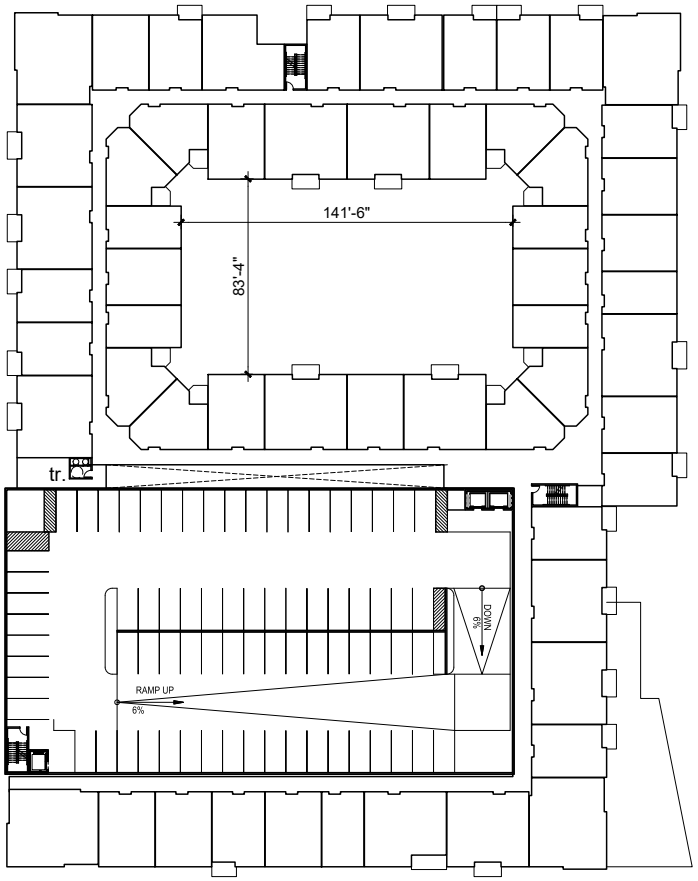
The parking garage serving the residents and retail space contained in Building 3 would include eight levels of parking: one at-grade level, six above-grade levels, and a small amount of roof parking (see Figures 17A and 17B). Together, the parking garage levels would provide 508 vehicle parking spaces (480 full size and 28 ADA spaces) to serve 378 residential apartment units and 24 spaces to serve approximately 6,650 s.f. of retail space. Based on the site plan, residents and retail employees and customers would access the 24-foot-wide parking garage entrance on A Street via a 20-foot-wide dustpan style driveway. An internal security gate would be provided to separate the ground level residential parking and above-grade residential parking levels from the ground level retail parking. Upon entering the parking garage, drivers would circulate in a counterclockwise direction to access each additional parking level via an internal system of ramps.

The project would provide 90-degree parking stalls throughout the parking levels. The two-way drive aisles within the garage are shown to be 24 feet wide and would be adequate to allow vehicles to navigate all levels of the garage and maneuver in and out of parking spaces. However, the City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. Thus, the project should confirm with City of San Jose Public Works staff that the proposed 24-foot drive aisle width is acceptable.

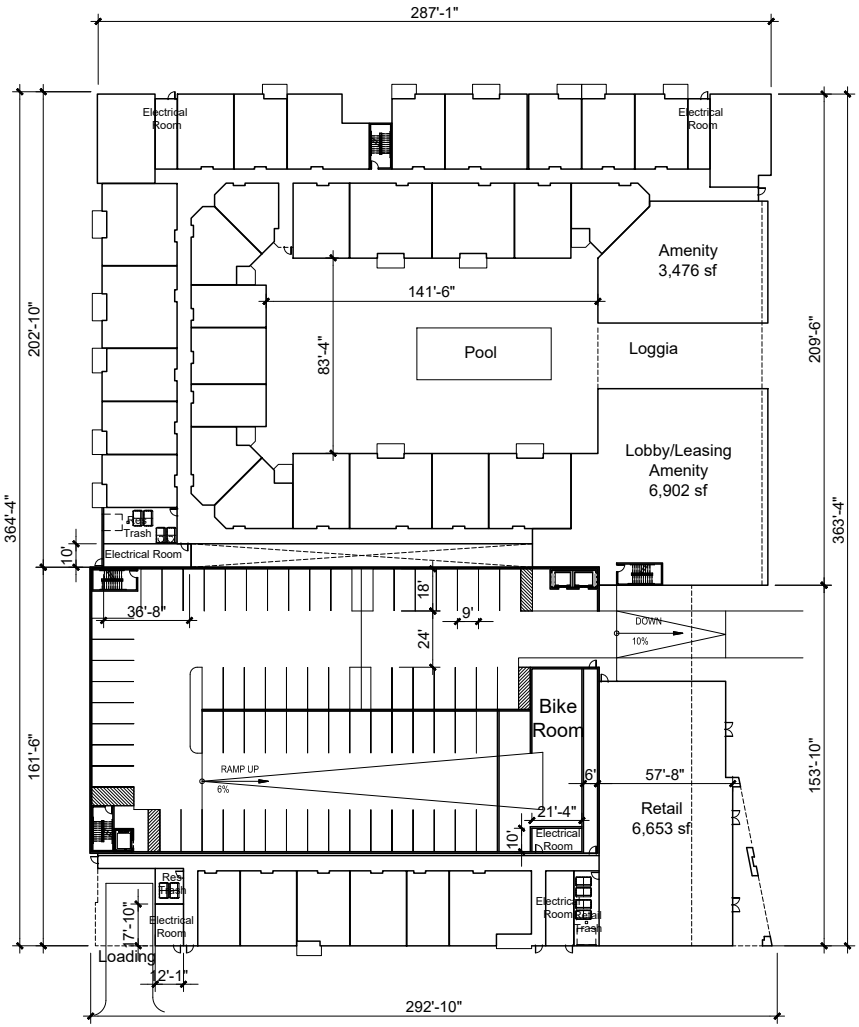
Recommendation: Coordinate with City staff to confirm the 24-foot drive aisle widths within the parking structure are acceptable.

Vehicular circulation on all levels of the parking garage would be adequate, with only one dead-end drive aisle on the roof (level 8). The internal 24-foot-wide drive aisles and garage ramps were evaluated for vehicle access by the method of turning-movement templates. Analysis using the Passenger Car turning templates shows that small and large passenger vehicles (turning templates "Pm" and "P", respectively) could adequately negotiate the parking garage. Convex mirrors should be placed at all four corners of each parking level to eliminate blind spots for vehicles making turns within the garage.

Recommendation: Install convex mirrors at all four corners of each parking level to eliminate blind spots for vehicles making turns within the garage.



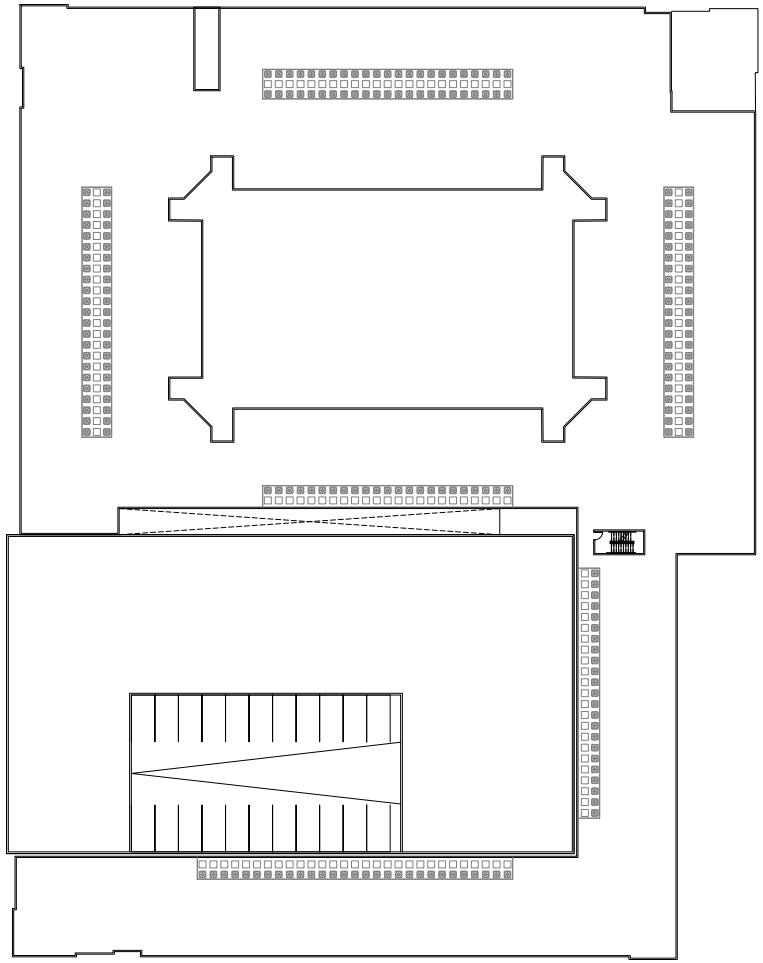
Level 2-6



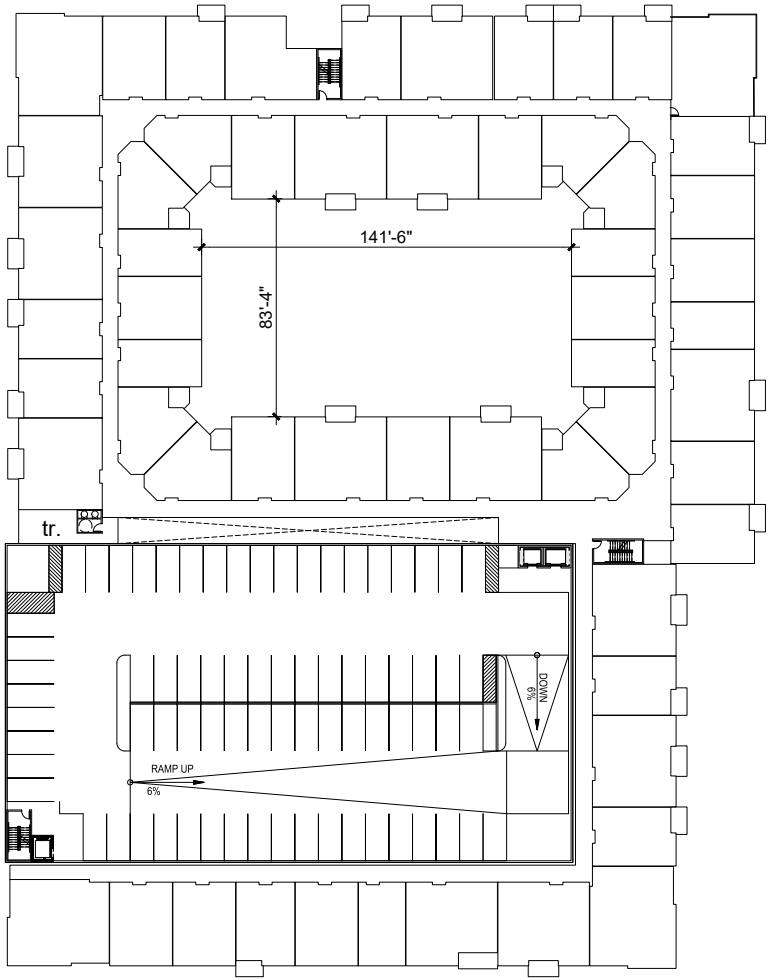
Level 1

Figure 17A
Building 3 Parking Garage Levels 1 Through 6

NORTH
Not to Scale



Roof



Level 7

Figure 17B
Building 3 Parking Garage Levels 7 and 8

NORTH
Not to Scale

Garage Ramp Slope

Typical engineering design standards require garage ramps without parking to have no greater than a 20% grade with transition grades of half the maximum grade (10% or less), and garage ramps with parking to have grades of no greater than 5%. The project site plan shows a 10% grade at the garage entrance (no parking provided) and a 6% constant grade throughout the parking garage for ramps containing parking. Thus, as proposed the garage ramps containing parking would fail to meet the recommended design standards.

Recommendation: Coordinate with City staff to determine whether an internal ramp slope of 6% would be acceptable.

Parking Stall Dimensions

The City's off-street parking design standards for 90-degree full-size parking stalls are 9 feet wide by 18 feet long. Based on the site plan, all the parking stalls located within the Building 3 garage would meet the full-size parking stall design standards. The accessible ADA stalls also measure 9 feet wide by 18 feet long and include access aisles of at least 5 feet for van accessibility. This meets the ADA parking stall design requirements.

Affordable Residential Building Parking Garage Circulation

The 172-unit affordable residential building would provide one at-grade parking level with a total of 86 vehicle parking spaces, consisting of 45 full size spaces, 21 compact spaces, 5 ADA spaces, and 15 surface spaces situated outside the garage (see Figure 18). Based on the site plan, residents would access the 24-foot-wide parking garage entrance on C Street via a 24-foot-wide dustpan style driveway. Upon entering the parking garage, drivers could circle the garage in either direction.

The project would provide 90-degree parking stalls throughout the garage. The two-way drive aisle loop is shown to be 24 feet wide and would be adequate to allow vehicles to navigate through the garage and maneuver in and out of parking spaces. However, the City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. Thus, the project should confirm with City of San Jose Public Works staff that the proposed 24-foot drive aisle width is acceptable.

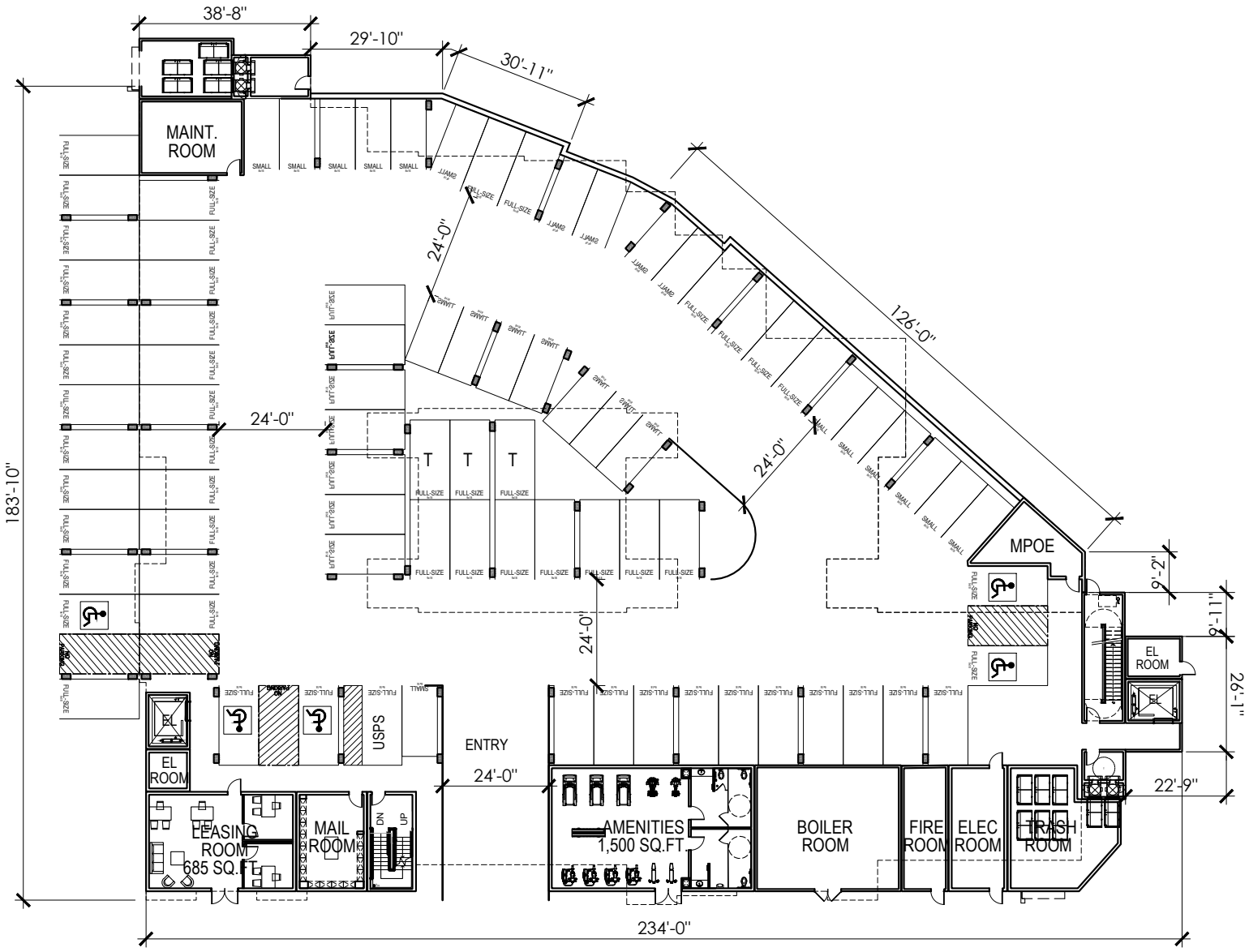
Recommendation: Coordinate with City staff to confirm the 24-foot drive aisle widths within the parking structure are acceptable.

The internal 24-foot-wide drive aisle loop was evaluated for vehicle access by the method of turning-movement templates. Analysis using the Passenger Car turning templates shows that small and large passenger vehicles (turning templates "Pm" and "P", respectively) could adequately negotiate the parking garage. Convex mirrors should be placed at all blind corners within the garage.

Recommendation: Install convex mirrors to eliminate blind spots for vehicles making turns within the garage.

Parking Stall Dimensions

The City's off-street parking design standards for 90-degree full-size and compact parking stalls are 9 feet wide by 18 feet long and 8 feet wide by 16 feet long, respectively. Based on the site plan, the full-size and compact parking stalls within the garage meet these design standards. The accessible ADA stalls all measure 9 feet wide by 18 feet long and include access aisles of at least 5 feet for van accessibility. This meets the ADA parking stall design requirements.



FIRST LEVEL

Figure 18
Affordable Residential Building Level 1

NORTH
Not to Scale

Truck Access and Circulation

The project site plan was reviewed for truck access using truck turning-movement templates for SU-30 and WB-67 truck types. The SU-30 truck type represents single-unit small to medium-sized emergency vehicles, garbage trucks, moving trucks, and delivery trucks. The WB-67 truck type includes CA Legal size semi-trailer trucks that would access the grocery store on-site (Building 2).

Based on the site plan configuration, adequate access would be provided for SU-30 and WB-67 trucks to access the site via the project driveways on Seely Avenue, maneuver through the site via the internal roadway network, access the residential and retail loading zones, and access the trash staging areas. The truck turning templates for the project site are contained in Appendix G. The detailed truck access and circulation analysis is provided below.

Townhomes Truck Access

The 20-foot-wide private streets serving the townhomes were reviewed for truck access using turning-movement templates for SU-30 trucks. Based on the site plan configuration, adequate access would be provided for SU-30 trucks to navigate the private residential streets. For the dead-end streets, adequate space would be provided for SU-30 trucks to either back into the street or drive straight in and back out.

Building 1 Truck Access

Truck access to the residential loading space, retail loading zone, and trash staging areas of Building 1 are discussed below.

Residential Loading Space

The residential loading space would be situated between Building 1 and the affordable residential building at the end of the drive aisle with access provided via C Street. A residential elevator and stairwell serving Building 1 is shown adjacent to the loading space for convenient residential move-in/move-out. The loading space measures 20 feet wide by 42 feet long and would be located outside the building so adequate vertical clearance would be provided. The site plan shows the residential trash room would be located inside the building adjacent to the loading space. Residential trash bins would be moved outside the building at this location on garbage collection days.

Retail Loading Zone

The retail loading zone would be located on A Street just north of C Street adjacent to Building 1. The on-street loading zone is shown to be 44 feet long. The site plan shows the retail trash room would be located inside the building adjacent to the loading zone. Retail trash bins would be moved outside the building at this location on garbage collection days.

Building 2 Truck Access

Truck access to the residential and retail on-site loading spaces and trash staging areas of Building 2 are discussed below.

Residential Loading Space

Access to the residential loading space would be provided via C Street near the proposed on-site San Jose Municipal well. A residential elevator and stairwell serving Building 2 is shown adjacent to the loading space for convenient residential move-in/move-out. The loading space measures 20 feet wide by 42 feet long and would be located inside the building. Level 2 of the building would be open above the loading space so it appears adequate vertical clearance would be provided (at least 15 feet is required). The site plan shows the residential trash room would be located at the end of the loading space. Residential garbage collection would occur at this location on garbage collection days.

Retail Loading Space

The site plan shows the retail loading area would be situated immediately adjacent to the residential loading space on C Street. The loading area measures 32 feet wide by 90 feet long, providing enough space for two semi-trailer trucks parked side-by-side. The truck turning templates show that mountable curbs would be needed at some locations where space would be limited for semi-trailer trucks (WB67 trucks) to negotiate the on-site street network and retail loading area. The truck turning templates (see Appendix G) show where the potential points of conflict would be located and, accordingly, where the mountable curbs should be installed. The site plan does not show a separate retail trash room so it is assumed the trash room would be shared between the residential and retail uses in the building.

Recommendation: Install mountable curbs at various locations where space would be limited for semi-trailer trucks (WB67 trucks) to negotiate the on-site street network and retail loading area of Building 2.

Building 3 Truck Access

Truck access to the residential on-site loading space, retail loading zone, and trash staging areas of Building 3 are discussed below.

Residential Loading Space

Access to the residential loading space would be provided via a 20-foot wide dustpan style driveway on Seely Avenue. A residential elevator and stairwell serving Building 3 is shown adjacent to the loading space for convenient residential move-in/move-out. The loading space measures 25 feet wide by 33 feet long; however, the height is not indicated on the site plan. A minimum of 15 feet of vertical clearance is required. The site plan shows the residential trash room would be located inside the building adjacent to the loading space. Residential garbage collection would occur at this location on garbage collection days.

Retail Loading Zone

The retail loading zone would be located on Seely Avenue just north of A Street. The on-street loading zone is shown to be 40 feet long. The site plan shows the retail trash room would be located inside Building 3 adjacent to the loading zone. Retail trash bins would be moved outside the building at this location on garbage collection days.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. Adequate clearance would be provided around the perimeters of the buildings; however, not all areas of the proposed buildings would be within 150 feet of a fire access road. To address this issue, the project is installing fire hydrants at key locations around the buildings to provide complete fire access coverage.

The project driveway widths and drive aisle widths shown on the site plan would be adequate to accommodate emergency vehicles. The site plan shows a 30-foot inside turning radius and a 50-foot outside turning radius at all the corners on-site, which would be adequate to serve fire trucks. Figure 19 shows the fire access plan for the project site.

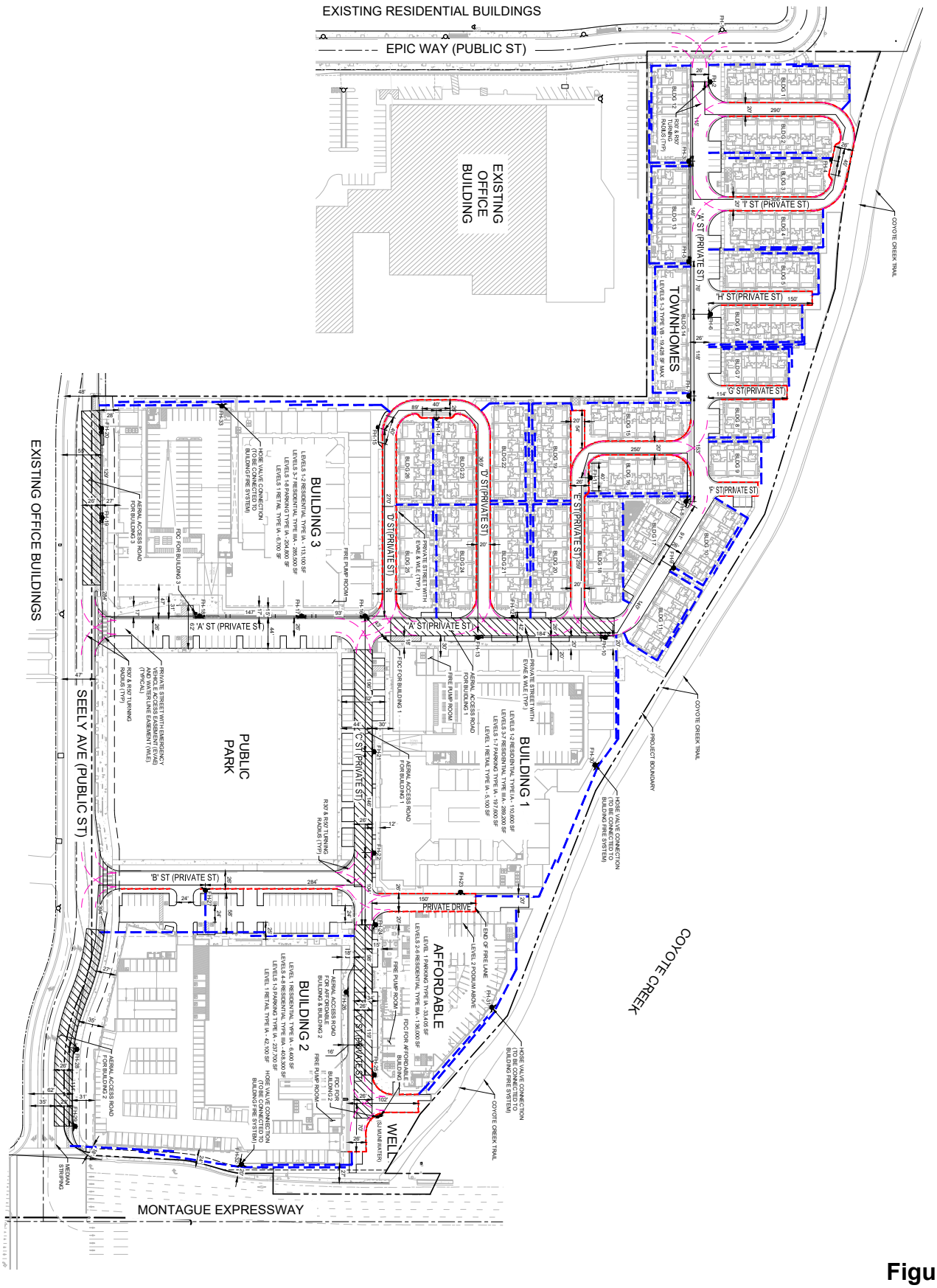


Figure 19
Fire Access Plan

NORTH
Not to Scale

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. As per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals and policies of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian and Bicycle Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. Curb ramps are provided at all signalized intersections in the study area, although some do not meet current ADA design standards. Many roadways in the study area have bicycle lanes, including Zanker Road, Trimble Road, River Oaks Parkway, Junction Avenue, Charcot Avenue, Orchard Parkway, and North First Street.

The project would construct a new 10-foot-wide attached sidewalk with tree wells along the project frontage on Seely Avenue. The sidewalk design includes ADA compliant curb ramps with truncated domes at the two main project driveways on Seely Avenue and at the proposed new traffic signal at the Seely Avenue/Montague Expressway intersection. The new sidewalk would provide pedestrian access to the project site via connections to an extensive internal network of sidewalks and crosswalks, many with distinct pavement treatments, throughout the site. ADA accessible features are provided throughout the site including curb ramps with truncated domes. The internal network of sidewalks and crosswalks would provide safe connections to the proposed centrally-located public park.

The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. The project would construct a raised Class IV separated bikeway along the majority of the project frontage on Seely Avenue. The City has indicated that the project would also be required to construct a standard Class II bike lane along the west side of Seely Avenue.

Note that the City of San Jose Better Bike Plan 2025 identifies Montague Expressway as having a Class IV separated bikeway. Accordingly, City staff would likely require the project to make a fair-share contribution toward the planned Class IV bikeway improvements along Montague Expressway.

The site plan shows secure bike rooms would be located conveniently on the first floor of each residential mixed-use building. Providing convenient and secure bike parking on-site would help create a bicycle-friendly environment and encourage bicycling by residents and retail employees of the project.

The project plans to provide a direct connection to the Coyote Creek multi-use trail (Class I bikeway) that runs along both sides of Coyote Creek. The Coyote Creek Trail extends from the northern extent of

McCarthy Boulevard south to Zanker Road in San Jose. The trail passes under Montague Expressway and thus provides a safe and convenient pedestrian and bicycle connection between the project site and areas south of Montague Expressway. A clear pedestrian path between the trail connection and the proposed on-site public park should be provided. Note that coordination with the City of San Jose's Parks, Recreation & Neighborhood Services (PRNS) is needed to provide a connection between the public park and the Coyote Creek trail.

The existing and planned networks of pedestrian and bicycle facilities exhibit good connectivity and would provide residents, visitors, and retail employees of the project with safe routes to transit stops and other points of interest in the project vicinity.

Pedestrian and Bicycle Access to Schools

Based on the project site location, most children living at the new development would likely attend one of the schools located on the historic Agnews Development Center site: Abram Agnew Elementary School, Dolores Huerta Middle School, or Kathleen MacDonald High School. The elementary and middle schools are now open (opened in 2021), and the high school is currently under construction. The schools are located about 1 mile northwest of the project site on the east side of Zanker Road.

Safe and direct pedestrian access to all three schools on the Agnews site is provided via a continuous network of sidewalks along the streets in the area. Crosswalks with pedestrian signal heads are provided at all signalized intersections along the school access route. Wheelchair ramps are provided at all corners of the intersections, though some do not meet the current ADA design standards. Adequate bicycle access to the schools is provided via striped bike lanes on River Oaks Parkway and Levee Road (which provides access to the schools). However, bike lanes are not provided on Cisco Way and only a portion of Seely Avenue would have bike lanes (constructed by the project).

The project should work closely with these nearby schools to implement a Safe Routes to Schools program, or participate in a program if one already exists, since some students attending these schools would reside at the project site. Safe Routes to Schools is designed to decrease traffic and pollution and increase the health of children and the community as a whole. The program promotes walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets. A comprehensive Safe Routes to Schools program should identify a focused area surrounding the school, provide a map with the routes that children can take to and from school, and recommend improvements to routes if necessary. It should address such pedestrian safety issues as dangerous intersections and missing or ineffective crosswalks and sidewalks.

Transit Services

VTA local bus route 20 operates along Montague Expressway near the project site with 30-minute headways during the weekday AM and PM peak commute periods of the day. Bus stops are located along Montague Expressway within walking distance of the project site at Trimble Road (about 1/4-mile from the site) and McCarthy Boulevard (about 1/3-mile from the site).

The ACE Brown shuttle operates along Seely Avenue and provides service between the Great America ACE station and south Sunnyvale. ACE provides four eastbound shuttles during the weekday AM commute period and four westbound shuttles during the weekday PM commute period. The ACE Brown shuttle stops on Seely Avenue adjacent to the site.

Due to the convenient locations of the transit stops, it is reasonable to assume that some residents would utilize the transit services provided. The City's General Plan identifies the transit commute mode split target as 20 percent for the year 2040. Together, the VTA and ACE provide a total of 8 buses per hour during both the AM and PM peak commute periods of the day. Due to the limited transit services

in the proximity of the site, a transit commute mode share of 20 percent is likely not achievable for the project. A 10 percent transit commute mode split is more realistic and could be achieved by the project.

A 19% trip reduction was applied to the residential component of the project based on the external trip adjustments obtained from the City's VMT Evaluation Tool (see Table 5). It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in motor vehicle trips. This trip reduction reflects the multi-modal infrastructure improvements and TDM measures being proposed by the project to reduce the project VMT impact to a less-than-significant level. It is estimated that approximately half of this reduction in motor vehicle trips would be attributable to transit usage, which is a reasonable estimate particularly if transit is utilized in combination with bicycle commuting.

Based on the project trip generation estimates, a 19 percent trip reduction equates to 90 AM and PM peak hour motor vehicle trips. Thus, it is estimated that the project would generate 45 fewer vehicle trips due to transit usage. This equates to approximately 6 new riders per bus currently serving the area during both the AM and PM peak commute periods of the day. It is estimated that the increased transit demand generated by the proposed project could be accommodated by the current available ridership capacities of the VTA bus and ACE shuttle services in the study area.

Parking

Vehicle Parking

The City of San Jose's off-street vehicle parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units.

The City's off-street vehicle parking requirement for a neighborhood shopping center of more than 20,000 s.f. but less than 100,000 s.f. is 1 space per 200 s.f. (per Table 20-190 of the Zoning Code).

Based on the City's parking requirements, the project is required to provide a total of 2,351 parking spaces. Based on the plans provided, the project would provide a total of 2,120 parking spaces. This equates to a parking deficit of approximately 10 percent, prior to any applicable parking reductions. Table 10 shows the detailed parking calculations.

Applicable Vehicle Parking Reductions

Since the project site is located within the North San Jose Development Policy (NSJDP) boundaries, it is automatically eligible for a 20 percent reduction in parking. In addition, the comprehensive TDM Plan proposed by the project would allow for up to an additional 30 percent reduction in parking (i.e., 50 percent total parking reduction allowed with a TDM Plan). Therefore, the project is proposing an adequate amount of parking.

Motorcycle and Bicycle Parking

The City requires one motorcycle parking space for every four residential units and one motorcycle parking space per every 20 code-required retail vehicle parking spaces (per Chapter 20.90, Tables 20-190, 20-210 and 20-250 of the City's Zoning Code). This equates to 329 motorcycle spaces for the apartments and 11 retail motorcycle spaces. Applying a 20 percent reduction (NSJDP parking reduction) equates to a total parking requirement of 272 motorcycle spaces.

According to the site plan, the project is proposing to provide 20 motorcycle parking spaces (5 motorcycle spaces per building). This equates to a deficit of 252 motorcycle parking spaces.

Recommendation: Provide on-site motorcycle parking to the satisfaction of the City of San Jose Planning Department.

The City requires one bicycle parking space for every four residential units and one bicycle parking space for every 3,000 s.f. of retail space (per Chapter 20.90, Tables 20-190 and 20-210 of the City's Zoning Code). Thus, the project is required to provide a total of 347 bicycle parking spaces as follows:

- Apartments: 1,316 DU / 4 = 329 bicycle parking spaces
- Retail: 52,150 s.f. / 3,000 s.f. = 17.4 = 18 bicycle parking spaces

According to the site plan, the project is proposing to provide 572 bicycle parking spaces in secure bike rooms to serve the apartments. This would meet the residential bicycle parking requirement.

Recommendation: Provide adequate on-site bicycle parking (e.g., bike racks) in accordance with the City of San Jose's Zoning Code for the retail component of the project.

Table 10
Project Parking Calculations

	Residential Parking			Retail Parking		
Project Building	**Number & Type of Dwelling Unit (DU)**	**City Parking Requirement [1]**	**Residential Spaces Provided by Project**	**Retail Square Footage (SF)**	**City Parking Requirement [2]**	**Retail Spaces Provided by Project**
Townhomes	154 Townhomes	308 spaces	308 spaces[3]	---	---	---
Bldg 1 Apartments and Retail	64 Studios	80				
	209 One-Bdrm	262				
	107 Two-Bdrm	182				
Bldg 1 Subtotal:	380 Apartments	524 spaces	518 spaces	5,500 SF	24 spaces	41 spaces
Bldg 1 Spaces Required:	548					
Bldg 1 Spaces Provided:	559					
Bldg 2 Apartments	49 Studios	62				
	220 One-Bdrm	275				
	117 Two-Bdrm	199				
Bldg 2 Subtotal:	386 Apartments	536 spaces	437 spaces	40,000 SF	170 spaces	158 spaces
Bldg 2 Spaces Required:	706					
Bldg 2 Spaces Provided:	595					
Bldg 3 Apartments	41 Studios	52				
	227 One-Bdrm	284				
	110 Two-Bdrm	187				
Bldg 3 Subtotal:	378 Apartments	523 spaces	508 spaces	6,650 SF	29 spaces	24 spaces
Bldg 3 Spaces Required:	552					
Bldg 3 Spaces Provided:	532					
Affordable Apartments	50 Studios	63				
	75 One-Bdrm	94				
	47 Two-Bdrm	80				
Affordable Bldg Subtotal:	172 Apartments	237 spaces	86 spaces	---	---	---
Affordable Spaces Required:	237					
Affordable Spaces Provided:	86					
Project Site Parking Totals (Residential + Retail):		**2,351 Total Spaces Required [4]**	**2,120 Total Spaces Provided [3]**			

Notes:
[1] The City of San Jose's off-street vehicle parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units.
[2] The City of San Jose's off-street vehicle parking requirement for a neighborhood shopping center of more than 20,000 s.f. but less than 100,000 s.f. is 1 space per 200 s.f. (per Table 20-190 of the City's Zoning Code) at 0.85 FAR.
[3] The project is providing an additional 40 parking spaces along the private streets for residents and visitors of the townhome development.
[4] Based on the City of San Jose's Zoning Code, the project is required to provide a total of 2,351 parking spaces (prior to applying any parking reductions).

5. Project Alternative Analysis

This chapter presents the results of the project alternative analysis, which assumes no new traffic signal at the Seely Avenue/Montague Expressway intersection. Under the project alternative, the Seely Avenue/Montague Expressway intersection configuration would remain unchanged, allowing only right turns in and out of Seely Avenue. The project description would not change. This chapter describes the intersection levels of service and vehicle queues that would occur due to the project trip assignment without a new traffic signal.

Project Alternative Trip Assignment and Traffic Volumes

The AM and PM peak hour project trips were assigned based on no changes to the existing roadway network (see Figure 20). Based on the existing network (no left turns at Seely Avenue), inbound project vehicles from the east would access the site via Seely Avenue directly. Inbound project vehicles from the north, west and south would utilize River Oaks Parkway (north of the site) to access Seely Avenue and ultimately the site. Outbound project vehicles heading to areas north and west of the site would utilize either River Oaks Parkway or Seely Avenue. Outbound project vehicles heading to areas south (e.g., Trimble Road) and east (toward I-880) of the site would need to first travel north and use River Oaks Parkway to access Montague Expressway. The project alternative trips were added to background traffic volumes to obtain project alternative traffic volumes (see Figure 21).

Signalized Intersection Level of Service Analysis

The results of the intersection level of service analysis show that the same two intersections (Zanker Road/Montague Expressway and McCarthy Boulevard-O'Toole Avenue/Montague Expressway) would operate unacceptably, and the project would create an adverse effect at the same intersection (McCarthy Boulevard-O'Toole Avenue/Montague Expressway) as described in the original analysis (see Table 11). The project alternative LOS results are identical to the project LOS results. Thus, the improvements to address the adverse effect as described in Chapter 4 would also be the same.

The detailed intersection level of service calculation sheets are included in Appendix C.

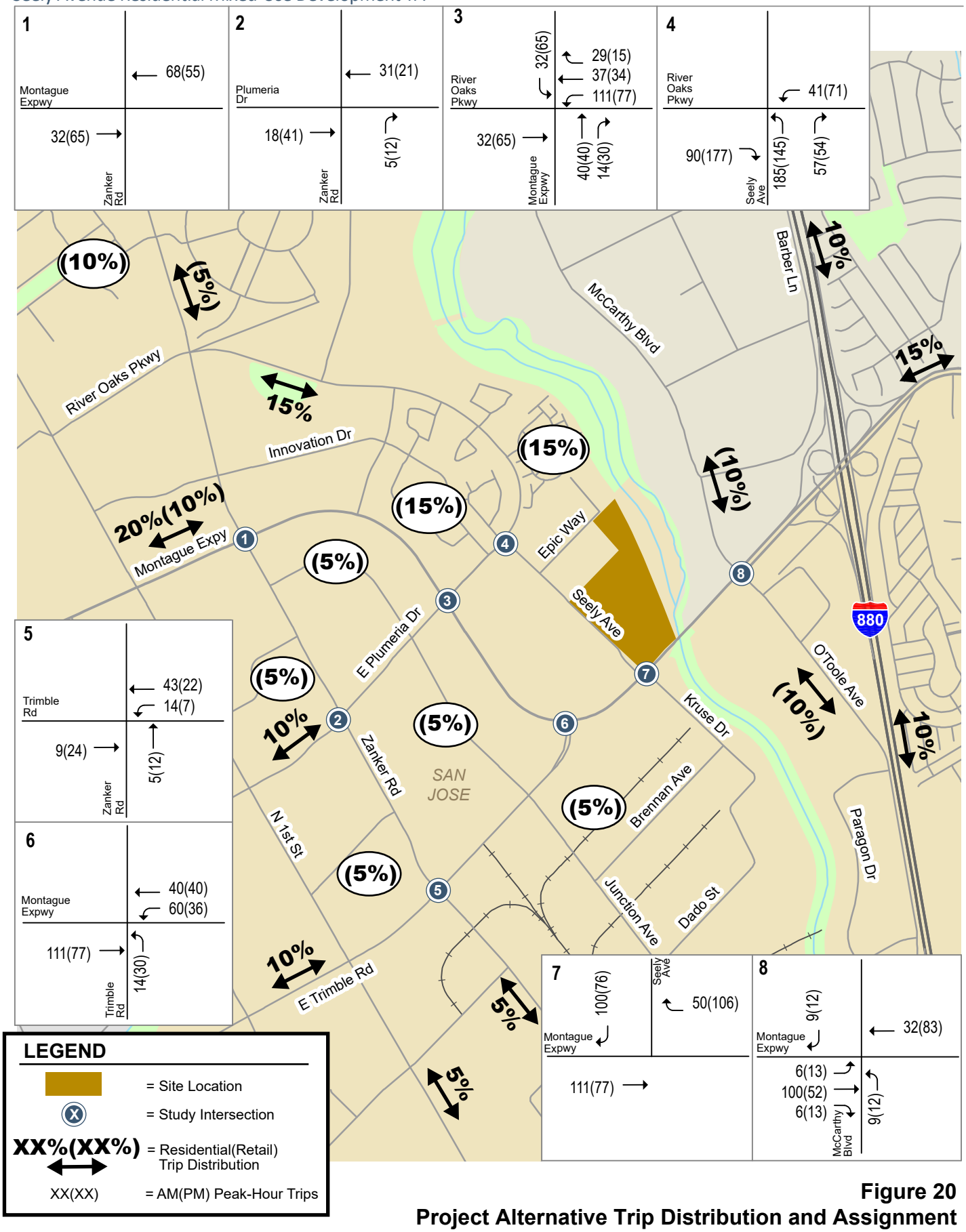
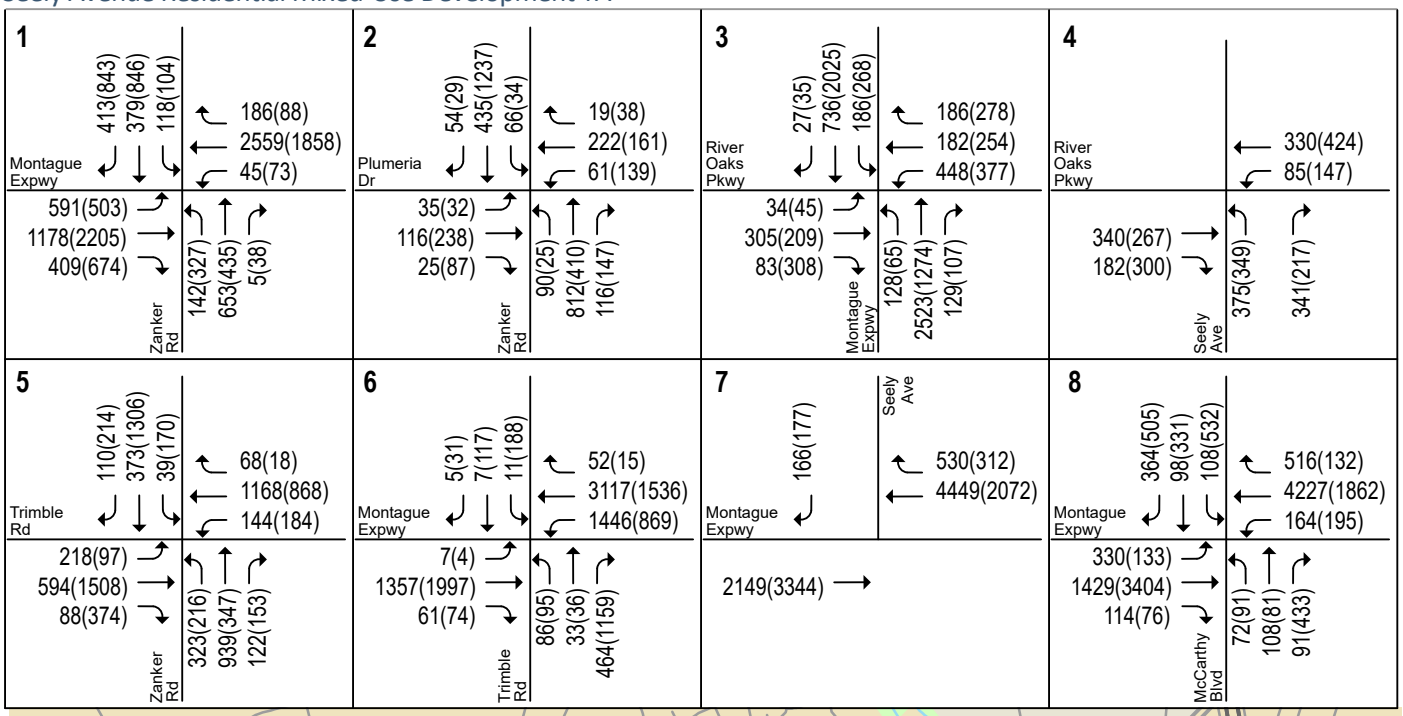
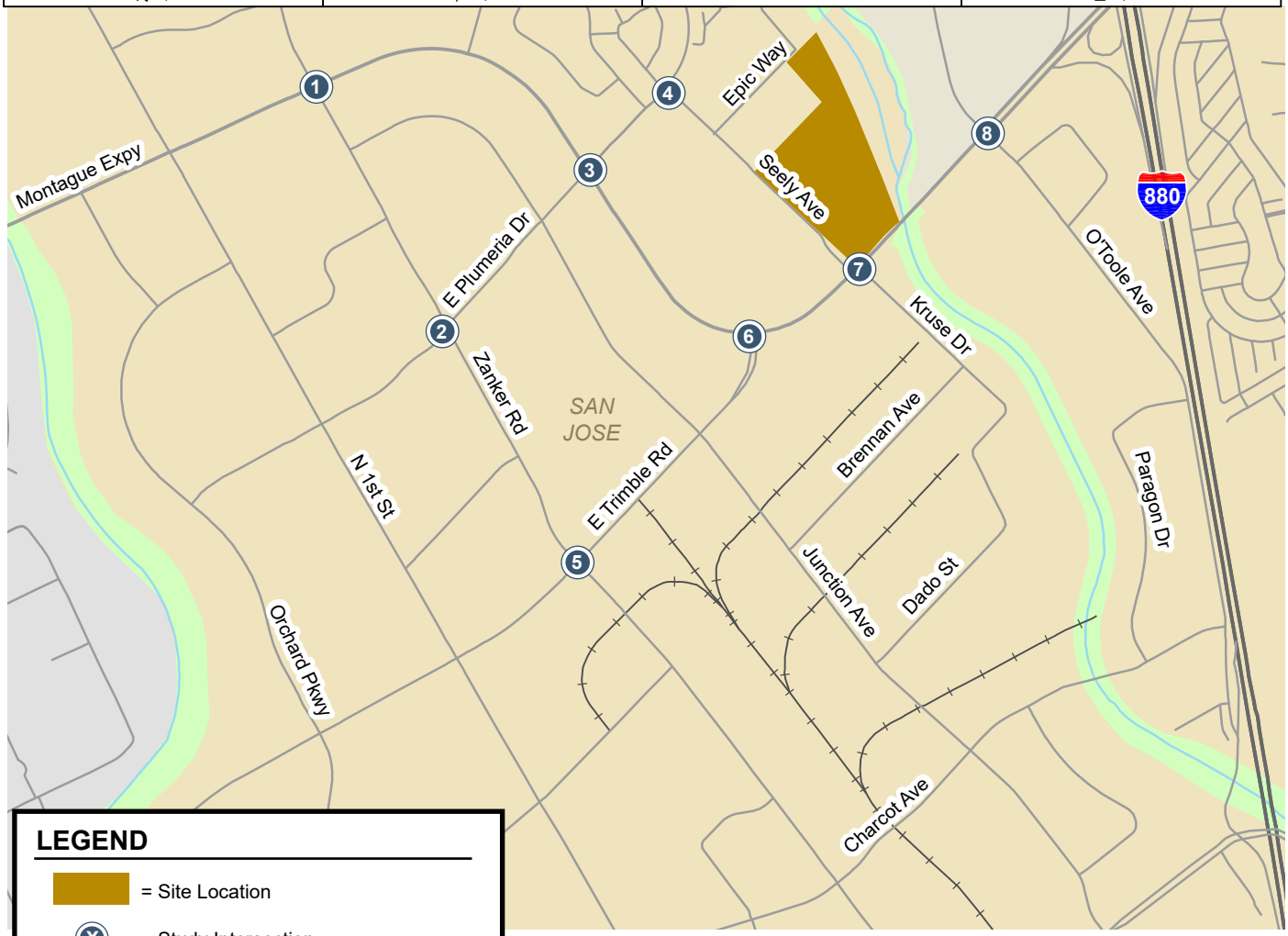


Figure 20
Project Alternative Trip Distribution and Assignment

NORTH
Not to Scale





LEGEND

= Site Location

X = Study Intersection

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

Figure 21
Project Alternative Traffic Volumes

Table 11
Project Alternative Intersection Level of Service Summary

#	Signalized Intersection	Peak Hour	Count Date	Existing Avg. Delay (sec)	Existing LOS	Background Avg. Delay (sec)	Background LOS	Background + Project Avg. Delay (sec)	Background + Project LOS	Background + Project Incr. In Crit. Delay (sec)	Background + Project Incr. In Crit. V/C
1	Zanker Rd & Montague Exp *	AM	05/10/18	**62.6**	**E**	**73.5**	**E**	**74.1**	**E**	1.0	0.012
		PM	11/08/18	50.5	D	**77.9**	**E**	**77.5**	**E**	-1.0	0.010
2	Zanker Rd & Plumeria Dr	AM	06/01/17	23.1	C	25.3	C	26.3	C	1.2	0.021
		PM	06/01/17	23.6	C	26.1	C	27.3	C	1.8	0.024
3	Montague Exp & River Oaks Pkwy	AM	05/10/18	34.9	C	47.5	D	54.9	D	10.4	0.066
		PM	05/10/18	36.4	D	48.9	D	52.7	D	3.8	0.026
4	Seely Av & River Oaks Pkwy	AM	01/09/19	18.5	B	21.3	C	32.9	C	13.2	0.241
		PM	01/09/19	20.4	C	19.6	B	30.0	C	12.7	0.287
5	Zanker Rd & Trimble Rd *	AM	06/01/17	39.5	D	42.4	D	42.5	D	0.1	0.010
		PM	11/08/18	38.9	D	44.5	D	44.7	D	0.4	0.007
6	Trimble Rd & Montague Exp *	AM	05/10/18	25.1	C	27.2	C	28.8	C	2.1	0.044
		PM	11/08/18	48.0	D	51.6	D	52.8	D	1.2	0.024
7	Seely Av & Montague Exp	AM	01/09/19	--	--	--	--	--	--	--	--
		PM	01/09/19	--	--	--	--	--	--	--	--
8	McCarthy Bl-O'Toole & Montague Exp *	AM	05/10/18	31.8	C	34.8	C	35.3	D	0.5	0.007
		PM	11/08/18	**82.3**	**F**	**109.8**	**F**	**113.5**	**F**	**5.8**	**0.012**

Notes:
* Denotes a CMP intersection.
Bold indicates a substandard level of service per the City of San Jose standard (LOS D).
Bold indicates an adverse effect per City of San Jose intersection operations criteria.

Intersection Queuing Analysis

The following left-turn movements were examined as part of the intersection queuing analysis for the project alternative traffic scenario:

- Montague Expressway & River Oaks Parkway – SB dual left-turn, WB dual left-turn
- Seely Avenue & River Oaks Parkway – NB shared left-turn/right-turn, WB single left-turn
- Montague Expressway & Trimble Road – NB single left-turn, WB triple left-turn

The results of the queuing analysis (see Tables 12 and 13) show that adequate left-turn vehicle storage is currently provided and would continue to be provided under background and project alternative conditions at the intersections of Seely Avenue/River Oaks Parkway and Trimble Road/Montague Expressway. Adequate left-turn vehicle storage is not provided at the intersection of Montague Expressway/River Oaks Parkway as described below.

Montague Expressway and River Oaks Parkway

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn movement at the Montague Expressway/River Oaks Parkway intersection currently exceed the existing vehicle storage capacity and would continue to do so under background and project alternative conditions during both the AM and PM peak hours of traffic. The maximum westbound left-turn vehicle queue under project alternative conditions would block access to the existing commercial driveway on River

Oaks Parkway. The driveway is situated approximately 400 feet from Montague Expressway. The westbound left-turn pocket cannot be extended due to the presence of back-to-back left-turn pockets.

Table 12
Project Alternative Intersection Queuing Analysis Summary – AM Peak Hour

	Montague Exp & River Oaks Pkwy		Seely Av & River Oaks Pkwy		Montague Exp & Trimble Rd
Peak Hour:	**SB LT AM**	**WB LT AM**	**NB LT/RT [4] AM**	**WB LT AM**	**WB LT AM**
Existing					
Cycle/Delay[1] (sec)	203	203	75	75	180
Volume (vphpl)	73	127	237	44	425
95th %. Queue (veh/ln.)	8	12	9	3	29
95th %. Queue (ft./ln) [2]	200	300	225	75	725
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y
Background					
Cycle/Delay[1] (sec)	203	203	75	75	180
Volume (vphpl)	77	169	237	44	462
95th %. Queue (veh/ln.)	8	15	9	3	31
95th %. Queue (ft./ln) [2]	200	375	225	75	775
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y
Project Alternative					
Cycle/Delay[1] (sec)	203	203	75	75	180
Volume (vphpl)	93	224	358	85	482
95th %. Queue (veh/ln.)	9	19	12	4	32
95th %. Queue (ft./ln) [2]	225	475	300	100	800
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Storage Length represents the length of the turn pocket + approx. 1/2 the length of the taper.
[4] The NB approach is a shared lane approach (L/R). Thus, the vehicle queues reported reflect the total NB LT+RT volume. Seely Avenue provides approximately 400 ft of vehicle storage space between River Oaks Parkway and Epic Way.

The queuing analysis indicates that the maximum vehicle queue for the southbound left-turn movement at the Montague Expressway/River Oaks Parkway intersection would exceed the existing storage capacity by one vehicle per lane under project alternative conditions during the PM peak hour. An occasional vehicle storage inadequacy of only one vehicle per lane is not likely to cause significant operational issues.

Seely Avenue and River Oaks Parkway

The queuing analysis indicates that the maximum northbound shared left/right-turn vehicle queue under project alternative conditions would block access to the existing residential driveway on Seely Avenue during both the AM and PM peak hours. The driveway, which serves the Epic Apartments, is situated approximately 200 feet from River Oaks Parkway.

Table 13
Project Alternative Intersection Queuing Analysis Summary – PM Peak Hour

	Montague Exp & River Oaks Pkwy		Seely Av & River Oaks Pkwy		Montague Exp & Trimble Rd
Peak Hour:	SB LT PM	WB LT PM	NB LT/RT [4] PM	WB LT PM	WB LT PM
Existing					
Cycle/Delay[1] (sec)	203	203	75	75	189
Volume (vphpl)	101	92	184	76	224
95th %. Queue (veh/ln.)	10	9	7	4	18
95th %. Queue (ft./ln) [2]	250	225	175	100	450
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y
Background					
Cycle/Delay[1] (sec)	203	203	75	75	189
Volume (vphpl)	102	150	184	76	278
95th %. Queue (veh/ln.)	10	13	7	4	21
95th %. Queue (ft./ln) [2]	250	325	175	100	525
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y
Project Alternative					
Cycle/Delay[1] (sec)	203	203	75	75	189
Volume (vphpl)	134	189	283	147	290
95th %. Queue (veh/ln.)	12	16	10	6	22
95th %. Queue (ft./ln) [2]	300	400	250	150	550
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	**N**	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Storage Length represents the length of the turn pocket + approx. 1/2 the length of the taper.
[4] The NB approach is a shared lane approach (L/R). Thus, the vehicle queues reported reflect the total NB LT+RT volume. Seely Avenue provides approximately 400 ft of vehicle storage space between River Oaks Parkway and Epic Way.

Neighborhood Street Traffic

As was described in Chapter 4, average daily traffic (ADT) volumes and vehicle speed data were collected for segments of Seely Avenue, River Oaks Parkway, and Epic Way. Table 14 shows the increases in ADT volumes as a result of the project (with new Seely/Montague traffic signal) and the project alternative (no new traffic signal). As shown in the table, the project and project alternative both would result in a substantial increase in the ADT volume on Seely Avenue north of the project site, relative to the current ADT volume. The main differences between the project and project alternative are the amounts of project generated traffic added to the segments of River Oaks Parkway between Seely Avenue and Montague Expressway, and Seely Avenue between the project driveways and Montague Expressway. A new traffic signal at Seely Avenue/Montague Expressway would add left-turn access, resulting in more project trips added to Seely Avenue to/from Montague Expressway and fewer project trips added to River Oaks Parkway to/from Montague Expressway than with no signal.

Due to the percentage increases (over 50% increases) in traffic volumes along Seely Avenue and River Oaks Parkway as a result of the project alternative (no traffic signal at Seely/Montague), the project may be required to implement additional traffic calming measures following occupancy of the project if City staff determines that the increases in traffic volumes could create safety-related issues along the northern segment of Seely Avenue (near the residential neighborhoods) and along River Oaks Parkway between Seely Avenue and Montague Expressway. If issues are identified following occupancy of the project without a new traffic signal at Seely/Montague, City staff would require a focused traffic operations study of Seely Avenue and River Oaks Parkway to determine the appropriate traffic calming measures that should be implemented by the project. Additional traffic calming measures could include (but are not limited to) roadway striping, curb markings, enhanced crosswalks, signage, bulb-outs, chicanes, chokers, medians, and road bumps. Should the project ultimately be required to implement traffic calming measures, City staff and the project applicant have mutually agreed to a maximum cost of $450,000 for improvements.

Table 14
Increases in Average Daily Traffic Volumes – Project vs. Project Alternative

				Existing Conditions		Project		Project Alternative	
ID	Street	Street Segment	Posted Speed Limit	85th % Speed (Avg. of Both Directions)	Existing ADT [1]	Daily Project Trips	% Vol Increase	Daily Project Alt Trips	% Vol Increase
1	River Oaks Pkwy	Montague Expwy to Seely Av	35 mph	31 mph	4,976	1,824	37%	4,036	81%
2	Seely Av	River Oaks Pkwy to Epic Wy	30 mph	25 mph	2,922	3,279	112%	5,530	189%
3	Epic Wy	Seely Av to Epic Apartments DW	25 mph	22 mph	1,634	504	31%	504	31%
4	Seely Av	Montague Expwy to Cadence DW	30 mph	25 mph	3,144	4,482	143%	2,212	70%

Note:

[1] ADT = average daily traffic in vehicles/day (Tue, Wed & Thu only). Daily volume and speed data collected Dec 8-14, 2021.

6. New Project Analysis

This chapter presents the results of the New Project analysis, which assumes no new traffic signal (i.e., no left-turn access) at the Seely Avenue/Montague Expressway intersection and a reduction in retail space compared to the originally proposed larger project. The Seely Avenue/Montague Expressway intersection configuration would remain unchanged from existing conditions, allowing only right turns to and from Seely Avenue. The New Project does not include a 55,000 s.f. supermarket. Instead, the New Project includes 20,197 s.f. of general neighborhood retail space. The total number of residential units being proposed has increased by two units from 1,473 units to 1,475 units. The New Project does not include any additional noteworthy changes compared to the originally proposed project.

New Project VMT Impact Analysis

Like the original project, the retail portion of the New Project screens out from VMT analysis, while the residential component of the mixed-use project would not meet the City's screening criteria. The VMT analysis results for the residential component of the New Project, which adds just two dwelling units to the total unit count, would be identical to the results of the originally proposed project. Accordingly, the mitigation would also be the same (see Chapter 3). The VMT analysis results are described below.

Project Impact

The project vehicle miles traveled (VMT) estimated by the City's VMT Evaluation Tool for the residential component of the project is 11.19 per capita. The project VMT, therefore, exceeds the residential threshold of 10.12 VMT per capita. Since the project would result in a significant transportation impact on VMT, mitigation measures are required to reduce the VMT impact to a less-than-significant level.

Project Mitigation

Based on the four VMT reduction strategy tiers included in the VMT Evaluation Tool, it is recommended that the project implement bicycle and pedestrian network improvements (Tier 2 strategies), traffic calming measures (Tier 2 strategy), and implement a Transportation Demand Management (TDM) Plan (Tier 4 strategies) to mitigate the significant VMT impact. The following Tier 2 and Tier 4 VMT reduction strategies are recommended to mitigate the significant VMT impact:

1. **Bike Access Improvements (Tier 2)**
2. **Pedestrian Network Improvements (Tier 2)**
3. **Traffic Calming Measures (Tier 2)**
4. **Car-Sharing Program (Tier 4)**
5. **Unbundled Parking (Tier 4)**
6. **Voluntary Travel Behavior Change Program (Tier 4)**
7. **On-Site TDM Administration and Services**

Based on the City's VMT Evaluation Tool, implementing the multimodal infrastructure improvements and TDM measures described above would lower the project VMT to 10.11 per capita, which would reduce the project impact to a less-than-significant level (below the City's threshold of 10.12 VMT per capita).

New Project Trip Generation

After applying the ITE trip generation rates to the proposed residential and retail uses and applying the appropriate trip adjustments and reductions, it is estimated that the New Project would generate 5,664 new daily vehicle trips, with 431 new trips occurring during the weekday AM peak hour and 490 new trips occurring during the weekday PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the New Project would produce 119 inbound trips and 312 outbound trips during the weekday AM peak hour, and 290 inbound trips and 200 outbound trips during the weekday PM peak hour (see Table 15).

New Project Trip Assignment and Traffic Volumes

The AM and PM peak hour trips estimated for the New Project were assigned based on no changes to the existing roadway network (see Figure 22). Based on the existing network (no left turns at Seely Avenue), inbound project-generated vehicles from the east would access the site via Seely Avenue directly. Inbound vehicles from the north, west and south would utilize River Oaks Parkway (north of the site) to access Seely Avenue and ultimately the site. Outbound vehicles heading to areas north and west of the site would utilize either River Oaks Parkway or Seely Avenue. Outbound vehicles heading to areas south (e.g., Trimble Road) and east (toward I-880) of the site would need to first travel north and use River Oaks Parkway to access Montague Expressway. The New Project trips were added to background traffic volumes to obtain New Project traffic volumes (see Figure 23).

New Project Intersection Level of Service Analysis

The results of the intersection level of service analysis show that the same two intersections (Zanker Road/Montague Expressway and McCarthy Boulevard-O'Toole Avenue/Montague Expressway) would operate unacceptably, and the New Project would create an adverse effect at the same intersection (McCarthy Boulevard-O'Toole Avenue/Montague Expressway) as described in the original project analysis (see Chapter 4). The LOS results for the New Project are described below and shown in Table 16.

Zanker Road and Montague Expressway

Although the CMP intersection of Zanker Road and Montague Expressway would operate unacceptably under background conditions (per City standards), the addition of New Project trips would not have an adverse effect on intersection operations based on the City's operational thresholds. Note that since this is a CMP intersection, LOS E operation is considered acceptable based on the CMP level of service standard.

McCarthy Boulevard and Montague Expressway

The CMP intersection of McCarthy Boulevard and Montague Expressway would operate at an unacceptable LOS F during the PM peak hour under background conditions, and the addition of New Project trips would have an adverse effect on intersection operations based on the City's operational thresholds.

Table 15
New Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour Pk-Hr Rate	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour Pk-Hr Rate	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Multifamily Housing (Mid-Rise) [1]	1,143 DU	4.54	5,189	0.37	97	326	423	0.39	272	174	446
Affordable Housing [1]	178 DU	4.81	856	0.36	19	45	64	0.46	48	34	82
Single-Family Attached Housing [1]	154 DU	7.20	1,109	0.48	23	51	74	0.57	50	38	88
Residential & Retail Internal Capture [3]			*(165)*		*(3)*	*(4)*	*(7)*		*(10)*	*(10)*	*(20)*
Location-Based Vehicle Mode Share (12%) [4]			*(839)*		*(16)*	*(50)*	*(66)*		*(43)*	*(28)*	*(71)*
Project-Specific Trip Reduction (19%) [5]			*(1,169)*		*(23)*	*(70)*	*(93)*		*(60)*	*(40)*	*(100)*
Net Residential Trips:			**4,981**		**97**	**298**	**395**		**257**	**168**	**425**
Retail [2]	20,197 SF	54.45	1,100	2.36	29	19	48	6.59	67	66	133
Residential & Retail Internal Capture (15%) [3]			*(165)*		*(4)*	*(3)*	*(7)*		*(10)*	*(10)*	*(20)*
Location-Based Vehicle Mode Share (12%) [4]			*(112)*		*(3)*	*(2)*	*(5)*		*(7)*	*(7)*	*(14)*
Retail Pass-By External Trip Reduction [6]			*(140)*		*0*	*0*	*0*		*(17)*	*(17)*	*(34)*
Net Retail Trips:			**683**		**22**	**14**	**36**		**33**	**32**	**65**
Total Net Project Trips:			**5,664**		**119**	**312**	**431**		**290**	**200**	**490**

Notes:

[1] Trip generation for the residential component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Multifamily Housing Mid-Rise (Land Use 221), Affordable Housing (Land Use 223), and Single-Family Attached Housing (Land Use 215) located in a General Urban/Suburban setting. Rates are expressed in trips per dwelling unit (DU).

[2] Trip generation for the retail component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Strip Retail Plaza <40 ksf (Land Use 822) located in a General Urban/Suburban setting. Rates are expressed in trips per 1,000 square feet (SF).

[3] A 15% residential/retail internal mixed-use trip reduction was applied to the project per the 2014 Santa Clara VTA TIA Guidelines. The 15% reduction was first applied to the smaller generator (retail). The same number of trips were subtracted from the larger generator (residential) to account for both trip ends.

[4] A 12% reduction was applied to the residential and retail components of the project based on the location-based vehicle mode share percentage outputs (Table 6 of the TA Handbook) produced from the San Jose Travel Demand Model for the place type: Suburban with Multifamily Housing.

[5] A 19% trip reduction was applied to the residential component of the project based on the external trip adjustments obtained from the City's VMT Evaluation Tool. This trip reduction reflects the multi-modal infrastructure improvements and TDM measures being proposed by the project to reduce the project VMT impact to a less-than-significant level. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.

[6] The PM peak hour pass-by trip reduction percentage (34% for Shopping Center) was based on the ITE Trip Generation Handbook (Third Edition). There is no AM peak hour pass-by trip reduction. The daily pass-by trip reduction (17%) was calculated based on the average of the AM and PM pass-by trip reduction percentages.

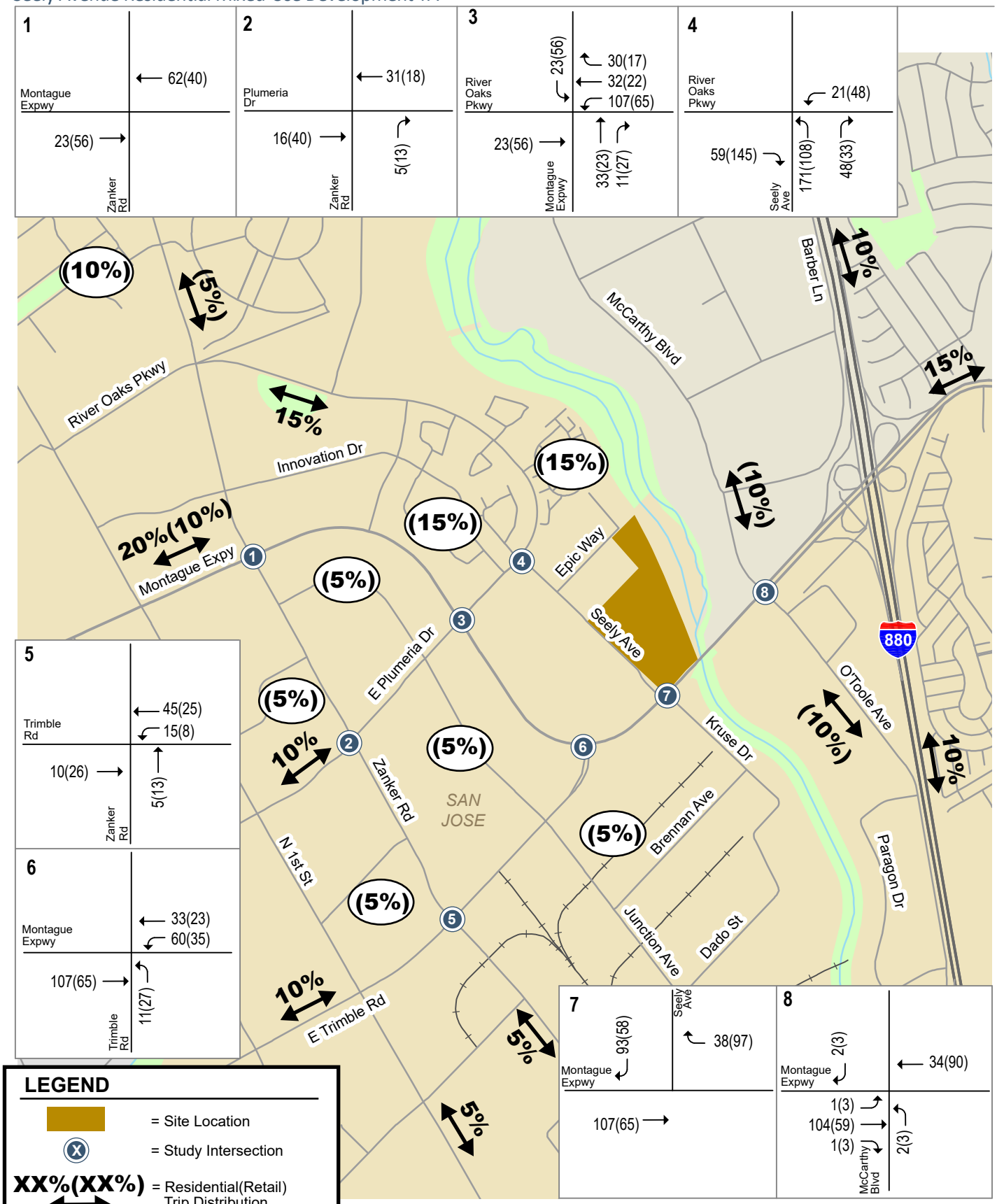
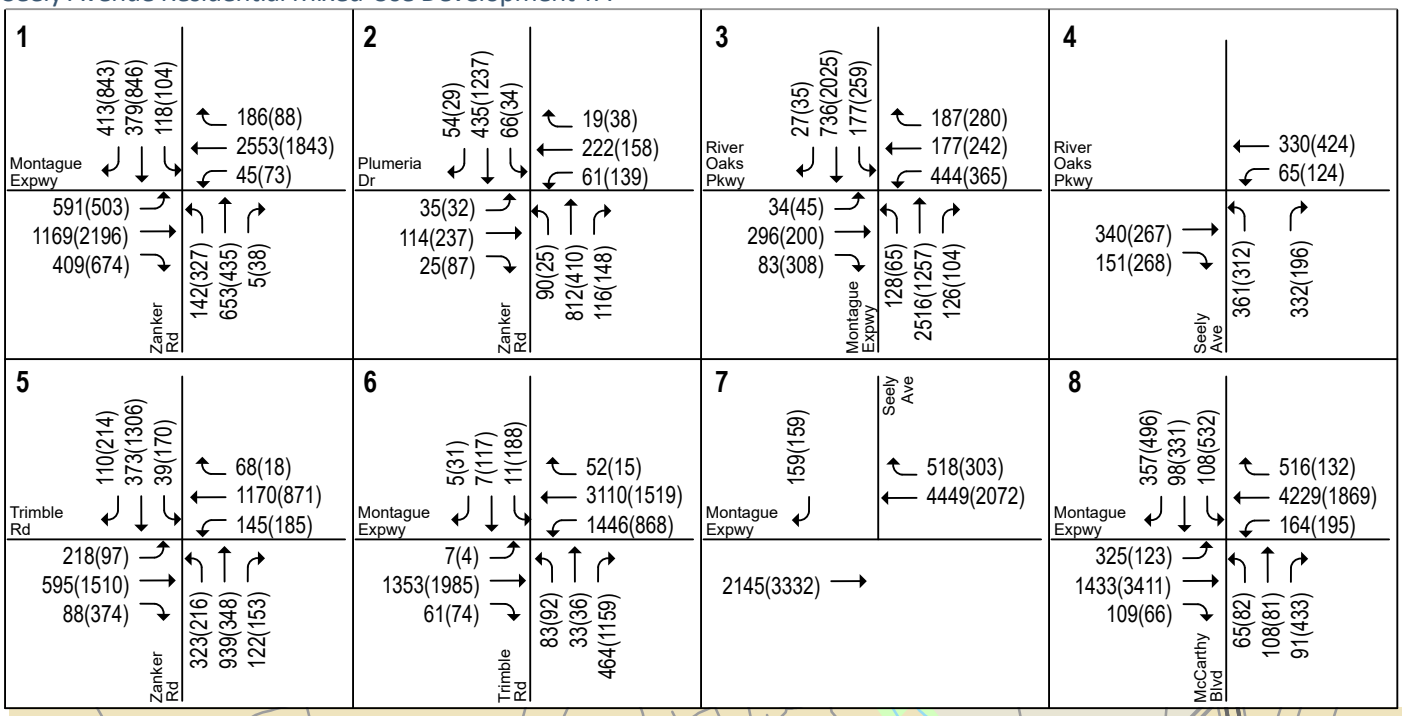
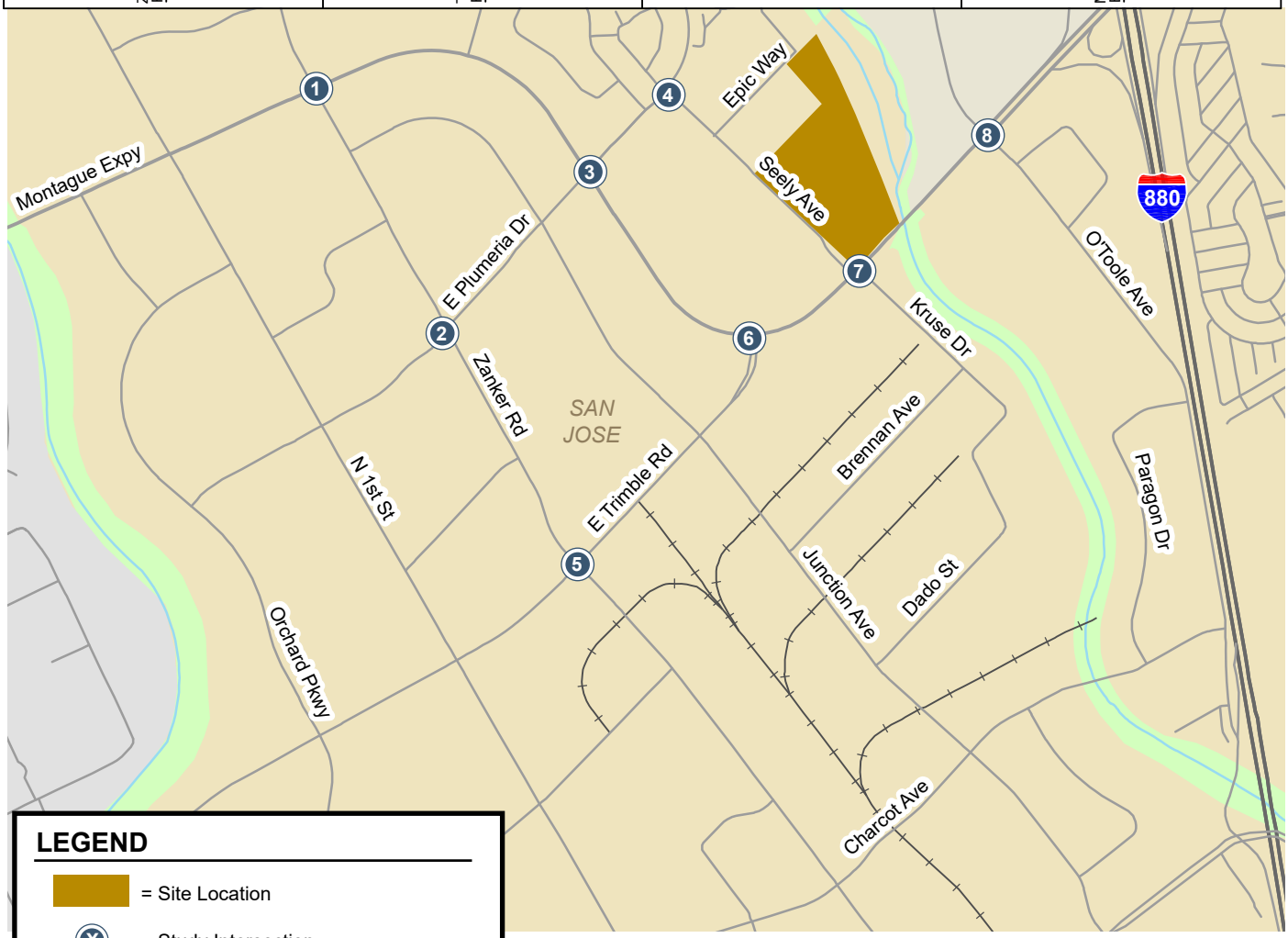


Figure 22
New Project Trip Distribution and Assignment

NORTH
Not to Scale





LEGEND

= Site Location

X = Study Intersection

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

Figure 23
New Project Traffic Volumes

NORTH
Not to Scale

Table 16
New Project Intersection Level of Service Summary

#	Signalized Intersection	Peak Hour	Count Date	Existing Avg. Delay (sec)	Existing LOS	Background Avg. Delay (sec)	Background LOS	Background + New Project Avg. Delay (sec)	Background + New Project LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1	Zanker Rd & Montague Exp *	AM	05/10/18	**62.6**	**E**	**73.5**	**E**	**74.0**	**E**	0.9	0.011
		PM	11/08/18	50.5	D	**77.9**	**E**	**77.6**	**E**	-0.9	0.008
2	Zanker Rd & Plumeria Dr	AM	06/01/17	23.1	C	25.3	C	26.3	C	1.2	0.021
		PM	06/01/17	23.6	C	26.1	C	27.3	C	1.8	0.024
3	Montague Exp & River Oaks Pkwy	AM	05/10/18	34.9	C	47.5	D	54.0	D	9.0	0.058
		PM	05/10/18	36.4	D	48.9	D	52.2	D	3.2	0.022
4	Seely Av & River Oaks Pkwy	AM	01/09/19	18.5	B	21.3	C	29.6	C	9.2	0.193
		PM	01/09/19	20.4	C	19.6	B	25.9	C	7.8	0.214
5	Zanker Rd & Trimble Rd *	AM	06/01/17	39.5	D	42.4	D	42.5	D	0.1	0.010
		PM	11/08/18	38.9	D	44.5	D	44.7	D	0.5	0.008
6	Trimble Rd & Montague Exp *	AM	05/10/18	25.1	C	27.2	C	28.6	C	1.9	0.041
		PM	11/08/18	48.0	D	51.6	D	52.8	D	1.1	0.020
7	Seely Av & Montague Exp	AM	01/09/19	--	--	--	--	--	--	--	--
		PM	01/09/19	--	--	--	--	--	--	--	--
8	McCarthy Bl-O'Toole & Montague Exp *	AM	05/10/18	31.8	C	34.8	C	34.7	C	0.2	0.005
		PM	11/08/18	**82.3**	**F**	**109.8**	**F**	**113.3**	**F**	**5.8**	**0.012**

Notes:

* Denotes a CMP intersection.

Bold indicates a substandard level of service per the City of San Jose standard (LOS D).

Bold indicates an adverse effect per City of San Jose intersection operations criteria.

Intersection Improvements

To address the adverse effect on the signalized intersection of McCarthy Boulevard-O'Toole Avenue and Montague Expressway, the project would make a fair-share monetary contribution toward planned improvements that were identified for this intersection as part of the recently retired North San Jose Development Policy (NSJDP). Although the policy has officially been closed out, many of the improvements are still planned and are described in the January 2023 settlement agreement between the City of San Jose and the County of Santa Clara.

A grade-separated interchange is planned for the McCarthy Boulevard-O'Toole Avenue and Montague Expressway intersection. The interchange will be designed as a "single-point urban" interchange or, if mutually agreed upon in writing by both the City of San Jose and County of Santa Clara, a design that achieves similar project goals and limits the need for right-of-way acquisition. The final interchange design will maintain all turning movements currently allowed at the at-grade intersection.

Recommendation: Pay a fair-share contribution of $200,000 toward planned improvements at the McCarthy Boulevard-O'Toole Avenue and Montague Expressway intersection.

The detailed intersection level of service calculation sheets are included in Appendix C.

New Project Intersection Queuing Analysis

The following left-turn movements were examined as part of the intersection queuing analysis for the New Project traffic scenario:

- Montague Expressway & River Oaks Parkway – SB dual left-turn, WB dual left-turn
- Seely Avenue & River Oaks Parkway – NB shared left-turn/right-turn, WB single left-turn
- Montague Expressway & Trimble Road – NB single left-turn, WB triple left-turn

The results of the queuing analysis (see Tables 17 and 18) show that adequate left-turn vehicle storage is currently provided and would continue to be provided under background and New Project conditions at the intersections of Seely Avenue/River Oaks Parkway and Trimble Road/Montague Expressway. Adequate left-turn vehicle storage is not provided at the intersection of Montague Expressway/River Oaks Parkway as described below.

Montague Expressway and River Oaks Parkway

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn movement at the Montague Expressway/River Oaks Parkway intersection currently exceed the existing vehicle storage capacity and would continue to do so under background and New Project conditions during both the AM and PM peak hours of traffic. The maximum westbound left-turn vehicle queue under New Project conditions would block access to the existing commercial driveway on River Oaks Parkway. The driveway is situated approximately 400 feet from Montague Expressway. The westbound left-turn pocket cannot be extended due to the presence of back-to-back left-turn pockets.

The queuing analysis indicates that the maximum vehicle queue for the southbound left-turn movement at the Montague Expressway/River Oaks Parkway intersection would exceed the existing storage capacity by one vehicle per lane under New Project conditions during the PM peak hour. An occasional vehicle storage inadequacy of only one vehicle per lane is not likely to cause significant operational issues at the intersection.

Seely Avenue and River Oaks Parkway

The queuing analysis indicates that the maximum northbound shared left/right-turn vehicle queue under New Project conditions would block access to the existing residential driveway on Seely Avenue during both the AM and PM peak hours. The driveway, which serves the Epic Apartments, is situated approximately 200 feet from River Oaks Parkway. Note that this condition already exists during the AM peak hour of traffic.

Neighborhood Street Traffic

Average daily traffic (ADT) volumes and vehicle speed data were collected for segments of Seely Avenue, River Oaks Parkway, and Epic Way. Table 19 shows the increases in ADT volumes as a result of the original project (with a traffic signal at Seely/Montague), the project alternative (no traffic signal), and the New Project (no traffic signal). As shown in the table, the original project, project alternative, and New Project all would result in substantial increases in the ADT volume on Seely Avenue north of the project site, relative to the current ADT volume. The main differences between the project scenarios are the amounts of project generated traffic added to the segments of River Oaks Parkway between Seely Avenue and Montague Expressway, and Seely Avenue between the project driveways and Montague Expressway. A new traffic signal at Seely Avenue/Montague Expressway would add left-turn access, resulting in more project trips added to Seely Avenue to/from Montague Expressway and fewer project trips added to River Oaks Parkway to/from Montague Expressway than with no signal.

Table 17
New Project Intersection Queuing Analysis Summary – AM Peak Hour

	Montague Exp & River Oaks Pkwy		Seely Av & River Oaks Pkwy		Montague Exp & Trimble Rd
Peak Hour:	SB LT AM	WB LT AM	NB LT/RT [4] AM	WB LT AM	WB LT AM
Existing					
Cycle/Delay[1] (sec)	203	203	75	75	180
Volume (vphpl)	73	127	237	44	425
95th %. Queue (veh/ln.)	8	12	9	3	29
95th %. Queue (ft./ln) [2]	200	300	225	75	725
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y
Background					
Cycle/Delay[1] (sec)	203	203	75	75	180
Volume (vphpl)	77	169	237	44	462
95th %. Queue (veh/ln.)	8	15	9	3	31
95th %. Queue (ft./ln) [2]	200	375	225	75	775
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y
New Project					
Cycle/Delay[1] (sec)	203	203	75	75	180
Volume (vphpl)	89	222	347	65	482
95th %. Queue (veh/ln.)	9	19	12	3	32
95th %. Queue (ft./ln) [2]	225	475	300	75	800
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Storage Length represents the length of the turn pocket + approx. 1/2 the length of the taper.
[4] The NB approach is a shared lane approach (L/R). Thus, the vehicle queues reported reflect the total NB LT+RT volume. Seely Avenue provides approximately 400 ft of vehicle storage space between River Oaks Parkway and Epic Way.

Due to the percentage increases (over 50%) in traffic volumes along Seely Avenue and River Oaks Parkway as a result of the New Project with the existing usignalized configuration at Seely/Montague, the project may be required to implement additional traffic calming measures following occupancy of the project if City staff determines that the increases in traffic volumes could create safety-related issues along the northern segment of Seely Avenue (near the residential neighborhoods) and along River Oaks Parkway between Seely Avenue and Montague Expressway. If issues are identified following occupancy of the project without a new traffic signal at Seely/Montague, City staff would

require a focused traffic operations study of Seely Avenue and River Oaks Parkway to determine the appropriate traffic calming measures that should be implemented by the project. Additional traffic calming measures could include (but are not limited to) roadway striping, curb markings, enhanced crosswalks, signage, bulb-outs, chicanes, chokers, medians, and road bumps. Should the project ultimately be required to implement traffic calming measures, City staff and the project applicant have mutually agreed to a maximum cost of $450,000 for improvements.

Table 18
New Project Intersection Queuing Analysis Summary – PM Peak Hour

	Montague Exp & River Oaks Pkwy		Seely Av & River Oaks Pkwy		Montague Exp & Trimble Rd
Peak Hour:	SB LT PM	WB LT PM	NB LT/RT [4] PM	WB LT PM	WB LT PM
Existing					
Cycle/Delay[1] (sec)	203	203	75	75	189
Volume (vphpl)	101	92	184	76	224
95th %. Queue (veh/ln.)	10	9	7	4	18
95th %. Queue (ft./ln) [2]	250	225	175	100	450
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y
Background					
Cycle/Delay[1] (sec)	203	203	75	75	189
Volume (vphpl)	102	150	184	76	278
95th %. Queue (veh/ln.)	10	13	7	4	21
95th %. Queue (ft./ln) [2]	250	325	175	100	525
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	Y	**N**	Y	Y	Y
New Project					
Cycle/Delay[1] (sec)	203	203	75	75	189
Volume (vphpl)	130	183	254	124	289
95th %. Queue (veh/ln.)	12	16	9	5	22
95th %. Queue (ft./ln) [2]	300	400	225	125	550
Storage (ft./ ln.) [3]	275	200	400	150	1100
Adequate (Y/N)	**N**	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Storage Length represents the length of the turn pocket + approx. 1/2 the length of the taper.
[4] The NB approach is a shared lane approach (L/R). Thus, the vehicle queues reported reflect the total NB LT+RT volume. Seely Avenue provides approximately 400 ft of vehicle storage space between River Oaks Parkway and Epic Way.

Table 19
Increases in Average Daily Traffic Volumes – Original Project vs. Project Alternative vs. New Project

ID	Street	Street Segment	Posted Speed Limit	Existing Conditions		Project		Project Alternative		New Project	
				85th % Speed (Avg. of Both Directions)	Existing ADT [1]	Daily Project Trips	% Vol Increase	Daily Project Alt Trips	% Vol Increase	Daily New Project Trips	% Vol Increase
1	River Oaks Pkwy	Montague Expwy to Seely Av	35 mph	31 mph	4,976	1,824	37%	4,036	81%	2,945	59%
2	Seely Av	River Oaks Pkwy to Epic Wy	30 mph	25 mph	2,922	3,279	112%	5,530	189%	3,880	133%
3	Epic Wy	Seely Av to Epic Apartments DW	25 mph	22 mph	1,634	504	31%	504	31%	368	23%
4	Seely Av	Montague Expwy to Cadence DW	30 mph	25 mph	3,144	4,482	143%	2,212	70%	1,699	54%

Note:

[1] ADT = average daily traffic in vehicles/day (Tue, Wed & Thu only). Daily volume and speed data collected Dec 8-14, 2021.

New Project Site Access and On-Site Circulation

With the exception of Building 2 (parcel 4) and renaming of the internal private streets, the site plan prepared for the New Project scenario (dated May 20, 2023) remains essentially unchanged from the original site plan included in Chapter 1. Since the New Project does not include a supermarket as part of Building 2, the building design and parking layout have been revised. The site plan changes that would alter access and circulation associated with Building 2 are as follows:

- 90-degree parking added on Cherry Tree Lane (previously B Street) along Building 2 frontage.
- One driveway removed from Cherry Tree Lane and one driveway removed from Comice Way (previously C Street).
- Elimination of residential and retail loading spaces on Comice Way and addition of one retail loading space on Cherry Tree Lane.
- Residential loading zone added on Comice Way.
- One driveway shifted north (centrally located) on Comice Way.

In addition to the on-site changes, additional eastbound lanes (dual left-turn pocket) on Seely Avenue at Montague Expressway would not be needed with the New Project because a traffic signal is no longer being proposed at the intersection. The revised site plan showing right-turn-only access at the intersection of Seely Avenue and Montague Expressway (same as existing conditions) is shown on Figure 24.

Truck Access and Circulation

Since the New Project does not include a supermarket as part of Building B, the project site does not need to be designed to accommodate WB-67 trucks (CA Legal size semi-trailer trucks). Also, because only Building 2 has been redesigned, truck access and circulation would remain unchanged for all other areas of the site.

Access and circulation for the redesigned Building B were evaluated for the SU-30 truck type (30-foot-long single-unit trucks). The turning templates (see Appendix E) show that SU-30 trucks could adequately access the loading and trash staging areas proposed for the redesigned Building B. However, as shown on the truck turning templates, the two parking spaces located on either side of the retail loading space on Cherry Tree Lane should be removed.

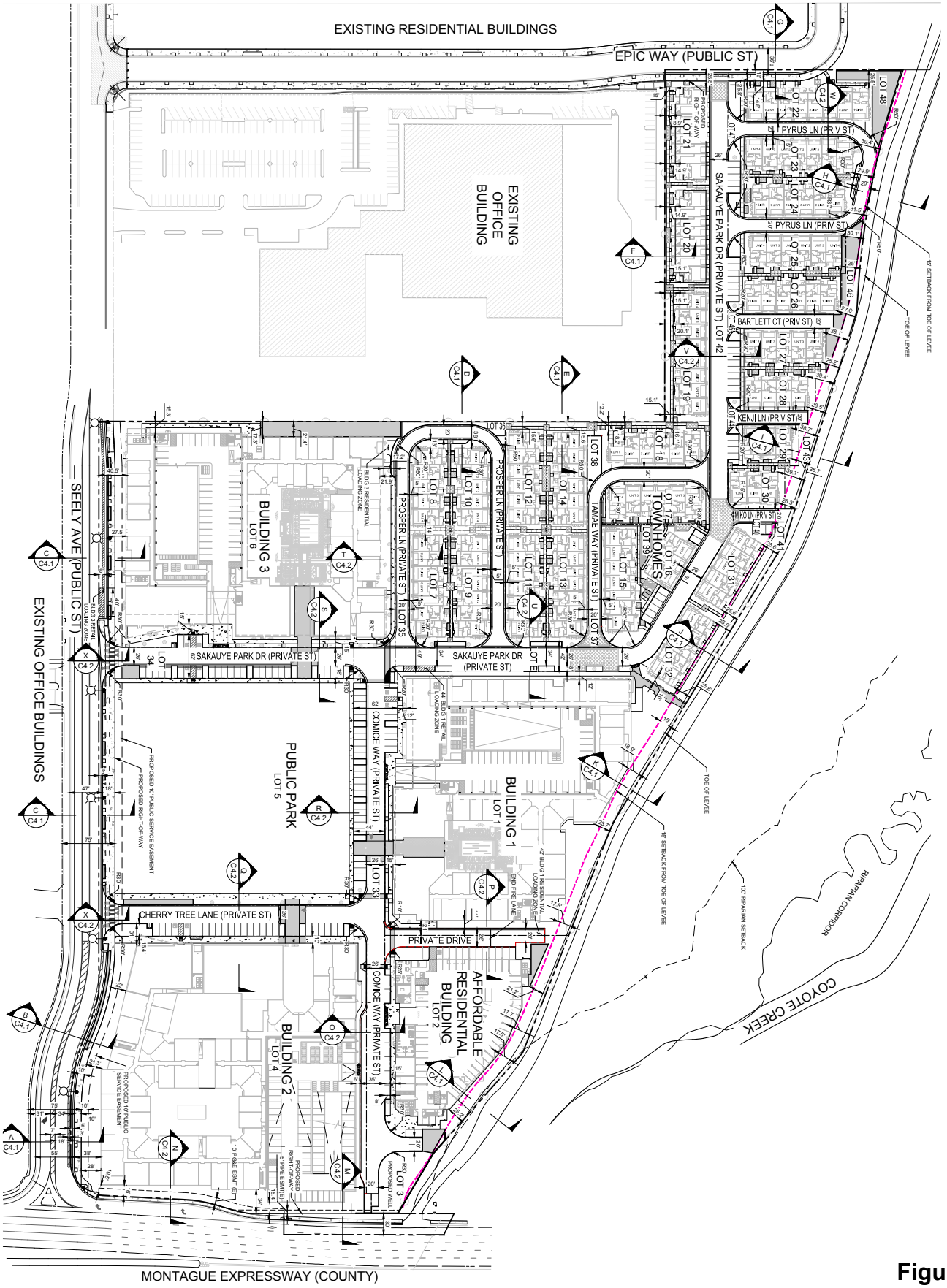


Figure 24
New Project Site Plan

NORTH
Not to Scale

7. Conclusions

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential mixed-use project. The transportation impacts were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2020). This study includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a Local Transportation Analysis (LTA). The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for selected signalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access. The effects of the project on freeway segments were evaluated in accordance with the methodologies described in the VTA's *Transportation Impact Analysis Guidelines* (2014). The VTA administers the Santa Clara County Congestion Management Program (CMP).

CEQA Transportation Analysis

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA-level transportation analysis (i.e., VMT analysis). Since the project site is located in a high VMT area of North San Jose and is not located within ½ mile of an existing major transit stop or stop along a high-quality transit corridor, the residential component of the project does not meet the City's screening criteria and is required to prepare a detailed CEQA-level VMT analysis. The retail component of the project, however, meets the exemption criteria set forth in the City's *Transportation Analysis Handbook* since it would be local-serving retail with no drive-through lane and would total less than 100,000 s.f. in size.

Project Impact

The project vehicle miles traveled (VMT) estimated by the City's VMT Evaluation Tool for the residential component of the project is 11.19 per capita. The project VMT, therefore, exceeds the residential threshold of 10.12 VMT per capita. Since the project would result in a significant transportation impact on VMT, mitigation measures are required to reduce the VMT impact to a less-than-significant level.

Project Mitigation

Based on the four VMT reduction strategy tiers included in the VMT Evaluation Tool, it is recommended that the project implement bicycle and pedestrian network improvements (Tier 2 strategies), traffic calming measures (Tier 2 strategy), and implement a Transportation Demand Management (TDM) Plan

(Tier 4 strategies) to mitigate the significant VMT impact. The following Tier 2 and Tier 4 VMT reduction strategies are recommended to mitigate the significant VMT impact:

1. **Bike Access Improvements (Tier 2)**
2. **Pedestrian Network Improvements (Tier 2)**
3. **Traffic Calming Measures (Tier 2)**
4. **Car-Sharing Program (Tier 4)**
5. **Unbundled Parking (Tier 4)**
6. **Voluntary Travel Behavior Change Program (Tier 4)**
7. **On-Site TDM Administration and Services**

Based on the City's VMT Evaluation Tool, implementing the multimodal infrastructure improvements and TDM measures described above would lower the project VMT to 10.11 per capita, which would reduce the project impact to a less-than-significant level (below the City's threshold of 10.12 VMT per capita).

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates to the proposed residential and retail uses and applying the appropriate trip adjustments and reductions, it is estimated that the project would generate 7,761 new daily vehicle trips, with 523 new trips occurring during the weekday AM peak hour and 629 new trips occurring during the weekday PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 181 inbound trips and 342 outbound trips during the weekday AM peak hour, and 354 inbound trips and 275 outbound trips during the weekday PM peak hour.

Intersection Traffic Operations

The results of the intersection level of service analysis show that all but the following two signalized study intersections are currently operating at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic and would continue to do so under background and background plus project conditions:

- Zanker Road and Montague Expressway – LOS E during the AM peak hour
- McCarthy Boulevard and Montague Expressway – LOS F during the PM peak hour

Zanker Road and Montague Expressway

Although the CMP intersection of Zanker Road and Montague Expressway would operate unacceptably under background conditions (per City standards), the addition of project-generated trips would not have an adverse effect on intersection operations based on the City's operational thresholds. Note that since this is a CMP intersection, LOS E operation is considered acceptable based on the CMP level of service standard.

McCarthy Boulevard and Montague Expressway

The CMP intersection of McCarthy Boulevard and Montague Expressway would operate at an unacceptable LOS F during the PM peak hour under background conditions, and the addition of project-generated trips would have an adverse effect on intersection operations based on the City's operational thresholds.

Intersection Improvements

To address the adverse effect on the signalized intersection of McCarthy Boulevard-O'Toole Avenue and Montague Expressway, the project would make a fair-share monetary contribution toward planned improvements that were identified for this intersection as part of the recently retired North San Jose Development Policy (NSJDP). Although the policy has officially been closed out, many of the improvements are still planned and are described in the January 2023 settlement agreement between the City of San Jose and the County of Santa Clara.

A grade-separated interchange is planned for the McCarthy Boulevard-O'Toole Avenue and Montague Expressway intersection. The interchange will be designed as a "single-point urban" interchange or, if mutually agreed upon in writing by both the City of San Jose and County of Santa Clara, a design that achieves similar project goals and limits the need for right-of-way acquisition. The final interchange design will maintain all turning movements currently allowed at the at-grade intersection.

Recommendation: Pay a fair-share contribution of $200,000 toward planned improvements at the McCarthy Boulevard-O'Toole Avenue and Montague Expressway intersection.

Other Transportation Issues

In general, the proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area. Below are recommendations resulting from the operations analysis and site plan review.

Site Plan Recommendations

- Coordinate with City staff to confirm the 24-foot drive aisle widths within the parking structures for Buildings 1, 2, and 3 and the Affordable Residential Building are acceptable.
- Install convex mirrors on all parking levels to eliminate blind spots for vehicles making turns within the parking garages for Buildings 1, 2 and 3 and the Affordable Residential Building.
- Coordinate with City staff to determine whether an internal ramp slope of 6% would be acceptable within the Building 1 and Building 3 parking garages.
- Provide a garage ramp slope within the Building 2 garage of no greater than 20% grade with transition grades of 10% or less to meet the recommended engineering design standards.
- Install mountable curbs at various locations where space would be limited for semi-trailer trucks (WB67 trucks) to negotiate the on-site street network and retail loading area of Building 2.
- Provide on-site motorcycle parking to the satisfaction of the City of San Jose Planning Department.
- Provide adequate on-site bicycle parking (e.g., bike racks) in accordance with the City of San Jose's Zoning Code for the retail component of the project.

Other Recommendations

- A new traffic signal at Seely Avenue and Montague Expressway would require coordination with City and County staff.
- Extend the westbound left-turn pocket at the Seely Avenue/River Oaks Parkway intersection to provide a total of 250 feet of vehicle storage (i.e., 200-foot striped turn pocket + 100-foot taper). Lengthening the turn pocket would require reconstruction of the median island, removal of some landscaping, restriping, and possibly relocating some utilities associated with irrigation.

- Due to the percentage increase (over 100% increase) in traffic volume along Seely Avenue as a result of the project, the project may be required to implement additional traffic calming measures following occupancy of the project if City staff determines that the increase in traffic volume could create safety-related issues along the northern segment of Seely Avenue near the residential neighborhoods north of the project site. If issues are identified following occupancy of the project, City staff would require a focused traffic operations study of Seely Avenue to determine the appropriate traffic calming measures that should be implemented by the project. Additional traffic calming measures could include (but are not limited to) roadway striping, curb markings, enhanced crosswalks, signage, bulb-outs, chicanes, chokers, medians, and road bumps. Should the project ultimately be required to implement traffic calming measures, City staff and the project applicant have mutually agreed to a maximum cost of $450,000 for improvements.
- The project should make a fair-share monetary contribution toward the future Class IV separated bikeway improvements that are planned along Montague Expressway as described in the San Jose Better Bike Plan 2025.

Seely Avenue Mixed-Use Development TA

Technical Appendices

Appendix A
Approved Trips Inventory

AM PROJECT TRIPS

10/29/2021

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	33	0	0	5	5	33	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	4	0	0	3	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	14	0	0	2	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	12	0	0	3	0	2	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	7	0	0	1	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	63	139	15	18	156	28	20	71	11	18	132	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	17	0	4	0	0	0	0	0	0	0

AM PROJECT TRIPS

10/29/2021

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	11	0	0	2	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	14	0	0	0	0	10	6	12	8	0	22	0
TOTAL:	**77**	**220**	**32**	**18**	**176**	**43**	**61**	**83**	**19**	**18**	**154**	**5**

	LEFT	THRU	RIGHT
NORTH	18	176	43
EAST	18	154	5
SOUTH	77	220	32
WEST	61	83	19

PM PROJECT TRIPS

10/29/2021

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	5	0	0	36	36	5	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	4	0	0	3	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	2	0	0	14	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	3	0	0	12	2	0	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	1	0	0	7	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	84	147	35	10	189	6	9	183	37	38	118	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	17	0	0	0	0	0	0	0

PM PROJECT TRIPS

10/29/2021

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	0	10	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	19	0	0	0	0	14	12	24	16	0	29	0
TOTAL:	**103**	**166**	**35**	**10**	**288**	**58**	**26**	**207**	**53**	**38**	**147**	**5**

	LEFT	THRU	RIGHT
NORTH	10	288	58
EAST	38	147	5
SOUTH	103	166	35
WEST	26	207	53

AM PROJECT TRIPS

10/29/2021

Intersection of : E Plumeria Dr & Zanker Rd

Traffix Node Number : 3742

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	66	0	0	11	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	14	0	0	2	1	8	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	7	0	0	1	0	3	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	15	104	20	26	135	28	9	32	9	16	59	3
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	4	2	0	7	0	0	2	0	3	4	0
TOTAL:	**15**	**195**	**22**	**26**	**156**	**29**	**20**	**34**	**9**	**19**	**63**	**3**

	LEFT	THRU	RIGHT
NORTH	26	156	29
EAST	19	63	3
SOUTH	15	195	22
WEST	20	34	9

PM PROJECT TRIPS

10/29/2021

Intersection of : E Plumeria Dr & Zanker Rd

Traffix Node Number : 3742

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	10	0	0	71	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	2	0	0	14	8	1	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	1	0	0	7	3	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	18	162	72	3	131	8	6	55	29	33	30	8
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	8	4	0	10	0	0	4	0	4	5	0
TOTAL:	**18**	**183**	**76**	**3**	**233**	**19**	**7**	**59**	**29**	**37**	**35**	**8**

	LEFT	THRU	RIGHT
NORTH	3	233	19
EAST	37	35	8
SOUTH	18	183	76
WEST	7	59	29

AM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	4	0	0	1	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	4	0	0	29	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	5	0	0	16	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	1	0	0	13	0
NSJ LEGACY NORTH SAN JOSE	8	0	87	0	0	0	0	281	6	112	219	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	0	0	3	0	0	11	0

AM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	0	0	1	0	0	7	0
TOTAL:	**8**	**0**	**87**	**0**	**0**	**0**	**0**	**299**	**6**	**112**	**297**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	112	297	0
SOUTH	8	0	87
WEST	0	299	6

PM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	2	0	0	3	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	29	0	0	4	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	16	0	0	5	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	13	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	5	0	176	0	0	0	0	196	1	162	222	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	0	0	0	6	0	0	1	0

PM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	0	0	0	0	6	0	0	1	0
TOTAL:	**5**	**4**	**176**	**0**	**0**	**0**	**0**	**268**	**1**	**162**	**238**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	162	238	0
SOUTH	5	4	176
WEST	0	268	1

AM PROJECT TRIPS

10/29/2021

Intersection of : McCarthy Bl / O Toole Av & Montague Ex & Trimble Rd

Traffix Node Number : 5809

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	4	0	0	1	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	4	0	0	29	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	5	0	0	16	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	1	0	0	13	0
NSJ LEGACY NORTH SAN JOSE	9	14	11	11	9	15	63	234	21	16	301	39
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	3	0	0	0	3	0	0	11	10

AM PROJECT TRIPS

10/29/2021

Intersection of : McCarthy Bl / O Toole Av & Montague Ex & Trimble Rd

Traffix Node Number : 5809

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	1	0	0	0	1	0	0	7	6
TOTAL:	**9**	**14**	**11**	**15**	**9**	**15**	**63**	**252**	**21**	**16**	**379**	**55**

	LEFT	THRU	RIGHT
NORTH	15	9	15
EAST	16	379	55
SOUTH	9	14	11
WEST	63	252	21

PM PROJECT TRIPS

10/29/2021

Intersection of : McCarthy Bl / O Toole Av & Montague Ex & Trimble Rd

Traffix Node Number : 5809

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	2	2	0	0	1	0	0	0	1	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	2	0	0	3	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	29	0	0	4	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	16	0	0	5	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	13	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	9	13	49	15	6	9	15	389	7	34	310	10
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	10	0	0	0	11	0	0	1	1

PM PROJECT TRIPS

10/29/2021

Intersection of : McCarthy Bl / O Toole Av & Montague Ex & Trimble Rd

Traffix Node Number : 5809

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	6	0	0	0	6	0	0	1	1
TOTAL:	**11**	**15**	**49**	**31**	**7**	**9**	**15**	**466**	**8**	**34**	**326**	**12**

	LEFT	THRU	RIGHT
NORTH	31	7	9
EAST	34	326	12
SOUTH	11	15	49
WEST	15	466	8

AM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & Zanker Rd

Traffix Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	66	0	0	11	12	74	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	2	2	0	0	1	0	0	0	1	0	1	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	3	0	0	0	0	0	0	24	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	17	0	5	5	2	7	0	0	0	0	16
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	1	1	0	0	0	0	0	0	9	0	0	0
NSJ LEGACY NORTH SAN JOSE	15	85	0	38	118	73	67	248	51	4	139	7
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	17	0	1	4	0	0	2	0	0	6	5

AM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & Zanker Rd

Traffix Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	11	0	0	2	0	0	0	0	0	4	3
TOTAL:	**18**	**202**	**0**	**44**	**141**	**87**	**148**	**250**	**85**	**4**	**150**	**31**

	LEFT	THRU	RIGHT
NORTH	44	141	87
EAST	4	150	31
SOUTH	18	202	0
WEST	148	250	85

PM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & Zanker Rd

Traffix Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	10	0	0	71	79	11	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	24	0	0	0	3	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	5	0	16	17	7	2	0	0	0	0	5
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	9	0	0	0	1	0	0	0	1	0	0	0
NSJ LEGACY NORTH SAN JOSE	132	116	23	11	79	82	10	209	33	4	226	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	5	17	0	0	6	0	0	1	1

PM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & Zanker Rd

Traffix Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	3	10	0	0	3	0	0	1	0
TOTAL:	**165**	**135**	**23**	**35**	**198**	**168**	**23**	**218**	**34**	**4**	**228**	**11**

	LEFT	THRU	RIGHT
NORTH	35	198	168
EAST	4	228	11
SOUTH	165	135	23
WEST	23	218	34

AM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & River Oaks Py / E Plumeria Dr

Traffix Node Number : 5813

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	29	0	0	0	0	0	0	0	30	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	16	0	0	5	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	4	33	2	9	51	0	26	218	32	84	49	31
TOTAL:	**33**	**49**	**2**	**9**	**56**	**0**	**26**	**218**	**62**	**84**	**49**	**31**

	LEFT	THRU	RIGHT
NORTH	9	56	0
EAST	84	49	31
SOUTH	33	49	2
WEST	26	218	62

PM PROJECT TRIPS

10/29/2021

Intersection of : Montague Ex & River Oaks Py / E Plumeria Dr

Traffix Node Number : 5813

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	30	0	0	0	0	0	0	0	29	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	5	0	0	16	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	5	115	6	1	27	1	17	44	106	116	114	58
TOTAL:	**35**	**120**	**6**	**1**	**43**	**1**	**17**	**44**	**135**	**116**	**114**	**58**

	LEFT	THRU	RIGHT
NORTH	1	43	1
EAST	116	114	58
SOUTH	35	120	6
WEST	17	44	135

Appendix B
Volume Summary Sheets

Intersection Number: 1
Traffix Node Number: 5812
Intersection Name: Zanker Rd & Montague Exp
Peak Hour: **AM** Date of Analysis: 03/31/22
Count Date: 05/10/18
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	326	238	74	155	2341	41	5	451	124	324	896	443	5418
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	326	238	74	155	2341	41	5	451	124	324	896	443	5418
Existing + Project	326	238	74	155	2409	41	5	451	124	324	932	443	5522
Approved Project Trips													
San Jose ATI	87	141	44	31	150	4	0	202	18	85	250	148	1160
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	87	141	44	31	150	4	0	202	18	85	250	148	1160
Background Conditions	413	379	118	186	2491	45	5	653	142	409	1146	591	6578
Bkgrd check	413	379	118	186	2491	45	5	653	142	409	1146	591	
Project Trips													
Residential Project Trips	0	0	0	0	57	0	0	0	0	0	18	0	75
Retail Project Trips	0	0	0	0	11	0	0	0	0	0	18	0	29
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	68	0	0	0	0	0	36	0	104
Background + Project Conditions	413	379	118	186	2559	45	5	653	142	409	1182	591	6682
Bkgrd+Proj check	413	379	118	186	2559	45	5	653	142	409	1182	591	

Intersection Number: 2
Traffix Node Number: 3742
Intersection Name: Zanker Rd & Plumeria Dr
Peak Hour: **AM** Date of Analysis: 03/31/22
Count Date: 06/01/17
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (June 2017)	25	279	40	16	128	42	89	617	75	16	64	15	1406
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	25	279	40	16	128	42	89	617	75	16	64	15	1406
Existing + Project	25	279	40	16	160	42	89	617	75	16	78	15	1452
Approved Project Trips													
San Jose ATI	29	156	26	3	63	19	22	195	15	9	34	20	591
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	29	156	26	3	63	19	22	195	15	9	34	20	591
Background Conditions	54	435	66	19	191	61	111	812	90	25	98	35	1997
Bkgrd check	54	435	66	19	191	61	111	812	90	25	98	35	
Project Trips													
Residential Project Trips	0	0	0	0	29	0	0	0	0	0	9	0	38
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	5	0	8
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	32	0	0	0	0	0	14	0	46
Background + Project Conditions	54	435	66	19	223	61	111	812	90	25	112	35	2043
Bkgrd+Proj check	54	435	66	19	222	61	111	812	90	25	112	35	

Intersection Number: 3
Traffix Node Number: 5813
Intersection Name: Montague Exp & River Oaks Pkwy
Peak Hour: **AM** Date of Analysis: 03/31/22
Count Date: 05/10/18
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	27	680	145	126	96	253	113	2434	95	21	55	8	4053
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	27	680	145	126	96	253	113	2434	95	21	55	8	4053
Existing + Project	27	707	154	155	133	127	107	2474	95	21	78	8	4086
Approved Project Trips													
San Jose ATI	0	56	9	31	49	84	2	49	33	62	218	26	619
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	56	9	31	49	84	2	49	33	62	218	26	619
Background Conditions	27	736	154	157	145	337	115	2483	128	83	273	34	4672
Bkgrd check	27	736	154	157	145	337	115	2483	128	83	273	34	
Project Trips													
Residential Project Trips	0	9	9	29	29	0	0	29	0	0	9	0	114
Retail Project Trips	0	18	0	0	8	0	0	11	0	0	14	0	51
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*-126*	*-6*	*0*	*0*	*0*	*0*	*0*	*-132*
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*-42*	*-1*	*0*	*0*	*0*	*0*	*0*	*-43*
Total Project Trips	0	27	9	29	37	-168	-7	40	0	0	23	0	-10
Background + Project Conditions	27	763	163	186	182	169	108	2523	128	83	296	34	4662
Bkgrd+Proj check	27	763	163	186	182	169	108	2523	128	83	296	34	

Intersection Number: 4
Traffix Node Number: 4118
Intersection Name: Seely Av & River Oaks Pkwy
Peak Hour: **AM** Date of Analysis: 03/31/22
Count Date: 01/09/19
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2014)	0	0	0	0	166	44	284	0	190	92	111	0	887
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	0	0	0	166	44	284	0	190	92	111	0	887
Existing + Project	0	0	0	0	103	144	347	0	201	137	105	0	1037
Approved Project Trips													
San Jose ATI	0	0	0	0	164	0	0	0	0	0	229	0	393
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	164	0	0	0	0	0	229	0	393
Background Conditions	0	0	0	0	330	44	284	0	190	92	340	0	1280
Bkgrd check	0	0	0	0	330	44	284	0	190	92	340	0	
Project Trips													
Residential Project Trips	0	0	0	0	0	14	43	0	57	18	0	0	132
Retail Project Trips	0	0	0	0	0	23	14	0	17	27	0	0	81
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*-63*	*63*	*6*	*0*	*-63*	*0*	*-6*	*0*	*-63*
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*-42*	*42*	*1*	*0*	*0*	*0*	*-1*	*0*	*0*
Total Project Trips	0	0	0	0	-105	142	64	0	11	45	-7	0	150
Background + Project Conditions	0	0	0	0	225	186	348	0	201	137	333	0	1430
Bkgrd+Proj check	0	0	0	0	225	185	348	0	201	137	333	0	

Intersection Number: 5
Traffix Node Number: 3119
Intersection Name: Zanker Rd & Trimble Rd
Peak Hour: **AM** Date of Analysis: 03/31/22
Count Date: 06/01/17
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Jun 2017)	67	197	21	63	971	112	90	714	246	69	502	157	3209
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	67	197	21	63	971	112	90	714	246	69	502	157	3209
Existing + Project	67	197	21	63	1014	126	95	714	246	69	516	157	3285
Approved Project Trips													
San Jose ATI	43	176	18	5	154	18	32	220	77	19	83	61	906
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	43	176	18	5	154	18	32	220	77	19	83	61	906
Background Conditions	110	373	39	68	1125	130	122	934	323	88	585	218	4115
Bkgrd check	110	373	39	68	1125	130	122	934	323	88	585	218	
Project Trips													
Residential Project Trips	0	0	0	0	43	14	5	0	0	0	14	0	76
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	43	14	5	0	0	0	14	0	76
Background + Project Conditions	110	373	39	68	1168	144	127	934	323	88	599	218	4191
Bkgrd+Proj check	110	373	39	68	1168	144	127	934	323	88	599	218	

Intersection Number: 6
Traffix Node Number: 5808
Intersection Name: Trimble Rd & Montague Exp
Peak Hour: **AM** Date of Analysis: 03/31/22
Count Date: 05/10/18
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	5	7	11	52	2780	1274	377	33	64	55	947	7	5612
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	5	7	11	52	2780	1274	377	33	64	55	947	7	5612
Existing + Project	5	7	11	52	2820	1334	406	33	58	55	848	7	5636
Approved Project Trips													
San Jose ATI	0	0	0	0	297	112	87	0	8	6	299	0	809
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	297	112	87	0	8	6	299	0	809
Background Conditions	5	7	11	52	3077	1386	464	33	72	61	1246	7	6421
Bkgrd check	5	7	11	52	3077	1386	464	33	72	61	1246	7	
Project Trips													
Residential Project Trips	0	0	0	0	29	57	18	0	0	0	9	0	113
Retail Project Trips	0	0	0	0	11	3	5	0	0	0	18	0	37
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*-6*	*0*	*-126*	*0*	-126
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*-1*	*0*	*-42*	*0*	*-42*
Total Project Trips	0	0	0	0	40	60	30	0	-7	0	-141	0	-18
Background + Project Conditions	5	7	11	52	3117	1446	494	33	65	61	1105	7	6403
Bkgrd+Proj check	5	7	11	52	3117	1446	494	33	65	61	1105	7	

Intersection Number: 7
Traffix Node Number: 6000
Intersection Name: Seely Av & Montague Exp
Peak Hour: **AM** Date of Analysis: 03/31/22
Count Date: 01/09/19
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Jan 2019)	66	0	0	480	4040	0	0	0	0	0	1652	0	6238
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	66	0	0	480	4040	0	0	0	0	0	1652	0	6238
Existing + Project	166	0	237	530	4040	0	0	0	0	0	1526	56	6555
Approved Project Trips													
San Jose ATI	0	0	0	0	409	0	0	0	0	0	386	0	795
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	409	0	0	0	0	0	386	0	795
Background Conditions	66	0	0	480	4449	0	0	0	0	0	2038	0	7033
Bkgrd check	66	0	0	480	4449	0	0	0	0	0	2038	0	
Project Trips													
Residential Project Trips	86	0	100	32	0	0	0	0	0	0	0	27	245
Retail Project Trips	14	0	11	18	0	0	0	0	0	0	0	23	66
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*126*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-126*	*6*	*6*
Reassigned ATI (w/new signal)	*0*	*0*	*42*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-42*	*1*	*1*
Total Project Trips	100	0	279	50	0	0	0	0	0	0	-168	57	318
Background + Project Conditions	166	0	279	530	4449	0	0	0	0	0	1870	57	7351
Bkgrd+Proj check	166	0	279	530	4449	0	0	0	0	0	1870	57	

Intersection Number: 8
Traffix Node Number: 5809
Intersection Name: McCarthy Bl & Montague Exp
Peak Hour: **AM** Date of Analysis: 03/31/22
Count Date: 05/10/18
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	340	89	93	461	3816	148	80	94	54	87	1077	261	6600
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	340	89	93	461	3816	148	80	94	54	87	1077	261	6600
Existing + Project	349	89	93	461	3848	148	80	94	63	93	1177	267	6762
Approved Project Trips													
San Jose ATI	15	9	15	55	379	16	11	14	9	21	252	63	859
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	15	9	15	55	379	16	11	14	9	21	252	63	859
Background Conditions	355	98	108	516	4195	164	91	108	63	108	1329	324	7459
Bkgrd check	355	98	108	516	4195	164	91	108	63	108	1329	324	
Project Trips													
Residential Project Trips	0	0	0	0	32	0	0	0	0	0	100	0	132
Retail Project Trips	9	0	0	0	0	0	0	0	9	6	0	6	30
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	0	0	0	32	0	0	0	9	6	100	6	162
Background + Project Conditions	364	98	108	516	4227	164	91	108	72	114	1429	330	7621
Bkgrd+Proj check	364	98	108	516	4227	164	91	108	72	114	1429	330	

Intersection Number: 9
Traffix Node Number: 7000
Intersection Name: Seely Av & Epic Way
Peak Hour: **AM** Date of Analysis: 03/31/22
Count Date: 12/09/21
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Dec 2021)	0	10	58	62	0	5	28	164	0	0	0	0	327
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	10	58	62	0	5	28	164	0	0	0	0	327
Existing + Project	0	148	65	84	0	13	31	216	0	0	0	0	557
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	10	58	62	0	5	28	164	0	0	0	0	327
Bkgrd check	0	10	58	62	0	5	28	164	0	0	0	0	
Project Trips													
Residential Project Trips	0	25	7	22	0	8	3	79	0	0	0	0	144
Retail Project Trips	0	50	0	0	0	0	0	30	0	0	0	0	80
Reassigned Existing Volumes (w/new signal)	*0*	*63*	*0*	*0*	*0*	*0*	*0*	*-57*	*0*	*0*	*0*	*0*	6
Reassigned ATI (w/new signal)	*0*	*42*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*43*
Total Project Trips	0	180	7	22	0	8	3	53	0	0	0	0	273
Background + Project Conditions	0	190	65	84	0	13	31	217	0	0	0	0	600
Bkgrd+Proj check	0	190	65	84	0	13	31	217	0	0	0	0	

Intersection Number: 1
Traffix Node Number: 5812
Intersection Name: Zanker Rd & Montague Exp
Peak Hour: **PM** Date of Analysis: 03/31/22
Count Date: 11/08/18
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Nov 2018)	675	648	69	77	1575	69	15	300	162	640	1922	480	6632
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	675	648	69	77	1575	69	15	300	162	640	1922	480	6632
Existing + Project	675	648	69	77	1630	69	15	300	162	640	1993	480	6758
Approved Project Trips													
San Jose ATI	168	198	35	11	228	4	23	135	165	34	218	23	1242
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	168	198	35	11	228	4	23	135	165	34	218	23	1242
Background Conditions	843	846	104	88	1803	73	38	435	327	674	2140	503	7874
Bkgrd check	843	846	104	88	1803	73	38	435	327	674	2140	503	
Project Trips													
Residential Project Trips	0	0	0	0	30	0	0	0	0	0	47	0	77
Retail Project Trips	0	0	0	0	25	0	0	0	0	0	24	0	49
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	55	0	0	0	0	0	71	0	126
Background + Project Conditions	843	846	104	88	1858	73	38	435	327	674	2211	503	8000
Bkgrd+Proj check	843	846	104	88	1858	73	38	435	327	674	2211	503	

Intersection Number: 2
Traffix Node Number: 3742
Intersection Name: Zanker Rd & Plumeria Dr
Peak Hour: **PM** Date of Analysis: 03/31/22
Count Date: 06/01/17
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Jun 2017)	10	1004	31	30	105	102	59	227	7	58	138	25	1796
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	10	1004	31	30	105	102	59	227	7	58	138	25	1796
Existing + Project	10	1004	31	30	126	102	59	227	7	58	168	25	1847
Approved Project Trips													
San Jose ATI	19	233	3	8	35	37	76	183	18	29	59	7	707
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	19	233	3	8	35	37	76	183	18	29	59	7	707
Background Conditions	29	1237	34	38	140	139	135	410	25	87	197	32	2503
Bkgrd check	29	1237	34	38	140	139	135	410	25	87	197	32	
Project Trips													
Residential Project Trips	0	0	0	0	15	0	0	0	0	0	24	0	39
Retail Project Trips	0	0	0	0	6	0	0	0	0	0	6	0	12
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	21	0	0	0	0	0	30	0	51
Background + Project Conditions	29	1237	34	38	161	139	135	410	25	87	227	32	2554
Bkgrd+Proj check	29	1237	34	38	161	139	135	410	25	87	226	32	

Intersection Number: 3
Traffix Node Number: 5813
Intersection Name: Montague Exp & River Oaks Pkwy
Peak Hour: **PM** Date of Analysis: 03/31/22
Count Date: 05/10/18
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	34	1982	202	205	106	184	71	1114	30	173	100	28	4229
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	34	1982	202	205	106	184	71	1114	30	173	100	28	4229
Existing + Project	34	2030	226	220	140	92	65	1154	30	173	142	28	4334
Approved Project Trips													
San Jose ATI	1	43	1	58	114	116	6	120	35	135	44	17	690
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	43	1	58	114	116	6	120	35	135	44	17	690
Background Conditions	35	2025	203	263	220	300	77	1234	65	308	144	45	4919
Bkgrd check	35	2025	203	263	220	300	77	1234	65	308	144	45	
Project Trips													
Residential Project Trips	0	24	24	15	15	0	0	15	0	0	24	0	117
Retail Project Trips	0	24	0	0	19	0	0	25	0	0	18	0	86
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*-92*	*-6*	*0*	*0*	*0*	*0*	*0*	*-98*
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*-58*	*-1*	*0*	*0*	*0*	*0*	*0*	*-59*
Total Project Trips	0	48	24	15	34	-150	-7	40	0	0	42	0	46
Background + Project Conditions	35	2073	227	278	254	150	70	1274	65	308	186	45	4965
Bkgrd+Proj check	35	2072	227	278	254	150	70	1274	65	308	185	45	

Intersection Number: 4
Traffix Node Number: 4118
Intersection Name: Seely Av & River Oaks Pkwy
Peak Hour: **PM** Date of Analysis: 03/31/22
Count Date: 01/09/19
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2014)	0	0	0	0	136	76	163	0	204	123	216	0	918
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	0	0	0	136	76	163	0	204	123	216	0	918
Existing + Project	0	0	0	0	90	187	223	0	226	205	210	0	1141
Approved Project Trips													
San Jose ATI	0	0	0	0	288	0	0	0	0	0	51	0	339
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	288	0	0	0	0	0	51	0	339
Background Conditions	0	0	0	0	424	76	163	0	204	123	267	0	1257
Bkgrd check	0	0	0	0	424	76	163	0	204	123	267	0	
Project Trips													
Residential Project Trips	0	0	0	0	0	35	22	0	30	47	0	0	134
Retail Project Trips	0	0	0	0	0	30	32	0	38	35	0	0	135
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*-46*	*46*	*6*	*0*	*-46*	*0*	*-6*	*0*	*-46*
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*-58*	*58*	*1*	*0*	*0*	*0*	*-1*	*0*	*0*
Total Project Trips	0	0	0	0	-104	169	61	0	22	82	-7	0	223
Background + Project Conditions	0	0	0	0	320	245	224	0	226	205	260	0	1480
Bkgrd+Proj check	0	0	0	0	320	245	224	0	226	206	260	0	

Intersection Number: 5
Traffix Node Number: 3119
Intersection Name: Zanker Rd & Trimble Rd
Peak Hour: **PM** Date of Analysis: 03/31/22
Count Date: 11/08/18
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Nov 2018)	156	1018	160	13	699	139	118	169	113	321	1277	71	4254
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	156	1018	160	13	699	139	118	169	113	321	1277	71	4254
Existing + Project	156	1018	160	13	721	146	130	169	113	321	1312	71	4330
Approved Project Trips													
San Jose ATI	58	288	10	5	147	38	35	166	103	53	207	26	1136
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	58	288	10	5	147	38	35	166	103	53	207	26	1136
Background Conditions	214	1306	170	18	846	177	153	335	216	374	1484	97	5390
Bkgrd check	214	1306	170	18	846	177	153	335	216	374	1484	97	
Project Trips													
Residential Project Trips	0	0	0	0	22	7	12	0	0	0	35	0	76
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	22	7	12	0	0	0	35	0	76
Background + Project Conditions	214	1306	170	18	868	184	165	335	216	374	1519	97	5466
Bkgrd+Proj check	214	1306	170	18	868	184	165	335	216	374	1519	97	

Intersection Number: 6
Traffix Node Number: 5808
Intersection Name: Trimble Rd & Montague Exp
Peak Hour: **PM** Date of Analysis: 03/31/22
Count Date: 11/08/18
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Nov 2018)	31	117	188	15	1258	671	983	32	60	73	1652	4	5084
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	31	117	188	15	1258	671	983	32	60	73	1652	4	5084
Existing + Project	31	117	188	15	1298	707	1042	32	54	73	1608	4	5169
Approved Project Trips													
San Jose ATI	0	0	0	0	238	162	176	4	5	1	268	0	854
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	238	162	176	4	5	1	268	0	854
Background Conditions	31	117	188	15	1496	833	1159	36	65	74	1920	4	5938
Bkgrd check	31	117	188	15	1496	833	1159	36	65	74	1920	4	
Project Trips													
Residential Project Trips	0	0	0	0	15	30	47	0	0	0	24	0	116
Retail Project Trips	0	0	0	0	25	6	6	0	0	0	24	0	61
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*-6*	*0*	*-92*	*0*	*-92*
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*-1*	*0*	*-58*	*0*	*-58*
Total Project Trips	0	0	0	0	40	36	60	0	-7	0	-102	0	27
Background + Project Conditions	31	117	188	15	1536	869	1219	36	58	74	1818	4	5965
Bkgrd+Proj check	31	117	188	15	1536	869	1219	36	58	74	1817	4	

Intersection Number: 7
Traffix Node Number: 6000
Intersection Name: Seely Av & Montague Exp
Peak Hour: **PM** Date of Analysis: 03/31/22
Count Date: 01/09/19
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Jan 2019)	101	0	0	206	1672	0	0	0	0	0	2823	0	4802
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	101	0	0	206	1672	0	0	0	0	0	2823	0	4802
Existing + Project	177	0	169	313	1672	0	0	0	0	0	2731	106	5168
Approved Project Trips													
San Jose ATI	0	0	0	0	400	0	0	0	0	0	444	0	844
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	400	0	0	0	0	0	444	0	844
Background Conditions	101	0	0	206	2072	0	0	0	0	0	3267	0	5646
Bkgrd check	101	0	0	206	2072	0	0	0	0	0	3267	0	
Project Trips													
Residential Project Trips	44	0	52	83	0	0	0	0	0	0	0	71	250
Retail Project Trips	32	0	25	24	0	0	0	0	0	0	0	29	110
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*92*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-92*	*6*	*6*
Reassigned ATI (w/new signal)	*0*	*0*	*58*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-58*	*1*	*1*
Total Project Trips	76	0	227	107	0	0	0	0	0	0	-150	107	367
Background + Project Conditions	177	0	227	313	2072	0	0	0	0	0	3117	107	6013
Bkgrd+Proj check	177	0	227	312	2072	0	0	0	0	0	3117	107	

Intersection Number: 8
Traffix Node Number: 5809
Intersection Name: McCarthy Bl & Montague Exp
Peak Hour: **PM** Date of Analysis: 03/31/22
Count Date: 11/08/18
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Nov 2018)	462	324	523	120	1453	161	384	66	68	55	2886	105	6607
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	462	324	523	120	1453	161	384	66	68	55	2886	105	6607
Existing + Project	474	324	523	120	1536	161	384	66	80	68	2938	118	6792
Approved Project Trips													
San Jose ATI	31	7	9	12	326	34	49	15	11	8	466	15	983
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	31	7	9	12	326	34	49	15	11	8	466	15	983
Background Conditions	493	331	532	132	1779	195	433	81	79	63	3352	120	7590
Bkgrd check	493	331	532	132	1779	195	433	81	79	63	3352	120	
Project Trips													
Residential Project Trips	0	0	0	0	83	0	0	0	0	0	52	0	135
Retail Project Trips	12	0	0	0	0	0	0	0	12	13	0	13	50
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	0	0	0	83	0	0	0	12	13	52	13	185
Background + Project Conditions	505	331	532	132	1862	195	433	81	91	76	3404	133	7775
Bkgrd+Proj check	505	331	532	132	1862	195	433	81	91	76	3404	133	

Intersection Number: 9
Traffix Node Number: 7000
Intersection Name: Seely Av & Epic Way
Peak Hour: **PM** Date of Analysis: 03/31/22
Count Date: 12/09/21
Scenario: 1,473 DU + 55,000 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Dec 2021)	0	20	17	68	0	5	14	106	0	0	0	0	230
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	20	17	68	0	5	14	106	0	0	0	0	230
Existing + Project	0	196	35	79	0	9	20	177	0	0	0	0	516
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	20	17	68	0	5	14	106	0	0	0	0	230
Bkgrd check	0	20	17	68	0	5	14	106	0	0	0	0	
Project Trips													
Residential Project Trips	0	65	18	11	0	4	6	41	0	0	0	0	145
Retail Project Trips	0	65	0	0	0	0	0	70	0	0	0	0	135
Reassigned Existing Volumes (w/new signal)	*0*	*46*	*0*	*0*	*0*	*0*	*0*	*-40*	*0*	*0*	*0*	*0*	6
Reassigned ATI (w/new signal)	*0*	*58*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*59*
Total Project Trips	0	234	18	11	0	4	6	72	0	0	0	0	345
Background + Project Conditions	0	254	35	79	0	9	20	178	0	0	0	0	575
Bkgrd+Proj check	0	254	35	79	0	9	20	178	0	0	0	0	

Intersection Number: 1
Traffix Node Number: 5812
Intersection Name: Zanker Rd & Montague Exp
Peak Hour: **AM** Date of Analysis: 04/28/22
Count Date: 05/10/18
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	326	238	74	155	2341	41	5	451	124	324	896	443	5418
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	326	238	74	155	2341	41	5	451	124	324	896	443	5418
Existing + Project	326	238	74	155	2404	41	5	451	124	324	918	443	5503
Approved Project Trips													
San Jose ATI	87	141	44	31	150	4	0	202	18	85	250	148	1160
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	87	141	44	31	150	4	0	202	18	85	250	148	1160
Background Conditions	413	379	118	186	2491	45	5	653	142	409	1146	591	6578
Bkgrd check	413	379	118	186	2491	45	5	653	142	409	1146	591	
Project Trips													
Residential Project Trips	0	0	0	0	60	0	0	0	0	0	19	0	79
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	63	0	0	0	0	0	22	0	85
Background + Project Conditions	413	379	118	186	2554	45	5	653	142	409	1168	591	6663
Bkgrd+Proj check	413	379	118	186	2553	45	5	653	142	409	1169	591	

Intersection Number: 2
Traffix Node Number: 3742
Intersection Name: Zanker Rd & Plumeria Dr
Peak Hour: **AM** Date of Analysis: 04/28/22
Count Date: 06/01/17
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (June 2017)	25	279	40	16	128	42	89	617	75	16	64	15	1406
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	25	279	40	16	128	42	89	617	75	16	64	15	1406
Existing + Project	25	279	40	16	159	42	94	617	75	16	80	15	1458
Approved Project Trips													
San Jose ATI	29	156	26	3	63	19	22	195	15	9	34	20	591
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	29	156	26	3	63	19	22	195	15	9	34	20	591
Background Conditions	54	435	66	19	191	61	111	812	90	25	98	35	1997
Bkgrd check	54	435	66	19	191	61	111	812	90	25	98	35	
Project Trips													
Residential Project Trips	0	0	0	0	30	0	5	0	0	0	15	0	50
Retail Project Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	31	0	5	0	0	0	16	0	52
Background + Project Conditions	54	435	66	19	222	61	116	812	90	25	114	35	2049
Bkgrd+Proj check	54	435	66	19	222	61	116	812	90	25	114	35	

Intersection Number: 3
Traffix Node Number: 5813
Intersection Name: Montague Exp & River Oaks Pkwy
Peak Hour: **AM** Date of Analysis: 04/28/22
Count Date: 05/10/18
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	27	680	145	126	96	253	113	2434	95	21	55	8	4053
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	27	680	145	126	96	253	113	2434	95	21	55	8	4053
Existing + Project	27	680	167	156	128	360	124	2467	95	21	77	8	4310
Approved Project Trips													
San Jose ATI	0	56	9	31	49	84	2	49	33	62	218	26	619
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	56	9	31	49	84	2	49	33	62	218	26	619
Background Conditions	27	736	154	157	145	337	115	2483	128	83	273	34	4672
Bkgrd check	27	736	154	157	145	337	115	2483	128	83	273	34	
Project Trips													
Residential Project Trips	0	0	19	30	30	104	10	30	0	0	19	0	242
Retail Project Trips	0	0	3	0	2	3	1	3	0	0	3	0	15
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	22	30	32	107	11	33	0	0	22	0	257
Background + Project Conditions	27	736	176	187	177	444	126	2516	128	83	295	34	4929
Bkgrd+Proj check	27	736	177	187	177	444	126	2516	128	83	296	34	

Intersection Number: 4
Traffix Node Number: 4118
Intersection Name: Seely Av & River Oaks Pkwy
Peak Hour: **AM** Date of Analysis: 04/28/22
Count Date: 01/09/19
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2014)	0	0	0	0	166	44	284	0	190	92	111	0	887
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	0	0	0	166	44	284	0	190	92	111	0	887
Existing + Project	0	0	0	0	166	66	333	0	361	151	111	0	1188
Approved Project Trips													
San Jose ATI	0	0	0	0	164	0	0	0	0	0	229	0	393
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	164	0	0	0	0	0	229	0	393
Background Conditions	0	0	0	0	330	44	284	0	190	92	340	0	1280
Bkgrd check	0	0	0	0	330	44	284	0	190	92	340	0	
Project Trips													
Residential Project Trips	0	0	0	0	0	15	45	0	164	48	0	0	272
Retail Project Trips	0	0	0	0	0	7	4	0	7	11	0	0	29
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	0	0	22	49	0	171	59	0	0	301
Background + Project Conditions	0	0	0	0	330	66	333	0	361	151	340	0	1581
Bkgrd+Proj check	0	0	0	0	330	65	332	0	361	151	340	0	

Intersection Number: 5
Traffix Node Number: 3119
Intersection Name: Zanker Rd & Trimble Rd
Peak Hour: **AM** Date of Analysis: 04/28/22
Count Date: 06/01/17
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Jun 2017)	67	197	21	63	971	112	90	714	246	69	502	157	3209
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	67	197	21	63	971	112	90	714	246	69	502	157	3209
Existing + Project	67	197	21	63	1016	127	90	719	246	69	512	157	3284
Approved Project Trips													
San Jose ATI	43	176	18	5	154	18	32	220	77	19	83	61	906
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	43	176	18	5	154	18	32	220	77	19	83	61	906
Background Conditions	110	373	39	68	1125	130	122	934	323	88	585	218	4115
Bkgrd check	110	373	39	68	1125	130	122	934	323	88	585	218	
Project Trips													
Residential Project Trips	0	0	0	0	45	15	0	5	0	0	10	0	75
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	45	15	0	5	0	0	10	0	75
Background + Project Conditions	110	373	39	68	1170	145	122	939	323	88	595	218	4190
Bkgrd+Proj check	110	373	39	68	1170	145	122	939	323	88	595	218	

Intersection Number: 6
Traffix Node Number: 5808
Intersection Name: Trimble Rd & Montague Exp
Peak Hour: **AM** Date of Analysis: 04/28/22
Count Date: 05/10/18
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	5	7	11	52	2780	1274	377	33	64	55	947	7	5612
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	5	7	11	52	2780	1274	377	33	64	55	947	7	5612
Existing + Project	5	7	11	52	2813	1335	377	33	75	55	1054	7	5824
Approved Project Trips													
San Jose ATI	0	0	0	0	297	112	87	0	8	6	299	0	809
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	297	112	87	0	8	6	299	0	809
Background Conditions	5	7	11	52	3077	1386	464	33	72	61	1246	7	6421
Bkgrd check	5	7	11	52	3077	1386	464	33	72	61	1246	7	
Project Trips													
Residential Project Trips	0	0	0	0	30	60	0	0	10	0	104	0	204
Retail Project Trips	0	0	0	0	3	1	0	0	1	0	3	0	8
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	0	33	61	0	0	11	0	107	0	212
Background + Project Conditions	5	7	11	52	3110	1447	464	33	83	61	1353	7	6633
Bkgrd+Proj check	5	7	11	52	3110	1446	464	33	83	61	1353	7	

Intersection Number: 7
Traffix Node Number: 6000
Intersection Name: Seely Av & Montague Exp
Peak Hour: **AM** Date of Analysis: 04/28/22
Count Date: 01/09/19
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Jan 2019)	66	0	0	480	4040	0	0	0	0	0	1652	0	6238
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	66	0	0	480	4040	0	0	0	0	0	1652	0	6238
Existing + Project	159	0	0	518	4040	0	0	0	0	0	1759	0	6476
Approved Project Trips													
San Jose ATI	0	0	0	0	409	0	0	0	0	0	386	0	795
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	409	0	0	0	0	0	386	0	795
Background Conditions	66	0	0	480	4449	0	0	0	0	0	2038	0	7033
Bkgrd check	66	0	0	480	4449	0	0	0	0	0	2038	0	
Project Trips													
Residential Project Trips	89	0	0	34	0	0	0	0	0	0	104	0	227
Retail Project Trips	4	0	0	4	0	0	0	0	0	0	3	0	11
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	93	0	0	38	0	0	0	0	0	0	107	0	238
Background + Project Conditions	159	0	0	518	4449	0	0	0	0	0	2145	0	7271
Bkgrd+Proj check	159	0	0	518	4449	0	0	0	0	0	2145	0	

Intersection Number: 8
Traffix Node Number: 5809
Intersection Name: McCarthy Bl & Montague Exp
Peak Hour: **AM** Date of Analysis: 04/28/22
Count Date: 05/10/18
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	340	89	93	461	3816	148	80	94	54	87	1077	261	6600
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	340	89	93	461	3816	148	80	94	54	87	1077	261	6600
Existing + Project	342	89	93	461	3850	148	80	94	56	88	1181	262	6744
Approved Project Trips													
San Jose ATI	15	9	15	55	379	16	11	14	9	21	252	63	859
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	15	9	15	55	379	16	11	14	9	21	252	63	859
Background Conditions	355	98	108	516	4195	164	91	108	63	108	1329	324	7459
Bkgrd check	355	98	108	516	4195	164	91	108	63	108	1329	324	
Project Trips													
Residential Project Trips	0	0	0	0	34	0	0	0	0	0	104	0	138
Retail Project Trips	2	0	0	0	0	0	0	0	2	1	0	1	6
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	0	0	34	0	0	0	2	1	104	1	144
Background + Project Conditions	357	98	108	516	4229	164	91	108	65	109	1433	325	7603
Bkgrd+Proj check	357	98	108	516	4229	164	91	108	65	109	1433	325	

Intersection Number: 9
Traffix Node Number: 7000
Intersection Name: Seely Av & Epic Way
Peak Hour: **AM** Date of Analysis: 04/28/22
Count Date: 12/09/21
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Dec 2021)	0	10	58	62	0	5	28	164	0	0	0	0	327
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	10	58	62	0	5	28	164	0	0	0	0	327
Existing + Project	0	83	66	90	0	8	30	356	0	0	0	0	633
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	10	58	62	0	5	28	164	0	0	0	0	327
Bkgrd check	0	10	58	62	0	5	28	164	0	0	0	0	
Project Trips													
Residential Project Trips	0	55	8	28	0	3	2	181	0	0	0	0	277
Retail Project Trips	0	18	0	0	0	0	0	11	0	0	0	0	29
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	73	8	28	0	3	2	192	0	0	0	0	306
Background + Project Conditions	0	83	66	90	0	8	30	356	0	0	0	0	633
Bkgrd+Proj check	0	82	66	90	0	8	30	356	0	0	0	0	

Intersection Number: 1
Traffix Node Number: 5812
Intersection Name: Zanker Rd & Montague Exp
Peak Hour: **PM** Date of Analysis: 04/28/22
Count Date: 11/08/18
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Nov 2018)	675	648	69	77	1575	69	15	300	162	640	1922	480	6632
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	675	648	69	77	1575	69	15	300	162	640	1922	480	6632
Existing + Project	675	648	69	77	1615	69	15	300	162	640	1978	480	6728
Approved Project Trips													
San Jose ATI	168	198	35	11	228	4	23	135	165	34	218	23	1242
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	168	198	35	11	228	4	23	135	165	34	218	23	1242
Background Conditions	843	846	104	88	1803	73	38	435	327	674	2140	503	7874
Bkgrd check	843	846	104	88	1803	73	38	435	327	674	2140	503	
Project Trips													
Residential Project Trips	0	0	0	0	34	0	0	0	0	0	51	0	85
Retail Project Trips	0	0	0	0	6	0	0	0	0	0	5	0	11
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	40	0	0	0	0	0	56	0	96
Background + Project Conditions	843	846	104	88	1843	73	38	435	327	674	2196	503	7970
Bkgrd+Proj check	843	846	104	88	1843	73	38	435	327	674	2196	503	

Intersection Number: 2
Traffix Node Number: 3742
Intersection Name: Zanker Rd & Plumeria Dr
Peak Hour: **PM** Date of Analysis: 04/28/22
Count Date: 06/01/17
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Jun 2017)	10	1004	31	30	105	102	59	227	7	58	138	25	1796
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	10	1004	31	30	105	102	59	227	7	58	138	25	1796
Existing + Project	10	1004	31	30	124	102	72	227	7	58	179	25	1869
Approved Project Trips													
San Jose ATI	19	233	3	8	35	37	76	183	18	29	59	7	707
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	19	233	3	8	35	37	76	183	18	29	59	7	707
Background Conditions	29	1237	34	38	140	139	135	410	25	87	197	32	2503
Bkgrd check	29	1237	34	38	140	139	135	410	25	87	197	32	
Project Trips													
Residential Project Trips	0	0	0	0	17	0	13	0	0	0	39	0	69
Retail Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	19	0	13	0	0	0	41	0	73
Background + Project Conditions	29	1237	34	38	159	139	148	410	25	87	238	32	2576
Bkgrd+Proj check	29	1237	34	38	158	139	148	410	25	87	237	32	

Intersection Number: 3
Traffix Node Number: 5813
Intersection Name: Montague Exp & River Oaks Pkwy
Peak Hour: **PM** Date of Analysis: 04/28/22
Count Date: 05/10/18
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (May 2018)	34	1982	202	205	106	184	71	1114	30	173	100	28	4229
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	34	1982	202	205	106	184	71	1114	30	173	100	28	4229
Existing + Project	34	1982	258	222	128	249	99	1137	30	173	156	28	4496
Approved Project Trips													
San Jose ATI	1	43	1	58	114	116	6	120	35	135	44	17	690
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	43	1	58	114	116	6	120	35	135	44	17	690
Background Conditions	35	2025	203	263	220	300	77	1234	65	308	144	45	4919
Bkgrd check	35	2025	203	263	220	300	77	1234	65	308	144	45	
Project Trips													
Residential Project Trips	0	0	51	17	17	59	26	17	0	0	51	0	238
Retail Project Trips	0	0	5	0	5	6	2	6	0	0	5	0	29
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	56	17	22	65	28	23	0	0	56	0	267
Background + Project Conditions	35	2025	259	280	242	365	105	1257	65	308	200	45	5186
Bkgrd+Proj check	35	2025	259	280	242	365	104	1257	65	308	200	45	

Intersection Number: 4
Traffix Node Number: 4118
Intersection Name: Seely Av & River Oaks Pkwy
Peak Hour: **PM** Date of Analysis: 04/28/22
Count Date: 01/09/19
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2014)	0	0	0	0	136	76	163	0	204	123	216	0	918
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	0	0	0	136	76	163	0	204	123	216	0	918
Existing + Project	0	0	0	0	136	125	196	0	312	268	216	0	1253
Approved Project Trips													
San Jose ATI	0	0	0	0	288	0	0	0	0	0	51	0	339
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	288	0	0	0	0	0	51	0	339
Background Conditions	0	0	0	0	424	76	163	0	204	123	267	0	1257
Bkgrd check	0	0	0	0	424	76	163	0	204	123	267	0	
Project Trips													
Residential Project Trips	0	0	0	0	0	39	25	0	92	128	0	0	284
Retail Project Trips	0	0	0	0	0	10	8	0	16	17	0	0	51
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	0	0	49	33	0	108	145	0	0	335
Background + Project Conditions	0	0	0	0	424	125	196	0	312	268	267	0	1592
Bkgrd+Proj check	0	0	0	0	424	124	196	0	312	268	267	0	

Intersection Number: 5
Traffix Node Number: 3119
Intersection Name: Zanker Rd & Trimble Rd
Peak Hour: **PM** Date of Analysis: 04/28/22
Count Date: 11/08/18
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Nov 2018)	156	1018	160	13	699	139	118	169	113	321	1277	71	4254
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	156	1018	160	13	699	139	118	169	113	321	1277	71	4254
Existing + Project	156	1018	160	13	724	147	118	182	113	321	1303	71	4326
Approved Project Trips													
San Jose ATI	58	288	10	5	147	38	35	166	103	53	207	26	1136
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	58	288	10	5	147	38	35	166	103	53	207	26	1136
Background Conditions	214	1306	170	18	846	177	153	335	216	374	1484	97	5390
Bkgrd check	214	1306	170	18	846	177	153	335	216	374	1484	97	
Project Trips													
Residential Project Trips	0	0	0	0	25	8	0	13	0	0	26	0	72
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	25	8	0	13	0	0	26	0	72
Background + Project Conditions	214	1306	170	18	871	185	153	348	216	374	1510	97	5462
Bkgrd+Proj check	214	1306	170	18	871	185	153	348	216	374	1510	97	

Intersection Number: 6
Traffix Node Number: 5808
Intersection Name: Trimble Rd & Montague Exp
Peak Hour: **PM** Date of Analysis: 04/28/22
Count Date: 11/08/18
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Nov 2018)	31	117	188	15	1258	671	983	32	60	73	1652	4	5084
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	31	117	188	15	1258	671	983	32	60	73	1652	4	5084
Existing + Project	31	117	188	15	1281	707	983	32	88	73	1717	4	5236
Approved Project Trips													
San Jose ATI	0	0	0	0	238	162	176	4	5	1	268	0	854
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	238	162	176	4	5	1	268	0	854
Background Conditions	31	117	188	15	1496	833	1159	36	65	74	1920	4	5938
Bkgrd check	31	117	188	15	1496	833	1159	36	65	74	1920	4	
Project Trips													
Residential Project Trips	0	0	0	0	17	34	0	0	26	0	59	0	136
Retail Project Trips	0	0	0	0	6	2	0	0	2	0	6	0	16
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	0	23	36	0	0	28	0	65	0	152
Background + Project Conditions	31	117	188	15	1519	869	1159	36	93	74	1985	4	6090
Bkgrd+Proj check	31	117	188	15	1519	868	1159	36	92	74	1985	4	

Intersection Number: 7
Traffix Node Number: 6000
Intersection Name: Seely Av & Montague Exp
Peak Hour: **PM** Date of Analysis: 04/28/22
Count Date: 01/09/19
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Jan 2019)	101	0	0	206	1672	0	0	0	0	0	2823	0	4802
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	101	0	0	206	1672	0	0	0	0	0	2823	0	4802
Existing + Project	159	0	0	303	1672	0	0	0	0	0	2888	0	5022
Approved Project Trips													
San Jose ATI	0	0	0	0	400	0	0	0	0	0	444	0	844
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	400	0	0	0	0	0	444	0	844
Background Conditions	101	0	0	206	2072	0	0	0	0	0	3267	0	5646
Bkgrd check	101	0	0	206	2072	0	0	0	0	0	3267	0	
Project Trips													
Residential Project Trips	50	0	0	90	0	0	0	0	0	0	59	0	199
Retail Project Trips	8	0	0	7	0	0	0	0	0	0	6	0	21
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	58	0	0	97	0	0	0	0	0	0	65	0	220
Background + Project Conditions	159	0	0	303	2072	0	0	0	0	0	3332	0	5866
Bkgrd+Proj check	159	0	0	303	2072	0	0	0	0	0	3332	0	

Intersection Number: 8
Traffix Node Number: 5809
Intersection Name: McCarthy Bl & Montague Exp
Peak Hour: **PM** Date of Analysis: 04/28/22
Count Date: 11/08/18
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Nov 2018)	462	324	523	120	1453	161	384	66	68	55	2886	105	6607
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	462	324	523	120	1453	161	384	66	68	55	2886	105	6607
Existing + Project	465	324	523	120	1543	161	384	66	71	58	2945	108	6768
Approved Project Trips													
San Jose ATI	31	7	9	12	326	34	49	15	11	8	466	15	983
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	31	7	9	12	326	34	49	15	11	8	466	15	983
Background Conditions	493	331	532	132	1779	195	433	81	79	63	3352	120	7590
Bkgrd check	493	331	532	132	1779	195	433	81	79	63	3352	120	
Project Trips													
Residential Project Trips	0	0	0	0	90	0	0	0	0	0	59	0	149
Retail Project Trips	3	0	0	0	0	0	0	0	3	3	0	3	12
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	0	0	90	0	0	0	3	3	59	3	161
Background + Project Conditions	496	331	532	132	1869	195	433	81	82	66	3411	123	7751
Bkgrd+Proj check	496	331	532	132	1869	195	433	81	82	66	3411	123	

Intersection Number: 9
Traffix Node Number: 7000
Intersection Name: Seely Av & Epic Way
Peak Hour: **PM** Date of Analysis: 04/28/22
Count Date: 12/09/21
Scenario: New Project: 1,475 DU + 20,197 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

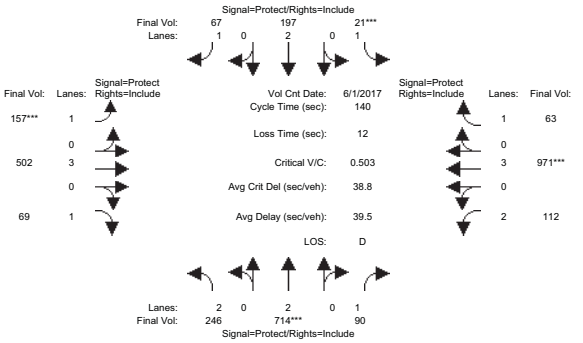
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Dec 2021)	0	20	17	68	0	5	14	106	0	0	0	0	230
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	20	17	68	0	5	14	106	0	0	0	0	230
Existing + Project	0	191	39	84	0	7	18	232	0	0	0	0	571
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	20	17	68	0	5	14	106	0	0	0	0	230
Bkgrd check	0	20	17	68	0	5	14	106	0	0	0	0	
Project Trips													
Residential Project Trips	0	145	22	16	0	2	4	102	0	0	0	0	291
Retail Project Trips	0	26	0	0	0	0	0	24	0	0	0	0	50
Reassigned Existing Volumes (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Reassigned ATI (w/new signal)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	171	22	16	0	2	4	126	0	0	0	0	341
Background + Project Conditions	0	191	39	84	0	7	18	232	0	0	0	0	571
Bkgrd+Proj check	0	192	39	84	0	7	18	232	0	0	0	0	

Appendix C
Intersection Level of Service Calculations

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



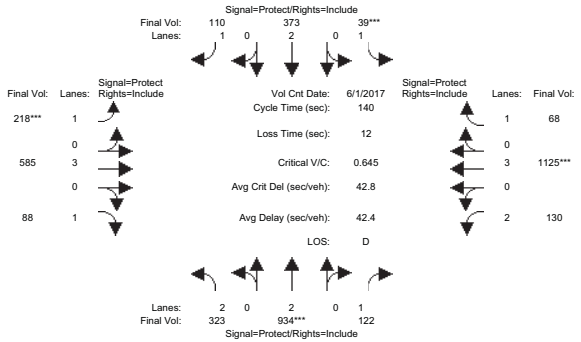
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00AM												
Base Vol:	246	714	90	21	197	67	157	502	69	112	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	714	90	21	197	67	157	502	69	112	971	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	714	90	21	197	67	157	502	69	112	971	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	714	90	21	197	67	157	502	69	112	971	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	714	90	21	197	67	157	502	69	112	971	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	714	90	21	197	67	157	502	69	112	971	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.05	0.01	0.05	0.04	0.09	0.09	0.04	0.04	0.17	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.36	0.36	0.05	0.20	0.20	0.17	0.32	0.32	0.18	0.33	0.33
Volume/Cap:	0.36	0.52	0.14	0.24	0.26	0.19	0.52	0.28	0.12	0.20	0.52	0.11
Delay/Veh:	47.1	35.4	30.1	65.4	47.8	47.2	54.2	35.6	33.8	48.8	38.3	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	35.4	30.1	65.4	47.8	47.2	54.2	35.6	33.8	48.8	38.3	32.8
LOS by Move:	D	D	C	E	D	D	D	D	C	D	D	C
DesignQueue:	9	19	5	2	6	5	11	9	4	4	18	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



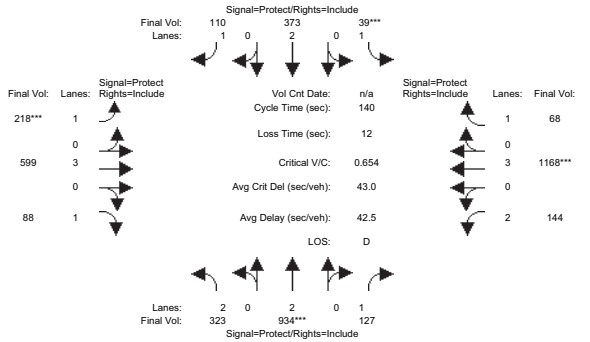
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00AM												
Base Vol:	246	714	90	21	197	67	157	502	69	112	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	714	90	21	197	67	157	502	69	112	971	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	77	220	32	18	176	43	61	83	19	18	154	5
Initial Fut:	323	934	122	39	373	110	218	585	88	130	1125	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	934	122	39	373	110	218	585	88	130	1125	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	934	122	39	373	110	218	585	88	130	1125	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	934	122	39	373	110	218	585	88	130	1125	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.07	0.02	0.10	0.06	0.12	0.10	0.05	0.04	0.20	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.37	0.37	0.05	0.21	0.21	0.19	0.33	0.33	0.16	0.30	0.30
Volume/Cap:	0.47	0.66	0.19	0.45	0.47	0.30	0.66	0.31	0.15	0.26	0.66	0.13
Delay/Veh:	48.4	37.5	29.6	68.2	49.2	47.4	57.3	35.2	33.3	51.7	43.6	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	37.5	29.6	68.2	49.2	47.4	57.3	35.2	33.3	51.7	43.6	35.8
LOS by Move:	D	D	C	E	D	D	E	D	C	D	D	D
DesignQueue:	12	24	7	3	12	7	15	10	5	5	22	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



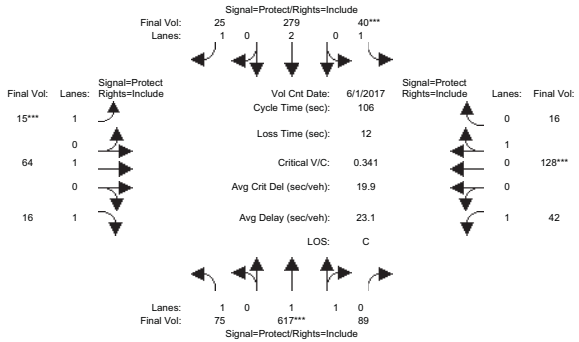
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	323	934	122	39	373	110	218	585	88	130	1125	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	934	122	39	373	110	218	585	88	130	1125	68
Added Vol:	0	0	5	0	0	0	0	14	0	14	43	0
Reassigned:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	934	127	39	373	110	218	599	88	144	1168	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	934	127	39	373	110	218	599	88	144	1168	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	934	127	39	373	110	218	599	88	144	1168	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	934	127	39	373	110	218	599	88	144	1168	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.07	0.02	0.10	0.06	0.12	0.11	0.05	0.05	0.20	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.37	0.37	0.05	0.21	0.21	0.19	0.34	0.34	0.16	0.31	0.31
Volume/Cap:	0.48	0.67	0.20	0.45	0.48	0.31	0.67	0.31	0.15	0.29	0.67	0.13
Delay/Veh:	48.7	38.2	30.2	68.2	49.5	47.7	58.0	34.6	32.7	52.1	43.2	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	38.2	30.2	68.2	49.5	47.7	58.0	34.6	32.7	52.1	43.2	35.0
LOS by Move:	D	D	C	E	D	D	E	C	C	D	D	C
DesignQueue:	12	24	7	3	12	8	15	11	5	6	22	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



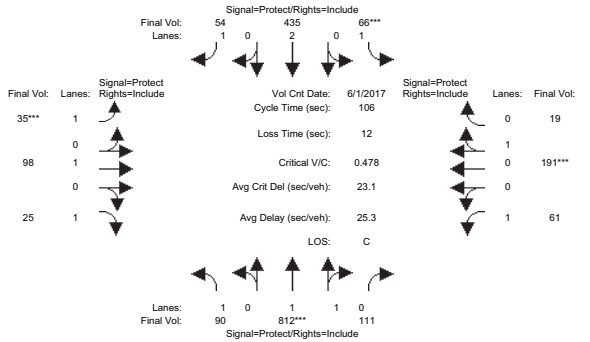
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8-9AM												
Base Vol:	75	617	89	40	279	25	15	64	16	42	128	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	617	89	40	279	25	15	64	16	42	128	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	617	89	40	279	25	15	64	16	42	128	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	617	89	40	279	25	15	64	16	42	128	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	617	89	40	279	25	15	64	16	42	128	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	617	89	40	279	25	15	64	16	42	128	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1750	3233	466	1750	3800	1750	1750	1900	1750	1750	1600	200
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.02	0.07	0.01	0.01	0.03	0.01	0.02	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.25	0.53	0.53	0.07	0.35	0.35	0.07	0.17	0.17	0.12	0.22	0.22
Volume/Cap:	0.17	0.36	0.36	0.35	0.21	0.04	0.13	0.20	0.05	0.20	0.36	0.36
Delay/Veh:	31.7	14.5	14.5	49.1	24.1	22.6	47.1	38.1	36.9	42.6	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	14.5	14.5	49.1	24.1	22.6	47.1	38.1	36.9	42.6	35.3	35.3
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
DesignQueue:	4	11	11	2	5	1	1	3	1	2	7	7

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



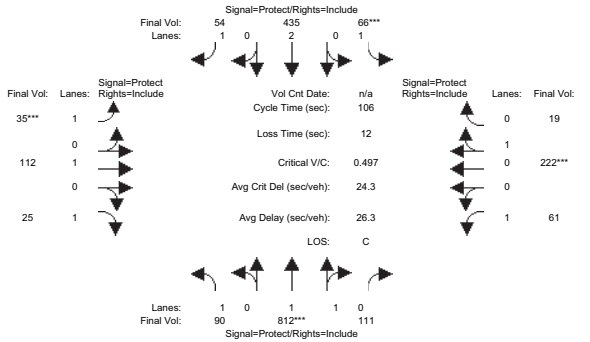
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8-9AM												
Base Vol:	75	617	89	40	279	25	15	64	16	42	128	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	617	89	40	279	25	15	64	16	42	128	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	195	22	26	156	29	20	34	9	19	63	3
Initial Fut:	90	812	111	66	435	54	35	98	25	61	191	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	812	111	66	435	54	35	98	25	61	191	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	812	111	66	435	54	35	98	25	61	191	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	812	111	66	435	54	35	98	25	61	191	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	3255	445	1750	3800	1750	1750	1900	1750	1750	1637	163
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.04	0.11	0.03	0.02	0.05	0.01	0.03	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.51	0.51	0.08	0.37	0.37	0.07	0.18	0.18	0.12	0.24	0.24
Volume/Cap:	0.24	0.49	0.49	0.49	0.31	0.08	0.30	0.29	0.08	0.28	0.49	0.49
Delay/Veh:	34.9	17.4	17.4	49.8	23.9	21.8	48.7	38.2	36.4	42.8	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	17.4	17.4	49.8	23.9	21.8	48.7	38.2	36.4	42.8	35.8	35.8
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
DesignQueue:	5	15	15	4	8	2	2	5	1	3	10	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



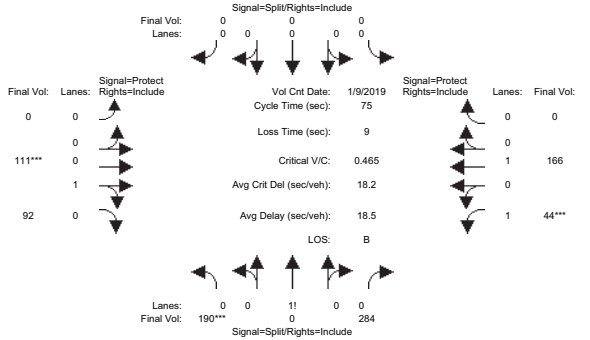
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	812	111	66	435	54	35	98	25	61	191	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	812	111	66	435	54	35	98	25	61	191	19
Added Vol:	0	0	0	0	0	0	0	14	0	0	31	0
Reassigned:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	812	111	66	435	54	35	112	25	61	222	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	812	111	66	435	54	35	112	25	61	222	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	812	111	66	435	54	35	112	25	61	222	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	812	111	66	435	54	35	112	25	61	222	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	1750	3255	445	1750	3800	1750	1750	1900	1750	1750	1658	142
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.04	0.11	0.03	0.02	0.06	0.01	0.03	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.49	0.49	0.07	0.35	0.35	0.07	0.19	0.19	0.13	0.26	0.26
Volume/Cap:	0.25	0.51	0.51	0.51	0.32	0.09	0.30	0.31	0.07	0.26	0.51	0.51
Delay/Veh:	35.7	18.9	18.9	50.8	25.0	22.8	48.7	37.2	35.2	41.7	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	18.9	18.9	50.8	25.0	22.8	48.7	37.2	35.2	41.7	34.4	34.4
LOS by Move:	D	B	B	D	C	C	D	D	D	D	C	C
DesignQueue:	5	15	15	4	9	2	2	5	1	3	11	11

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



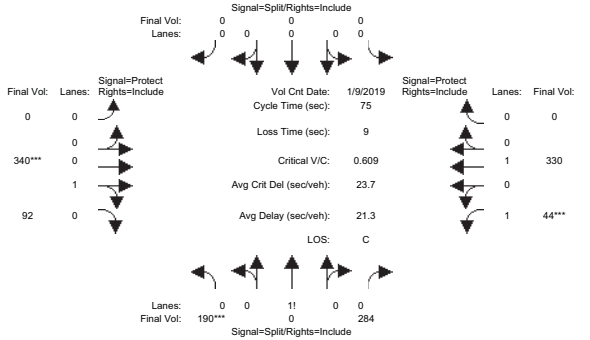
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 8:00-9:00												
Base Vol:	190	0	284	0	0	0	0	111	92	44	166	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	284	0	0	0	0	111	92	44	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	284	0	0	0	0	111	92	44	166	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	284	0	0	0	0	111	92	44	166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	284	0	0	0	0	111	92	44	166	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	284	0	0	0	0	111	92	44	166	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.55	0.45	1.00	1.00	0.00
Final Sat.:	701	0	1049	0	0	0	0	984	816	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.11	0.11	0.03	0.09	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.23	0.23	0.09	0.32	0.00
Volume/Cap:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.49	0.27	0.27	0.00
Delay/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	29.0	29.0	35.6	19.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	29.0	29.0	35.6	19.8	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	D	B	A
DesignQueue:	10	0	10	0	0	0	0	7	7	2	5	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



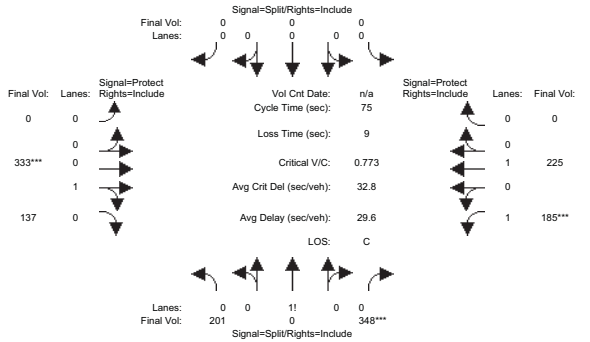
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 8:00-9:00												
Base Vol:	190	0	284	0	0	0	0	111	92	44	166	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	284	0	0	0	0	111	92	44	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	229	0	0	164	0
Initial Fut:	190	0	284	0	0	0	0	340	92	44	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	284	0	0	0	0	340	92	44	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	284	0	0	0	0	340	92	44	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	284	0	0	0	0	340	92	44	330	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.79	0.21	1.00	1.00	0.00
Final Sat.:	701	0	1049	0	0	0	0	1417	383	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.24	0.24	0.03	0.17	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.37	0.37	0.09	0.46	0.00
Volume/Cap:	0.65	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.65	0.27	0.38	0.00
Delay/Veh:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	24.5	24.5	35.6	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	24.5	24.5	35.6	14.3	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
DesignQueue:	13	0	13	0	0	0	0	13	13	2	8	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



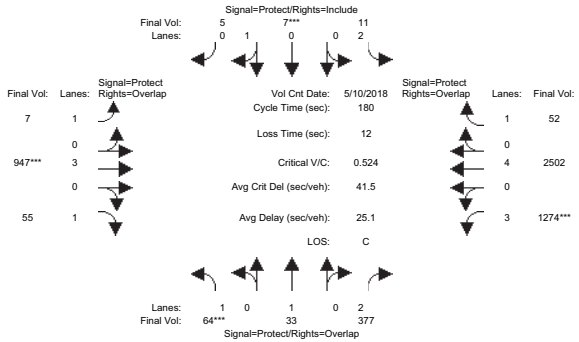
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module:												
Base Vol:	190	0	284	0	0	0	0	340	92	44	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	284	0	0	0	0	340	92	44	330	0
Added Vol:	74	0	57	0	0	0	0	0	45	36	0	0
Reassigned:	-63	0	7	0	0	0	0	-7	0	105	-105	0
Initial Fut:	201	0	348	0	0	0	0	333	137	185	225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	0	348	0	0	0	0	333	137	185	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	0	348	0	0	0	0	333	137	185	225	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	0	348	0	0	0	0	333	137	185	225	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.37	0.00	0.63	0.00	0.00	0.00	0.00	0.71	0.29	1.00	1.00	0.00
Final Sat.:	641	0	1109	0	0	0	0	1275	525	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.26	0.26	0.11	0.12	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.34	0.34	0.14	0.47	0.00
Volume/Cap:	0.77	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.77	0.77	0.25	0.00
Delay/Veh:	27.3	0.0	27.3	0.0	0.0	0.0	0.0	31.5	31.5	52.5	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	0.0	27.3	0.0	0.0	0.0	0.0	31.5	31.5	52.5	12.4	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
DesignQueue:	16	0	16	0	0	0	0	15	15	7	5	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



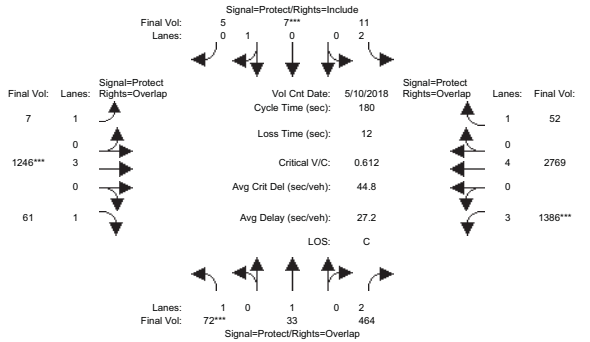
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9AM												
Base Vol:	64	33	377	11	7	5	7	947	55	1274	2780	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
Initial Bse:	64	33	377	11	7	5	7	947	55	1274	2780	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	33	377	11	7	5	7	947	55	1274	2780	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	33	377	11	7	5	7	947	55	1274	2502	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	33	377	11	7	5	7	947	55	1274	2502	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	33	377	11	7	5	7	947	55	1274	2502	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.12	0.00	0.01	0.01	0.00	0.17	0.03	0.28	0.33	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.07	0.58	0.05	0.06	0.06	0.09	0.30	0.37	0.51	0.73	0.78
Volume/Cap:	0.55	0.24	0.21	0.07	0.12	0.12	0.05	0.55	0.09	0.55	0.45	0.04
Delay/Veh:	86.9	79.8	18.0	81.7	81.4	81.4	75.7	52.9	37.1	30.4	10.2	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	79.8	18.0	81.7	81.4	81.4	75.7	52.9	37.1	30.4	10.2	4.7
LOS by Move:	F	E	B	F	F	F	E	D	D	C	B	A
DesignQueue:	7	3	10	1	1	1	1	23	4	28	19	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



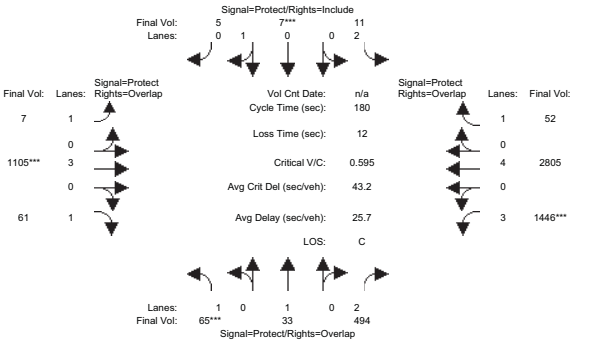
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9AM												
Base Vol:	64	33	377	11	7	5	7	947	55	1274	2780	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	947	55	1274	2780	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	0	87	0	0	0	0	299	6	112	297	0
Initial Fut:	72	33	464	11	7	5	7	1246	61	1386	3077	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	33	464	11	7	5	7	1246	61	1386	2769	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	33	464	11	7	5	7	1246	61	1386	2769	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	33	464	11	7	5	7	1246	61	1386	2769	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.15	0.00	0.01	0.01	0.00	0.22	0.03	0.30	0.36	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.07	0.54	0.05	0.06	0.06	0.08	0.34	0.40	0.47	0.74	0.78
Volume/Cap:	0.64	0.25	0.27	0.07	0.12	0.12	0.05	0.64	0.09	0.64	0.50	0.04
Delay/Veh:	94.3	80.1	22.0	81.8	81.4	81.4	76.9	50.9	33.2	36.5	10.0	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.3	80.1	22.0	81.8	81.4	81.4	76.9	50.9	33.2	36.5	10.0	4.3
LOS by Move:	F	F	C	F	F	F	E	D	C	D	A	A
DesignQueue:	7	3	13	1	1	1	1	29	4	33	20	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



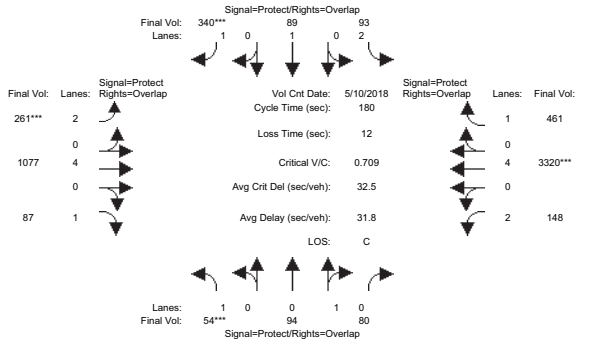
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	33	464	11	7	5	7	1246	61	1386	3077	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	33	464	11	7	5	7	1246	61	1386	3077	52
Added Vol:	0	0	23	0	0	0	0	27	0	60	40	0
Reassigned:	-7	0	7	0	0	0	0	-168	0	0	0	0
Initial Fut:	65	33	494	11	7	5	7	1105	61	1446	3117	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	33	494	11	7	5	7	1105	61	1446	2805	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	33	494	11	7	5	7	1105	61	1446	2805	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	33	494	11	7	5	7	1105	61	1446	2805	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.16	0.00	0.01	0.01	0.00	0.19	0.03	0.32	0.37	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.07	0.58	0.05	0.06	0.06	0.08	0.31	0.37	0.51	0.74	0.79
Volume/Cap:	0.63	0.26	0.27	0.07	0.12	0.12	0.05	0.63	0.09	0.63	0.50	0.04
Delay/Veh:	94.1	80.7	19.3	82.2	81.4	81.4	77.0	53.8	37.1	32.4	9.7	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.1	80.7	19.3	82.2	81.4	81.4	77.0	53.8	37.1	32.4	9.7	4.2
LOS by Move:	F	F	B	F	F	F	E	D	D	C	A	A
DesignQueue:	7	3	13	1	1	1	1	27	4	32	20	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



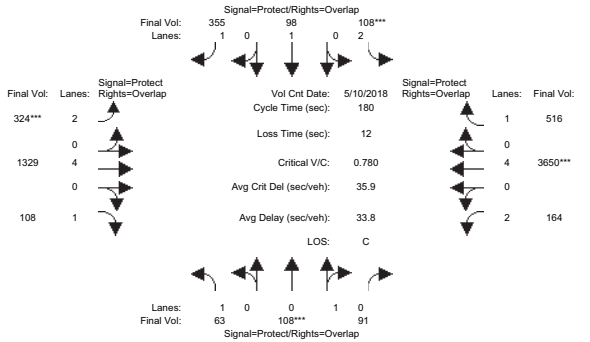
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8:00-9:00 AM												
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	94	80	93	89	340	261	1077	87	148	3816	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	94	80	93	89	340	261	1077	87	148	3320	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	94	80	93	89	340	261	1077	87	148	3320	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	94	80	93	89	340	261	1077	87	148	3320	461
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	972	828	3150	1900	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.03	0.05	0.19	0.08	0.14	0.05	0.05	0.44	0.26
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.14	0.33	0.06	0.16	0.27	0.12	0.55	0.59	0.18	0.62	0.67
Volume/Cap:	0.71	0.68	0.30	0.51	0.30	0.71	0.71	0.26	0.08	0.26	0.71	0.39
Delay/Veh:	111.5	80.1	45.6	84.9	67.6	63.8	82.8	21.2	15.7	63.4	24.1	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.5	80.1	45.6	84.9	67.6	63.8	82.8	21.2	15.7	63.4	24.1	13.2
LOS by Move:	F	F	D	F	E	E	F	C	B	E	C	B
DesignQueue:	6	16	13	5	8	28	14	13	4	7	36	18

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



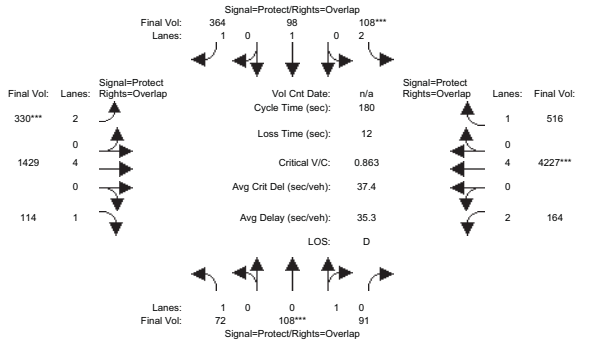
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8:00-9:00 AM												
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	14	11	15	9	15	63	252	21	16	379	55
Initial Fut:	63	108	91	108	98	355	324	1329	108	164	4195	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	108	91	108	98	355	324	1329	108	164	3650	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	108	91	108	98	355	324	1329	108	164	3650	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	108	91	108	98	355	324	1329	108	164	3650	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	977	823	3150	1900	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.05	0.20	0.10	0.17	0.06	0.05	0.48	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.14	0.31	0.04	0.13	0.27	0.13	0.58	0.63	0.17	0.62	0.66
Volume/Cap:	0.69	0.78	0.35	0.78	0.39	0.76	0.78	0.30	0.10	0.30	0.78	0.45
Delay/Veh:	104.4	88.8	48.1	109.3	72.2	68.3	84.8	19.6	13.3	65.5	26.4	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.4	88.8	48.1	109.3	72.2	68.3	84.8	19.6	13.3	65.5	26.4	15.1
LOS by Move:	F	F	D	F	E	E	F	B	B	E	C	B
DesignQueue:	7	19	15	6	9	30	17	15	4	8	40	21

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



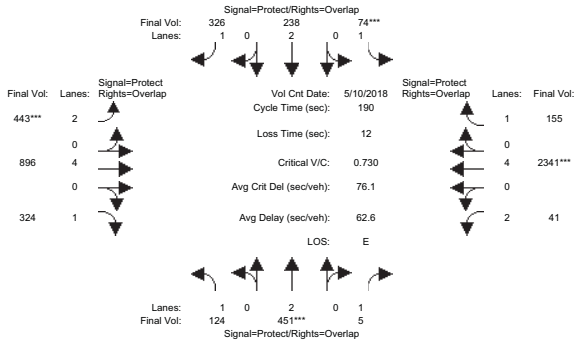
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	108	91	108	98	355	324	1329	108	164	4195	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	108	91	108	98	355	324	1329	108	164	4195	516
Added Vol:	9	0	0	0	0	9	6	100	6	0	32	0
Reassigned:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	108	91	108	98	364	330	1429	114	164	4227	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	108	91	108	98	364	330	1429	114	164	4227	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	108	91	108	98	364	330	1429	114	164	4227	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	108	91	108	98	364	330	1429	114	164	4227	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	977	823	3150	1900	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.05	0.21	0.10	0.19	0.07	0.05	0.56	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.13	0.29	0.04	0.12	0.24	0.12	0.60	0.65	0.17	0.64	0.68
Volume/Cap:	0.86	0.86	0.38	0.86	0.43	0.86	0.86	0.31	0.10	0.31	0.86	0.43
Delay/Veh:	140.1	104	50.9	128.1	74.8	81.8	95.6	17.8	12.0	66.4	27.4	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.1	104	50.9	128.1	74.8	81.8	95.6	17.8	12.0	66.4	27.4	13.0
LOS by Move:	F	F	D	F	E	F	F	B	B	E	C	B
DesignQueue:	8	19	15	6	9	32	18	15	4	8	44	19

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



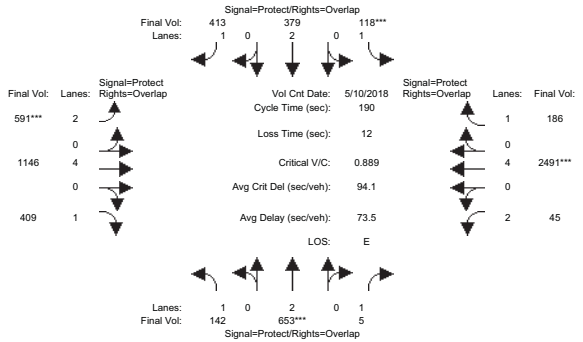
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	451	5	74	238	326	443	896	324	41	2341	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	451	5	74	238	326	443	896	324	41	2341	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	451	5	74	238	326	443	896	324	41	2341	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.04	0.06	0.19	0.14	0.12	0.19	0.01	0.39	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.70	0.55	0.01	0.57	0.33	0.53	0.87	0.20	0.27	0.22	0.79	0.16
Delay/Veh:	99.6	71.4	53.3	97.0	71.5	53.3	97.1	26.6	19.3	95.3	72.3	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.6	71.4	53.3	97.0	71.5	53.3	97.1	26.6	19.3	95.3	72.3	39.8
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	D
DesignQueue:	14	21	0	8	11	27	26	11	13	3	37	9

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



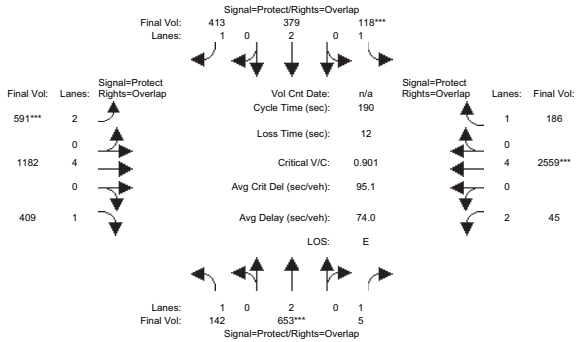
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	18	202	0	44	141	87	148	250	85	4	150	31
Initial Fut:	142	653	5	118	379	413	591	1146	409	45	2491	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	653	5	118	379	413	591	1146	409	45	2491	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	653	5	118	379	413	591	1146	409	45	2491	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	653	5	118	379	413	591	1146	409	45	2491	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.00	0.07	0.10	0.24	0.19	0.15	0.23	0.01	0.41	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.80	0.79	0.01	0.91	0.53	0.67	1.15	0.26	0.34	0.24	0.84	0.19
Delay/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.7	20.6	95.5	76.1	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.7	20.6	95.5	76.1	40.6
LOS by Move:	F	F	D	F	E	E	F	C	C	F	E	D
DesignQueue:	16	30	0	14	18	35	35	14	16	3	39	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



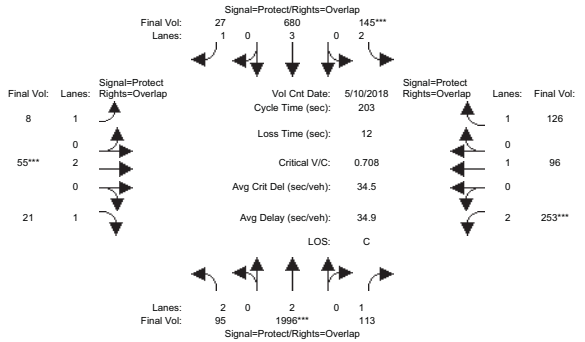
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	653	5	118	379	413	591	1146	409	45	2491	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	653	5	118	379	413	591	1146	409	45	2491	186
Added Vol:	0	0	0	0	0	0	0	36	0	0	68	0
Reassigned:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	653	5	118	379	413	591	1182	409	45	2559	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	653	5	118	379	413	591	1182	409	45	2559	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	653	5	118	379	413	591	1182	409	45	2559	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	653	5	118	379	413	591	1182	409	45	2559	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.00	0.07	0.10	0.24	0.19	0.16	0.23	0.01	0.42	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.80	0.79	0.01	0.91	0.53	0.67	1.15	0.26	0.34	0.24	0.86	0.19
Delay/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.8	20.6	95.5	78.1	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.8	20.6	95.5	78.1	40.6
LOS by Move:	F	F	D	F	E	E	F	C	C	F	E	D
DesignQueue:	16	30	0	14	18	35	35	14	16	3	41	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



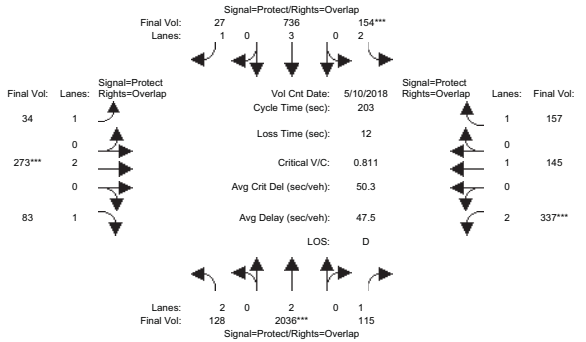
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9am												
Base Vol:	95	2434	113	145	680	27	8	55	21	253	96	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	2434	113	145	680	27	8	55	21	253	96	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	2434	113	145	680	27	8	55	21	253	96	126
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1996	113	145	680	27	8	55	21	253	96	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1996	113	145	680	27	8	55	21	253	96	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1996	113	145	680	27	8	55	21	253	96	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.06	0.05	0.12	0.02	0.00	0.01	0.01	0.08	0.05	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.72	0.83	0.06	0.61	0.67	0.06	0.05	0.22	0.11	0.09	0.16
Volume/Cap:	0.17	0.73	0.08	0.73	0.20	0.02	0.07	0.29	0.05	0.73	0.53	0.46
Delay/Veh:	71.9	18.7	3.3	114.4	18.0	11.2	90.4	97.0	62.0	100.2	98.5	83.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	18.7	3.3	114.4	18.0	11.2	90.4	97.0	62.0	100.2	98.5	83.0
LOS by Move:	E	B	A	F	B	B	F	F	E	F	F	F
DesignQueue:	5	37	2	9	10	1	1	3	2	16	10	13

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



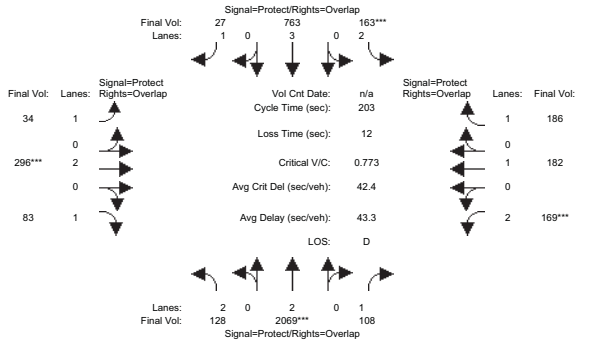
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9am												
Base Vol:	95	2434	113	145	680	27	8	55	21	253	96	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	2434	113	145	680	27	8	55	21	253	96	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	33	49	2	9	56	0	26	218	62	84	49	31
Initial Fut:	128	2483	115	154	736	27	34	273	83	337	145	157
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	2036	115	154	736	27	34	273	83	337	145	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2036	115	154	736	27	34	273	83	337	145	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2036	115	154	736	27	34	273	83	337	145	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.54	0.07	0.05	0.13	0.02	0.02	0.07	0.05	0.11	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.66	0.79	0.06	0.55	0.62	0.07	0.09	0.26	0.13	0.15	0.21
Volume/Cap:	0.24	0.81	0.08	0.81	0.24	0.03	0.28	0.81	0.18	0.81	0.50	0.42
Delay/Veh:	73.5	28.2	4.8	124.4	24.0	15.2	95.6	110	59.1	101.4	85.2	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	28.2	4.8	124.4	24.0	15.2	95.6	110	59.1	101.4	85.2	72.7
LOS by Move:	E	C	A	F	C	B	F	F	E	F	F	E
DesignQueue:	7	45	3	10	13	1	4	14	8	20	14	16

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



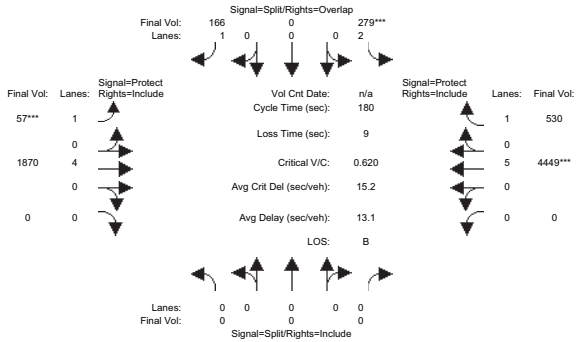
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	2483	115	154	736	27	34	273	83	337	145	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	2483	115	154	736	27	34	273	83	337	145	157
Added Vol:	0	40	0	9	27	0	0	23	0	0	37	29
Reassigned:	0	0	-7	0	0	0	0	0	0	-168	0	0
Initial Fut:	128	2523	108	163	763	27	34	296	83	169	182	186
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	2069	108	163	763	27	34	296	83	169	182	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2069	108	163	763	27	34	296	83	169	182	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2069	108	163	763	27	34	296	83	169	182	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.54	0.06	0.05	0.13	0.02	0.02	0.08	0.05	0.05	0.10	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.70	0.77	0.07	0.59	0.64	0.05	0.10	0.28	0.07	0.13	0.19
Volume/Cap:	0.23	0.77	0.08	0.77	0.23	0.02	0.43	0.77	0.17	0.77	0.77	0.55
Delay/Veh:	72.2	21.8	5.7	116.9	19.7	13.7	110.7	103	56.0	115.8	107	80.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	21.8	5.7	116.9	19.7	13.7	110.7	103	56.0	115.8	107	80.6
LOS by Move:	E	C	A	F	B	B	F	F	E	F	F	F
DesignQueue:	7	40	3	10	12	1	4	15	7	11	18	19

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #6000: SEELY AV / MONTAGUE EXPWY



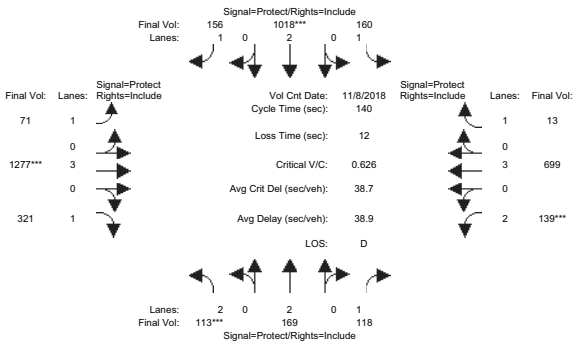
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	66	0	2038	0	0	4449	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	66	0	2038	0	0	4449	480
Added Vol:	0	0	0	111	0	100	50	0	0	0	0	50
Reassigned:	0	0	0	168	0	0	7	-168	0	0	0	0
Initial Fut:	0	0	0	279	0	166	57	1870	0	0	4449	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	279	0	166	57	1870	0	0	4449	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	279	0	166	57	1870	0	0	4449	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	279	0	166	57	1870	0	0	4449	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	4.00	0.00	0.00	5.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	7600	0	0	9500	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.03	0.25	0.00	0.00	0.47	0.30
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.20	0.05	0.81	0.00	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.49	0.62	0.30	0.00	0.00	0.62	0.40
Delay/Veh:	0.0	0.0	0.0	75.2	0.0	65.5	95.9	4.5	0.0	0.0	10.3	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	75.2	0.0	65.5	95.9	4.5	0.0	0.0	10.3	8.0
LOS by Move:	A	A	A	E	A	E	F	A	A	A	B	A
DesignQueue:	0	0	0	15	0	15	6	10	0	0	25	15

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



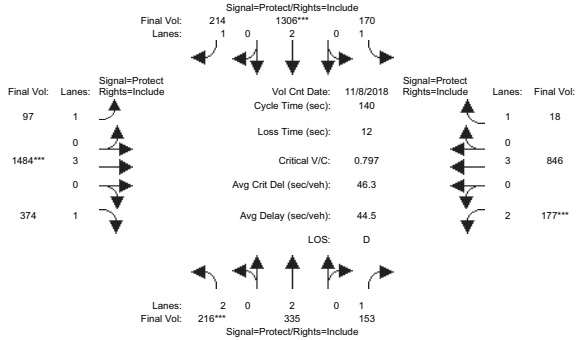
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	169	118	160	1018	156	71	1277	321	139	699	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	169	118	160	1018	156	71	1277	321	139	699	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	169	118	160	1018	156	71	1277	321	139	699	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.09	0.27	0.09	0.04	0.22	0.18	0.04	0.12	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.21	0.21	0.27	0.43	0.43	0.12	0.36	0.36	0.07	0.30	0.30
Volume/Cap:	0.63	0.21	0.32	0.34	0.63	0.21	0.33	0.63	0.51	0.63	0.40	0.02
Delay/Veh:	71.3	45.5	47.0	41.2	32.0	25.3	56.8	37.8	36.0	68.8	38.7	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	45.5	47.0	41.2	32.0	25.3	56.8	37.8	36.0	68.8	38.7	34.1
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	C
DesignQueue:	5	5	8	10	24	8	5	23	18	6	13	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



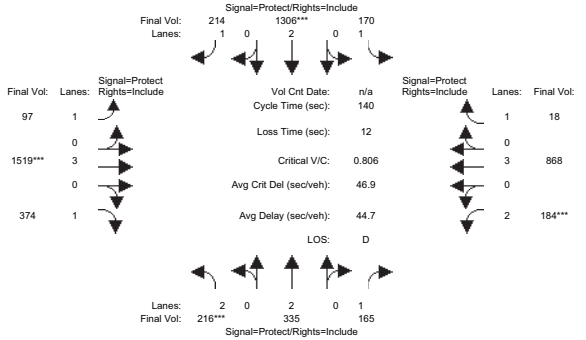
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	103	166	35	10	288	58	26	207	53	38	147	5
Initial Fut:	216	335	153	170	1306	214	97	1484	374	177	846	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	335	153	170	1306	214	97	1484	374	177	846	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	335	153	170	1306	214	97	1484	374	177	846	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	335	153	170	1306	214	97	1484	374	177	846	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.10	0.34	0.12	0.06	0.26	0.21	0.06	0.15	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.25	0.25	0.27	0.43	0.43	0.11	0.33	0.33	0.07	0.29	0.29
Volume/Cap:	0.80	0.36	0.36	0.36	0.80	0.28	0.51	0.80	0.65	0.80	0.51	0.04
Delay/Veh:	77.9	43.9	44.1	41.7	37.3	26.0	61.4	45.4	43.1	82.1	41.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	43.9	44.1	41.7	37.3	26.0	61.4	45.4	43.1	82.1	41.8	35.8
LOS by Move:	E	D	D	D	D	C	E	D	D	F	D	D
DesignQueue:	9	10	10	11	32	11	7	28	23	8	16	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



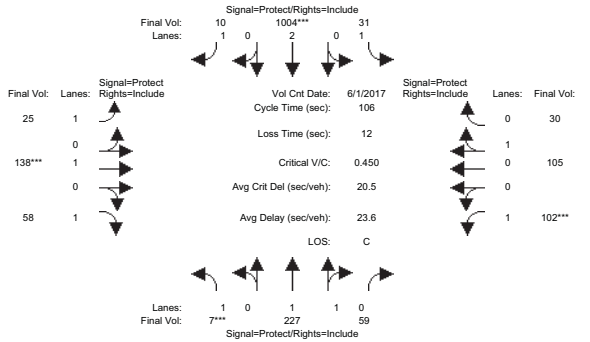
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	216	335	153	170	1306	214	97	1484	374	177	846	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	335	153	170	1306	214	97	1484	374	177	846	18
Added Vol:	0	0	12	0	0	0	0	35	0	7	22	0
Reassignmen:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	335	165	170	1306	214	97	1519	374	184	868	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	335	165	170	1306	214	97	1519	374	184	868	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	335	165	170	1306	214	97	1519	374	184	868	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	335	165	170	1306	214	97	1519	374	184	868	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.10	0.34	0.12	0.06	0.27	0.21	0.06	0.15	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.25	0.25	0.26	0.43	0.43	0.11	0.33	0.33	0.07	0.30	0.30
Volume/Cap:	0.81	0.35	0.37	0.37	0.81	0.29	0.52	0.81	0.65	0.81	0.52	0.03
Delay/Veh:	79.2	43.2	43.8	43.0	38.2	26.5	61.5	45.4	42.4	82.6	41.3	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	43.2	43.8	43.0	38.2	26.5	61.5	45.4	42.4	82.6	41.3	35.1
LOS by Move:	E	D	D	D	D	C	E	D	D	F	D	D
DesignQueue:	9	10	11	11	32	11	7	28	22	8	17	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



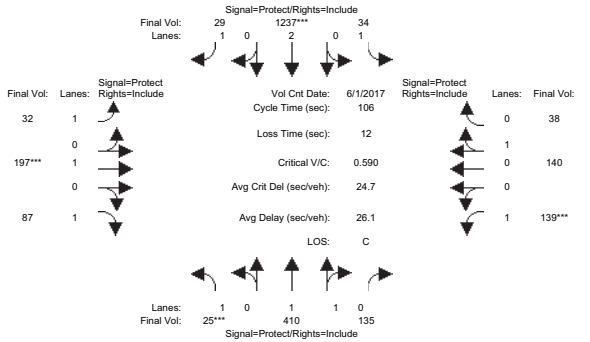
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 5-6PM												
Base Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	227	59	31	1004	10	25	138	58	102	105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	227	59	31	1004	10	25	138	58	102	105	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	227	59	31	1004	10	25	138	58	102	105	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	227	59	31	1004	10	25	138	58	102	105	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.78	0.22
Final Sat.:	1750	2936	763	1750	3800	1750	1750	1900	1750	1750	1400	400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.02	0.26	0.01	0.01	0.07	0.03	0.06	0.08	0.08
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.36	0.36	0.25	0.55	0.55	0.11	0.15	0.15	0.12	0.16	0.16
Volume/Cap:	0.06	0.21	0.21	0.07	0.48	0.01	0.13	0.48	0.22	0.48	0.47	0.47
Delay/Veh:	46.6	23.5	23.5	30.2	14.8	10.9	42.7	42.5	39.9	45.2	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	23.5	23.5	30.2	14.8	10.9	42.7	42.5	39.9	45.2	41.6	41.6
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
DesignQueue:	0	6	6	1	14	0	1	7	3	6	7	7

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



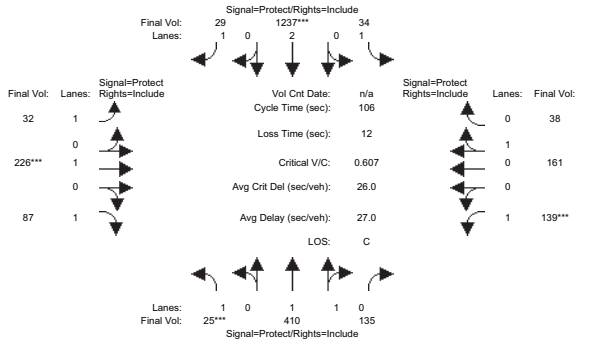
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 5-6PM												
Base Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	227	59	31	1004	10	25	138	58	102	105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	18	183	76	3	233	19	7	59	29	37	35	8
Initial Fut:	25	410	135	34	1237	29	32	197	87	139	140	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	410	135	34	1237	29	32	197	87	139	140	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	410	135	34	1237	29	32	197	87	139	140	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	410	135	34	1237	29	32	197	87	139	140	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.79	0.21
Final Sat.:	1750	2783	916	1750	3800	1750	1750	1900	1750	1750	1416	384
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.02	0.33	0.02	0.02	0.10	0.05	0.08	0.10	0.10
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.41	0.41	0.18	0.53	0.53	0.12	0.17	0.17	0.13	0.18	0.18
Volume/Cap:	0.22	0.36	0.36	0.11	0.62	0.03	0.15	0.62	0.30	0.62	0.56	0.56
Delay/Veh:	47.8	21.9	21.9	36.2	18.3	12.2	42.3	44.7	39.2	49.0	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	21.9	21.9	36.2	18.3	12.2	42.3	44.7	39.2	49.0	42.0	42.0
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
DesignQueue:	1	10	10	2	19	1	2	10	5	8	9	9

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



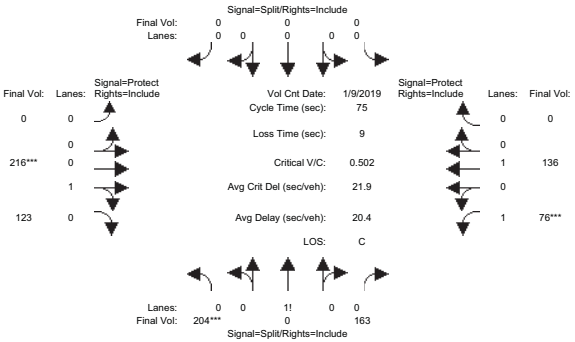
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	410	135	34	1237	29	32	197	87	139	140	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	410	135	34	1237	29	32	197	87	139	140	38
Added Vol:	0	0	0	0	0	0	0	29	0	0	21	0
Reassignmen:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	410	135	34	1237	29	32	226	87	139	161	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	410	135	34	1237	29	32	226	87	139	161	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	410	135	34	1237	29	32	226	87	139	161	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	410	135	34	1237	29	32	226	87	139	161	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	2783	916	1750	3800	1750	1750	1900	1750	1750	1456	344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.02	0.33	0.02	0.02	0.12	0.05	0.08	0.11	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.40	0.40	0.18	0.51	0.51	0.12	0.19	0.19	0.12	0.19	0.19
Volume/Cap:	0.22	0.37	0.37	0.11	0.64	0.03	0.16	0.64	0.27	0.64	0.57	0.57
Delay/Veh:	47.8	22.7	22.7	36.7	19.6	13.0	42.5	43.7	37.4	50.3	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	22.7	22.7	36.7	19.6	13.0	42.5	43.7	37.4	50.3	40.9	40.9
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
DesignQueue:	1	10	10	2	20	1	2	11	5	8	10	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



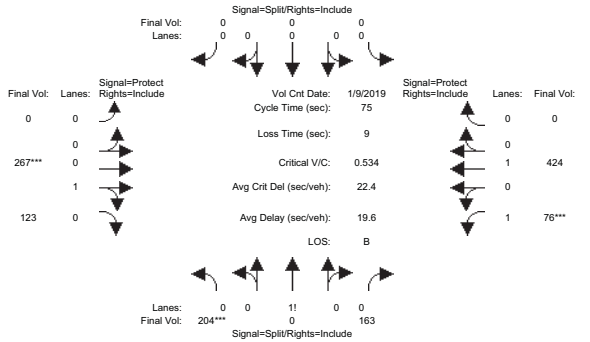
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 5:00-6:00												
Base Vol:	204	0	163	0	0	0	0	216	123	76	136	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	0	163	0	0	0	0	216	123	76	136	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	0	163	0	0	0	0	216	123	76	136	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	0	163	0	0	0	0	216	123	76	136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	163	0	0	0	0	216	123	76	136	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	0	163	0	0	0	0	216	123	76	136	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.56	0.00	0.44	0.00	0.00	0.00	0.00	0.64	0.36	1.00	1.00	0.00
Final Sat.:	973	0	777	0	0	0	0	1147	653	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.19	0.19	0.04	0.07	0.00
Crit Moves:	****							****			****	
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.37	0.37	0.09	0.47	0.00
Volume/Cap:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.51	0.51	0.47	0.15	0.00
Delay/Veh:	18.8	0.0	18.8	0.0	0.0	0.0	0.0	20.9	20.9	41.5	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	0.0	18.8	0.0	0.0	0.0	0.0	20.9	20.9	41.5	11.9	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	D	B	A
DesignQueue:	10	0	10	0	0	0	0	10	10	3	3	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



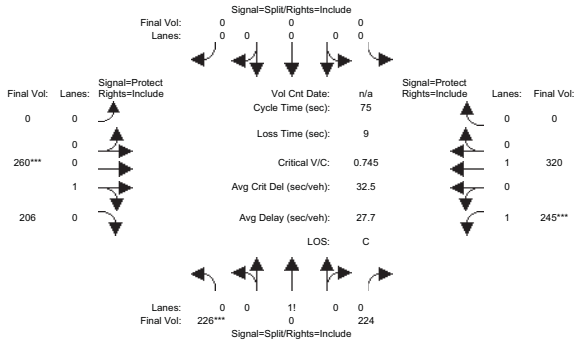
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 5:00-6:00												
Base Vol:	204	0	163	0	0	0	0	216	123	76	136	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	0	163	0	0	0	0	216	123	76	136	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	51	0	0	288	0
Initial Fut:	204	0	163	0	0	0	0	267	123	76	424	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	0	163	0	0	0	0	267	123	76	424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	163	0	0	0	0	267	123	76	424	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	0	163	0	0	0	0	267	123	76	424	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.56	0.00	0.44	0.00	0.00	0.00	0.00	0.68	0.32	1.00	1.00	0.00
Final Sat.:	973	0	777	0	0	0	0	1232	568	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.22	0.22	0.04	0.22	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.40	0.40	0.09	0.49	0.00
Volume/Cap:	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.54	0.47	0.45	0.00
Delay/Veh:	20.9	0.0	20.9	0.0	0.0	0.0	0.0	20.2	20.2	41.5	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	0.0	20.9	0.0	0.0	0.0	0.0	20.2	20.2	41.5	14.0	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
DesignQueue:	11	0	11	0	0	0	0	11	11	3	10	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



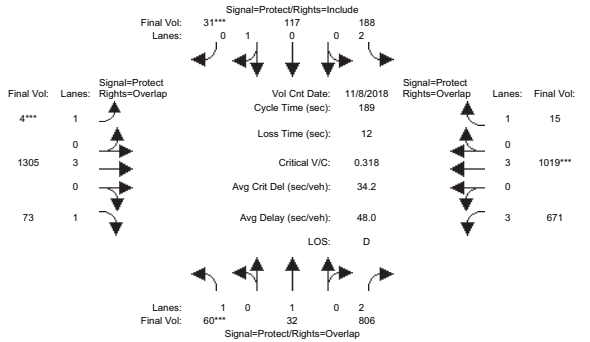
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module:												
Base Vol:	204	0	163	0	0	0	0	267	123	76	424	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	0	163	0	0	0	0	267	123	76	424	0
Added Vol:	68	0	54	0	0	0	0	0	83	65	0	0
Reassignmen:	-46	0	7	0	0	0	0	-7	0	104	-104	0
Initial Fut:	226	0	224	0	0	0	0	260	206	245	320	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	0	224	0	0	0	0	260	206	245	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	0	224	0	0	0	0	260	206	245	320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	0	224	0	0	0	0	260	206	245	320	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.56	0.44	1.00	1.00	0.00
Final Sat.:	879	0	871	0	0	0	0	1004	796	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.26	0.26	0.14	0.17	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.35	0.35	0.19	0.54	0.00
Volume/Cap:	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.75	0.75	0.75	0.31	0.00
Delay/Veh:	29.8	0.0	29.8	0.0	0.0	0.0	0.0	29.4	29.4	43.0	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	0.0	29.8	0.0	0.0	0.0	0.0	29.4	29.4	43.0	10.6	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
DesignQueue:	14	0	14	0	0	0	0	14	14	9	6	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



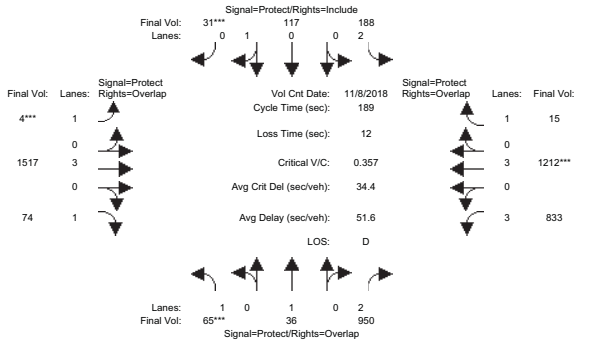
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	11	22	22		25	35	35		7	77	77		40	111	111	
Y+R:	5.9	6.4	6.4		6.5	6.6	6.6		5.9	5.8	5.8		6.0	5.8	5.8	
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30pm																
Base Vol:	60	32	983		188	117	31		4	1652	73		671	1258	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	32	983		188	117	31		4	1652	73		671	1258	15	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	60	32	983		188	117	31		4	1652	73		671	1258	15	
User Adj:	1.00	1.00	0.82		1.00	1.00	1.00		1.00	0.79	1.00		1.00	0.81	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	32	806		188	117	31		4	1305	73		671	1019	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	32	806		188	117	31		4	1305	73		671	1019	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	60	32	806		188	117	31		4	1305	73		671	1019	15	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	0.95	0.95		0.92	1.00	0.92		0.80	1.00	0.92	
Lanes:	1.00	1.00	2.00		2.00	0.79	0.21		1.00	3.00	1.00		3.00	3.00	1.00	
Final Sat.:	1750	1900	3150		3150	1423	377		1750	5700	1750		4551	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.26		0.06	0.08	0.08		0.00	0.23	0.04		0.15	0.18	0.01	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.09	0.15	0.36		0.17	0.22	0.22		0.04	0.41	0.50		0.21	0.59	0.75	
Volume/Cap:	0.37	0.12	0.71		0.36	0.37	0.37		0.06	0.56	0.08		0.69	0.30	0.01	
Delay/Veh:	82.2	70.3	54.2		70.3	63.2	63.2		88.2	42.8	24.4		71.7	26.9	10.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	82.2	70.3	54.2		70.3	63.2	63.2		88.2	42.8	24.4		71.7	26.9	10.9	
LOS by Move:	F	E	D		E	E	E		F	D	C		E	C	B	
DesignQueue:	6	3	35		10	13	13		0	29	4		24	15	0	

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



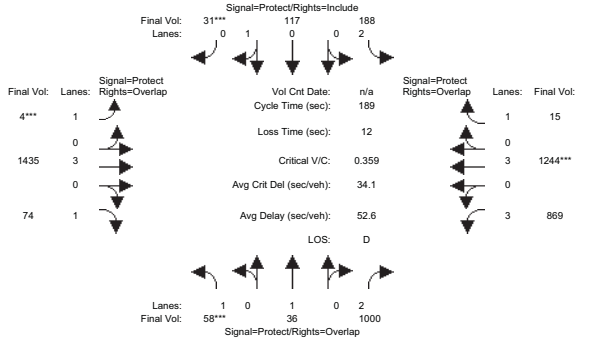
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	11	22	22		25	35	35		7	77	77		40	111	111	
Y+R:	5.9	6.4	6.4		6.5	6.6	6.6		5.9	5.8	5.8		6.0	5.8	5.8	
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30pm																
Base Vol:	60	32	983		188	117	31		4	1652	73		671	1258	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	32	983		188	117	31		4	1652	73		671	1258	15	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	5	4	176		0	0	0		0	268	1		162	238	0	
Initial Fut:	65	36	1159		188	117	31		4	1920	74		833	1496	15	
User Adj:	1.00	1.00	0.82		1.00	1.00	1.00		1.00	0.79	1.00		1.00	0.81	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	65	36	950		188	117	31		4	1517	74		833	1212	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	36	950		188	117	31		4	1517	74		833	1212	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	65	36	950		188	117	31		4	1517	74		833	1212	15	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	0.95	0.95		0.92	1.00	0.92		0.80	1.00	0.92	
Lanes:	1.00	1.00	2.00		2.00	0.79	0.21		1.00	3.00	1.00		3.00	3.00	1.00	
Final Sat.:	1750	1900	3150		3150	1423	377		1750	5700	1750		4551	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.02	0.30		0.06	0.08	0.08		0.00	0.27	0.04		0.18	0.21	0.01	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.10	0.15	0.36		0.16	0.22	0.22		0.04	0.41	0.51		0.21	0.59	0.75	
Volume/Cap:	0.38	0.13	0.84		0.36	0.38	0.38		0.06	0.65	0.08		0.86	0.36	0.01	
Delay/Veh:	81.4	70.2	60.8		70.6	64.1	64.1		88.2	45.3	23.9		80.3	28.1	11.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	81.4	70.2	60.8		70.6	64.1	64.1		88.2	45.3	23.9		80.3	28.1	11.0	
LOS by Move:	F	E	E		E	E	E		F	D	C		F	C	B	
DesignQueue:	7	3	42		10	13	13		0	34	4		30	19	0	

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



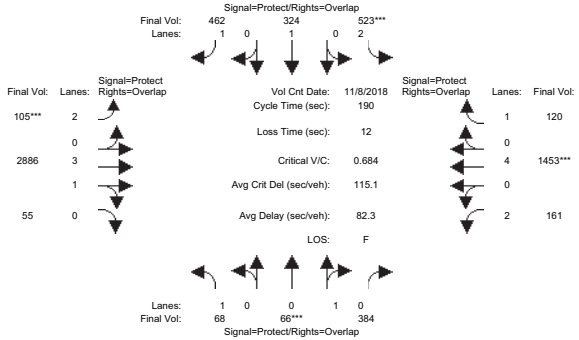
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module:												
Base Vol:	65	36	1159	188	117	31	4	1920	74	833	1496	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	36	1159	188	117	31	4	1920	74	833	1496	15
Added Vol:	0	0	53	0	0	0	0	47	0	36	40	0
Reassignmen:	-7	0	7	0	0	0	0	-150	0	0	0	0
Initial Fut:	58	36	1219	188	117	31	4	1817	74	869	1536	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	36	1000	188	117	31	4	1435	74	869	1244	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	36	1000	188	117	31	4	1435	74	869	1244	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	36	1000	188	117	31	4	1435	74	869	1244	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.32	0.06	0.08	0.08	0.00	0.25	0.04	0.19	0.22	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.15	0.37	0.16	0.22	0.22	0.04	0.41	0.50	0.21	0.59	0.75
Volume/Cap:	0.37	0.12	0.87	0.38	0.37	0.37	0.06	0.61	0.08	0.89	0.37	0.01
Delay/Veh:	82.5	69.5	62.9	71.5	63.0	63.0	88.2	44.2	24.6	83.7	28.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	69.5	62.9	71.5	63.0	63.0	88.2	44.2	24.6	83.7	28.2	11.2
LOS by Move:	F	E	E	E	E	E	F	D	C	F	C	B
DesignQueue:	6	3	44	10	13	13	0	32	4	32	19	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



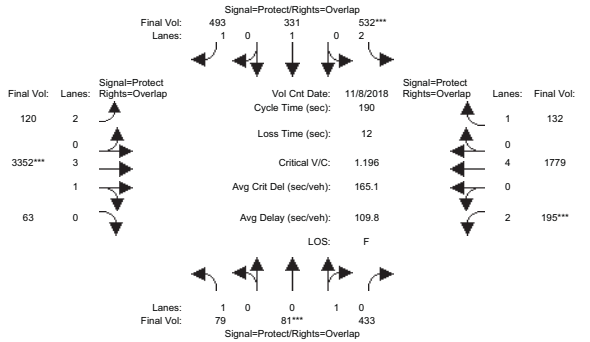
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	66	384	523	324	462	105	2886	55	161	1453	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.15	0.85	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	264	1536	3150	1900	1750	3150	5547	106	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.17	0.17	0.26	0.03	0.52	0.52	0.05	0.19	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.17	0.25	0.15	0.26	0.34	0.08	0.54	0.61	0.07	0.54	0.68
Volume/Cap:	0.60	1.44	1.01	1.13	0.66	0.79	0.42	0.96	0.86	0.69	0.36	0.10
Delay/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
LOS by Move:	F	F	F	F	E	E	F	F	E	F	D	C
DesignQueue:	7	44	40	30	27	38	6	40	48	10	19	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



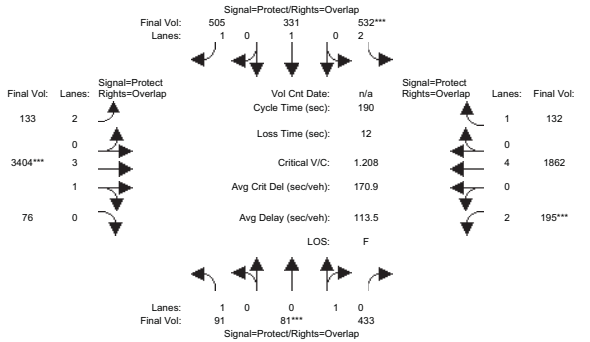
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	11		23	23	28		40	40	15		103	103	14		102	102
Y+R:	5.2		5.5	5.5	5.5		5.5	5.5	5.6		5.8	5.8	5.9		5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM																
Base Vol:	68		66	384	523		324	462	105		2886	55	161		1453	120
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	68		66	384	523		324	462	105		2886	55	161		1453	120
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	11		15	49	9		7	31	15		466	8	34		326	12
Initial Fut:	79		81	433	532		331	493	120		3352	63	195		1779	132
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	79		81	433	532		331	493	120		3352	63	195		1779	132
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	79		81	433	532		331	493	120		3352	63	195		1779	132
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	79		81	433	532		331	493	120		3352	63	195		1779	132
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.83		1.00	0.92	0.83		0.74	0.95	0.83		1.00	0.92
Lanes:	1.00		0.16	0.84	2.00		1.00	1.00	2.00		3.94	0.06	2.00		4.00	1.00
Final Sat.:	1750		284	1516	3150		1900	1750	3150		5548	104	3150		7600	1750
Capacity Analysis Module:																
Vol/Sat:	0.05		0.29	0.29	0.17		0.17	0.28	0.04		0.60	0.60	0.06		0.23	0.08
Crit Moves:			****		****						****		****			
Green/Cycle:	0.06		0.17	0.25	0.15		0.26	0.34	0.08		0.54	0.60	0.07		0.54	0.68
Volume/Cap:	0.73		1.64	1.15	1.15		0.67	0.83	0.48		1.11	1.00	0.84		0.44	0.11
Delay/Veh:	110.1		382	163.7	169.3		66.7	67.7	90.0		135	91.5	114.5		47.2	25.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	110.1		382	163.7	169.3		66.7	67.7	90.0		135	91.5	114.5		47.2	25.1
LOS by Move:	F		F	F	F		E	E	F		F	F	F		D	C
DesignQueue:	9		51	47	30		27	40	7		47	57	12		23	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



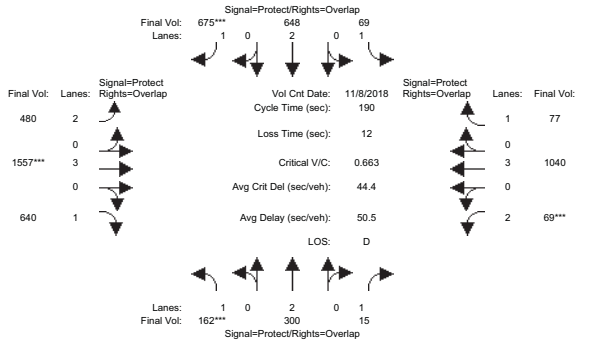
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	11		23	23	28		40	40	15		103	103	14		102	102
Y+R:	5.2		5.5	5.5	5.5		5.5	5.5	5.6		5.8	5.8	5.9		5.8	5.8
Volume Module:																
Base Vol:	79		81	433	532		331	493	120		3352	63	195		1779	132
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	79		81	433	532		331	493	120		3352	63	195		1779	132
Added Vol:	12		0	0	0		0	12	13		52	13	0		83	0
Reassignmen:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	91		81	433	532		331	505	133		3404	76	195		1862	132
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	91		81	433	532		331	505	133		3404	76	195		1862	132
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	91		81	433	532		331	505	133		3404	76	195		1862	132
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	91		81	433	532		331	505	133		3404	76	195		1862	132
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.83		1.00	0.92	0.83		0.74	0.95	0.83		1.00	0.92
Lanes:	1.00		0.16	0.84	2.00		1.00	1.00	2.00		3.93	0.07	2.00		4.00	1.00
Final Sat.:	1750		284	1516	3150		1900	1750	3150		5533	124	3150		7600	1750
Capacity Analysis Module:																
Vol/Sat:	0.05		0.29	0.29	0.17		0.17	0.29	0.04		0.62	0.62	0.06		0.25	0.08
Crit Moves:			****		****						****		****			
Green/Cycle:	0.06		0.17	0.25	0.15		0.26	0.34	0.08		0.54	0.60	0.07		0.54	0.68
Volume/Cap:	0.85		1.64	1.15	1.15		0.67	0.85	0.53		1.13	1.02	0.84		0.46	0.11
Delay/Veh:	132.5		382	163.7	169.3		66.6	69.7	91.2		143	96.6	114.5		47.9	25.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	132.5		382	163.7	169.3		66.6	69.7	91.2		143	96.6	114.5		47.9	25.1
LOS by Move:	F		F	F	F		E	E	F		F	F	F		D	C
DesignQueue:	10		51	47	30		27	41	8		48	58	12		24	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



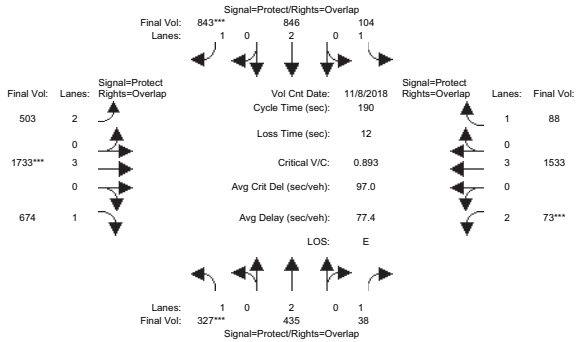
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	300	15	69	648	675	480	1922	640	69	1575	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	300	15	69	648	675	480	1557	640	69	1040	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	300	15	69	648	675	480	1557	640	69	1040	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	300	15	69	648	675	480	1557	640	69	1040	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.01	0.04	0.17	0.39	0.15	0.27	0.37	0.02	0.18	0.04
Crit Moves:	****					****		****		****		
Green/Cycle:	0.11	0.29	0.35	0.08	0.27	0.42	0.15	0.51	0.61	0.06	0.41	0.49
Volume/Cap:	0.87	0.27	0.02	0.50	0.64	0.92	1.00	0.54	0.60	0.38	0.44	0.09
Delay/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	46.4	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	46.4	31.8
LOS by Move:	F	D	D	F	E	E	F	C	B	F	D	C
DesignQueue:	17	11	1	7	26	50	27	29	32	4	23	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



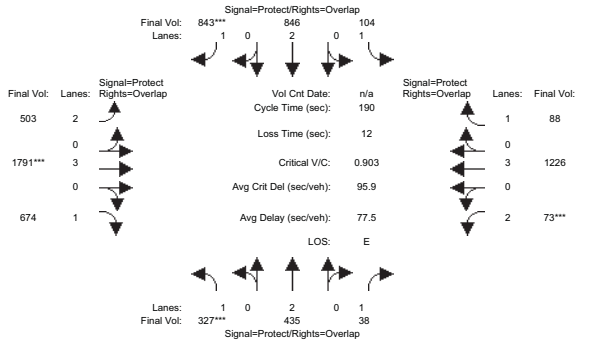
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	165	135	23	35	198	168	23	218	34	4	228	11
Initial Fut:	327	435	38	104	846	843	503	2140	674	73	1803	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.85	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	435	38	104	846	843	503	1733	674	73	1533	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	435	38	104	846	843	503	1733	674	73	1533	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	435	38	104	846	843	503	1733	674	73	1533	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.02	0.06	0.22	0.48	0.16	0.30	0.39	0.02	0.27	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.29	0.35	0.08	0.24	0.39	0.15	0.51	0.64	0.06	0.41	0.49
Volume/Cap:	1.36	0.39	0.06	0.75	0.94	1.24	1.05	0.60	0.60	0.40	0.65	0.10
Delay/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	25.7	10.0	87.8	52.4	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	25.7	10.0	87.8	52.4	32.0
LOS by Move:	F	D	D	F	F	F	F	C	B	F	D	C
DesignQueue:	34	17	3	11	36	68	28	33	31	4	34	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



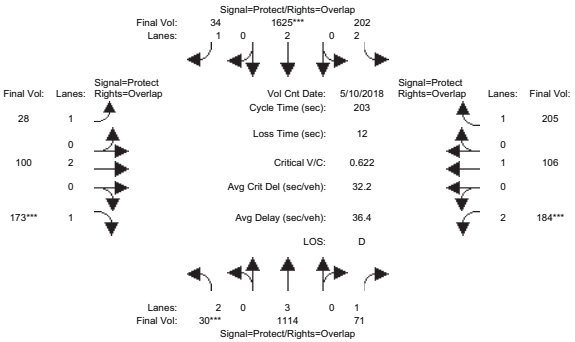
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	327	435	38	104	846	843	503	2140	674	73	1803	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	435	38	104	846	843	503	2140	674	73	1803	88
Added Vol:	0	0	0	0	0	0	0	71	0	0	55	0
Reassignmen:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	435	38	104	846	843	503	2211	674	73	1858	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	435	38	104	846	843	503	1791	674	73	1226	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	435	38	104	846	843	503	1791	674	73	1226	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	435	38	104	846	843	503	1791	674	73	1226	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.02	0.06	0.22	0.48	0.16	0.31	0.39	0.02	0.22	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.29	0.35	0.08	0.24	0.39	0.15	0.51	0.64	0.06	0.41	0.49
Volume/Cap:	1.36	0.39	0.06	0.75	0.94	1.24	1.05	0.62	0.60	0.40	0.52	0.10
Delay/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	26.1	10.0	87.8	48.4	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	26.1	10.0	87.8	48.4	32.0
LOS by Move:	F	D	D	F	F	F	F	C	B	F	D	C
DesignQueue:	34	17	3	11	36	68	28	34	31	4	27	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



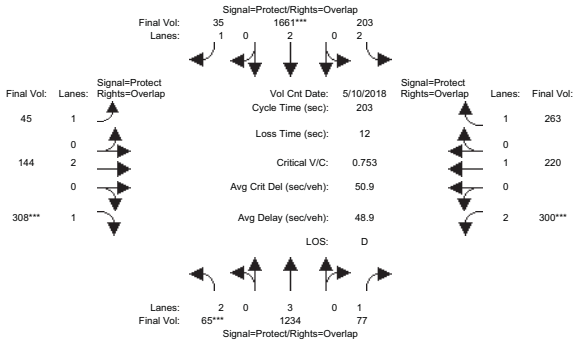
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 5-6pm												
Base Vol:	30	1114	71	202	1982	34	28	100	173	184	106	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1114	71	202	1982	34	28	100	173	184	106	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1114	71	202	1982	34	28	100	173	184	106	205
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1114	71	202	1625	34	28	100	173	184	106	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1114	71	202	1625	34	28	100	173	184	106	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1114	71	202	1625	34	28	100	173	184	106	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.04	0.06	0.43	0.02	0.02	0.03	0.10	0.06	0.06	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.56	0.65	0.18	0.70	0.78	0.08	0.11	0.14	0.10	0.12	0.31
Volume/Cap:	0.28	0.35	0.06	0.35	0.61	0.02	0.21	0.25	0.70	0.61	0.45	0.38
Delay/Veh:	101.7	25.2	12.9	74.2	16.5	5.0	91.3	84.8	98.8	96.8	88.3	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.7	25.2	12.9	74.2	16.5	5.0	91.3	84.8	98.8	96.8	88.3	57.2
LOS by Move:	F	C	B	E	B	A	F	F	F	F	F	E
DesignQueue:	2	20	3	11	31	1	3	5	19	11	11	18

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



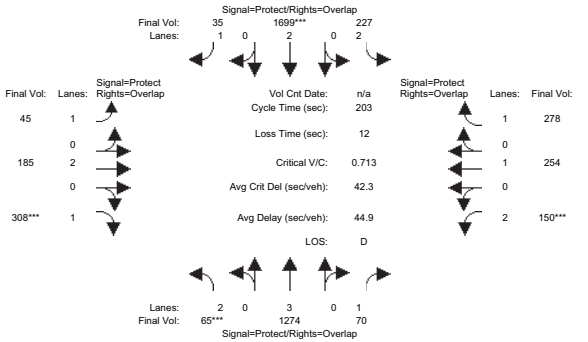
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 5-6pm												
Base Vol:	30	1114	71	202	1982	34	28	100	173	184	106	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1114	71	202	1982	34	28	100	173	184	106	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	35	120	6	1	43	1	17	44	135	116	114	58
Initial Fut:	65	1234	77	203	2025	35	45	144	308	300	220	263
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1234	77	203	1661	35	45	144	308	300	220	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1234	77	203	1661	35	45	144	308	300	220	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1234	77	203	1661	35	45	144	308	300	220	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.04	0.06	0.44	0.02	0.03	0.04	0.18	0.10	0.12	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.48	0.61	0.14	0.59	0.66	0.07	0.19	0.22	0.13	0.25	0.39
Volume/Cap:	0.60	0.45	0.07	0.45	0.74	0.03	0.35	0.20	0.78	0.74	0.47	0.39
Delay/Veh:	118.6	35.6	16.5	83.0	32.9	12.0	97.0	69.8	88.4	97.0	68.8	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	35.6	16.5	83.0	32.9	12.0	97.0	69.8	88.4	97.0	68.8	46.4
LOS by Move:	F	D	B	F	C	B	F	E	F	F	E	D
DesignQueue:	4	26	4	12	44	1	5	7	31	18	19	21

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



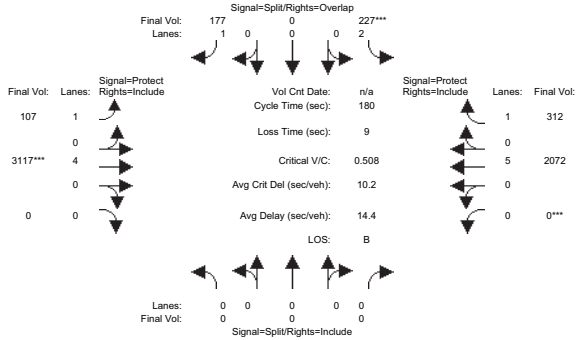
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	65	1234	77	203	2025	35	45	144	308	300	220	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1234	77	203	2025	35	45	144	308	300	220	263
Added Vol:	0	40	0	24	47	0	0	41	0	0	34	15
Reassignmen:	0	0	-7	0	0	0	0	0	0	-150	0	0
Initial Fut:	65	1274	70	227	2072	35	45	185	308	150	254	278
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1274	70	227	1699	35	45	185	308	150	254	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1274	70	227	1699	35	45	185	308	150	254	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1274	70	227	1699	35	45	185	308	150	254	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.04	0.07	0.45	0.02	0.03	0.05	0.18	0.05	0.13	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.51	0.58	0.16	0.64	0.69	0.06	0.20	0.24	0.07	0.21	0.38
Volume/Cap:	0.60	0.44	0.07	0.44	0.70	0.03	0.47	0.24	0.75	0.70	0.62	0.42
Delay/Veh:	118.6	32.2	19.2	79.2	25.9	9.9	108.2	68.8	83.5	110.1	79.4	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	32.2	19.2	79.2	25.9	9.9	108.2	68.8	83.5	110.1	79.4	48.7
LOS by Move:	F	C	B	E	C	A	F	E	F	F	E	D
DesignQueue:	4	25	4	13	39	1	5	8	30	10	23	22

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Scenario: Full Access with New Signal at Seely & Montague

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

Intersection #6000: SEELY AV / MONTAGUE EXPWY



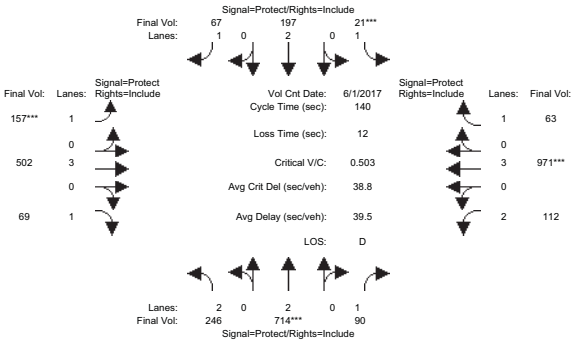
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	101	0	3267	0	0	2072	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	101	0	3267	0	0	2072	206
Added Vol:	0	0	0	77	0	76	100	0	0	0	0	106
Reassignmen:	0	0	0	150	0	0	7	-150	0	0	0	0
Initial Fut:	0	0	0	227	0	177	107	3117	0	0	2072	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	227	0	177	107	3117	0	0	2072	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	0	177	107	3117	0	0	2072	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	227	0	177	107	3117	0	0	2072	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	4.00	0.00	0.00	5.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	7600	0	0	9500	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.06	0.41	0.00	0.00	0.22	0.18
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.32	0.18	0.81	0.00	0.00	0.63	0.63
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.32	0.35	0.51	0.00	0.00	0.35	0.28
Delay/Veh:	0.0	0.0	0.0	72.4	0.0	46.8	65.6	5.7	0.0	0.0	15.7	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	72.4	0.0	46.8	65.6	5.7	0.0	0.0	15.7	15.0
LOS by Move:	A	A	A	E	A	D	E	A	A	A	B	B
DesignQueue:	0	0	0	12	0	13	10	17	0	0	16	13

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



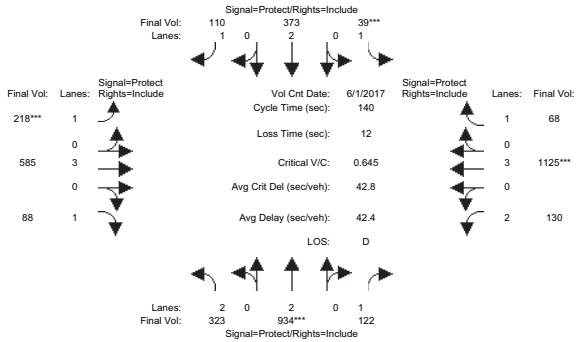
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00AM												
Base Vol:	246	714	90	21	197	67	157	502	69	112	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	714	90	21	197	67	157	502	69	112	971	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	714	90	21	197	67	157	502	69	112	971	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	714	90	21	197	67	157	502	69	112	971	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	714	90	21	197	67	157	502	69	112	971	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	714	90	21	197	67	157	502	69	112	971	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.05	0.01	0.05	0.04	0.09	0.09	0.04	0.04	0.17	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.36	0.36	0.05	0.20	0.20	0.17	0.32	0.32	0.18	0.33	0.33
Volume/Cap:	0.36	0.52	0.14	0.24	0.26	0.19	0.52	0.28	0.12	0.20	0.52	0.11
Delay/Veh:	47.1	35.4	30.1	65.4	47.8	47.2	54.2	35.6	33.8	48.8	38.3	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	35.4	30.1	65.4	47.8	47.2	54.2	35.6	33.8	48.8	38.3	32.8
LOS by Move:	D	D	C	E	D	D	D	D	C	D	D	C
DesignQueue:	9	19	5	2	6	5	11	9	4	4	18	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



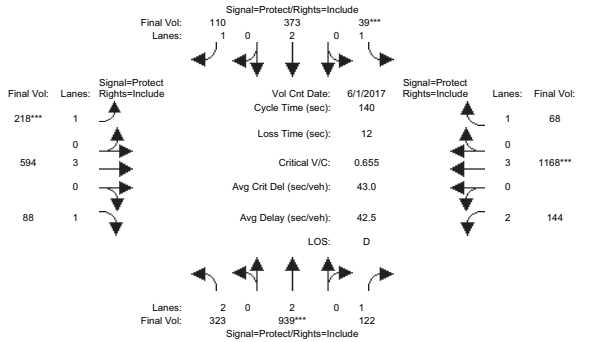
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00AM												
Base Vol:	246	714	90	21	197	67	157	502	69	112	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	714	90	21	197	67	157	502	69	112	971	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	77	220	32	18	176	43	61	83	19	18	154	5
Initial Fut:	323	934	122	39	373	110	218	585	88	130	1125	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	934	122	39	373	110	218	585	88	130	1125	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	934	122	39	373	110	218	585	88	130	1125	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	934	122	39	373	110	218	585	88	130	1125	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.07	0.02	0.10	0.06	0.12	0.10	0.05	0.04	0.20	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.37	0.37	0.05	0.21	0.21	0.19	0.33	0.33	0.16	0.30	0.30
Volume/Cap:	0.47	0.66	0.19	0.45	0.47	0.30	0.66	0.31	0.15	0.26	0.66	0.13
Delay/Veh:	48.4	37.5	29.6	68.2	49.2	47.4	57.3	35.2	33.3	51.7	43.6	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	37.5	29.6	68.2	49.2	47.4	57.3	35.2	33.3	51.7	43.6	35.8
LOS by Move:	D	D	C	E	D	D	E	D	C	D	D	D
DesignQueue:	12	24	7	3	12	7	15	10	5	5	22	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



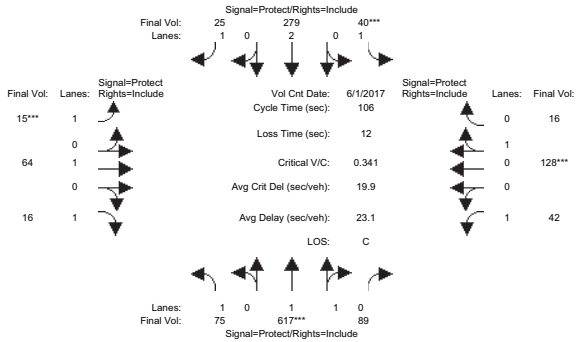
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00AM												
Base Vol:	246	714	90	21	197	67	157	502	69	112	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	714	90	21	197	67	157	502	69	112	971	63
Added Vol:	0	5	0	0	0	0	0	9	0	14	43	0
ATI:	77	220	32	18	176	43	61	83	19	18	154	5
Initial Fut:	323	939	122	39	373	110	218	594	88	144	1168	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	939	122	39	373	110	218	594	88	144	1168	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	939	122	39	373	110	218	594	88	144	1168	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	939	122	39	373	110	218	594	88	144	1168	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.07	0.02	0.10	0.06	0.12	0.10	0.05	0.05	0.20	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.37	0.37	0.05	0.21	0.21	0.19	0.33	0.33	0.16	0.31	0.31
Volume/Cap:	0.48	0.67	0.19	0.45	0.48	0.31	0.67	0.31	0.15	0.29	0.67	0.13
Delay/Veh:	48.6	38.1	30.0	68.2	49.4	47.6	58.1	34.8	32.8	52.1	43.3	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	38.1	30.0	68.2	49.4	47.6	58.1	34.8	32.8	52.1	43.3	35.1
LOS by Move:	D	D	C	E	D	D	E	C	C	D	D	D
DesignQueue:	12	25	7	3	12	8	15	11	5	6	22	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



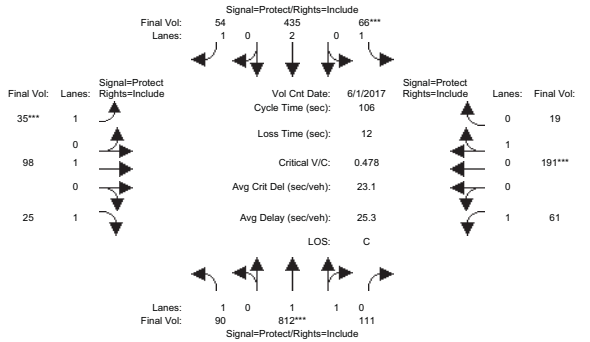
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8-9AM												
Base Vol:	75	617	89	40	279	25	15	64	16	42	128	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	617	89	40	279	25	15	64	16	42	128	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	617	89	40	279	25	15	64	16	42	128	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	617	89	40	279	25	15	64	16	42	128	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	617	89	40	279	25	15	64	16	42	128	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	617	89	40	279	25	15	64	16	42	128	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1750	3233	466	1750	3800	1750	1750	1900	1750	1750	1600	200
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.02	0.07	0.01	0.01	0.03	0.01	0.02	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.25	0.53	0.53	0.07	0.35	0.35	0.07	0.17	0.17	0.12	0.22	0.22
Volume/Cap:	0.17	0.36	0.36	0.35	0.21	0.04	0.13	0.20	0.05	0.20	0.36	0.36
Delay/Veh:	31.7	14.5	14.5	49.1	24.1	22.6	47.1	38.1	36.9	42.6	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	14.5	14.5	49.1	24.1	22.6	47.1	38.1	36.9	42.6	35.3	35.3
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
DesignQueue:	4	11	11	2	5	1	1	3	1	2	7	7

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



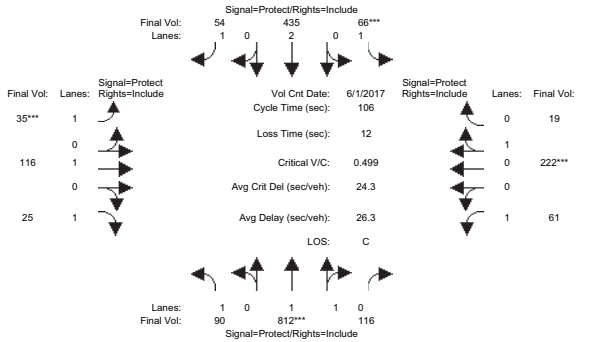
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8-9AM												
Base Vol:	75	617	89	40	279	25	15	64	16	42	128	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	617	89	40	279	25	15	64	16	42	128	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	195	22	26	156	29	20	34	9	19	63	3
Initial Fut:	90	812	111	66	435	54	35	98	25	61	191	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	812	111	66	435	54	35	98	25	61	191	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	812	111	66	435	54	35	98	25	61	191	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	812	111	66	435	54	35	98	25	61	191	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	3255	445	1750	3800	1750	1750	1900	1750	1750	1637	163
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.04	0.11	0.03	0.02	0.05	0.01	0.03	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.51	0.51	0.08	0.37	0.37	0.07	0.18	0.18	0.12	0.24	0.24
Volume/Cap:	0.24	0.49	0.49	0.49	0.31	0.08	0.30	0.29	0.08	0.28	0.49	0.49
Delay/Veh:	34.9	17.4	17.4	49.8	23.9	21.8	48.7	38.2	36.4	42.8	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	17.4	17.4	49.8	23.9	21.8	48.7	38.2	36.4	42.8	35.8	35.8
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
DesignQueue:	5	15	15	4	8	2	2	5	1	3	10	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



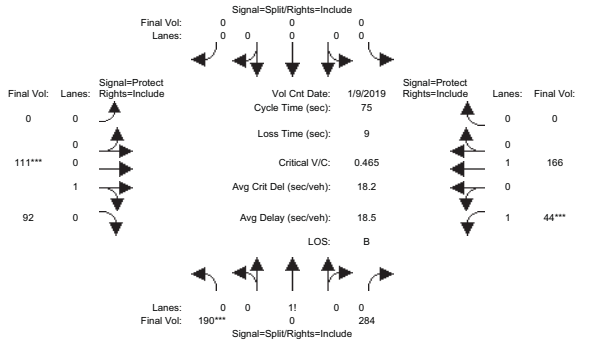
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8-9AM												
Base Vol:	75	617	89	40	279	25	15	64	16	42	128	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	617	89	40	279	25	15	64	16	42	128	16
Added Vol:	0	0	5	0	0	0	0	18	0	0	31	0
ATI:	15	195	22	26	156	29	20	34	9	19	63	3
Initial Fut:	90	812	116	66	435	54	35	116	25	61	222	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	812	116	66	435	54	35	116	25	61	222	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	812	116	66	435	54	35	116	25	61	222	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	812	116	66	435	54	35	116	25	61	222	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	1750	3237	462	1750	3800	1750	1750	1900	1750	1750	1658	142
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.04	0.11	0.03	0.02	0.06	0.01	0.03	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.49	0.49	0.07	0.36	0.36	0.07	0.19	0.19	0.13	0.26	0.26
Volume/Cap:	0.25	0.51	0.51	0.51	0.32	0.09	0.30	0.32	0.07	0.26	0.51	0.51
Delay/Veh:	35.7	18.9	18.9	50.9	25.0	22.8	48.7	37.4	35.2	41.7	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	18.9	18.9	50.9	25.0	22.8	48.7	37.4	35.2	41.7	34.5	34.5
LOS by Move:	D	B	B	D	C	C	D	D	D	D	C	C
DesignQueue:	5	15	15	4	9	2	2	6	1	3	11	11

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



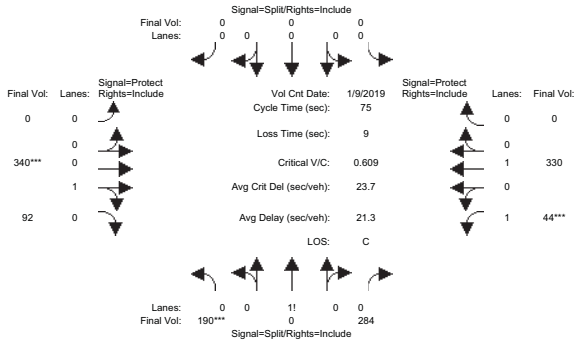
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 8:00-9:00												
Base Vol:	190	0	284	0	0	0	0	111	92	44	166	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	284	0	0	0	0	111	92	44	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	284	0	0	0	0	111	92	44	166	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	284	0	0	0	0	111	92	44	166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	284	0	0	0	0	111	92	44	166	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	284	0	0	0	0	111	92	44	166	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.55	0.45	1.00	1.00	0.00
Final Sat.:	701	0	1049	0	0	0	0	984	816	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.11	0.11	0.03	0.09	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.23	0.23	0.09	0.32	0.00
Volume/Cap:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.49	0.27	0.27	0.00
Delay/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	29.0	29.0	35.6	19.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	29.0	29.0	35.6	19.8	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	D	B	A
DesignQueue:	10	0	10	0	0	0	0	7	7	2	5	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



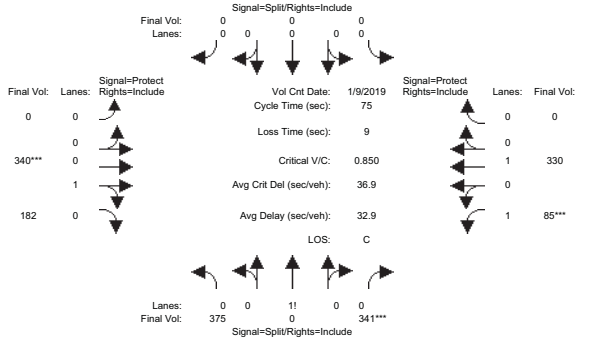
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 8:00-9:00												
Base Vol:	190	0	284	0	0	0	0	111	92	44	166	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	284	0	0	0	0	111	92	44	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	229	0	0	164	0
Initial Fut:	190	0	284	0	0	0	0	340	92	44	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	284	0	0	0	0	340	92	44	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	284	0	0	0	0	340	92	44	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	284	0	0	0	0	340	92	44	330	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.79	0.21	1.00	1.00	0.00
Final Sat.:	701	0	1049	0	0	0	0	1417	383	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.24	0.24	0.03	0.17	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.37	0.37	0.09	0.46	0.00
Volume/Cap:	0.65	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.65	0.27	0.38	0.00
Delay/Veh:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	24.5	24.5	35.6	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	24.5	24.5	35.6	14.3	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
DesignQueue:	13	0	13	0	0	0	0	13	13	2	8	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



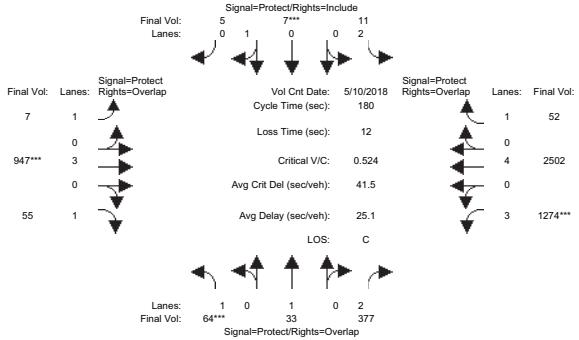
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 8:00-9:00												
Base Vol:	190	0	284	0	0	0	0	111	92	44	166	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	284	0	0	0	0	111	92	44	166	0
Added Vol:	185	0	57	0	0	0	0	0	90	41	0	0
ATI:	0	0	0	0	0	0	0	229	0	0	164	0
Initial Fut:	375	0	341	0	0	0	0	340	182	85	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375	0	341	0	0	0	0	340	182	85	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	0	341	0	0	0	0	340	182	85	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	375	0	341	0	0	0	0	340	182	85	330	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.65	0.35	1.00	1.00	0.00
Final Sat.:	917	0	833	0	0	0	0	1172	628	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.29	0.29	0.05	0.17	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.00	0.33	0.33	0.09	0.42	0.00
Volume/Cap:	0.89	0.00	0.89	0.00	0.00	0.00	0.00	0.89	0.89	0.52	0.41	0.00
Delay/Veh:	32.4	0.0	32.4	0.0	0.0	0.0	0.0	42.0	42.0	43.8	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	0.0	32.4	0.0	0.0	0.0	0.0	42.0	42.0	43.8	16.9	0.0
LOS by Move:	C	A	C	A	A	A	A	D	D	D	B	A
DesignQueue:	20	0	20	0	0	0	0	17	17	4	8	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



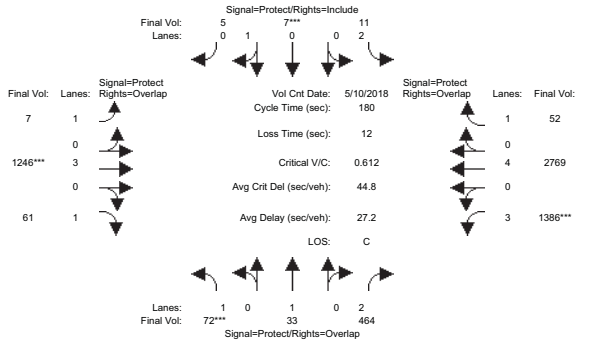
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9AM												
Base Vol:	64	33	377	11	7	5	7	947	55	1274	2780	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	947	55	1274	2780	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	33	377	11	7	5	7	947	55	1274	2780	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	33	377	11	7	5	7	947	55	1274	2502	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	33	377	11	7	5	7	947	55	1274	2502	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	33	377	11	7	5	7	947	55	1274	2502	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.12	0.00	0.01	0.01	0.00	0.17	0.03	0.28	0.33	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.07	0.58	0.05	0.06	0.06	0.09	0.30	0.37	0.51	0.73	0.78
Volume/Cap:	0.55	0.24	0.21	0.07	0.12	0.12	0.05	0.55	0.09	0.55	0.45	0.04
Delay/Veh:	86.9	79.8	18.0	81.7	81.4	81.4	75.7	52.9	37.1	30.4	10.2	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	79.8	18.0	81.7	81.4	81.4	75.7	52.9	37.1	30.4	10.2	4.7
LOS by Move:	F	E	B	F	F	F	E	D	D	C	B	A
DesignQueue:	7	3	10	1	1	1	1	23	4	28	19	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



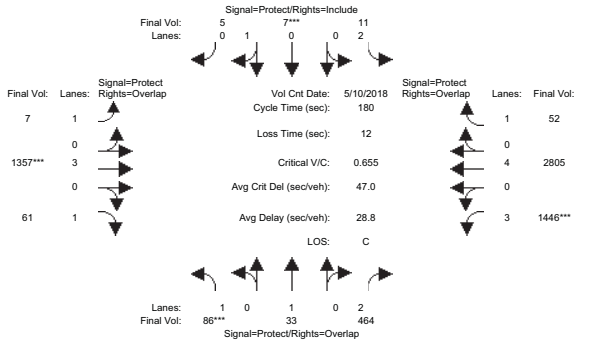
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9AM												
Base Vol:	64	33	377	11	7	5	7	947	55	1274	2780	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	947	55	1274	2780	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	0	87	0	0	0	0	299	6	112	297	0
Initial Fut:	72	33	464	11	7	5	7	1246	61	1386	3077	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	33	464	11	7	5	7	1246	61	1386	2769	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	33	464	11	7	5	7	1246	61	1386	2769	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	33	464	11	7	5	7	1246	61	1386	2769	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.15	0.00	0.01	0.01	0.00	0.22	0.03	0.30	0.36	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.07	0.54	0.05	0.06	0.06	0.08	0.34	0.40	0.47	0.74	0.78
Volume/Cap:	0.64	0.25	0.27	0.07	0.12	0.12	0.05	0.64	0.09	0.64	0.50	0.04
Delay/Veh:	94.3	80.1	22.0	81.8	81.4	81.4	76.9	50.9	33.2	36.5	10.0	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.3	80.1	22.0	81.8	81.4	81.4	76.9	50.9	33.2	36.5	10.0	4.3
LOS by Move:	F	F	C	F	F	F	E	D	C	D	A	A
DesignQueue:	7	3	13	1	1	1	1	29	4	33	20	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



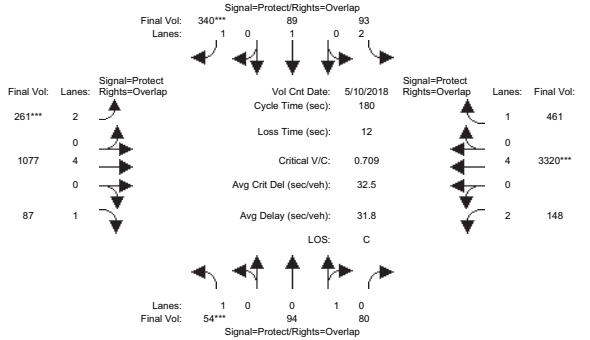
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9AM												
Base Vol:	64	33	377	11	7	5	7	947	55	1274	2780	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	947	55	1274	2780	52
Added Vol:	14	0	0	0	0	0	0	111	0	60	40	0
ATI:	8	0	87	0	0	0	0	299	6	112	297	0
Initial Fut:	86	33	464	11	7	5	7	1357	61	1446	3117	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	33	464	11	7	5	7	1357	61	1446	2805	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	33	464	11	7	5	7	1357	61	1446	2805	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	33	464	11	7	5	7	1357	61	1446	2805	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.15	0.00	0.01	0.01	0.00	0.24	0.03	0.32	0.37	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.07	0.54	0.05	0.06	0.06	0.08	0.35	0.42	0.46	0.73	0.78
Volume/Cap:	0.69	0.23	0.27	0.07	0.12	0.12	0.05	0.69	0.08	0.69	0.51	0.04
Delay/Veh:	96.7	79.3	22.8	81.3	81.4	81.4	77.2	51.7	31.8	39.3	10.5	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.7	79.3	22.8	81.3	81.4	81.4	77.2	51.7	31.8	39.3	10.5	4.4
LOS by Move:	F	E	C	F	F	F	E	D	C	D	B	A
DesignQueue:	9	3	14	1	1	1	1	32	4	36	21	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



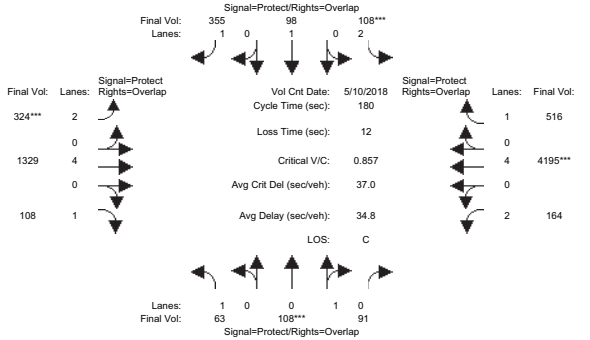
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8:00-9:00 AM												
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	94	80	93	89	340	261	1077	87	148	3816	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	94	80	93	89	340	261	1077	87	148	3320	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	94	80	93	89	340	261	1077	87	148	3320	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	94	80	93	89	340	261	1077	87	148	3320	461
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	972	828	3150	1900	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.03	0.05	0.19	0.08	0.14	0.05	0.05	0.44	0.26
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.14	0.33	0.06	0.16	0.27	0.12	0.55	0.59	0.18	0.62	0.67
Volume/Cap:	0.71	0.68	0.30	0.51	0.30	0.71	0.71	0.26	0.08	0.26	0.71	0.39
Delay/Veh:	111.5	80.1	45.6	84.9	67.6	63.8	82.8	21.2	15.7	63.4	24.1	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.5	80.1	45.6	84.9	67.6	63.8	82.8	21.2	15.7	63.4	24.1	13.2
LOS by Move:	F	F	D	F	E	E	F	C	B	E	C	B
DesignQueue:	6	16	13	5	8	28	14	13	4	7	36	18

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



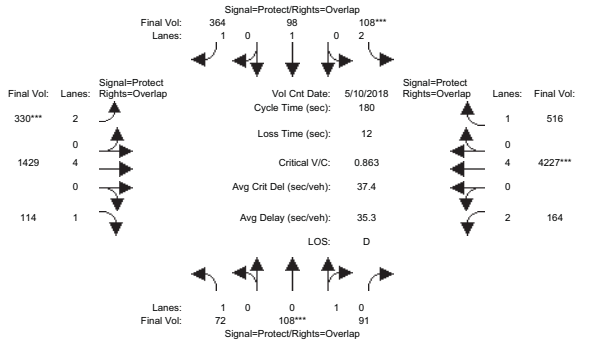
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8:00-9:00 AM												
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	14	11	15	9	15	63	252	21	16	379	55
Initial Fut:	63	108	91	108	98	355	324	1329	108	164	4195	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	108	91	108	98	355	324	1329	108	164	4195	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	108	91	108	98	355	324	1329	108	164	4195	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	108	91	108	98	355	324	1329	108	164	4195	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	977	823	3150	1900	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.05	0.20	0.10	0.17	0.06	0.05	0.55	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.13	0.30	0.04	0.12	0.24	0.12	0.59	0.64	0.18	0.64	0.68
Volume/Cap:	0.76	0.86	0.36	0.86	0.42	0.84	0.86	0.30	0.10	0.30	0.86	0.43
Delay/Veh:	117.7	102	49.4	126.3	74.5	78.7	95.0	18.5	12.7	64.9	27.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.7	102	49.4	126.3	74.5	78.7	95.0	18.5	12.7	64.9	27.1	13.0
LOS by Move:	F	F	D	F	E	E	F	B	B	E	C	B
DesignQueue:	7	19	15	6	9	31	18	14	4	8	44	19

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



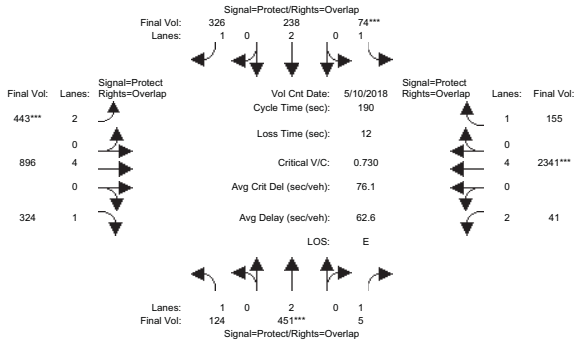
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8:00-9:00 AM												
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	9	0	0	0	0	9	6	100	6	0	32	0
ATI:	9	14	11	15	9	15	63	252	21	16	379	55
Initial Fut:	72	108	91	108	98	364	330	1429	114	164	4227	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	108	91	108	98	364	330	1429	114	164	4227	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	108	91	108	98	364	330	1429	114	164	4227	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	108	91	108	98	364	330	1429	114	164	4227	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	977	823	3150	1900	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.05	0.21	0.10	0.19	0.07	0.05	0.56	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.13	0.29	0.04	0.12	0.24	0.12	0.60	0.65	0.17	0.64	0.68
Volume/Cap:	0.86	0.86	0.38	0.86	0.43	0.86	0.86	0.31	0.10	0.31	0.86	0.43
Delay/Veh:	140.1	104	50.9	128.1	74.8	81.8	95.6	17.8	12.0	66.4	27.4	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.1	104	50.9	128.1	74.8	81.8	95.6	17.8	12.0	66.4	27.4	13.0
LOS by Move:	F	F	D	F	E	F	F	B	B	E	C	B
DesignQueue:	8	19	15	6	9	32	18	15	4	8	44	19

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



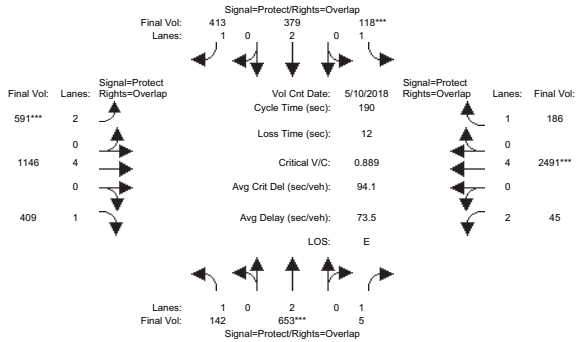
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	451	5	74	238	326	443	896	324	41	2341	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	451	5	74	238	326	443	896	324	41	2341	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	451	5	74	238	326	443	896	324	41	2341	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.04	0.06	0.19	0.14	0.12	0.19	0.01	0.39	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.70	0.55	0.01	0.57	0.33	0.53	0.87	0.20	0.27	0.22	0.79	0.16
Delay/Veh:	99.6	71.4	53.3	97.0	71.5	53.3	97.1	26.6	19.3	95.3	72.3	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.6	71.4	53.3	97.0	71.5	53.3	97.1	26.6	19.3	95.3	72.3	39.8
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	D
DesignQueue:	14	21	0	8	11	27	26	11	13	3	37	9

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



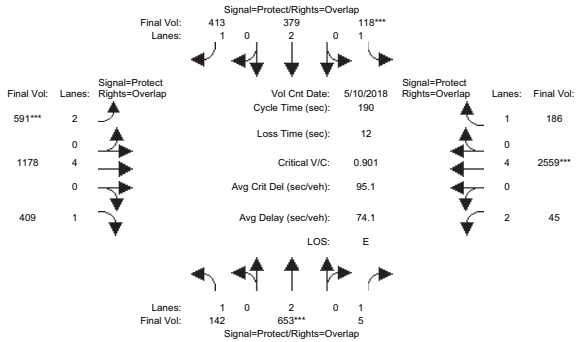
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	18	202	0	44	141	87	148	250	85	4	150	31
Initial Fut:	142	653	5	118	379	413	591	1146	409	45	2491	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	653	5	118	379	413	591	1146	409	45	2491	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	653	5	118	379	413	591	1146	409	45	2491	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	653	5	118	379	413	591	1146	409	45	2491	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.00	0.07	0.10	0.24	0.19	0.15	0.23	0.01	0.41	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.80	0.79	0.01	0.91	0.53	0.67	1.15	0.26	0.34	0.24	0.84	0.19
Delay/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.7	20.6	95.5	76.1	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.7	20.6	95.5	76.1	40.6
LOS by Move:	F	F	D	F	E	E	F	C	C	F	E	D
DesignQueue:	16	30	0	14	18	35	35	14	16	3	39	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



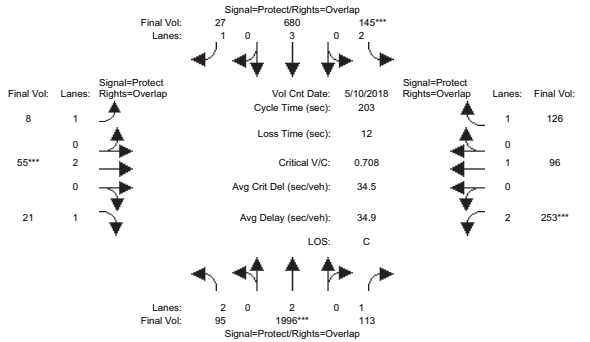
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	32	0	0	68	0
ATI:	18	202	0	44	141	87	148	250	85	4	150	31
Initial Fut:	142	653	5	118	379	413	591	1178	409	45	2559	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	653	5	118	379	413	591	1178	409	45	2559	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	653	5	118	379	413	591	1178	409	45	2559	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	653	5	118	379	413	591	1178	409	45	2559	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.00	0.07	0.10	0.24	0.19	0.16	0.23	0.01	0.42	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.80	0.79	0.01	0.91	0.53	0.67	1.15	0.26	0.34	0.24	0.86	0.19
Delay/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.8	20.6	95.5	78.1	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.8	20.6	95.5	78.1	40.6
LOS by Move:	F	F	D	F	E	E	F	C	C	F	E	D
DesignQueue:	16	30	0	14	18	35	35	14	16	3	41	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



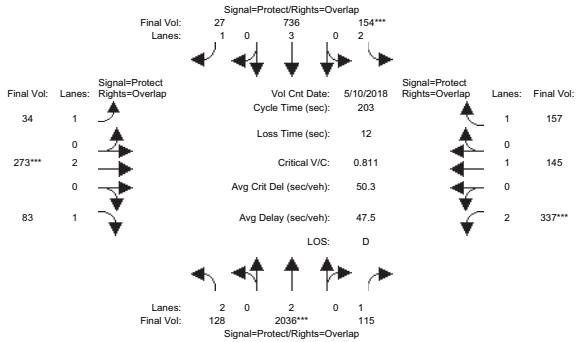
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9am												
Base Vol:	95	2434	113	145	680	27	8	55	21	253	96	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	2434	113	145	680	27	8	55	21	253	96	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	2434	113	145	680	27	8	55	21	253	96	126
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1996	113	145	680	27	8	55	21	253	96	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1996	113	145	680	27	8	55	21	253	96	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1996	113	145	680	27	8	55	21	253	96	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.06	0.05	0.12	0.02	0.00	0.01	0.01	0.08	0.05	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.72	0.83	0.06	0.61	0.67	0.06	0.05	0.22	0.11	0.09	0.16
Volume/Cap:	0.17	0.73	0.08	0.73	0.20	0.02	0.07	0.29	0.05	0.73	0.53	0.46
Delay/Veh:	71.9	18.7	3.3	114.4	18.0	11.2	90.4	97.0	62.0	100.2	98.5	83.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	18.7	3.3	114.4	18.0	11.2	90.4	97.0	62.0	100.2	98.5	83.0
LOS by Move:	E	B	A	F	B	B	F	F	E	F	F	F
DesignQueue:	5	37	2	9	10	1	1	3	2	16	10	13

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



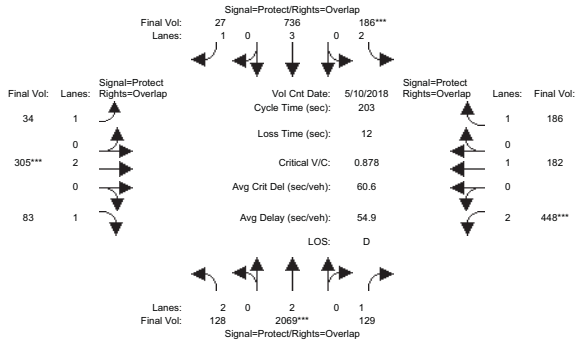
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9am												
Base Vol:	95	2434	113	145	680	27	8	55	21	253	96	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	2434	113	145	680	27	8	55	21	253	96	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	33	49	2	9	56	0	26	218	62	84	49	31
Initial Fut:	128	2483	115	154	736	27	34	273	83	337	145	157
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	2036	115	154	736	27	34	273	83	337	145	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2036	115	154	736	27	34	273	83	337	145	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2036	115	154	736	27	34	273	83	337	145	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.54	0.07	0.05	0.13	0.02	0.02	0.07	0.05	0.11	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.66	0.79	0.06	0.55	0.62	0.07	0.09	0.26	0.13	0.15	0.21
Volume/Cap:	0.24	0.81	0.08	0.81	0.24	0.03	0.28	0.81	0.18	0.81	0.50	0.42
Delay/Veh:	73.5	28.2	4.8	124.4	24.0	15.2	95.6	110	59.1	101.4	85.2	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	28.2	4.8	124.4	24.0	15.2	95.6	110	59.1	101.4	85.2	72.7
LOS by Move:	E	C	A	F	C	B	F	F	E	F	F	E
DesignQueue:	7	45	3	10	13	1	4	14	8	20	14	16

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



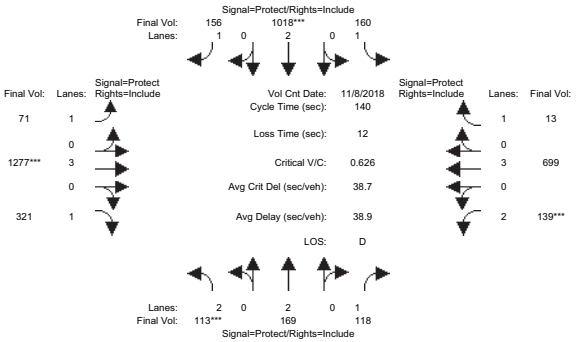
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9am												
Base Vol:	95	2434	113	145	680	27	8	55	21	253	96	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	2434	113	145	680	27	8	55	21	253	96	126
Added Vol:	0	40	14	32	0	0	0	32	0	111	37	29
ATI:	33	49	2	9	56	0	26	218	62	84	49	31
Initial Fut:	128	2523	129	186	736	27	34	305	83	448	182	186
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	2069	129	186	736	27	34	305	83	448	182	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2069	129	186	736	27	34	305	83	448	182	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2069	129	186	736	27	34	305	83	448	182	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.54	0.07	0.06	0.13	0.02	0.02	0.08	0.05	0.14	0.10	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.62	0.78	0.07	0.52	0.59	0.07	0.09	0.26	0.16	0.19	0.25
Volume/Cap:	0.25	0.88	0.09	0.88	0.25	0.03	0.29	0.88	0.19	0.88	0.51	0.42
Delay/Veh:	75.0	37.2	5.3	130.5	26.7	17.4	96.2	117	59.9	102.0	79.6	66.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	37.2	5.3	130.5	26.7	17.4	96.2	117	59.9	102.0	79.6	66.2
LOS by Move:	E	D	A	F	C	B	F	F	E	F	E	E
DesignQueue:	7	52	4	12	14	1	4	16	8	27	17	17

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	169	118	160	1018	156	71	1277	321	139	699	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	169	118	160	1018	156	71	1277	321	139	699	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	169	118	160	1018	156	71	1277	321	139	699	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.09	0.27	0.09	0.04	0.22	0.18	0.04	0.12	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.21	0.21	0.27	0.43	0.43	0.12	0.36	0.36	0.07	0.30	0.30
Volume/Cap:	0.63	0.21	0.32	0.34	0.63	0.21	0.33	0.63	0.51	0.63	0.40	0.02
Delay/Veh:	71.3	45.5	47.0	41.2	32.0	25.3	56.8	37.8	36.0	68.8	38.7	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	45.5	47.0	41.2	32.0	25.3	56.8	37.8	36.0	68.8	38.7	34.1
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	C
DesignQueue:	5	5	8	10	24	8	5	23	18	6	13	1

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

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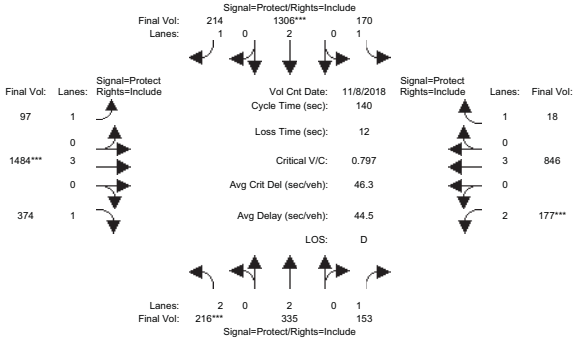
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



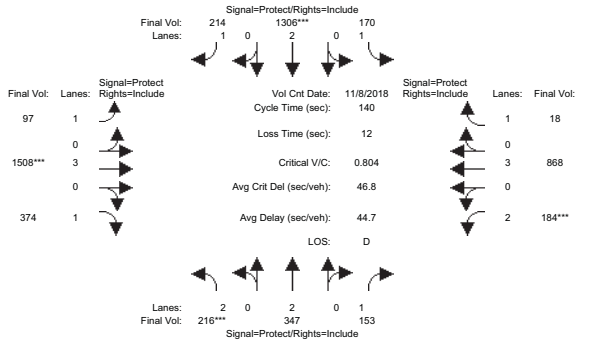
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	103	166	35	10	288	58	26	207	53	38	147	5
Initial Fut:	216	335	153	170	1306	214	97	1484	374	177	846	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	335	153	170	1306	214	97	1484	374	177	846	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	335	153	170	1306	214	97	1484	374	177	846	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	335	153	170	1306	214	97	1484	374	177	846	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.10	0.34	0.12	0.06	0.26	0.21	0.06	0.15	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.25	0.25	0.27	0.43	0.43	0.11	0.33	0.33	0.07	0.29	0.29
Volume/Cap:	0.80	0.36	0.36	0.36	0.80	0.28	0.51	0.80	0.65	0.80	0.51	0.04
Delay/Veh:	77.9	43.9	44.1	41.7	37.3	26.0	61.4	45.4	43.1	82.1	41.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	43.9	44.1	41.7	37.3	26.0	61.4	45.4	43.1	82.1	41.8	35.8
LOS by Move:	E	D	D	D	D	C	E	D	D	F	D	D
DesignQueue:	9	10	10	11	32	11	7	28	23	8	16	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



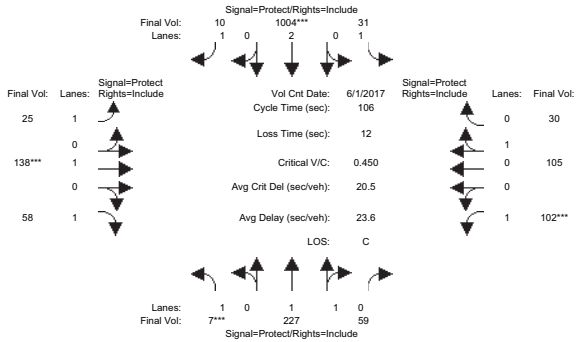
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	12	0	0	0	0	0	24	0	7	22	0
ATI:	103	166	35	10	288	58	26	207	53	38	147	5
Initial Fut:	216	347	153	170	1306	214	97	1508	374	184	868	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	347	153	170	1306	214	97	1508	374	184	868	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	347	153	170	1306	214	97	1508	374	184	868	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	347	153	170	1306	214	97	1508	374	184	868	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.10	0.34	0.12	0.06	0.26	0.21	0.06	0.15	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.25	0.25	0.26	0.43	0.43	0.11	0.33	0.33	0.07	0.29	0.29
Volume/Cap:	0.80	0.37	0.35	0.37	0.80	0.29	0.52	0.80	0.65	0.80	0.52	0.03
Delay/Veh:	78.9	43.8	43.8	42.5	38.0	26.4	61.6	45.5	42.7	82.3	41.4	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	43.8	43.8	42.5	38.0	26.4	61.6	45.5	42.7	82.3	41.4	35.2
LOS by Move:	E	D	D	D	D	C	E	D	D	F	D	D
DesignQueue:	9	10	10	11	32	11	7	28	22	8	17	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



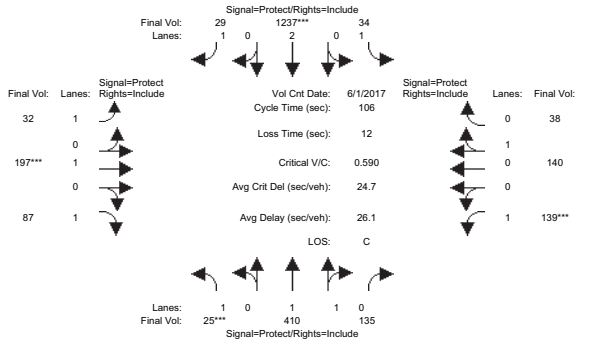
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 5-6PM												
Base Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	227	59	31	1004	10	25	138	58	102	105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	227	59	31	1004	10	25	138	58	102	105	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	227	59	31	1004	10	25	138	58	102	105	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	227	59	31	1004	10	25	138	58	102	105	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.78	0.22
Final Sat.:	1750	2936	763	1750	3800	1750	1750	1900	1750	1750	1400	400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.02	0.26	0.01	0.01	0.07	0.03	0.06	0.08	0.08
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.36	0.36	0.25	0.55	0.55	0.11	0.15	0.15	0.12	0.16	0.16
Volume/Cap:	0.01	0.21	0.21	0.07	0.48	0.01	0.13	0.48	0.22	0.48	0.47	0.47
Delay/Veh:	46.6	23.5	23.5	30.2	14.8	10.9	42.7	42.5	39.9	45.2	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	23.5	23.5	30.2	14.8	10.9	42.7	42.5	39.9	45.2	41.6	41.6
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
DesignQueue:	0	6	6	1	14	0	1	7	3	6	7	7

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



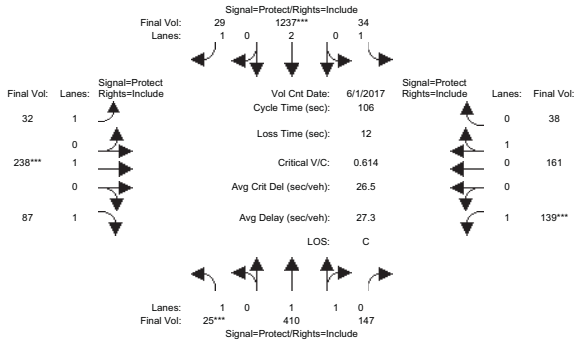
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 5-6PM												
Base Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	227	59	31	1004	10	25	138	58	102	105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	18	183	76	3	233	19	7	59	29	37	35	8
Initial Fut:	25	410	135	34	1237	29	32	197	87	139	140	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	410	135	34	1237	29	32	197	87	139	140	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	410	135	34	1237	29	32	197	87	139	140	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	410	135	34	1237	29	32	197	87	139	140	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.79	0.21
Final Sat.:	1750	2783	916	1750	3800	1750	1750	1900	1750	1750	1416	384
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.02	0.33	0.02	0.02	0.10	0.05	0.08	0.10	0.10
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.41	0.41	0.18	0.53	0.53	0.12	0.17	0.17	0.13	0.18	0.18
Volume/Cap:	0.22	0.36	0.36	0.11	0.62	0.03	0.15	0.62	0.30	0.62	0.56	0.56
Delay/Veh:	47.8	21.9	21.9	36.2	18.3	12.2	42.3	44.7	39.2	49.0	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	21.9	21.9	36.2	18.3	12.2	42.3	44.7	39.2	49.0	42.0	42.0
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
DesignQueue:	1	10	10	2	19	1	2	10	5	8	9	9

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



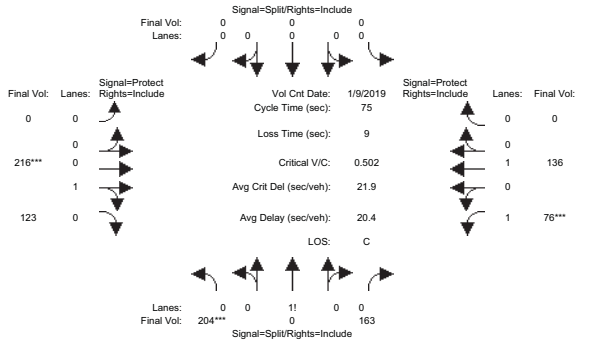
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 5-6PM												
Base Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	227	59	31	1004	10	25	138	58	102	105	30
Added Vol:	0	0	12	0	0	0	0	41	0	0	21	0
ATI:	18	183	76	3	233	19	7	59	29	37	35	8
Initial Fut:	25	410	147	34	1237	29	32	238	87	139	161	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	410	147	34	1237	29	32	238	87	139	161	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	410	147	34	1237	29	32	238	87	139	161	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	410	147	34	1237	29	32	238	87	139	161	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	2723	976	1750	3800	1750	1750	1900	1750	1750	1456	344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.02	0.33	0.02	0.02	0.13	0.05	0.08	0.11	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.40	0.40	0.17	0.50	0.50	0.12	0.19	0.19	0.12	0.20	0.20
Volume/Cap:	0.22	0.38	0.38	0.11	0.65	0.03	0.15	0.65	0.26	0.65	0.56	0.56
Delay/Veh:	47.8	22.9	22.9	37.1	20.1	13.3	42.3	43.3	36.6	50.9	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	22.9	22.9	37.1	20.1	13.3	42.3	43.3	36.6	50.9	40.3	40.3
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	D
DesignQueue:	1	11	11	2	20	1	2	12	5	8	10	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



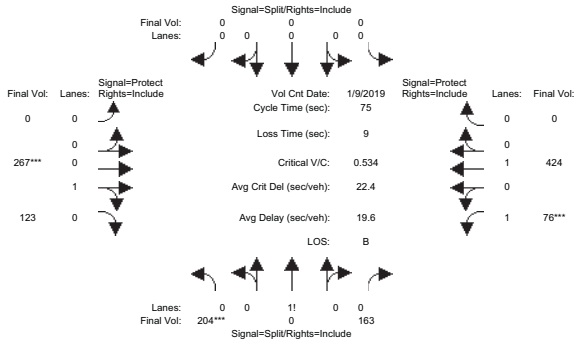
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 5:00-6:00												
Base Vol:	204	0	163	0	0	0	0	216	123	76	136	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	0	163	0	0	0	0	216	123	76	136	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	0	163	0	0	0	0	216	123	76	136	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	0	163	0	0	0	0	216	123	76	136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	163	0	0	0	0	216	123	76	136	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	0	163	0	0	0	0	216	123	76	136	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.56	0.00	0.44	0.00	0.00	0.00	0.00	0.64	0.36	1.00	1.00	0.00
Final Sat.:	973	0	777	0	0	0	0	1147	653	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.19	0.19	0.04	0.07	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.37	0.37	0.09	0.47	0.00
Volume/Cap:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.51	0.51	0.47	0.15	0.00
Delay/Veh:	18.8	0.0	18.8	0.0	0.0	0.0	0.0	20.9	20.9	41.5	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	0.0	18.8	0.0	0.0	0.0	0.0	20.9	20.9	41.5	11.9	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	D	B	A
DesignQueue:	10	0	10	0	0	0	0	10	10	3	3	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



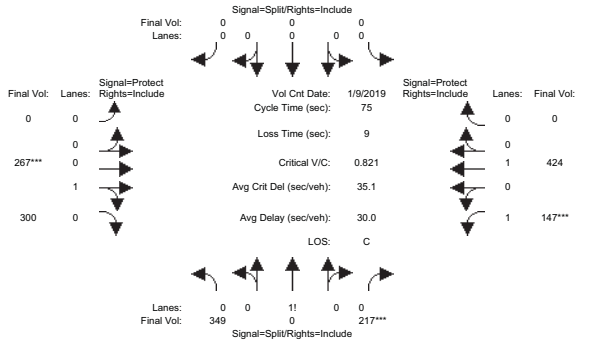
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 5:00-6:00												
Base Vol:	204	0	163	0	0	0	0	216	123	76	136	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	0	163	0	0	0	0	216	123	76	136	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	51	0	0	288	0
Initial Fut:	204	0	163	0	0	0	0	267	123	76	424	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	0	163	0	0	0	0	267	123	76	424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	163	0	0	0	0	267	123	76	424	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	0	163	0	0	0	0	267	123	76	424	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.56	0.00	0.44	0.00	0.00	0.00	0.00	0.68	0.32	1.00	1.00	0.00
Final Sat.:	973	0	777	0	0	0	0	1232	568	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.22	0.22	0.04	0.22	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.40	0.40	0.09	0.49	0.00
Volume/Cap:	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.54	0.47	0.45	0.00
Delay/Veh:	20.9	0.0	20.9	0.0	0.0	0.0	0.0	20.2	20.2	41.5	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	0.0	20.9	0.0	0.0	0.0	0.0	20.2	20.2	41.5	14.0	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
DesignQueue:	11	0	11	0	0	0	0	11	11	3	10	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



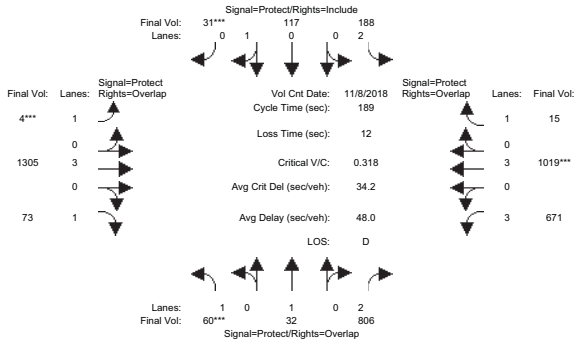
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0			
Volume Module: >> Count Date: 9 Jan 2019 << 5:00-6:00																
Base Vol:	204	0	163	0	0	0	0	216	123	76	136	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	204	0	163	0	0	0	0	216	123	76	136	0				
Added Vol:	145	0	54	0	0	0	0	0	177	71	0	0				
ATI:	0	0	0	0	0	0	0	51	0	0	288	0				
Initial Fut:	349	0	217	0	0	0	0	267	300	147	424	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	349	0	217	0	0	0	0	267	300	147	424	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	349	0	217	0	0	0	0	267	300	147	424	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	349	0	217	0	0	0	0	267	300	147	424	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92				
Lanes:	0.62	0.00	0.38	0.00	0.00	0.00	0.00	0.47	0.53	1.00	1.00	0.00				
Final Sat.:	1079	0	671	0	0	0	0	848	952	1750	1900	0				
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.32	0.32	0.08	0.22	0.00				
Crit Moves:			****					****		****						
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.38	0.38	0.10	0.49	0.00				
Volume/Cap:	0.82	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.82	0.82	0.46	0.00				
Delay/Veh:	30.9	0.0	30.9	0.0	0.0	0.0	0.0	31.4	31.4	65.8	14.4	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	30.9	0.0	30.9	0.0	0.0	0.0	0.0	31.4	31.4	65.8	14.4	0.0				
LOS by Move:	C	A	C	A	A	A	A	C	C	E	B	A				
DesignQueue:	17	0	17	0	0	0	0	17	17	6	10	0				

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



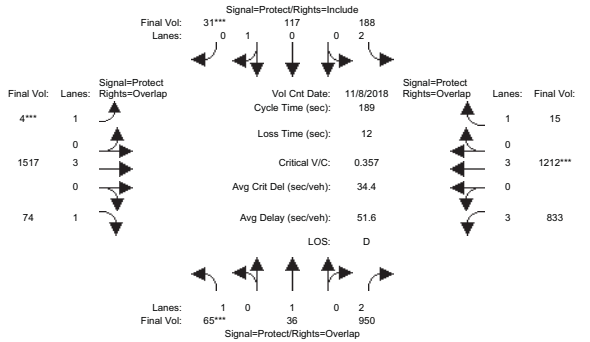
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111				
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8				
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30pm																
Base Vol:	60	32	983	188	117	31	4	1652	73	671	1258	15				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	32	983	188	117	31	4	1652	73	671	1258	15				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	60	32	983	188	117	31	4	1652	73	671	1258	15				
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	0.81	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	60	32	806	188	117	31	4	1305	73	671	1019	15				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	60	32	806	188	117	31	4	1305	73	671	1019	15				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	60	32	806	188	117	31	4	1305	73	671	1019	15				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92				
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	3.00	1.00				
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	5700	1750				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.26	0.06	0.08	0.08	0.00	0.23	0.04	0.15	0.18	0.01				
Crit Moves:	****					****	****				****					
Green/Cycle:	0.09	0.15	0.36	0.17	0.22	0.22	0.04	0.41	0.50	0.21	0.59	0.75				
Volume/Cap:	0.37	0.12	0.71	0.36	0.37	0.37	0.06	0.56	0.08	0.69	0.30	0.01				
Delay/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.9	10.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.9	10.9				
LOS by Move:	F	E	D	E	E	E	F	D	C	E	C	B				
DesignQueue:	6	3	35	10	13	13	0	29	4	24	15	0				

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



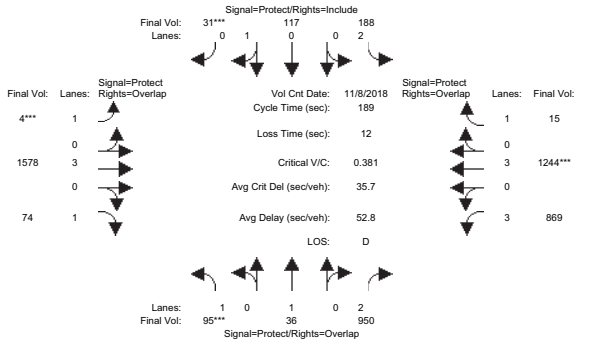
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	11	22	22		25	35	35		7	77	77		40	111	111	
Y+R:	5.9	6.4	6.4		6.5	6.6	6.6		5.9	5.8	5.8		6.0	5.8	5.8	
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30pm																
Base Vol:	60	32	983		188	117	31		4	1652	73		671	1258	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	32	983		188	117	31		4	1652	73		671	1258	15	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	5	4	176		0	0	0		0	268	1		162	238	0	
Initial Fut:	65	36	1159		188	117	31		4	1920	74		833	1496	15	
User Adj:	1.00	1.00	0.82		1.00	1.00	1.00		1.00	0.79	1.00		1.00	0.81	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	65	36	950		188	117	31		4	1517	74		833	1212	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	36	950		188	117	31		4	1517	74		833	1212	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	65	36	950		188	117	31		4	1517	74		833	1212	15	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	0.95	0.95		0.92	1.00	0.92		0.80	1.00	0.92	
Lanes:	1.00	1.00	2.00		2.00	0.79	0.21		1.00	3.00	1.00		3.00	3.00	1.00	
Final Sat.:	1750	1900	3150		3150	1423	377		1750	5700	1750		4551	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.02	0.30		0.06	0.08	0.08		0.00	0.27	0.04		0.18	0.21	0.01	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.10	0.15	0.36		0.16	0.22	0.22		0.04	0.41	0.51		0.21	0.59	0.75	
Volume/Cap:	0.38	0.13	0.84		0.36	0.38	0.38		0.06	0.65	0.08		0.86	0.36	0.01	
Delay/Veh:	81.4	70.2	60.8		70.6	64.1	64.1		88.2	45.3	23.9		80.3	28.1	11.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	81.4	70.2	60.8		70.6	64.1	64.1		88.2	45.3	23.9		80.3	28.1	11.0	
LOS by Move:	F		E		E		E		F	D	C		F	C	B	
DesignQueue:	7	3	42		10	13	13		0	34	4		30	19	0	

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



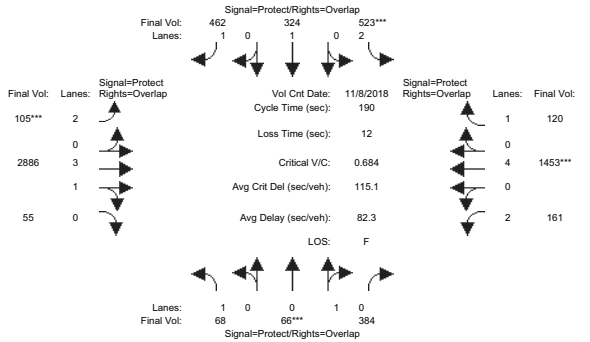
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	11	22	22		25	35	35		7	77	77		40	111	111	
Y+R:	5.9	6.4	6.4		6.5	6.6	6.6		5.9	5.8	5.8		6.0	5.8	5.8	
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30pm																
Base Vol:	60	32	983		188	117	31		4	1652	73		671	1258	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	32	983		188	117	31		4	1652	73		671	1258	15	
Added Vol:	30	0	0		0	0	0		0	77	0		36	40	0	
ATI:	5	4	176		0	0	0		0	268	1		162	238	0	
Initial Fut:	95	36	1159		188	117	31		4	1997	74		869	1536	15	
User Adj:	1.00	1.00	0.82		1.00	1.00	1.00		1.00	0.79	1.00		1.00	0.81	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	95	36	950		188	117	31		4	1578	74		869	1244	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	36	950		188	117	31		4	1578	74		869	1244	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	95	36	950		188	117	31		4	1578	74		869	1244	15	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	0.95	0.95		0.92	1.00	0.92		0.80	1.00	0.92	
Lanes:	1.00	1.00	2.00		2.00	0.79	0.21		1.00	3.00	1.00		3.00	3.00	1.00	
Final Sat.:	1750	1900	3150		3150	1423	377		1750	5700	1750		4551	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.30		0.06	0.08	0.08		0.00	0.28	0.04		0.19	0.22	0.01	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.12	0.15	0.36		0.17	0.19	0.19		0.04	0.41	0.54		0.21	0.59	0.75	
Volume/Cap:	0.44	0.13	0.84		0.36	0.44	0.44		0.06	0.67	0.08		0.89	0.37	0.01	
Delay/Veh:	78.1	70.4	61.2		70.3	68.8	68.8		88.2	46.1	21.4		84.0	28.3	10.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	78.1	70.4	61.2		70.3	68.8	68.8		88.2	46.1	21.4		84.0	28.3	10.9	
LOS by Move:	E		E		E		E		F	D	C		F	C	B	
DesignQueue:	10	3	42		10	14	14		0	35	4		32	19	0	

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



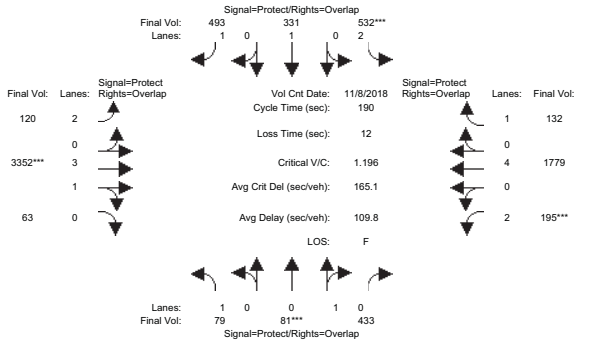
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	66	384	523	324	462	105	2886	55	161	1453	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.15	0.85	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	264	1536	3150	1900	1750	3150	5547	106	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.17	0.17	0.26	0.03	0.52	0.52	0.05	0.19	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.17	0.25	0.15	0.26	0.34	0.08	0.54	0.61	0.07	0.54	0.68
Volume/Cap:	0.60	1.44	1.01	1.13	0.66	0.79	0.42	0.96	0.86	0.69	0.36	0.10
Delay/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
LOS by Move:	F	F	F	F	E	E	F	F	E	F	D	C
DesignQueue:	7	44	40	30	27	38	6	40	48	10	19	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



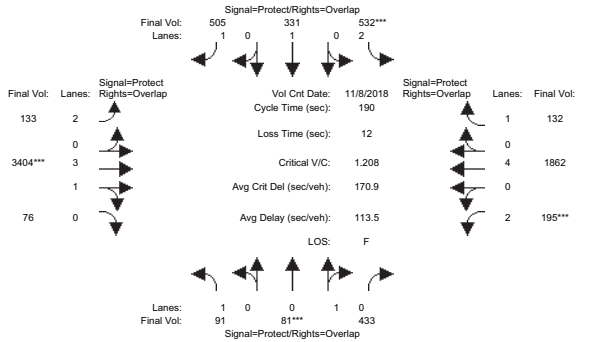
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	15	49	9	7	31	15	466	8	34	326	12
Initial Fut:	79	81	433	532	331	493	120	3352	63	195	1779	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	81	433	532	331	493	120	3352	63	195	1779	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	81	433	532	331	493	120	3352	63	195	1779	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	81	433	532	331	493	120	3352	63	195	1779	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.16	0.84	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	284	1516	3150	1900	1750	3150	5548	104	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.17	0.17	0.28	0.04	0.60	0.60	0.06	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.17	0.25	0.15	0.26	0.34	0.08	0.54	0.60	0.07	0.54	0.68
Volume/Cap:	0.73	1.64	1.15	1.15	0.67	0.83	0.48	1.11	1.00	0.84	0.44	0.11
Delay/Veh:	110.1	382	163.7	169.3	66.7	67.7	90.0	135	91.5	114.5	47.2	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	382	163.7	169.3	66.7	67.7	90.0	135	91.5	114.5	47.2	25.1
LOS by Move:	F	F	F	F	E	E	F	F	F	F	D	C
DesignQueue:	9	51	47	30	27	40	7	47	57	12	23	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



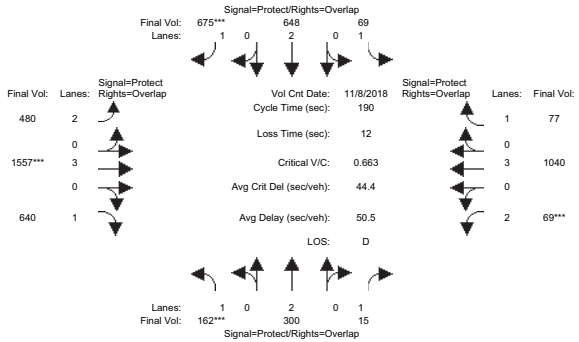
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	11		23	23	28		40	40	15		103	103	14		102	102
Y+R:	5.2		5.5	5.5	5.5		5.5	5.5	5.6		5.8	5.8	5.9		5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM																
Base Vol:	68		66	384	523		324	462	105		2886	55	161		1453	120
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	68		66	384	523		324	462	105		2886	55	161		1453	120
Added Vol:	12		0	0	0		0	12	13		52	13	0		83	0
ATI:	11		15	49	9		7	31	15		466	8	34		326	12
Initial Fut:	91		81	433	532		331	505	133		3404	76	195		1862	132
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	91		81	433	532		331	505	133		3404	76	195		1862	132
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	91		81	433	532		331	505	133		3404	76	195		1862	132
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	91		81	433	532		331	505	133		3404	76	195		1862	132
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.83		1.00	0.92	0.83		0.74	0.95	0.83		1.00	0.92
Lanes:	1.00		0.16	0.84	2.00		1.00	1.00	2.00		3.93	0.07	2.00		4.00	1.00
Final Sat.:	1750		284	1516	3150		1900	1750	3150		5533	124	3150		7600	1750
Capacity Analysis Module:																
Vol/Sat:	0.05		0.29	0.29	0.17		0.17	0.29	0.04		0.62	0.62	0.06		0.25	0.08
Crit Moves:			****		****						****		****			
Green/Cycle:	0.06		0.17	0.25	0.15		0.26	0.34	0.08		0.54	0.60	0.07		0.54	0.68
Volume/Cap:	0.85		1.64	1.15	1.15		0.67	0.85	0.53		1.13	1.02	0.84		0.46	0.11
Delay/Veh:	132.5		382	163.7	169.3		66.6	69.7	91.2		143	96.6	114.5		47.9	25.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	132.5		382	163.7	169.3		66.6	69.7	91.2		143	96.6	114.5		47.9	25.1
LOS by Move:	F		F	F	F		E	E	F		F	F	F		D	C
DesignQueue:	10		51	47	30		27	41	8		48	58	12		24	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



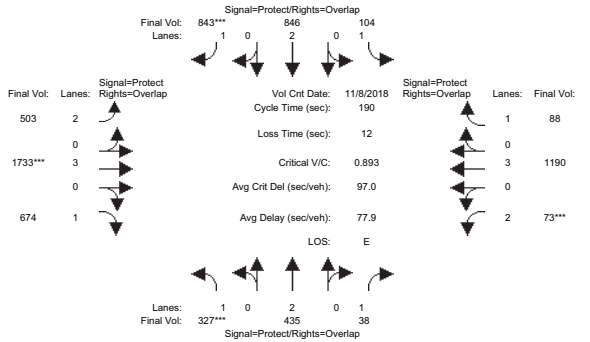
Street Name:	Zanker Road								Montague Expressway							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	20		48	48	13		41	41	29		96	96	11		78	78
Y+R:	5.2		5.8	5.8	5.2		5.8	5.8	5.2		5.8	5.8	5.2		5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM																
Base Vol:	162		300	15	69		648	675	480		1922	640	69		1575	77
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	162		300	15	69		648	675	480		1922	640	69		1575	77
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	162		300	15	69		648	675	480		1922	640	69		1575	77
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.81	1.00	1.00		0.66	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	162		300	15	69		648	675	480		1557	640	69		1040	77
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	162		300	15	69		648	675	480		1557	640	69		1040	77
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	162		300	15	69		648	675	480		1557	640	69		1040	77
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.08	0.01	0.04		0.17	0.39	0.15		0.27	0.37	0.02		0.18	0.04
Crit Moves:	****							****			****					
Green/Cycle:	0.11		0.29	0.35	0.08		0.27	0.42	0.15		0.51	0.61	0.06		0.41	0.49
Volume/Cap:	0.87		0.27	0.02	0.50		0.64	0.92	1.00		0.54	0.60	0.38		0.44	0.09
Delay/Veh:	116.8		51.5	40.3	86.5		62.8	68.5	121.1		24.5	13.3	87.5		46.4	31.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	116.8		51.5	40.3	86.5		62.8	68.5	121.1		24.5	13.3	87.5		46.4	31.8
LOS by Move:	F		D	D	F		E	E	F		C	B	F		D	C
DesignQueue:	17		11	1	7		26	50	27		29	32	4		23	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



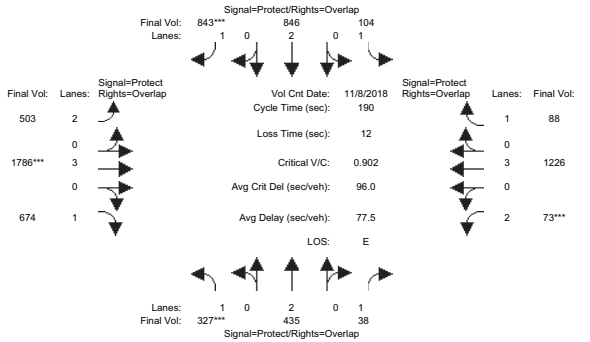
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	165	135	23	35	198	168	23	218	34	4	228	11
Initial Fut:	327	435	38	104	846	843	503	2140	674	73	1803	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	435	38	104	846	843	503	1733	674	73	1190	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	435	38	104	846	843	503	1733	674	73	1190	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	435	38	104	846	843	503	1733	674	73	1190	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.02	0.06	0.22	0.48	0.16	0.30	0.39	0.02	0.21	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.29	0.35	0.08	0.24	0.39	0.15	0.51	0.64	0.06	0.41	0.49
Volume/Cap:	1.36	0.39	0.06	0.75	0.94	1.24	1.05	0.60	0.60	0.40	0.51	0.10
Delay/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	25.7	10.0	87.8	48.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	25.7	10.0	87.8	48.0	32.0
LOS by Move:	F	D	D	F	F	F	F	C	B	F	D	C
DesignQueue:	34	17	3	11	36	68	28	33	31	4	26	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



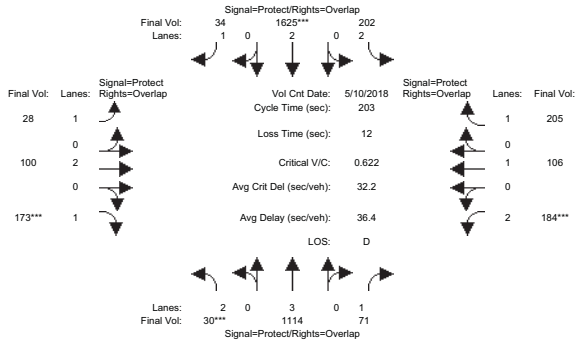
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	65	0	0	55	0
ATI:	165	135	23	35	198	168	23	218	34	4	228	11
Initial Fut:	327	435	38	104	846	843	503	2205	674	73	1858	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	435	38	104	846	843	503	1786	674	73	1226	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	435	38	104	846	843	503	1786	674	73	1226	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	435	38	104	846	843	503	1786	674	73	1226	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.02	0.06	0.22	0.48	0.16	0.31	0.39	0.02	0.22	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.29	0.35	0.08	0.24	0.39	0.15	0.51	0.64	0.06	0.41	0.49
Volume/Cap:	1.36	0.39	0.06	0.75	0.94	1.24	1.05	0.62	0.60	0.40	0.52	0.10
Delay/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	26.1	10.0	87.8	48.4	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	26.1	10.0	87.8	48.4	32.0
LOS by Move:	F	D	D	F	F	F	F	C	B	F	D	C
DesignQueue:	34	17	3	11	36	68	28	34	31	4	27	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



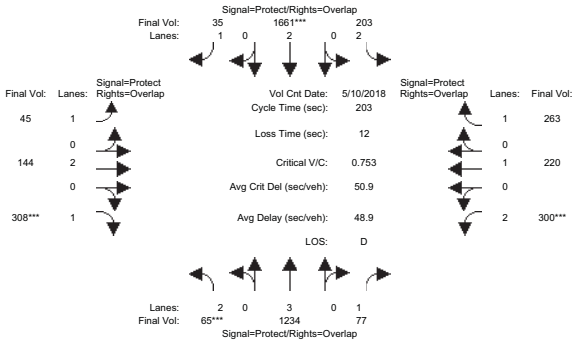
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 5-6pm												
Base Vol:	30	1114	71	202	1982	34	28	100	173	184	106	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1114	71	202	1982	34	28	100	173	184	106	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1114	71	202	1982	34	28	100	173	184	106	205
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1114	71	202	1625	34	28	100	173	184	106	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1114	71	202	1625	34	28	100	173	184	106	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1114	71	202	1625	34	28	100	173	184	106	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.04	0.06	0.43	0.02	0.02	0.03	0.10	0.06	0.06	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.56	0.65	0.18	0.70	0.78	0.08	0.11	0.14	0.10	0.12	0.31
Volume/Cap:	0.28	0.35	0.06	0.35	0.61	0.02	0.21	0.25	0.70	0.61	0.45	0.38
Delay/Veh:	101.7	25.2	12.9	74.2	16.5	5.0	91.3	84.8	98.8	96.8	88.3	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.7	25.2	12.9	74.2	16.5	5.0	91.3	84.8	98.8	96.8	88.3	57.2
LOS by Move:	F	C	B	E	B	A	F	F	F	F	F	E
DesignQueue:	2	20	3	11	31	1	3	5	19	11	11	18

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



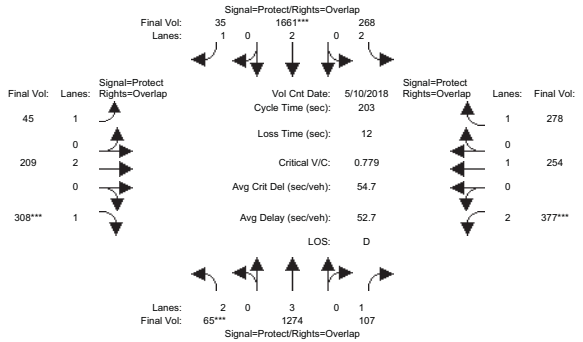
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 5-6pm												
Base Vol:	30	1114	71	202	1982	34	28	100	173	184	106	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1114	71	202	1982	34	28	100	173	184	106	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	35	120	6	1	43	1	17	44	135	116	114	58
Initial Fut:	65	1234	77	203	2025	35	45	144	308	300	220	263
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1234	77	203	1661	35	45	144	308	300	220	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1234	77	203	1661	35	45	144	308	300	220	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1234	77	203	1661	35	45	144	308	300	220	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.04	0.06	0.44	0.02	0.03	0.04	0.18	0.10	0.12	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.48	0.61	0.14	0.59	0.66	0.07	0.19	0.22	0.13	0.25	0.39
Volume/Cap:	0.60	0.45	0.07	0.45	0.74	0.03	0.35	0.20	0.78	0.74	0.47	0.39
Delay/Veh:	118.6	35.6	16.5	83.0	32.9	12.0	97.0	69.8	88.4	97.0	68.8	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	35.6	16.5	83.0	32.9	12.0	97.0	69.8	88.4	97.0	68.8	46.4
LOS by Move:	F	D	B	F	C	B	F	E	F	F	E	D
DesignQueue:	4	26	4	12	44	1	5	7	31	18	19	21

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
Up To 1,473 Residential Units + Up To 55,000 SF of Retail Space
Project Alternative: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



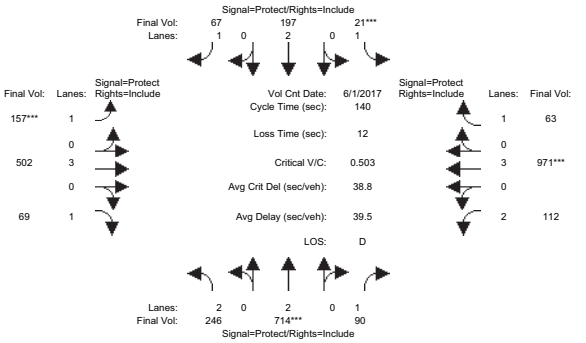
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 5-6pm												
Base Vol:	30	1114	71	202	1982	34	28	100	173	184	106	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1114	71	202	1982	34	28	100	173	184	106	205
Added Vol:	0	40	30	65	0	0	0	65	0	77	34	15
ATI:	35	120	6	1	43	1	17	44	135	116	114	58
Initial Fut:	65	1274	107	268	2025	35	45	209	308	377	254	278
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1274	107	268	1661	35	45	209	308	377	254	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1274	107	268	1661	35	45	209	308	377	254	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1274	107	268	1661	35	45	209	308	377	254	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.06	0.09	0.44	0.02	0.03	0.06	0.18	0.12	0.13	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.44	0.59	0.17	0.57	0.64	0.07	0.18	0.22	0.16	0.27	0.44
Volume/Cap:	0.60	0.51	0.10	0.51	0.77	0.03	0.37	0.30	0.81	0.77	0.50	0.36
Delay/Veh:	118.6	42.4	18.3	80.7	36.5	13.7	98.6	72.7	91.8	93.4	65.9	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	42.4	18.3	80.7	36.5	13.7	98.6	72.7	91.8	93.4	65.9	39.8
LOS by Move:	F	D	B	F	D	B	F	E	F	F	E	D
DesignQueue:	4	29	5	16	46	2	5	10	31	22	22	20

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



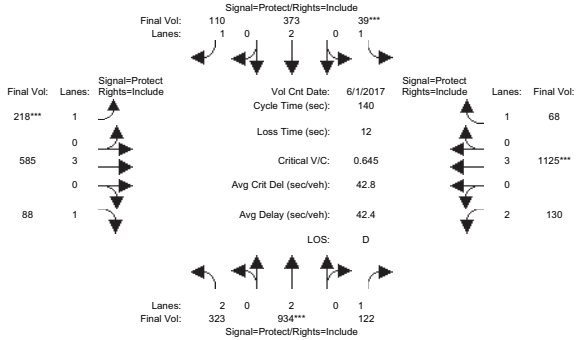
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00AM												
Base Vol:	246	714	90	21	197	67	157	502	69	112	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	714	90	21	197	67	157	502	69	112	971	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	714	90	21	197	67	157	502	69	112	971	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	714	90	21	197	67	157	502	69	112	971	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	714	90	21	197	67	157	502	69	112	971	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	714	90	21	197	67	157	502	69	112	971	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.05	0.01	0.05	0.04	0.09	0.09	0.04	0.04	0.17	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.36	0.36	0.05	0.20	0.20	0.17	0.32	0.32	0.18	0.33	0.33
Volume/Cap:	0.36	0.52	0.14	0.24	0.26	0.19	0.52	0.28	0.12	0.20	0.52	0.11
Delay/Veh:	47.1	35.4	30.1	65.4	47.8	47.2	54.2	35.6	33.8	48.8	38.3	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	35.4	30.1	65.4	47.8	47.2	54.2	35.6	33.8	48.8	38.3	32.8
LOS by Move:	D	D	C	E	D	D	D	D	C	D	D	C
DesignQueue:	9	19	5	2	6	5	11	9	4	4	18	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



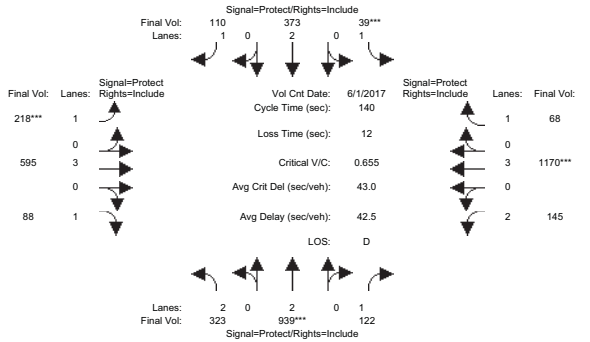
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00AM												
Base Vol:	246	714	90	21	197	67	157	502	69	112	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	714	90	21	197	67	157	502	69	112	971	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	77	220	32	18	176	43	61	83	19	18	154	5
Initial Fut:	323	934	122	39	373	110	218	585	88	130	1125	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	934	122	39	373	110	218	585	88	130	1125	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	934	122	39	373	110	218	585	88	130	1125	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	934	122	39	373	110	218	585	88	130	1125	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.07	0.02	0.10	0.06	0.12	0.10	0.05	0.04	0.20	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.37	0.37	0.05	0.21	0.21	0.19	0.33	0.33	0.16	0.30	0.30
Volume/Cap:	0.47	0.66	0.19	0.45	0.47	0.30	0.66	0.31	0.15	0.26	0.66	0.13
Delay/Veh:	48.4	37.5	29.6	68.2	49.2	47.4	57.3	35.2	33.3	51.7	43.6	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	37.5	29.6	68.2	49.2	47.4	57.3	35.2	33.3	51.7	43.6	35.8
LOS by Move:	D	D	C	E	D	D	E	D	C	D	D	D
DesignQueue:	12	24	7	3	12	7	15	10	5	5	22	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



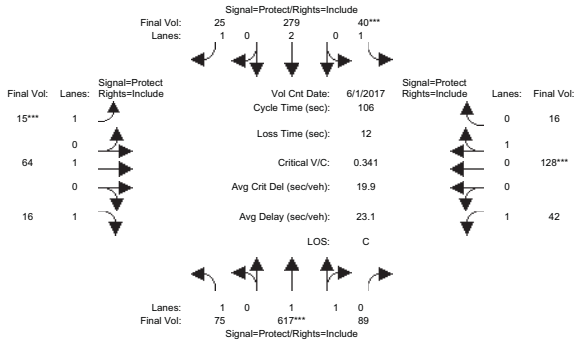
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00AM												
Base Vol:	246	714	90	21	197	67	157	502	69	112	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	714	90	21	197	67	157	502	69	112	971	63
Added Vol:	0	5	0	0	0	0	0	10	0	15	45	0
ATI:	77	220	32	18	176	43	61	83	19	18	154	5
Initial Fut:	323	939	122	39	373	110	218	595	88	145	1170	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	939	122	39	373	110	218	595	88	145	1170	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	939	122	39	373	110	218	595	88	145	1170	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	939	122	39	373	110	218	595	88	145	1170	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.07	0.02	0.10	0.06	0.12	0.10	0.05	0.05	0.21	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.37	0.37	0.05	0.21	0.21	0.19	0.33	0.33	0.16	0.31	0.31
Volume/Cap:	0.48	0.67	0.19	0.45	0.48	0.31	0.67	0.31	0.15	0.29	0.67	0.13
Delay/Veh:	48.6	38.1	30.0	68.2	49.5	47.6	58.1	34.8	32.8	52.1	43.2	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	38.1	30.0	68.2	49.5	47.6	58.1	34.8	32.8	52.1	43.2	35.0
LOS by Move:	D	D	C	E	D	D	E	C	C	D	D	D
DesignQueue:	12	25	7	3	12	8	15	11	5	6	22	4

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8-9AM												
Base Vol:	75	617	89	40	279	25	15	64	16	42	128	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	617	89	40	279	25	15	64	16	42	128	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	617	89	40	279	25	15	64	16	42	128	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	617	89	40	279	25	15	64	16	42	128	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	617	89	40	279	25	15	64	16	42	128	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	617	89	40	279	25	15	64	16	42	128	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1750	3233	466	1750	3800	1750	1750	1900	1750	1750	1600	200
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.02	0.07	0.01	0.01	0.03	0.01	0.02	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.25	0.53	0.53	0.07	0.35	0.35	0.07	0.17	0.17	0.12	0.22	0.22
Volume/Cap:	0.17	0.36	0.36	0.35	0.21	0.04	0.13	0.20	0.05	0.20	0.36	0.36
Delay/Veh:	31.7	14.5	14.5	49.1	24.1	22.6	47.1	38.1	36.9	42.6	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	14.5	14.5	49.1	24.1	22.6	47.1	38.1	36.9	42.6	35.3	35.3
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
DesignQueue:	4	11	11	2	5	1	1	3	1	2	7	7

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
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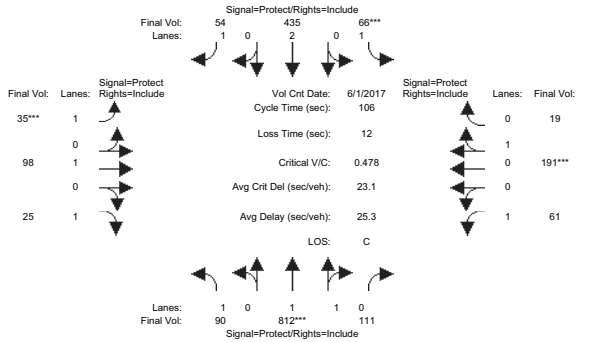
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8-9AM												
Base Vol:	75	617	89	40	279	25	15	64	16	42	128	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	617	89	40	279	25	15	64	16	42	128	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	195	22	26	156	29	20	34	9	19	63	3
Initial Fut:	90	812	111	66	435	54	35	98	25	61	191	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	812	111	66	435	54	35	98	25	61	191	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	812	111	66	435	54	35	98	25	61	191	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	812	111	66	435	54	35	98	25	61	191	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	3255	445	1750	3800	1750	1750	1900	1750	1750	1637	163
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.04	0.11	0.03	0.02	0.05	0.01	0.03	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.51	0.51	0.08	0.37	0.37	0.07	0.18	0.18	0.12	0.24	0.24
Volume/Cap:	0.24	0.49	0.49	0.49	0.31	0.08	0.30	0.29	0.08	0.28	0.49	0.49
Delay/Veh:	34.9	17.4	17.4	49.8	23.9	21.8	48.7	38.2	36.4	42.8	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	17.4	17.4	49.8	23.9	21.8	48.7	38.2	36.4	42.8	35.8	35.8
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
DesignQueue:	5	15	15	4	8	2	2	5	1	3	10	10

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

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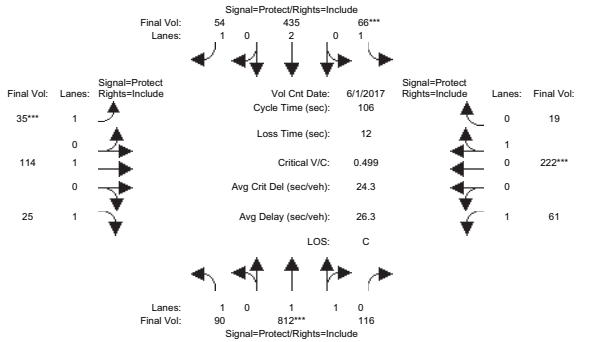
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



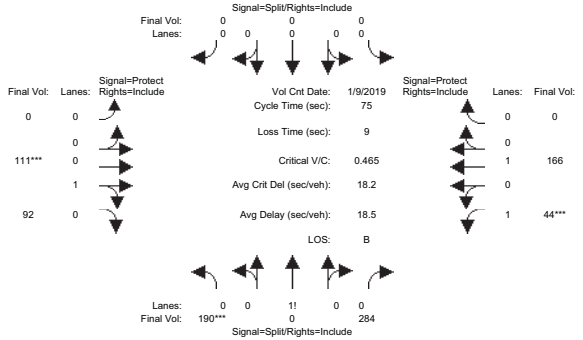
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 8-9AM												
Base Vol:	75	617	89	40	279	25	15	64	16	42	128	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	617	89	40	279	25	15	64	16	42	128	16
Added Vol:	0	0	5	0	0	0	0	16	0	0	31	0
ATI:	15	195	22	26	156	29	20	34	9	19	63	3
Initial Fut:	90	812	116	66	435	54	35	114	25	61	222	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	812	116	66	435	54	35	114	25	61	222	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	812	116	66	435	54	35	114	25	61	222	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	812	116	66	435	54	35	114	25	61	222	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	1750	3237	462	1750	3800	1750	1750	1900	1750	1750	1658	142
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.04	0.11	0.03	0.02	0.06	0.01	0.03	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.49	0.49	0.07	0.36	0.36	0.07	0.19	0.19	0.13	0.26	0.26
Volume/Cap:	0.25	0.51	0.51	0.51	0.32	0.09	0.30	0.31	0.07	0.26	0.51	0.51
Delay/Veh:	35.7	18.9	18.9	50.9	25.0	22.8	48.7	37.3	35.2	41.7	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	18.9	18.9	50.9	25.0	22.8	48.7	37.3	35.2	41.7	34.5	34.5
LOS by Move:	D	B	B	D	C	C	D	D	D	D	C	C
DesignQueue:	5	15	15	4	9	2	2	6	1	3	11	11

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



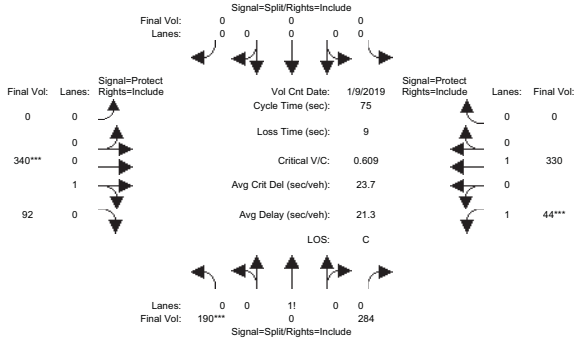
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 8:00-9:00												
Base Vol:	190	0	284	0	0	0	0	111	92	44	166	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	284	0	0	0	0	111	92	44	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	284	0	0	0	0	111	92	44	166	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	284	0	0	0	0	111	92	44	166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	284	0	0	0	0	111	92	44	166	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	284	0	0	0	0	111	92	44	166	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.55	0.45	1.00	1.00	0.00
Final Sat.:	701	0	1049	0	0	0	0	984	816	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.11	0.11	0.03	0.09	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.23	0.23	0.09	0.32	0.00
Volume/Cap:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.49	0.27	0.27	0.00
Delay/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	29.0	29.0	35.6	19.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	29.0	29.0	35.6	19.8	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	D	B	A
DesignQueue:	10	0	10	0	0	0	0	7	7	2	5	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



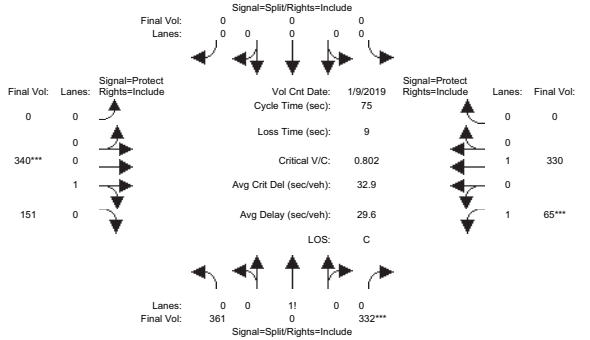
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 8:00-9:00												
Base Vol:	190	0	284	0	0	0	0	111	92	44	166	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	284	0	0	0	0	111	92	44	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	229	0	0	164	0
Initial Fut:	190	0	284	0	0	0	0	340	92	44	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	284	0	0	0	0	340	92	44	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	284	0	0	0	0	340	92	44	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	284	0	0	0	0	340	92	44	330	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.79	0.21	1.00	1.00	0.00
Final Sat.:	701	0	1049	0	0	0	0	1417	383	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.24	0.24	0.03	0.17	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.37	0.37	0.09	0.46	0.00
Volume/Cap:	0.65	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.65	0.27	0.38	0.00
Delay/Veh:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	24.5	24.5	35.6	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	24.5	24.5	35.6	14.3	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
DesignQueue:	13	0	13	0	0	0	0	13	13	2	8	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



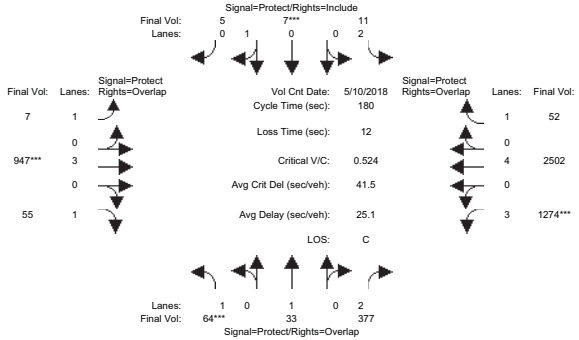
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0		0.0	4.0	0.0		0.0	0.0	0.0		4.0	4.0	4.0		4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 8:00-9:00																
Base Vol:	190		0	284	0		0	0	0		111	92	44		166	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	190		0	284	0		0	0	0		111	92	44		166	0
Added Vol:	171		0	48	0		0	0	0		0	59	21		0	0
ATI:	0		0	0	0		0	0	0		229	0	0		164	0
Initial Fut:	361		0	332	0		0	0	0		340	151	65		330	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	361		0	332	0		0	0	340		151	65	330		0	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	361		0	332	0		0	0	340		151	65	330		0	
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	361		0	332	0		0	0	340		151	65	330		0	
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		1.00	0.92
Lanes:	0.52		0.00	0.48	0.00		0.00	0.00	0.00		0.69	0.31	1.00		1.00	0.00
Final Sat.:	912		0	838	0		0	0	0		1246	554	1750		1900	0
Capacity Analysis Module:																
Vol/Sat:	0.40		0.00	0.40	0.00		0.00	0.00	0.00		0.27	0.27	0.04		0.17	0.00
Crit Moves:				****							****		****			
Green/Cycle:	0.47		0.00	0.47	0.00		0.00	0.00	0.00		0.32	0.32	0.09		0.41	0.00
Volume/Cap:	0.85		0.00	0.85	0.00		0.00	0.00	0.00		0.85	0.85	0.40		0.42	0.00
Delay/Veh:	28.5		0.0	28.5	0.0		0.0	0.0	0.0		38.3	38.3	39.1		17.2	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	28.5		0.0	28.5	0.0		0.0	0.0	0.0		38.3	38.3	39.1		17.2	0.0
LOS by Move:	C		A	C	A		A	A	A		D	D	D		B	A
DesignQueue:	19		0	19	0		0	0	0		16	16	3		8	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



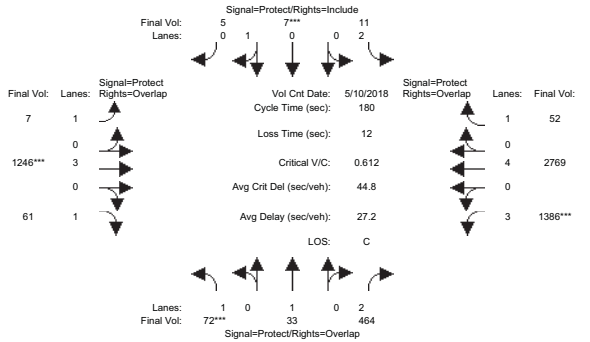
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9AM																
Base Vol:	64		33	377	11		7	5	7		947	55	1274		2780	52
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	64		33	377	11		7	5	7		947	55	1274		2780	52
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	64		33	377	11		7	5	7		947	55	1274		2780	52
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	64		33	377	11		7	5	7		947	55	1274		2502	52
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	64		33	377	11		7	5	7		947	55	1274		2502	52
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	64		33	377	11		7	5	7		947	55	1274		2502	52
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.83		0.95	0.95	0.92		1.00	0.92	0.80		1.00	0.92
Lanes:	1.00		1.00	2.00	2.00		0.58	0.42	1.00		3.00	1.00	3.00		4.00	1.00
Final Sat.:	1750		1900	3150	3150		1050	750	1750		5700	1750	4551		7600	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.02	0.12	0.00		0.01	0.01	0.00		0.17	0.03	0.28		0.33	0.03
Crit Moves:	****						****				****		****			
Green/Cycle:	0.07		0.07	0.58	0.05		0.06	0.06	0.09		0.30	0.37	0.51		0.73	0.78
Volume/Cap:	0.55		0.24	0.21	0.07		0.12	0.12	0.05		0.55	0.09	0.55		0.45	0.04
Delay/Veh:	86.9		79.8	18.0	81.7		81.4	81.4	75.7		52.9	37.1	30.4		10.2	4.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	86.9		79.8	18.0	81.7		81.4	81.4	75.7		52.9	37.1	30.4		10.2	4.7
LOS by Move:	F		E	B	F		F	F	E		D	D	C		B	A
DesignQueue:	7		3	10	1		1	1	1		23	4	28		19	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9AM												
Base Vol:	64	33	377	11	7	5	7	947	55	1274	2780	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	947	55	1274	2780	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	0	87	0	0	0	0	299	6	112	297	0
Initial Fut:	72	33	464	11	7	5	7	1246	61	1386	3077	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	33	464	11	7	5	7	1246	61	1386	2769	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	33	464	11	7	5	7	1246	61	1386	2769	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	33	464	11	7	5	7	1246	61	1386	2769	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.15	0.00	0.01	0.01	0.00	0.22	0.03	0.30	0.36	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.07	0.54	0.05	0.06	0.06	0.08	0.34	0.40	0.47	0.74	0.78
Volume/Cap:	0.64	0.25	0.27	0.07	0.12	0.12	0.05	0.64	0.09	0.64	0.50	0.04
Delay/Veh:	94.3	80.1	22.0	81.8	81.4	81.4	76.9	50.9	33.2	36.5	10.0	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.3	80.1	22.0	81.8	81.4	81.4	76.9	50.9	33.2	36.5	10.0	4.3
LOS by Move:	F	F	C	F	F	F	E	D	C	D	A	A
DesignQueue:	7	3	13	1	1	1	1	29	4	33	20	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
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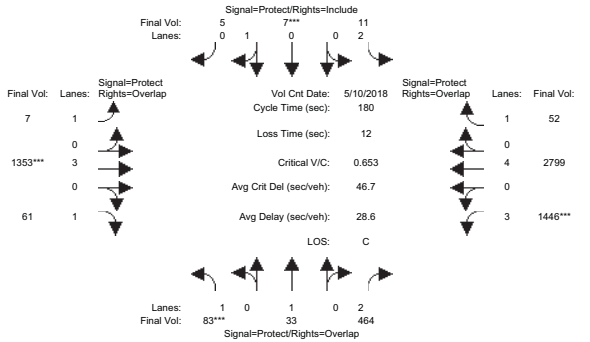
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



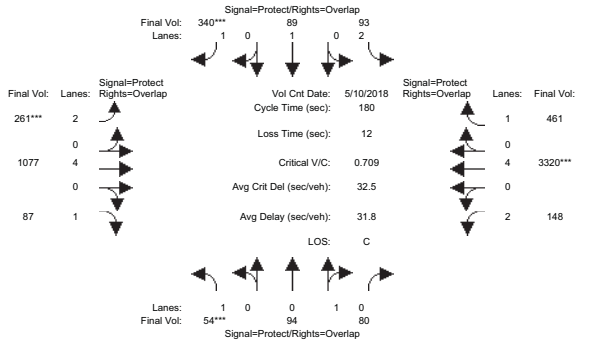
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9AM												
Base Vol:	64	33	377	11	7	5	7	947	55	1274	2780	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	947	55	1274	2780	52
Added Vol:	11	0	0	0	0	0	0	107	0	60	33	0
ATI:	8	0	87	0	0	0	0	299	6	112	297	0
Initial Fut:	83	33	464	11	7	5	7	1353	61	1446	3110	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	33	464	11	7	5	7	1353	61	1446	2799	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	33	464	11	7	5	7	1353	61	1446	2799	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	33	464	11	7	5	7	1353	61	1446	2799	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.15	0.00	0.01	0.01	0.00	0.24	0.03	0.32	0.37	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.07	0.54	0.05	0.06	0.06	0.08	0.35	0.41	0.46	0.73	0.78
Volume/Cap:	0.69	0.24	0.27	0.07	0.12	0.12	0.05	0.69	0.08	0.69	0.50	0.04
Delay/Veh:	97.1	79.5	22.8	81.5	81.4	81.4	77.1	51.5	32.0	39.0	10.3	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.1	79.5	22.8	81.5	81.4	81.4	77.1	51.5	32.0	39.0	10.3	4.4
LOS by Move:	F	E	C	F	F	F	E	D	C	D	B	A
DesignQueue:	8	3	14	1	1	1	1	31	4	35	21	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



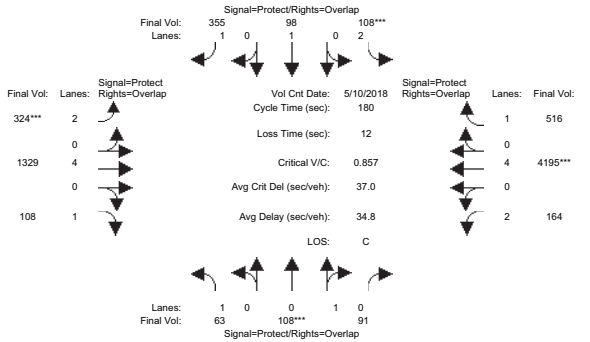
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8:00-9:00 AM												
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	94	80	93	89	340	261	1077	87	148	3816	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	94	80	93	89	340	261	1077	87	148	3320	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	94	80	93	89	340	261	1077	87	148	3320	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	94	80	93	89	340	261	1077	87	148	3320	461
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	972	828	3150	1900	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.03	0.05	0.19	0.08	0.14	0.05	0.05	0.44	0.26
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.14	0.33	0.06	0.16	0.27	0.12	0.55	0.59	0.18	0.62	0.67
Volume/Cap:	0.71	0.68	0.30	0.51	0.30	0.71	0.71	0.26	0.08	0.26	0.71	0.39
Delay/Veh:	111.5	80.1	45.6	84.9	67.6	63.8	82.8	21.2	15.7	63.4	24.1	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.5	80.1	45.6	84.9	67.6	63.8	82.8	21.2	15.7	63.4	24.1	13.2
LOS by Move:	F	F	D	F	E	E	F	C	B	E	C	B
DesignQueue:	6	16	13	5	8	28	14	13	4	7	36	18

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8:00-9:00 AM												
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	14	11	15	9	15	63	252	21	16	379	55
Initial Fut:	63	108	91	108	98	355	324	1329	108	164	4195	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	108	91	108	98	355	324	1329	108	164	4195	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	108	91	108	98	355	324	1329	108	164	4195	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	108	91	108	98	355	324	1329	108	164	4195	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	977	823	3150	1900	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.05	0.20	0.10	0.17	0.06	0.05	0.55	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.13	0.30	0.04	0.12	0.24	0.12	0.59	0.64	0.18	0.64	0.68
Volume/Cap:	0.76	0.86	0.36	0.86	0.42	0.84	0.86	0.30	0.10	0.30	0.86	0.43
Delay/Veh:	117.7	102	49.4	126.3	74.5	78.7	95.0	18.5	12.7	64.9	27.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.7	102	49.4	126.3	74.5	78.7	95.0	18.5	12.7	64.9	27.1	13.0
LOS by Move:	F	F	D	F	E	E	F	B	B	E	C	B
DesignQueue:	7	19	15	6	9	31	18	14	4	8	44	19

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
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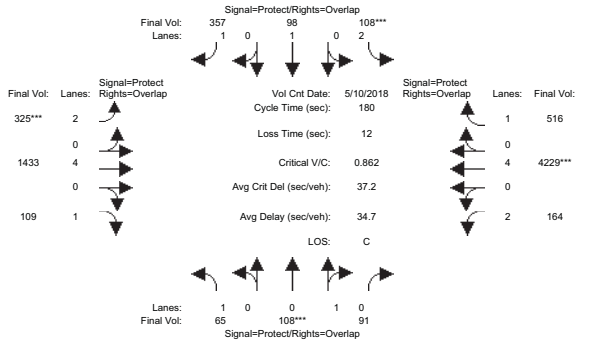
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8:00-9:00 AM												
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	2	0	0	0	0	2	1	104	1	0	34	0
ATI:	9	14	11	15	9	15	63	252	21	16	379	55
Initial Fut:	65	108	91	108	98	357	325	1433	109	164	4229	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	108	91	108	98	357	325	1433	109	164	4229	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	108	91	108	98	357	325	1433	109	164	4229	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	108	91	108	98	357	325	1433	109	164	4229	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	977	823	3150	1900	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.05	0.20	0.10	0.19	0.06	0.05	0.56	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.13	0.29	0.04	0.12	0.24	0.12	0.60	0.65	0.17	0.65	0.69
Volume/Cap:	0.79	0.86	0.38	0.86	0.43	0.85	0.86	0.31	0.10	0.31	0.86	0.43
Delay/Veh:	124.8	103	50.9	127.7	74.5	79.8	95.8	17.8	12.0	66.5	27.2	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.8	103	50.9	127.7	74.5	79.8	95.8	17.8	12.0	66.5	27.2	12.9
LOS by Move:	F	F	D	F	E	E	F	B	B	E	C	B
DesignQueue:	7	19	15	6	9	31	18	15	4	8	44	19

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
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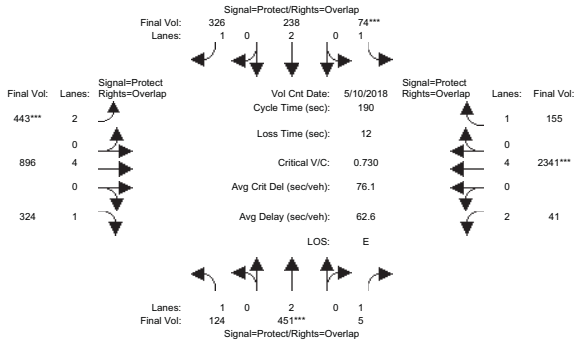
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	451	5	74	238	326	443	896	324	41	2341	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	451	5	74	238	326	443	896	324	41	2341	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	451	5	74	238	326	443	896	324	41	2341	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.04	0.06	0.19	0.14	0.12	0.19	0.01	0.39	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.70	0.55	0.01	0.57	0.33	0.53	0.87	0.20	0.27	0.22	0.79	0.16
Delay/Veh:	99.6	71.4	53.3	97.0	71.5	53.3	97.1	26.6	19.3	95.3	72.3	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.6	71.4	53.3	97.0	71.5	53.3	97.1	26.6	19.3	95.3	72.3	39.8
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	D
DesignQueue:	14	21	0	8	11	27	26	11	13	3	37	9

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

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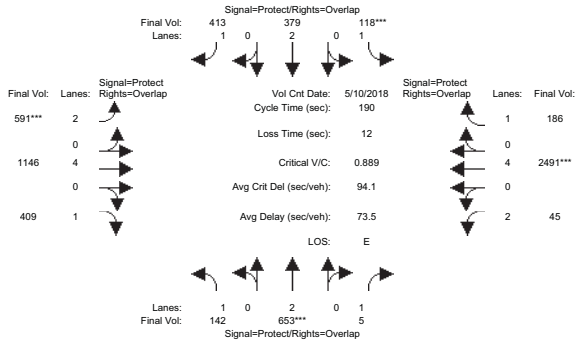
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



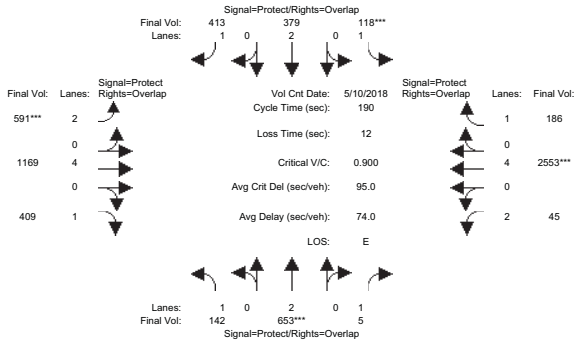
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	18	202	0	44	141	87	148	250	85	4	150	31
Initial Fut:	142	653	5	118	379	413	591	1146	409	45	2491	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	653	5	118	379	413	591	1146	409	45	2491	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	653	5	118	379	413	591	1146	409	45	2491	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	653	5	118	379	413	591	1146	409	45	2491	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.00	0.07	0.10	0.24	0.19	0.15	0.23	0.01	0.41	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.80	0.79	0.01	0.91	0.53	0.67	1.15	0.26	0.34	0.24	0.84	0.19
Delay/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.7	20.6	95.5	76.1	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.7	20.6	95.5	76.1	40.6
LOS by Move:	F	F	D	F	E	E	F	C	C	F	E	D
DesignQueue:	16	30	0	14	18	35	35	14	16	3	39	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



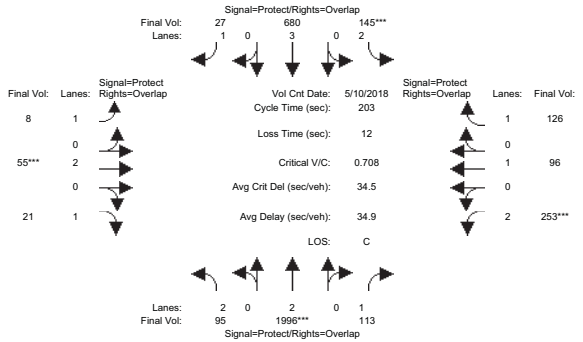
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	23	0	0	62	0
ATI:	18	202	0	44	141	87	148	250	85	4	150	31
Initial Fut:	142	653	5	118	379	413	591	1169	409	45	2553	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	653	5	118	379	413	591	1169	409	45	2553	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	653	5	118	379	413	591	1169	409	45	2553	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	653	5	118	379	413	591	1169	409	45	2553	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.00	0.07	0.10	0.24	0.19	0.15	0.23	0.01	0.42	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.80	0.79	0.01	0.91	0.53	0.67	1.15	0.26	0.34	0.24	0.86	0.19
Delay/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.8	20.6	95.5	77.9	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.9	80.5	53.3	146.5	74.9	58.8	174.7	27.8	20.6	95.5	77.9	40.6
LOS by Move:	F	F	D	F	E	E	F	C	C	F	E	D
DesignQueue:	16	30	0	14	18	35	35	14	16	3	40	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



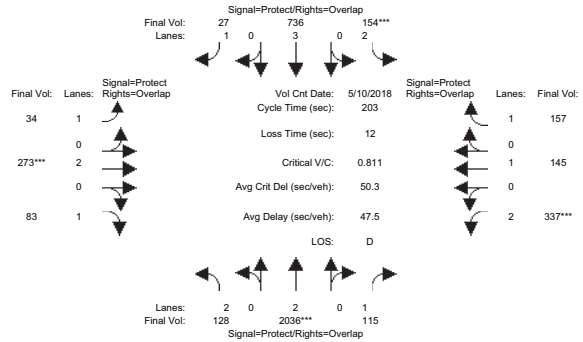
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9am												
Base Vol:	95	2434	113	145	680	27	8	55	21	253	96	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	2434	113	145	680	27	8	55	21	253	96	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	2434	113	145	680	27	8	55	21	253	96	126
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1996	113	145	680	27	8	55	21	253	96	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1996	113	145	680	27	8	55	21	253	96	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1996	113	145	680	27	8	55	21	253	96	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.06	0.05	0.12	0.02	0.00	0.01	0.01	0.08	0.05	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.72	0.83	0.06	0.61	0.67	0.06	0.05	0.22	0.11	0.09	0.16
Volume/Cap:	0.17	0.73	0.08	0.73	0.20	0.02	0.07	0.29	0.05	0.73	0.53	0.46
Delay/Veh:	71.9	18.7	3.3	114.4	18.0	11.2	90.4	97.0	62.0	100.2	98.5	83.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	18.7	3.3	114.4	18.0	11.2	90.4	97.0	62.0	100.2	98.5	83.0
LOS by Move:	E	B	A	F	B	B	F	F	E	F	F	F
DesignQueue:	5	37	2	9	10	1	1	3	2	16	10	13

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



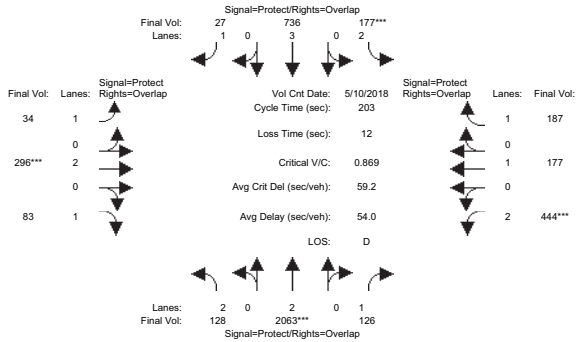
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9am												
Base Vol:	95	2434	113	145	680	27	8	55	21	253	96	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	2434	113	145	680	27	8	55	21	253	96	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	33	49	2	9	56	0	26	218	62	84	49	31
Initial Fut:	128	2483	115	154	736	27	34	273	83	337	145	157
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	2036	115	154	736	27	34	273	83	337	145	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2036	115	154	736	27	34	273	83	337	145	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2036	115	154	736	27	34	273	83	337	145	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.54	0.07	0.05	0.13	0.02	0.02	0.07	0.05	0.11	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.66	0.79	0.06	0.55	0.62	0.07	0.09	0.26	0.13	0.15	0.21
Volume/Cap:	0.24	0.81	0.08	0.81	0.24	0.03	0.28	0.81	0.18	0.81	0.50	0.42
Delay/Veh:	73.5	28.2	4.8	124.4	24.0	15.2	95.6	110	59.1	101.4	85.2	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	28.2	4.8	124.4	24.0	15.2	95.6	110	59.1	101.4	85.2	72.7
LOS by Move:	E	C	A	F	C	B	F	F	E	F	F	E
DesignQueue:	7	45	3	10	13	1	4	14	8	20	14	16

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



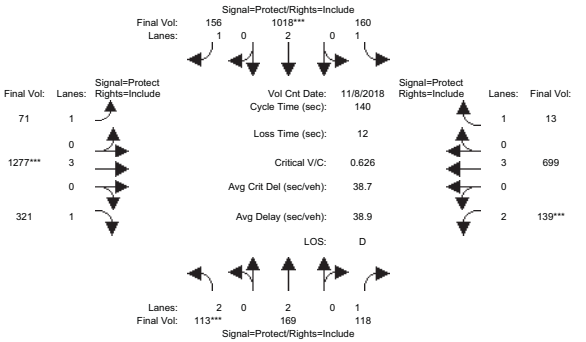
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 8-9am												
Base Vol:	95	2434	113	145	680	27	8	55	21	253	96	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	2434	113	145	680	27	8	55	21	253	96	126
Added Vol:	0	33	11	23	0	0	0	23	0	107	32	30
ATI:	33	49	2	9	56	0	26	218	62	84	49	31
Initial Fut:	128	2516	126	177	736	27	34	296	83	444	177	187
User Adj:	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	2063	126	177	736	27	34	296	83	444	177	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2063	126	177	736	27	34	296	83	444	177	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2063	126	177	736	27	34	296	83	444	177	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.54	0.07	0.06	0.13	0.02	0.02	0.08	0.05	0.14	0.09	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.62	0.79	0.06	0.52	0.59	0.07	0.09	0.25	0.16	0.18	0.25
Volume/Cap:	0.25	0.87	0.09	0.87	0.25	0.03	0.29	0.87	0.19	0.87	0.51	0.43
Delay/Veh:	74.9	36.0	5.1	130.4	26.6	17.2	95.8	116	60.1	100.9	79.8	67.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	36.0	5.1	130.4	26.6	17.2	95.8	116	60.1	100.9	79.8	67.3
LOS by Move:	E	D	A	F	C	B	F	F	E	F	E	E
DesignQueue:	7	51	3	11	14	1	4	16	8	26	17	18

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



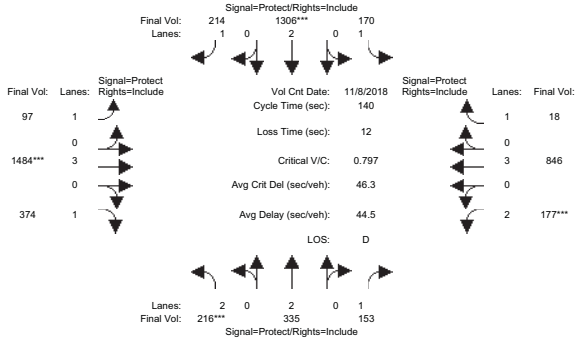
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	169	118	160	1018	156	71	1277	321	139	699	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	169	118	160	1018	156	71	1277	321	139	699	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	169	118	160	1018	156	71	1277	321	139	699	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.09	0.27	0.09	0.04	0.22	0.18	0.04	0.12	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.21	0.21	0.27	0.43	0.43	0.12	0.36	0.36	0.07	0.30	0.30
Volume/Cap:	0.63	0.21	0.32	0.34	0.63	0.21	0.33	0.63	0.51	0.63	0.40	0.02
Delay/Veh:	71.3	45.5	47.0	41.2	32.0	25.3	56.8	37.8	36.0	68.8	38.7	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	45.5	47.0	41.2	32.0	25.3	56.8	37.8	36.0	68.8	38.7	34.1
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	C
DesignQueue:	5	5	8	10	24	8	5	23	18	6	13	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



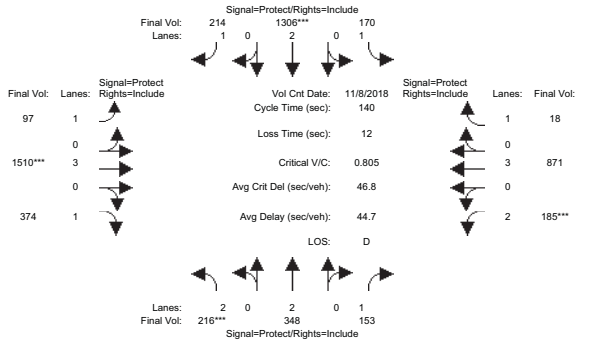
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	103	166	35	10	288	58	26	207	53	38	147	5
Initial Fut:	216	335	153	170	1306	214	97	1484	374	177	846	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	335	153	170	1306	214	97	1484	374	177	846	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	335	153	170	1306	214	97	1484	374	177	846	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	335	153	170	1306	214	97	1484	374	177	846	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.10	0.34	0.12	0.06	0.26	0.21	0.06	0.15	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.25	0.25	0.27	0.43	0.43	0.11	0.33	0.33	0.07	0.29	0.29
Volume/Cap:	0.80	0.36	0.36	0.36	0.80	0.28	0.51	0.80	0.65	0.80	0.51	0.04
Delay/Veh:	77.9	43.9	44.1	41.7	37.3	26.0	61.4	45.4	43.1	82.1	41.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	43.9	44.1	41.7	37.3	26.0	61.4	45.4	43.1	82.1	41.8	35.8
LOS by Move:	E	D	D	D	D	C	E	D	D	F	D	D
DesignQueue:	9	10	10	11	32	11	7	28	23	8	16	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3119: ZANKER RD / TRIMBLE RD



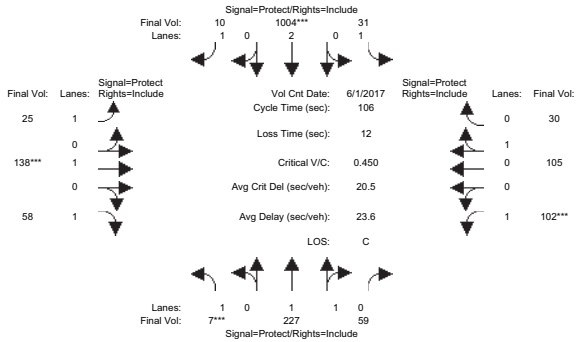
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	13	0	0	0	0	0	26	0	8	25	0
ATI:	103	166	35	10	288	58	26	207	53	38	147	5
Initial Fut:	216	348	153	170	1306	214	97	1510	374	185	871	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	348	153	170	1306	214	97	1510	374	185	871	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	348	153	170	1306	214	97	1510	374	185	871	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	348	153	170	1306	214	97	1510	374	185	871	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.10	0.34	0.12	0.06	0.26	0.21	0.06	0.15	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.25	0.25	0.26	0.43	0.43	0.11	0.33	0.33	0.07	0.30	0.30
Volume/Cap:	0.80	0.37	0.35	0.37	0.80	0.29	0.52	0.80	0.65	0.80	0.52	0.03
Delay/Veh:	79.0	43.8	43.8	42.5	38.1	26.4	61.6	45.5	42.7	82.3	41.3	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.0	43.8	43.8	42.5	38.1	26.4	61.6	45.5	42.7	82.3	41.3	35.2
LOS by Move:	E	D	D	D	D	C	E	D	D	F	D	D
DesignQueue:	9	10	10	11	32	11	7	28	22	8	17	1

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



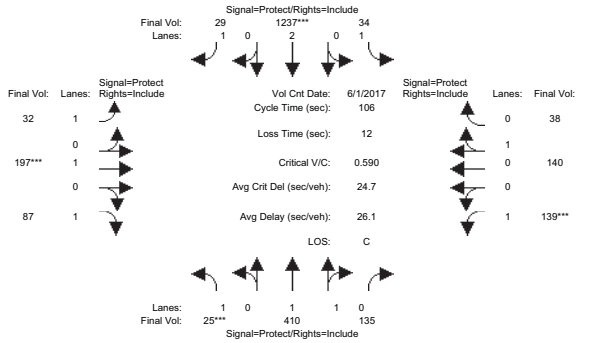
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 5-6PM												
Base Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	227	59	31	1004	10	25	138	58	102	105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	227	59	31	1004	10	25	138	58	102	105	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	227	59	31	1004	10	25	138	58	102	105	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	227	59	31	1004	10	25	138	58	102	105	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.78	0.22
Final Sat.:	1750	2936	763	1750	3800	1750	1750	1900	1750	1750	1400	400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.02	0.26	0.01	0.01	0.07	0.03	0.06	0.08	0.08
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.36	0.36	0.25	0.55	0.55	0.11	0.15	0.15	0.12	0.16	0.16
Volume/Cap:	0.06	0.21	0.21	0.07	0.48	0.01	0.13	0.48	0.22	0.48	0.47	0.47
Delay/Veh:	46.6	23.5	23.5	30.2	14.8	10.9	42.7	42.5	39.9	45.2	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	23.5	23.5	30.2	14.8	10.9	42.7	42.5	39.9	45.2	41.6	41.6
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
DesignQueue:	0	6	6	1	14	0	1	7	3	6	7	7

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 5-6PM												
Base Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	227	59	31	1004	10	25	138	58	102	105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	18	183	76	3	233	19	7	59	29	37	35	8
Initial Fut:	25	410	135	34	1237	29	32	197	87	139	140	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	410	135	34	1237	29	32	197	87	139	140	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	410	135	34	1237	29	32	197	87	139	140	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	410	135	34	1237	29	32	197	87	139	140	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.79	0.21
Final Sat.:	1750	2783	916	1750	3800	1750	1750	1900	1750	1750	1416	384
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.02	0.33	0.02	0.02	0.10	0.05	0.08	0.10	0.10
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.41	0.41	0.18	0.53	0.53	0.12	0.17	0.17	0.13	0.18	0.18
Volume/Cap:	0.22	0.36	0.36	0.11	0.62	0.03	0.15	0.62	0.30	0.62	0.56	0.56
Delay/Veh:	47.8	21.9	21.9	36.2	18.3	12.2	42.3	44.7	39.2	49.0	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	21.9	21.9	36.2	18.3	12.2	42.3	44.7	39.2	49.0	42.0	42.0
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
DesignQueue:	1	10	10	2	19	1	2	10	5	8	9	9

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

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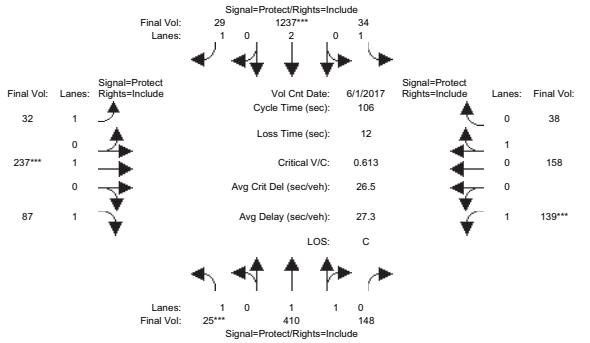
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #3742: ZANKER RD / PLUMERIA DR



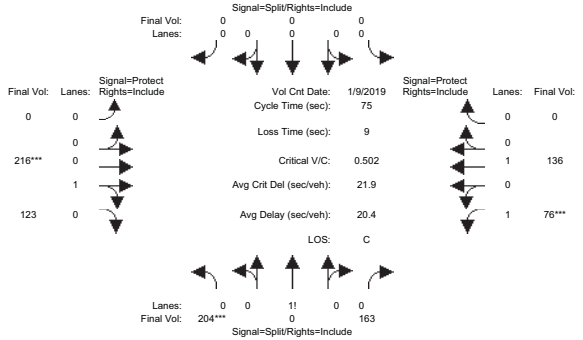
Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2017 << 5-6PM												
Base Vol:	7	227	59	31	1004	10	25	138	58	102	105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	227	59	31	1004	10	25	138	58	102	105	30
Added Vol:	0	0	13	0	0	0	0	40	0	0	18	0
ATI:	18	183	76	3	233	19	7	59	29	37	35	8
Initial Fut:	25	410	148	34	1237	29	32	237	87	139	158	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	410	148	34	1237	29	32	237	87	139	158	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	410	148	34	1237	29	32	237	87	139	158	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	410	148	34	1237	29	32	237	87	139	158	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	2718	981	1750	3800	1750	1750	1900	1750	1750	1451	349
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.02	0.33	0.02	0.02	0.12	0.05	0.08	0.11	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.40	0.40	0.17	0.50	0.50	0.12	0.19	0.19	0.12	0.20	0.20
Volume/Cap:	0.22	0.38	0.38	0.11	0.65	0.03	0.15	0.65	0.26	0.65	0.55	0.55
Delay/Veh:	47.8	22.9	22.9	37.1	20.1	13.3	42.2	43.3	36.7	50.9	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	22.9	22.9	37.1	20.1	13.3	42.2	43.3	36.7	50.9	40.3	40.3
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	D
DesignQueue:	1	11	11	2	20	1	2	12	5	8	10	10

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



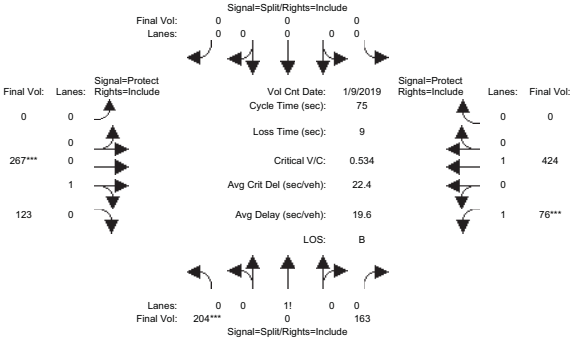
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0		0.0	4.0	0.0		0.0	0.0	0.0		4.0	4.0	4.0		4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 5:00-6:00																
Base Vol:	204		0	163	0		0	0	0		216	123	76		136	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	204		0	163	0		0	0	0		216	123	76		136	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	204		0	163	0		0	0	0		216	123	76		136	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	204		0	163	0		0	0	216		123		76		136	0
Reduct Vol:	0		0	0	0		0	0	0		0		0		0	0
Reduced Vol:	204		0	163	0		0	0	216		123		76		136	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	204		0	163	0		0	0	216		123		76		136	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		1.00	0.92
Lanes:	0.56		0.00	0.44	0.00		0.00	0.00	0.00		0.64	0.36	1.00		1.00	0.00
Final Sat.:	973		0	777	0		0	0	0		1147	653	1750		1900	0
Capacity Analysis Module:																
Vol/Sat:	0.21		0.00	0.21	0.00		0.00	0.00	0.00		0.19	0.19	0.04		0.07	0.00
Crit Moves:	****										****		****			
Green/Cycle:	0.41		0.00	0.41	0.00		0.00	0.00	0.00		0.37	0.37	0.09		0.47	0.00
Volume/Cap:	0.51		0.00	0.51	0.00		0.00	0.00	0.00		0.51	0.51	0.47		0.15	0.00
Delay/Veh:	18.8		0.0	18.8	0.0		0.0	0.0	0.0		20.9	20.9	41.5		11.9	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	18.8		0.0	18.8	0.0		0.0	0.0	20.9		20.9	41.5	11.9		0.0	
LOS by Move:	B		A	B	A		A	A	C		C	D	B		A	
DesignQueue:	10		0	10	0		0	0	10		10	3	3		0	

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0		0.0	4.0	0.0		0.0	0.0	0.0		4.0	4.0	4.0		4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 5:00-6:00																
Base Vol:	204		0	163	0		0	0	0		216	123	76		136	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	204		0	163	0		0	0	0		216	123	76		136	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		51	0	0		288	0
Initial Fut:	204		0	163	0		0	0	0		267	123	76		424	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	204		0	163	0		0	0	267		123		76		424	0
Reduct Vol:	0		0	0	0		0	0	0		0		0		0	0
Reduced Vol:	204		0	163	0		0	0	267		123		76		424	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	204		0	163	0		0	0	267		123		76		424	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		1.00	0.92
Lanes:	0.56		0.00	0.44	0.00		0.00	0.00	0.00		0.68	0.32	1.00		1.00	0.00
Final Sat.:	973		0	777	0		0	0	0		1232	568	1750		1900	0
Capacity Analysis Module:																
Vol/Sat:	0.21		0.00	0.21	0.00		0.00	0.00	0.00		0.22	0.22	0.04		0.22	0.00
Crit Moves:	****										****		****			
Green/Cycle:	0.39		0.00	0.39	0.00		0.00	0.00	0.00		0.40	0.40	0.09		0.49	0.00
Volume/Cap:	0.54		0.00	0.54	0.00		0.00	0.00	0.00		0.54	0.54	0.47		0.45	0.00
Delay/Veh:	20.9		0.0	20.9	0.0		0.0	0.0	0.0		20.2	20.2	41.5		14.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	20.9		0.0	20.9	0.0		0.0	0.0	20.2		20.2	41.5	14.0		0.0	
LOS by Move:	C		A	C	A		A	A	C		C	D	B		A	
DesignQueue:	11		0	11	0		0	0	11		11	3	10		0	

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
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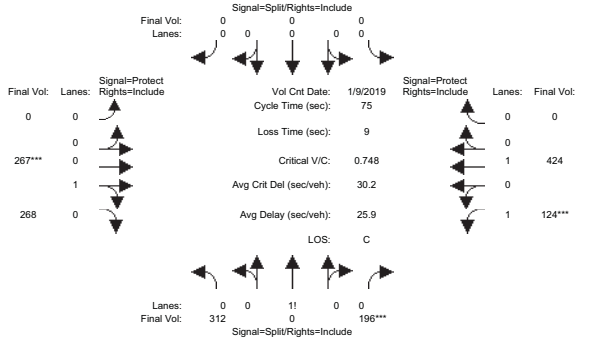
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #4118: SEELY AV / RIVER OAKS PKWY



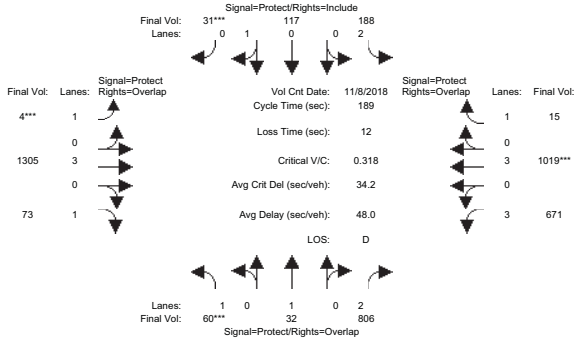
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	0.0
Volume Module: >> Count Date: 9 Jan 2019 << 5:00-6:00												
Base Vol:	204	0	163	0	0	0	0	216	123	76	136	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	0	163	0	0	0	0	216	123	76	136	0
Added Vol:	108	0	33	0	0	0	0	0	145	48	0	0
ATI:	0	0	0	0	0	0	0	51	0	0	288	0
Initial Fut:	312	0	196	0	0	0	0	267	268	124	424	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	0	196	0	0	0	0	267	268	124	424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	0	196	0	0	0	0	267	268	124	424	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	0	196	0	0	0	0	267	268	124	424	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.61	0.00	0.39	0.00	0.00	0.00	0.00	0.50	0.50	1.00	1.00	0.00
Final Sat.:	1075	0	675	0	0	0	0	898	902	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.30	0.30	0.07	0.22	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.40	0.40	0.09	0.49	0.00
Volume/Cap:	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.75	0.75	0.75	0.45	0.00
Delay/Veh:	27.2	0.0	27.2	0.0	0.0	0.0	0.0	26.4	26.4	59.3	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	0.0	27.2	0.0	0.0	0.0	0.0	26.4	26.4	59.3	14.0	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	E	B	A
DesignQueue:	15	0	15	0	0	0	0	15	15	5	10	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30pm												
Base Vol:	60	32	983	188	117	31	4	1652	73	671	1258	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	32	983	188	117	31	4	1652	73	671	1258	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	32	983	188	117	31	4	1652	73	671	1258	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	32	806	188	117	31	4	1305	73	671	1019	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	32	806	188	117	31	4	1305	73	671	1019	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	32	806	188	117	31	4	1305	73	671	1019	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.26	0.06	0.08	0.08	0.00	0.23	0.04	0.15	0.18	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.15	0.36	0.17	0.22	0.22	0.04	0.41	0.50	0.21	0.59	0.75
Volume/Cap:	0.37	0.12	0.71	0.36	0.37	0.37	0.06	0.56	0.08	0.69	0.30	0.01
Delay/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.9	10.9
LOS by Move:	F	E	D	E	E	E	F	D	C	E	C	B
DesignQueue:	6	3	35	10	13	13	0	29	4	24	15	0

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

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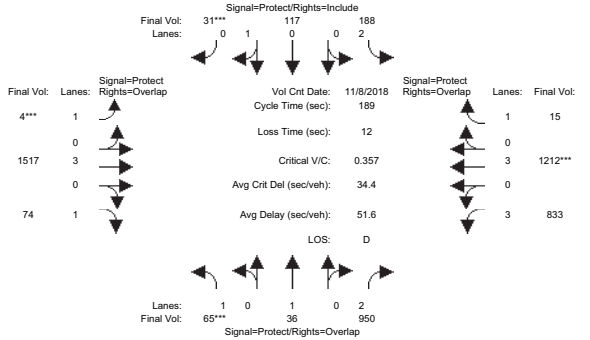
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30pm												
Base Vol:	60	32	983	188	117	31	4	1652	73	671	1258	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	32	983	188	117	31	4	1652	73	671	1258	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	4	176	0	0	0	0	268	1	162	238	0
Initial Fut:	65	36	1159	188	117	31	4	1920	74	833	1496	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	36	950	188	117	31	4	1517	74	833	1212	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	36	950	188	117	31	4	1517	74	833	1212	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	36	950	188	117	31	4	1517	74	833	1212	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.30	0.06	0.08	0.08	0.00	0.27	0.04	0.18	0.21	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.15	0.36	0.16	0.22	0.22	0.04	0.41	0.51	0.21	0.59	0.75
Volume/Cap:	0.38	0.13	0.84	0.36	0.38	0.38	0.06	0.65	0.08	0.86	0.36	0.01
Delay/Veh:	81.4	70.2	60.8	70.6	64.1	64.1	88.2	45.3	23.9	80.3	28.1	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	70.2	60.8	70.6	64.1	64.1	88.2	45.3	23.9	80.3	28.1	11.0
LOS by Move:	F	E	E	E	E	E	F	D	C	F	C	B
DesignQueue:	7	3	42	10	13	13	0	34	4	30	19	0

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

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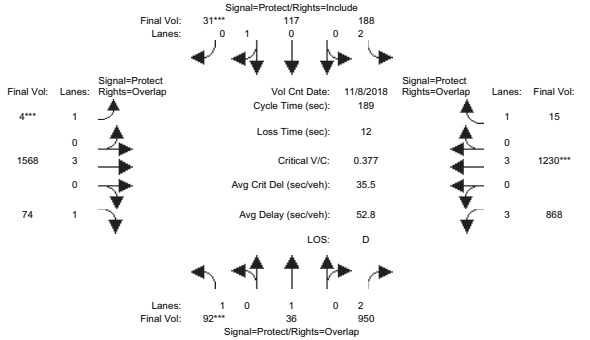
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



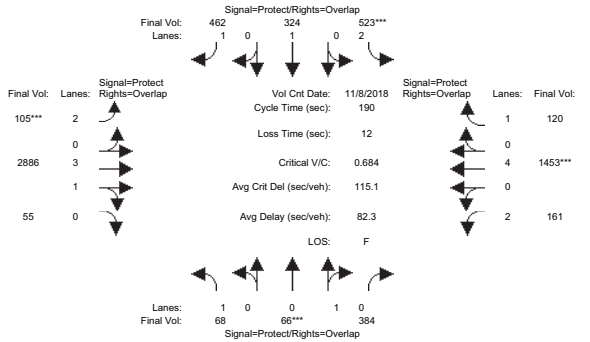
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30pm												
Base Vol:	60	32	983	188	117	31	4	1652	73	671	1258	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	32	983	188	117	31	4	1652	73	671	1258	15
Added Vol:	27	0	0	0	0	0	0	65	0	35	23	0
ATI:	5	4	176	0	0	0	0	268	1	162	238	0
Initial Fut:	92	36	1159	188	117	31	4	1985	74	868	1519	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	36	950	188	117	31	4	1568	74	868	1230	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	36	950	188	117	31	4	1568	74	868	1230	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	36	950	188	117	31	4	1568	74	868	1230	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.30	0.06	0.08	0.08	0.00	0.28	0.04	0.19	0.22	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.12	0.15	0.36	0.17	0.19	0.19	0.04	0.41	0.53	0.21	0.59	0.75
Volume/Cap:	0.43	0.13	0.84	0.36	0.43	0.43	0.06	0.67	0.08	0.89	0.37	0.01
Delay/Veh:	78.3	70.4	61.2	70.3	68.4	68.4	88.2	46.0	21.6	83.8	28.2	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	70.4	61.2	70.3	68.4	68.4	88.2	46.0	21.6	83.8	28.2	10.9
LOS by Move:	E	E	E	E	E	E	F	D	C	F	C	B
DesignQueue:	9	3	42	10	14	14	0	35	4	32	19	0

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	66	384	523	324	462	105	2886	55	161	1453	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.15	0.85	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	264	1536	3150	1900	1750	3150	5547	106	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.17	0.17	0.26	0.03	0.52	0.52	0.05	0.19	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.17	0.25	0.15	0.26	0.34	0.08	0.54	0.61	0.07	0.54	0.68
Volume/Cap:	0.60	1.44	1.01	1.13	0.66	0.79	0.42	0.96	0.86	0.69	0.36	0.10
Delay/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
LOS by Move:	F	F	F	F	E	E	F	F	E	F	D	C
DesignQueue:	7	44	40	30	27	38	6	40	48	10	19	4

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

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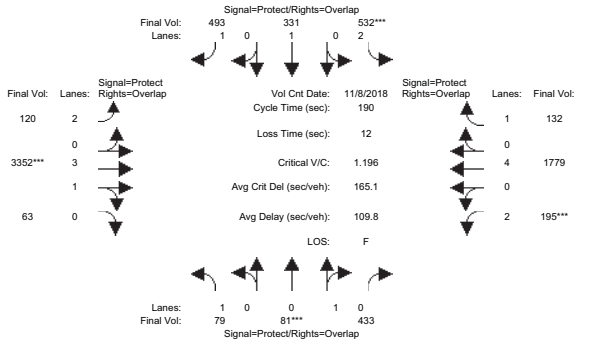
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	15	49	9	7	31	15	466	8	34	326	12
Initial Fut:	79	81	433	532	331	493	120	3352	63	195	1779	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	81	433	532	331	493	120	3352	63	195	1779	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	81	433	532	331	493	120	3352	63	195	1779	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	81	433	532	331	493	120	3352	63	195	1779	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.16	0.84	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	284	1516	3150	1900	1750	3150	5548	104	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.17	0.17	0.28	0.04	0.60	0.60	0.06	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.17	0.25	0.15	0.26	0.34	0.08	0.54	0.60	0.07	0.54	0.68
Volume/Cap:	0.73	1.64	1.15	1.15	0.67	0.83	0.48	1.11	1.00	0.84	0.44	0.11
Delay/Veh:	110.1	382	163.7	169.3	66.7	67.7	90.0	135	91.5	114.5	47.2	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	382	163.7	169.3	66.7	67.7	90.0	135	91.5	114.5	47.2	25.1
LOS by Move:	F	F	F	F	E	E	F	F	F	F	D	C
DesignQueue:	9	51	47	30	27	40	7	47	57	12	23	5

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

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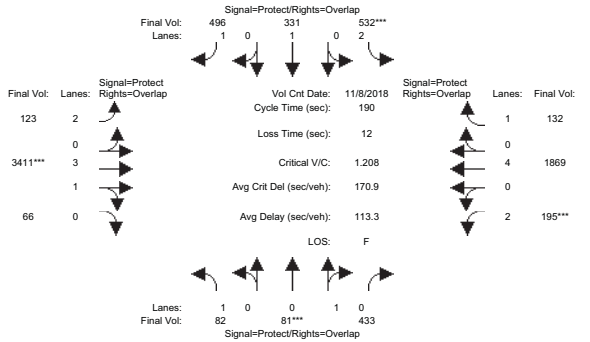
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #5809: McCARTHY-O'TOOL / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30PM												
Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	3	0	0	0	0	3	3	59	3	0	90	0
ATI:	11	15	49	9	7	31	15	466	8	34	326	12
Initial Fut:	82	81	433	532	331	496	123	3411	66	195	1869	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	81	433	532	331	496	123	3411	66	195	1869	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	81	433	532	331	496	123	3411	66	195	1869	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	81	433	532	331	496	123	3411	66	195	1869	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.16	0.84	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	284	1516	3150	1900	1750	3150	5545	107	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.17	0.17	0.28	0.04	0.62	0.62	0.06	0.25	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.17	0.25	0.15	0.26	0.34	0.08	0.54	0.60	0.07	0.54	0.68
Volume/Cap:	0.76	1.64	1.15	1.15	0.67	0.84	0.49	1.13	1.02	0.84	0.46	0.11
Delay/Veh:	114.6	382	163.7	169.3	66.7	68.2	90.2	143	96.3	114.5	48.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.6	382	163.7	169.3	66.7	68.2	90.2	143	96.3	114.5	48.0	25.1
LOS by Move:	F	F	F	F	E	E	F	F	F	F	D	C
DesignQueue:	9	51	47	30	27	41	7	48	58	12	24	5

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

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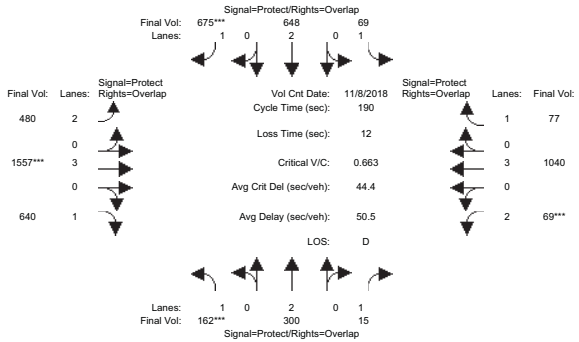
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	300	15	69	648	675	480	1922	640	69	1575	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	300	15	69	648	675	480	1557	640	69	1040	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	300	15	69	648	675	480	1557	640	69	1040	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	300	15	69	648	675	480	1557	640	69	1040	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.01	0.04	0.17	0.39	0.15	0.27	0.37	0.02	0.18	0.04
Crit Moves:	****					****		****		****		
Green/Cycle:	0.11	0.29	0.35	0.08	0.27	0.42	0.15	0.51	0.61	0.06	0.41	0.49
Volume/Cap:	0.87	0.27	0.02	0.50	0.64	0.92	1.00	0.54	0.60	0.38	0.44	0.09
Delay/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	46.4	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	46.4	31.8
LOS by Move:	F	D	D	F	E	E	F	C	B	F	D	C
DesignQueue:	17	11	1	7	26	50	27	29	32	4	23	5

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

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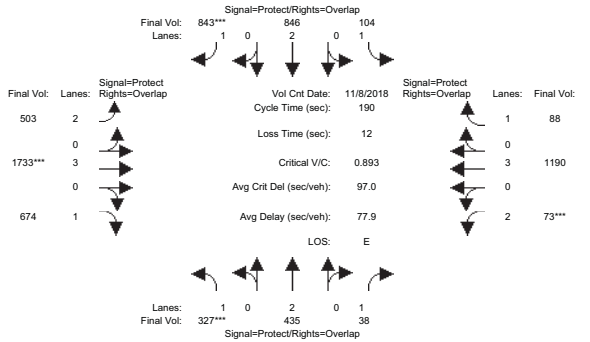
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



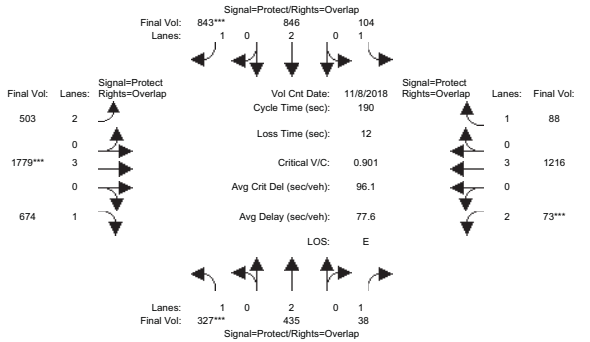
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	165	135	23	35	198	168	23	218	34	4	228	11
Initial Fut:	327	435	38	104	846	843	503	2140	674	73	1803	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	435	38	104	846	843	503	1733	674	73	1190	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	435	38	104	846	843	503	1733	674	73	1190	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	435	38	104	846	843	503	1733	674	73	1190	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.02	0.06	0.22	0.48	0.16	0.30	0.39	0.02	0.21	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.29	0.35	0.08	0.24	0.39	0.15	0.51	0.64	0.06	0.41	0.49
Volume/Cap:	1.36	0.39	0.06	0.75	0.94	1.24	1.05	0.60	0.60	0.40	0.51	0.10
Delay/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	25.7	10.0	87.8	48.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	25.7	10.0	87.8	48.0	32.0
LOS by Move:	F	D	D	F	F	F	F	C	B	F	D	C
DesignQueue:	34	17	3	11	36	68	28	33	31	4	26	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



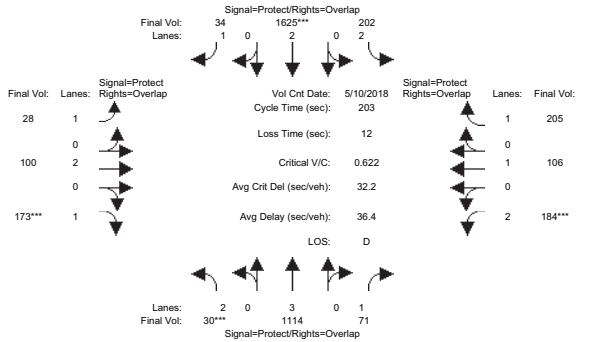
Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	56	0	0	40	0
ATI:	165	135	23	35	198	168	23	218	34	4	228	11
Initial Fut:	327	435	38	104	846	843	503	2196	674	73	1843	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	435	38	104	846	843	503	1779	674	73	1216	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	435	38	104	846	843	503	1779	674	73	1216	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	435	38	104	846	843	503	1779	674	73	1216	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.02	0.06	0.22	0.48	0.16	0.31	0.39	0.02	0.21	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.29	0.35	0.08	0.24	0.39	0.15	0.51	0.64	0.06	0.41	0.49
Volume/Cap:	1.36	0.39	0.06	0.75	0.94	1.24	1.05	0.62	0.60	0.40	0.52	0.10
Delay/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	26.0	10.0	87.8	48.3	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	26.0	10.0	87.8	48.3	32.0
LOS by Move:	F	D	D	F	F	F	F	C	B	F	D	C
DesignQueue:	34	17	3	11	36	68	28	34	31	4	27	5

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



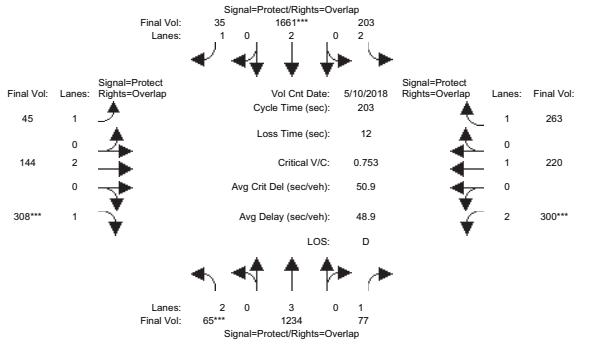
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 5-6pm												
Base Vol:	30	1114	71	202	1982	34	28	100	173	184	106	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1114	71	202	1982	34	28	100	173	184	106	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1114	71	202	1982	34	28	100	173	184	106	205
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1114	71	202	1625	34	28	100	173	184	106	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1114	71	202	1625	34	28	100	173	184	106	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1114	71	202	1625	34	28	100	173	184	106	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.04	0.06	0.43	0.02	0.02	0.03	0.10	0.06	0.06	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.56	0.65	0.18	0.70	0.78	0.08	0.11	0.14	0.10	0.12	0.31
Volume/Cap:	0.28	0.35	0.06	0.35	0.61	0.02	0.21	0.25	0.70	0.61	0.45	0.38
Delay/Veh:	101.7	25.2	12.9	74.2	16.5	5.0	91.3	84.8	98.8	96.8	88.3	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.7	25.2	12.9	74.2	16.5	5.0	91.3	84.8	98.8	96.8	88.3	57.2
LOS by Move:	F	C	B	E	B	A	F	F	F	F	F	E
DesignQueue:	2	20	3	11	31	1	3	5	19	11	11	18

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

681 E. Trimble Road Residential & Retail Mixed-Use Project (North San Jose)
1,475 Residential Units + 20,197 SF of Retail Space
New Project: Full Access with No Signal at Seely & Montague

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 5-6pm												
Base Vol:	30	1114	71	202	1982	34	28	100	173	184	106	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1114	71	202	1982	34	28	100	173	184	106	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	35	120	6	1	43	1	17	44	135	116	114	58
Initial Fut:	65	1234	77	203	2025	35	45	144	308	300	220	263
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1234	77	203	1661	35	45	144	308	300	220	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1234	77	203	1661	35	45	144	308	300	220	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1234	77	203	1661	35	45	144	308	300	220	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.04	0.06	0.44	0.02	0.03	0.04	0.18	0.10	0.12	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.48	0.61	0.14	0.59	0.66	0.07	0.19	0.22	0.13	0.25	0.39
Volume/Cap:	0.60	0.45	0.07	0.45	0.74	0.03	0.35	0.20	0.78	0.74	0.47	0.39
Delay/Veh:	118.6	35.6	16.5	83.0	32.9	12.0	97.0	69.8	88.4	97.0	68.8	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	35.6	16.5	83.0	32.9	12.0	97.0	69.8	88.4	97.0	68.8	46.4
LOS by Move:	F	D	B	F	C	B	F	E	F	F	E	D
DesignQueue:	4	26	4	12	44	1	5	7	31	18	19	21

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

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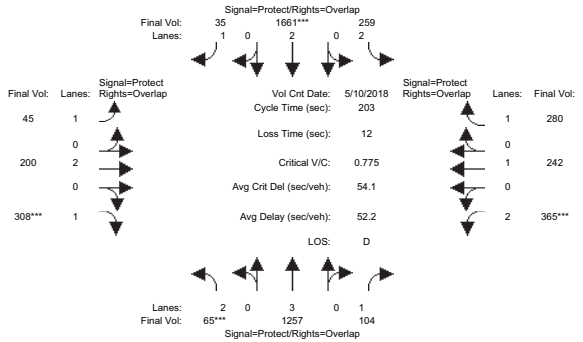
Project (PM)

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 5-6pm												
Base Vol:	30	1114	71	202	1982	34	28	100	173	184	106	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1114	71	202	1982	34	28	100	173	184	106	205
Added Vol:	0	23	27	56	0	0	0	56	0	65	22	17
ATI:	35	120	6	1	43	1	17	44	135	116	114	58
Initial Fut:	65	1257	104	259	2025	35	45	200	308	365	242	280
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1257	104	259	1661	35	45	200	308	365	242	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1257	104	259	1661	35	45	200	308	365	242	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1257	104	259	1661	35	45	200	308	365	242	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.06	0.08	0.44	0.02	0.03	0.05	0.18	0.12	0.13	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.44	0.59	0.16	0.57	0.64	0.07	0.18	0.22	0.15	0.26	0.43
Volume/Cap:	0.60	0.50	0.10	0.50	0.77	0.03	0.36	0.28	0.80	0.77	0.48	0.37
Delay/Veh:	118.6	41.5	18.2	80.7	35.9	13.3	97.6	72.2	91.3	93.9	66.2	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	41.5	18.2	80.7	35.9	13.3	97.6	72.2	91.3	93.9	66.2	40.9
LOS by Move:	F	D	B	F	D	B	F	E	F	F	E	D
DesignQueue:	4	28	5	15	45	2	5	9	31	22	21	20

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

Appendix D
Signal Warrant Sheets

Montague Expressway and Seely Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 4/16/22

Major Street: Montague Exp — Critical Approach Speed* (mph): 45

Minor Street: Seely Av/ -- — Critical Approach Speed* (mph): 35

**Posted Speed.*

☐ Critical speed of major street traffic > 50 mph (64 km/h)

☐ In built up area of isolated community of < 10,000 population

} or **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB					
Highest Minor Street Average Delay (sec/veh)	18.7	21.0	ovflow					
Corresponding Minor Street Approach Volume (veh/hr)	66	66	445					
Minor Street Total Delay (veh-hrs)	0.3	0.4	ovflow					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	Yes					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	Yes					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**Yes**					

PART B

AM PEAK PERIOD

		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Montague Exp		X	6172	6967	6906					
Minor Street - Highest Approach	Seely Av/ --	X		66	66	445					
Signal Warranted based on Part B?				**No**	**No**	**Yes**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways 2014 Edition (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California).

Montague Expressway and Seely Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 4/16/22

Major Street: Montague Exp — Critical Approach Speed* (mph): 45

Minor Street: Seely Av/ -- — Critical Approach Speed* (mph): 35

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or ☐ In built up area of isolated community of < 10,000 population…… **Rural (R)**

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Background	Background + Proj					
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB					
Highest Minor Street Average Delay (sec/veh)	11.4	12.3	ovflow					
Corresponding Minor Street Approach Volume (veh/hr)	101	101	404					
Minor Street Total Delay (veh-hrs)	0.3	0.3	ovflow					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	Yes					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	Yes					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**Yes**					

PART B

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Montague Exp		X	4701	5545	5608					
Minor Street - Highest Approach	Seely Av/ --	X		101	101	404					
Signal Warranted based on Part B?				**No**	**No**	**Yes**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways 2014 Edition (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California).

Appendix E
Synchro/SimTraffic Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: May 2, 2022

To: Ms. Christy Cheung, City of San Jose Department of Public Works
Ms. Manjit Banwait, City of San Jose Department of Public Works

From: Brian Jackson, Trisha Dudala

Subject: ***Traffic Simulation Analysis for a New Traffic Signal at Seely Avenue and Montague Expressway in North San Jose, California***

Hexagon Transportation Consultants, Inc. has completed a traffic simulation analysis that evaluates the effects of adding a new traffic signal on Montague Expressway at Seely Avenue in North San Jose. The traffic signal is proposed as part of the proposed residential mixed-use project on the northeast corner of Montague Expressway and Seely Avenue.

A micro-simulation of traffic operations was prepared using Synchro and SimTraffic 10 software in order to analyze the effects a new traffic signal at Seely Avenue/Montague Expressway would have on traffic progression and vehicle queues along Montague Expressway. The simulation was conducted for the typical weekday AM and PM peak-hour periods of traffic and includes the closest upstream and downstream signalized intersections: Trimble Road/Montague Expressway and McCarthy Boulevard-O'Toole Avenue/Montague Expressway.

Traffic operations along this segment of Montague Expressway were evaluated for the following scenarios:

Existing Conditions. Existing AM and PM peak hour traffic volumes were obtained from intersection turning movement counts conducted in 2018 and 2019 prior to the start of the COVID-19 pandemic. City of San Jose Department of Transportation (DOT) staff have reviewed and approved the intersection counts for use in this study. As required by the Santa Clara County VTA, the PM peak hour traffic volumes at the two CMP intersections were obtained from the latest version of the CMP Annual Monitoring Report (2018 version). Existing signal timing plans were obtained from Santa Clara County.

Existing + Project Conditions. Existing plus project conditions reflect traffic volumes on the surrounding roadway network that would occur if the project were to be constructed and occupied prior to all other approved projects in the area. This scenario was analyzed without and with the addition of a new traffic signal at Seely Avenue. The new traffic signal was analyzed without and with a crosswalk across Montague Expressway. Traffic operations along Montague Expressway with the addition of project-generated traffic were quantified and compared to existing conditions.

Background Conditions. Background conditions include traffic volumes from approved but not yet completed projects in the study area. Traffic from approved projects was added to existing traffic volumes to develop background volumes. This scenario assumes no traffic signal at Seely Avenue.

Background + Project Conditions. Background plus project conditions reflect projected traffic volumes on the planned roadway network after completion of the project (including the new traffic signal at Seely Avenue) and approved developments that are not yet completed or occupied. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project. This scenario was analyzed without and with the

addition of a new traffic signal at Seely Avenue. The new traffic signal was analyzed without and with a crosswalk across Montague Expressway. Traffic operations along Montague with the addition of project-generated traffic were quantified and compared to background conditions.

Traffic Reassignment with Traffic Signal at Seely Avenue

Note that due to the planned reconfiguration and signalization of the intersection of Seely Avenue and Montague Expressway, it is expected that a portion of the existing traffic to and from the River Oaks neighborhood north of the project site would re-route via Seely Avenue to use the new signalized intersection instead of neighboring intersections. The reassignment of existing and background traffic volumes with a new traffic signal at Seely Avenue is described below:

- 10% of the northbound left-turn volumes at Trimble Rd/Montague Expwy were reassigned to make a northbound right turn and then an eastbound left turn at the new Seely Av/Montague Expwy intersection.
- 50% of the westbound left-turn volumes at Montague Expwy/River Oaks Pkwy were reassigned to make a westbound left turn at Seely Av/River Oaks Pkwy and ultimately a southbound left turn at the new Seely Av/Montague Expwy intersection.

Existing Traffic Conditions on Montague Expressway

Based on field observations of the segment of Montague Expressway between Trimble Road and McCarthy Boulevard-O'Toole Avenue, the peak direction of travel on Montague Expressway occurs in the westbound direction during the AM peak hour and in the eastbound direction during the PM peak hour. Field observations conducted on December 8, 2021, showed that traffic on all approaches at both signalized intersections generally cleared in one signal cycle length. These observations are based on current traffic volumes which are lower than pre-COVID traffic volumes. The VTA conducted PM peak hour traffic counts at both intersections in October of 2021. These counts were compared to the pre-COVID counts (2018 CMP counts) and were found to be between 20-25% lower than the pre-COVID counts. For this reason, the higher 2018 CMP counts were used in order to present a more conservative simulation analysis.

Minor adjustments were made to the through traffic volumes on Montague Expressway in order to balance the AM and PM peak hour traffic counts between adjacent intersections. The simulation analysis shows that during the AM peak hour the westbound left-turn vehicle queue at the intersection of Trimble Road and Montague Expressway extends out of the triple left-turn pocket and past Seely Avenue within the adjacent left-turn trap lane. The simulation analysis shows long vehicle queues on northbound O'Toole Avenue and for the southbound left-turn movement on McCarthy Boulevard during the PM peak hour. The two signalized study intersections were analyzed with a cycle length of 190 seconds during both the AM and PM peak hours. This cycle length is consistent with the signal timing sheets provided.

Analysis Assumptions and Results

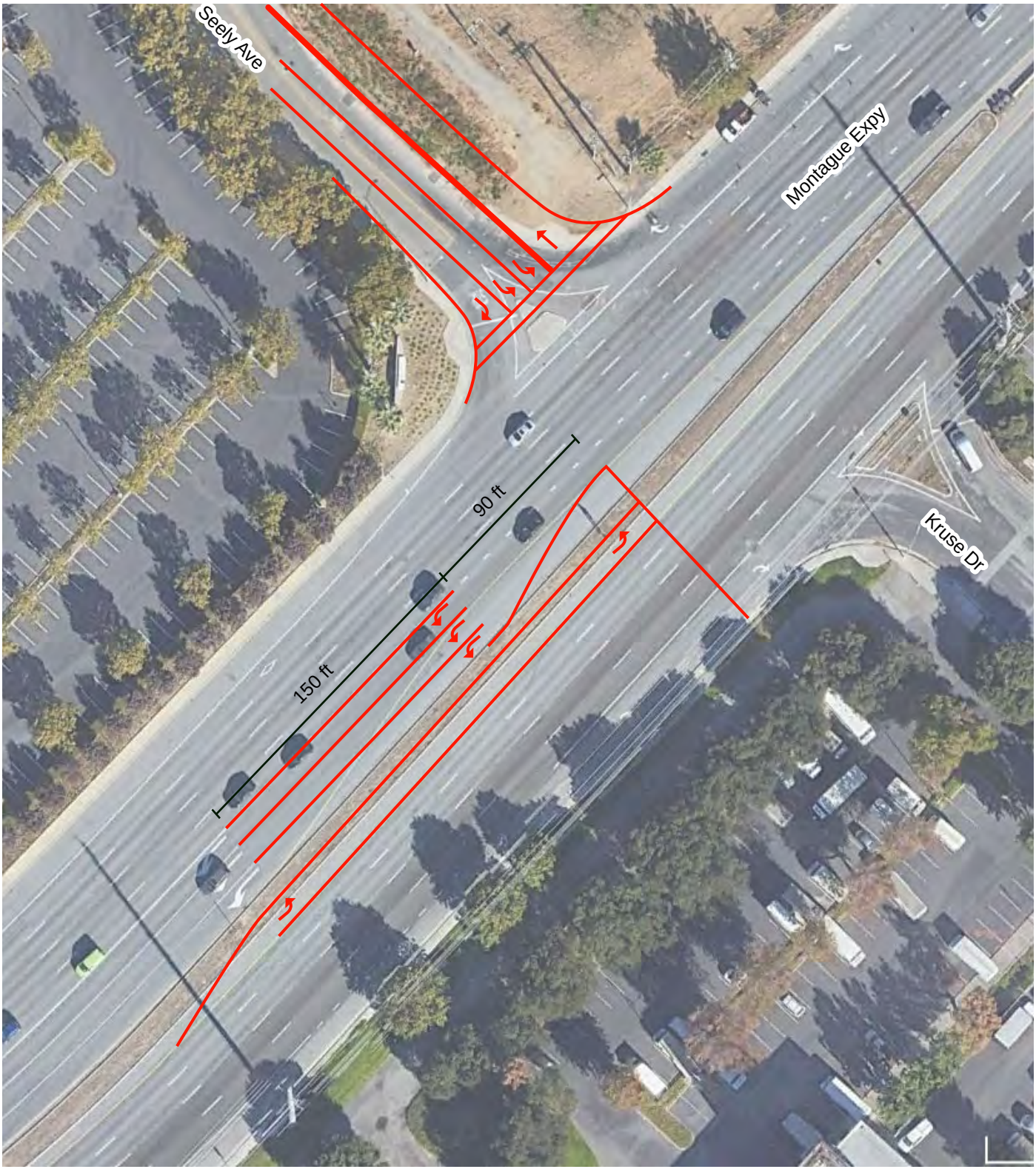
The traffic simulation included the following roadway network and intersection design assumptions for Existing Plus Project and Background Plus Project conditions:

- Seely Avenue was evaluated based on the following lane configuration: one receiving lane on northbound Seely Avenue, and two left-turn lanes and one right-turn lane on southbound Seely Avenue (see Figure 1).
- The new intersection was analyzed without and with a crosswalk on Montague Expressway to determine whether traffic operations would degrade with the crosswalk. The Crosswalk on Montague Expressway was analyzed with a total of 54 seconds pedestrian crossing time (7s walk + 47s clearance) and with approximately 40% of the cycles with pedestrian calls.

- The westbound left-turn pocket (triple lefts) at Trimble Road/Montague Expressway would be extended by 150 feet. The left-turn pocket is currently 650 feet long, and Hexagon recommends providing 800 feet of vehicle storage per lane. Lengthening the westbound triple left-turn pocket on Montague Expressway would require restriping only (see Figure 1). A scenario without lengthening the westbound left-turn pocket was also analyzed.
- The length of the existing left-turn trap lane on westbound Montague Expressway would not change. However, since the trap lane extends well past Seely Avenue, the new intersection design would need to include signage within the median and/or pavement markings indicating that the inside through lane is a trap lane (e.g., “Thru Traffic Merge Right”).

The above assumptions resulted in an evaluation of the following ten scenarios during the AM and PM peak hours:

1. Existing conditions – E
2. Existing plus Project without a traffic signal at Seely Avenue – E+P (No Signal)
3. Existing plus Project with traffic signal at Seely Avenue, with a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway – E+P (Signal + Crosswalk + LTExt)
4. Existing plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway – E+P (Signal + No Crosswalk + LTExt)
5. Existing plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and without the westbound left-turn pocket extension at Trimble Road/ Montague Expressway – E+P (Signal + No Crosswalk + No LTExt)
6. Background conditions – B
7. Background plus Project without a traffic signal at Seely Avenue – B+P (No Signal)
8. Background plus Project with traffic signal at Seely Avenue, with a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway – B+P (Signal + Crosswalk + LTExt)
9. Background plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway – E+P (Signal + No Crosswalk + LTExt)
10. Background plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and without the westbound left-turn pocket extension at Trimble Road/Montague Expressway – B+P (Signal + No Crosswalk + No LTExt)



Not to Scale

Figure 1
Conceptual Intersection Improvements

Intersection Delay/LOS Analysis

The intersection delays are shown in Tables 1 and 2, respectively, for the Existing Plus Project and Background Plus Project scenarios and were developed using the simulation model output data. The intersection delays shown below in these tables are based on an average of 10 simulation runs conducted for each scenario. Unlike macroscopic models such as HCM delay equations, the delays shown in these tables (based on the simulation analysis methodology) reflect the impact of left-turn and right-turn vehicular queues that extend beyond the available turn pockets and the impact of downstream queues on through traffic.

Table 1
Existing Plus Project Conditions Traffic Operations

Intersection	Control	Peak Hour	E		E+P (No Signal)		E+P (Signal + Crosswalk + LTExt)		E+P (Signal + No Crosswalk + LTExt)		E+P (Signal + No Crosswalk + No LTExt)	
			Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS
Montague/Trimble Rd	Signal	AM	53.3	D	**58.8**	**E**	44.6	D	48.0	D	48.9	D
		PM	**64.9**	**E**	**68.8**	**E**	**68.5**	**E**	**63.1**	**E**	**64.1**	**E**
Montague/Seely Ave	Signal	AM	-	-	-	-	47.4	D	36.2	D	51.5	D
		PM	-	-	-	-	27.0	C	24.5	C	24.7	C
Montague/O'Toole Ave	Signal	AM	**132.1**	**F**	**158.0**	**F**	**131.0**	**F**	**105.4**	**F**	**192.1**	**F**
		PM	**130.0**	**F**	**119.4**	**F**	**125.3**	**F**	**121.6**	**F**	**130.8**	**F**

Notes:

Avg Delay = Average Delay in seconds; LOS = Level of Service; OWSC = One-Way Stop Control

[1] At signalized intersections delay shown is the weighted average delay for all vehicles entering the intersection calculated using the calibrated SimTraffic model.

BOLD indicated LOS E or F

The simulation analysis under existing conditions shows the Montague Expressway intersections at Trimble Road and O'Toole Avenue operating at LOS E or F during one or both peak hours. With the addition of project trips and without a traffic signal at Seely Avenue, the simulation analysis shows an overall increase in delay at both signalized intersections.

With the addition of a new traffic signal at the Montague/Seely Avenue intersection, the simulation analysis shows that the Montague/Seely Avenue intersection would operate at LOS D or better, even with a crosswalk and without the westbound left-turn pocket extension at the Trimble Road intersection.

A comparison of the average delays across all Existing Plus Project scenarios shows that the scenario that includes a traffic signal at Seely Avenue, no crosswalk on Montague Expressway, and the westbound triple left-turn pocket extension at Trimble Road would generally have a lower delay compared to the other Existing Plus Project scenarios.

Note that the presence of a traffic signal at Seely Avenue generally would have little effect on existing traffic operations along Montague Expressway. Also, the extension of the westbound triple left-turn pocket shows a significant improvement in existing traffic operations at the intersections.

Table 2
Background Plus Project Conditions Traffic Operations

Intersection	Control	Peak Hour	B		B+P (No Signal)		B+P (Signal + Crosswalk + LTExt)		B+P (Signal + No Crosswalk + LTExt)		B+P (Signal + No Crosswalk + No LTExt)	
			Avg. Delay [1]	LOS	Avg. Delay [1]	LOS	Avg. Delay [1]	LOS	Avg. Delay [1]	LOS	Avg. Delay [1]	LOS
Montague/Trimble Rd	Signal	AM	**63.5**	**E**	**62.8**	**E**	50.3	D	**56.7**	**E**	**56.2**	**E**
		PM	**89.8**	**F**	**100.0**	**F**	**100.5**	**F**	**88.9**	**F**	**93.7**	**F**
Montague/Seely Ave	OWSC	AM	-	-	-	-	50.2	D	45.0	D	54.2	D
		PM	-	-	-	-	45.3	D	33.9	C	40.3	D
Montague/O'Toole Ave	Signal	AM	**238.4**	**F**	**254.8**	**F**	**236.1**	**F**	**231.0**	**F**	**263.5**	**F**
		PM	**141.1**	**F**	**142.2**	**F**	**147.2**	**F**	**145.1**	**F**	**143.5**	**F**

Notes:

Avg Delay = Average Delay in seconds; LOS = Level of Service; OWSC = One-Way Stop Control

[1] At signalized intersections delay shown is the weighted average delay for all vehicles entering the intersection calculated using the calibrated SimTraffic model.

BOLD indicated LOS E or F

Under background conditions, the simulation analysis shows that both of the signalized Montague Expressway intersections at Trimble Road and O'Toole Avenue would operate at LOS E or F during the AM and PM peak hours. With the addition of project trips and without the addition of a traffic signal at the Seely Avenue intersection, the analysis shows that the average delay would generally increase at both the Montague/Trimble Road and Montague/O'Toole Avenue intersections.

With the addition of a traffic signal at the Montague/Seely Avenue intersection, the simulation analysis shows that the Montague/Seely Avenue intersection would operate at an acceptable LOS D during both the AM and PM peak hours, even with a crosswalk and without extending the westbound left-turn pocket at the Montague/Trimble Road intersection.

A comparison of the average delays across all Background Plus Project scenarios during the AM peak hour shows that the two scenarios that include a traffic signal at Seely Avenue and the westbound triple left-turn pocket extension at Trimble Road would generally have a lower delay compared to the other Existing Plus Project scenarios. During the PM peak hour, the two Background Plus Project scenarios that include a traffic signal at Seely Avenue with no crosswalk would generally have a lower delay compared to the other scenarios. Thus, the Background Plus Project scenario that includes a traffic signal at Seely Avenue without a crosswalk and includes extending the westbound triple left-turn pocket at Trimble Road is the scenario that would provide the best traffic operations along the study segment of Montague Expressway during both the AM and PM peak hours of traffic.

Travel Times on Montague Expressway

A comparison of travel times along Montague Expressway between River Oaks Parkway and South Main Street (east of I-880) during the AM and PM peak hours under the Existing Plus Project and Background Plus Project scenarios are shown in Tables 3 and 4, respectively.

Table 3
Existing Plus Project Conditions – Peak Hour Travel Times

		Travel Time (seconds)				
Segment	Peak Hour	E	E+P (No Signal)	E+P (Signal + Crosswalk + LTExt)	E+P (Signal + No Crosswalk + LTExt)	E+P (Signal+ No Crosswalk+ NoLTExt)
Eastbound Montague	AM	138	144	149	143	145
Delta from Existing			*5*	*11*	*5*	*7*
	PM	192	192	205	205	213
Delta from Existing			*0*	*13*	*13*	*21*
Westbound Montague	AM	333	413	336	333	487
Delta from Existing			*81*	*4*	*0*	*155*
	PM	198	198	215	205	208
Delta from Existing			*0*	*18*	*7*	*11*

As shown in Table 3, a comparison of the travel times for the Existing Plus Project scenarios shows that the increases in travel time on eastbound Montague would be less than 25 seconds during both the AM and PM peak hours across all scenarios compared to existing conditions. On westbound Montague, the travel time during the AM peak hour under the E+P (No signal) scenario would increase by more than 1 minute, and under the E+P (signal + No Crosswalk + NoLTExt) scenario by more than 2 minutes, compared to existing conditions. The analysis shows that the increase in travel times on eastbound and westbound Montague under Existing Plus Project conditions with a traffic signal at Seely Avenue combined with the westbound left-turn pocket extension at Trimble Road would not be substantial compared to existing conditions during both the AM and PM peak hours. The additional storage for the westbound triple left-turn pocket at Trimble Road would reduce the westbound vehicle queues that occur within the inside through lane (trap lane) on Montague Expressway, and ultimately would reduce vehicle travel times along this segment of the expressway compared to no traffic signal at Seely Avenue and the no westbound left-turn pocket extension at Trimble Road scenario.

Table 4
Background Plus Project Conditions – Peak Hour Travel Times

		Travel Time (seconds)				
Segment	Peak Hour	B	B+P (No Signal)	B+P (Signal + Crosswalk + LTExt)	B+P (Signal + No Crosswalk + LTExt)	B+P (Signal+ No Crosswalk+ NoLTExt)
Eastbound Montague	AM	147	147	149	147	147
Delta from Background			*0*	*3*	*0*	*0*
	PM	204	204	234	224	216
Delta from Background			*0*	*30*	*19*	*11*
Westbound Montague	AM	738	944	787	794	1022
Delta from Background			*207*	*50*	*57*	*285*
	PM	213	222	244	217	235
Delta from Background			*10*	*31*	*5*	*23*

Similar to the Existing Plus Project scenarios, the increases in travel time along eastbound Montague Expressway would be 30 seconds or less during both the AM and PM peak hours across all Background Plus Project scenarios compared to background conditions. On westbound Montague, travel times would increase by more than 3 minutes under the B+P (No Signal) and B+P (Signal + No Crosswalk + NoLTExt) scenarios compared to background conditions during the AM peak hour. During the PM peak hour, the increases in travel time along westbound Montague would be less than 35 seconds across all Background Plus Project scenarios compared to background conditions. A comparison of all Background Plus Project scenarios shows that the scenarios with a traffic signal at Seely Avenue and with the westbound left-turn pocket extension at Trimble Road would have less of an effect on travel times (increase of less than 1 minute) during the AM and PM peak hours than the B+P scenario that does not include the triple left-turn pocket extension.

Vehicle Queue Lengths on Montague Expressway

An illustration of the estimated queue lengths on Montague Expressway during the AM and PM peak hours under existing conditions and for the Existing Plus Project scenarios are shown on Figures 2 and 3. Figures 4 and 5 show the estimated queue lengths under background conditions and for the Background Plus Project scenarios during the AM and PM peak hours. The vehicle queue lengths shown in the figures were developed using the simulation model output data. The queue lengths for individual turning movements by lane at the intersections of Montague/Trimble, Montague/Seely, and Montague/O'Toole are provided in the appendix for all scenarios evaluated.

A comparison of vehicle queue lengths across all the Existing Plus Project scenarios shows that queue lengths on westbound Montague Expressway during the AM peak hour would be shortest under the scenario that assumes a traffic signal at Seely Avenue combined with no crosswalk across Montague Expressway and the extension of the westbound left-turn pocket at Trimble Road.

The vehicular queues on westbound Montague during the AM peak hour would be more or less equal across all the Background Plus Project scenarios that were evaluated.

The vehicular queues on eastbound and westbound Montague during the PM peak hour would generally be insignificant across all the E+P and B+P scenarios that were evaluated.

Conclusions

The Synchro/SimTraffic analysis shows that a new traffic signal at Montague Expressway/Seely Avenue that does not include adding a crosswalk on Montague but does include extending the westbound triple left-turn pocket at Montague/Trimble Road would have the least impact on traffic operations along Montague Expressway when compared to the other project scenarios that were analyzed. However, including a crosswalk on Montague would not substantially worsen traffic operations so long as the westbound triple left-turn pocket extension at Trimble Road is included.

The new signalized intersection is expected to operate at LOS D during both the AM and PM peak hours of traffic under Background Plus Project conditions, based on the simulation model output data. The simulation analysis shows that the new traffic signal would allow for adequate progression of vehicles in both directions of travel along Montague Expressway and would have little effect on travel times in the eastbound direction during the AM and PM peak hours and in the westbound direction during the PM peak hour.

The results of the simulation analysis clearly demonstrate a reduction in the travel times along westbound Montague Expressway during the AM peak hour with implementation of the westbound triple left-turn pocket extension at the Montague/Trimble Road intersection, which the project is proposing to implement as part of the traffic signal at Seely Avenue. The additional storage for the westbound left turns at Trimble Road would reduce the long westbound vehicle queues that occur within the inside through lane (trap lane) on Montague Expressway, and ultimately reduce vehicle travel times along this segment of the expressway.

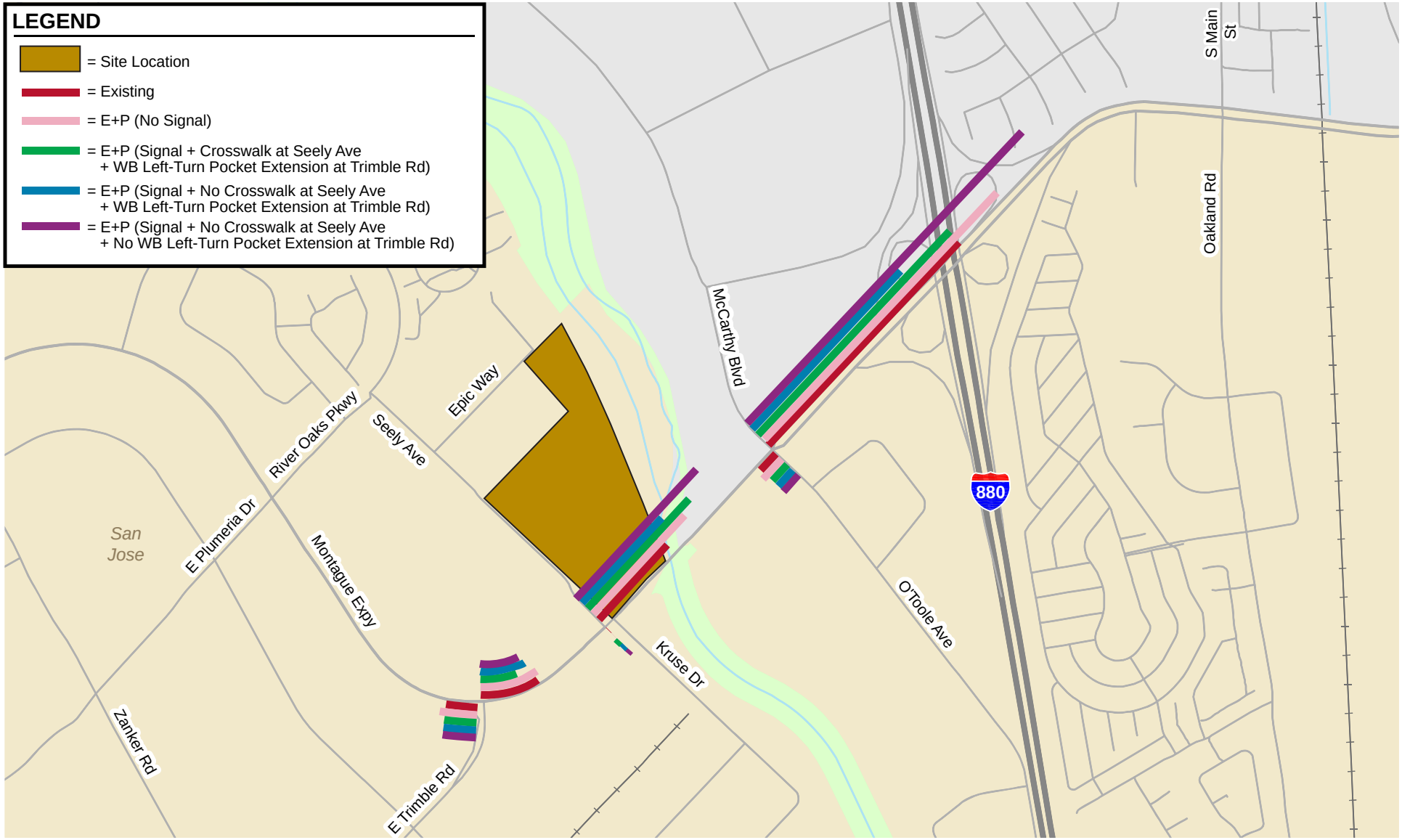


Figure 2
Montague Average Queues - Existing Conditions (AM Peak Hour)

NORTH
Not to Scale

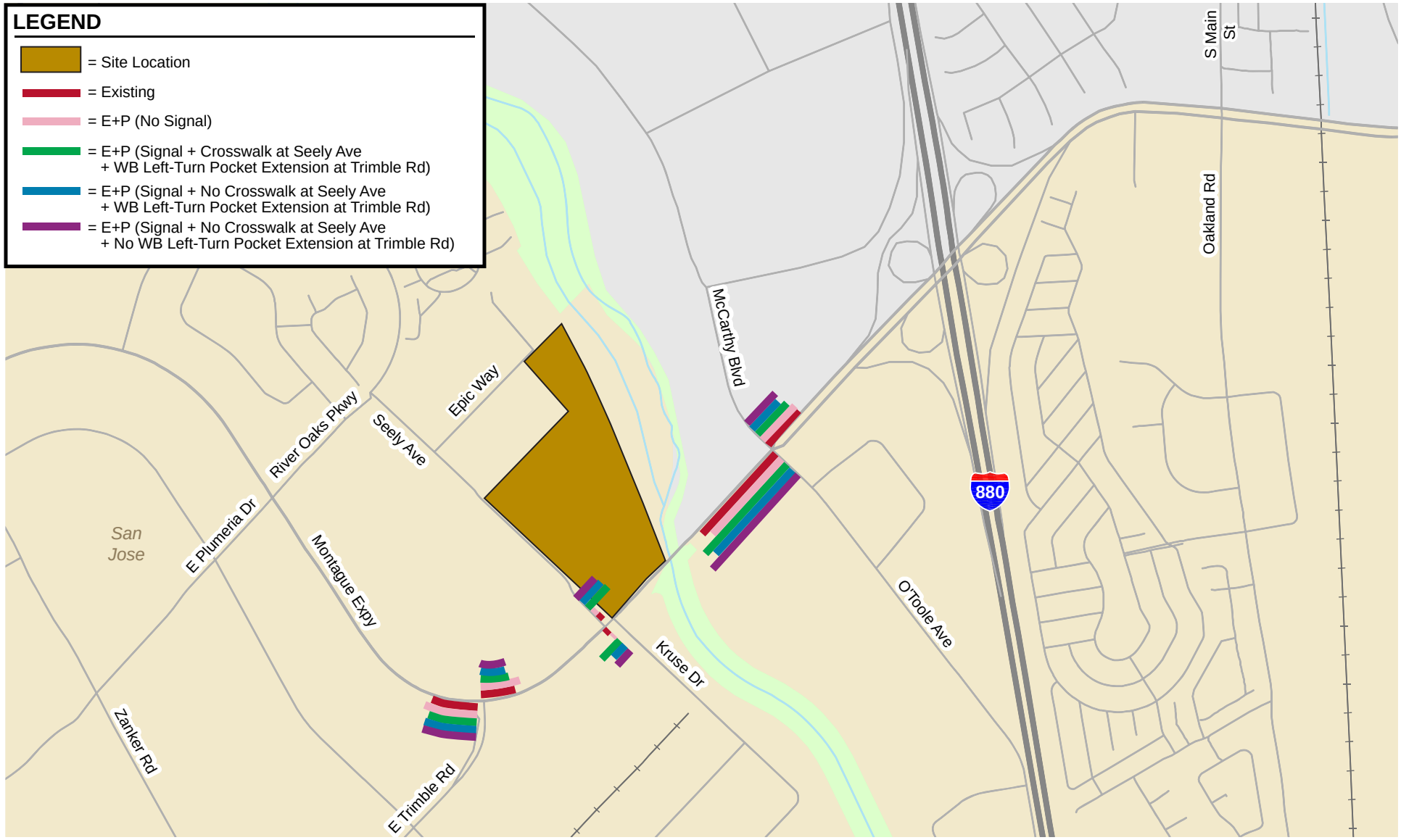


Figure 3
Montague Average Queues - Existing Conditions (PM Peak Hour)

NORTH
Not to Scale

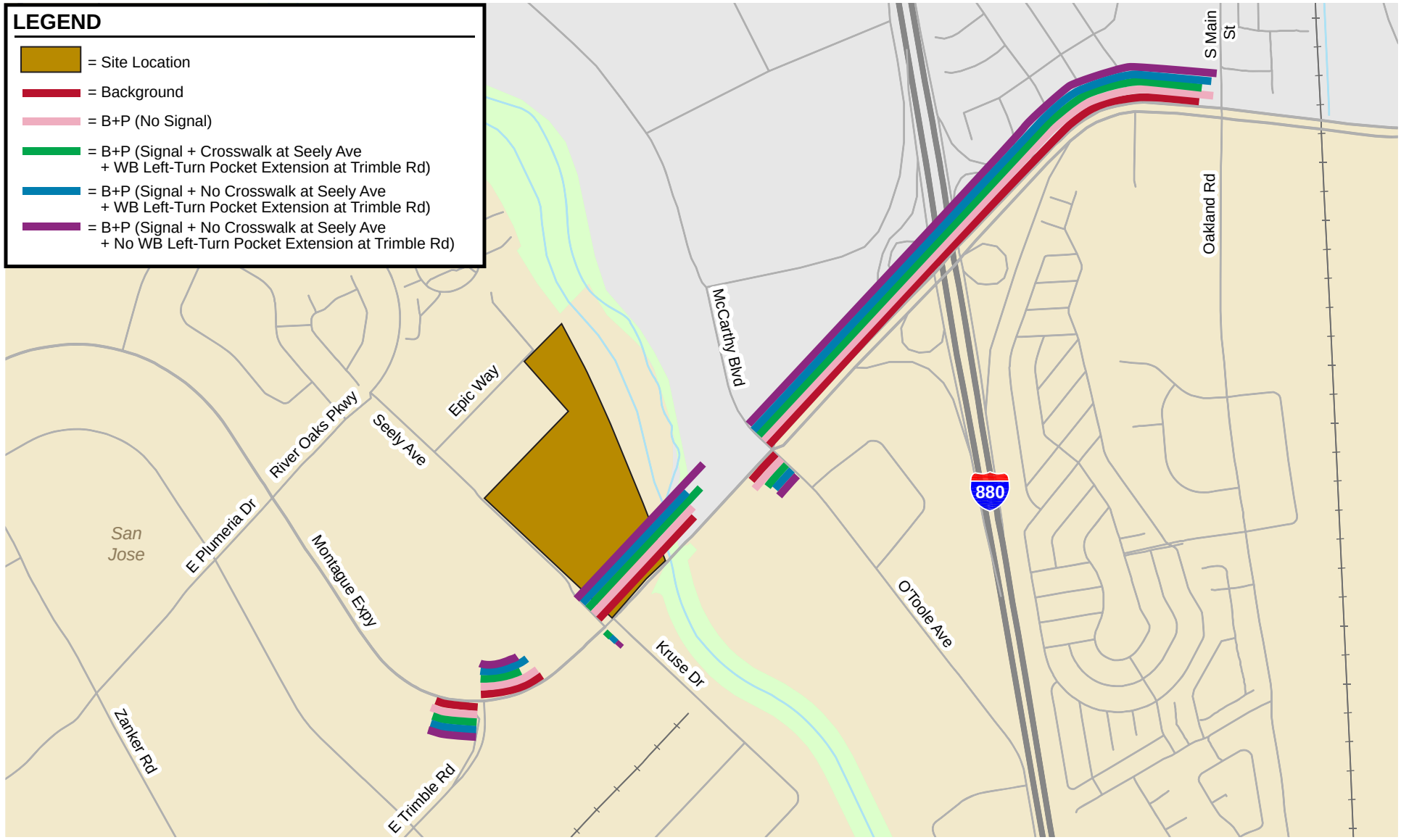


Figure 4
Montague Average Queues - Background Conditions (AM Peak Hour)

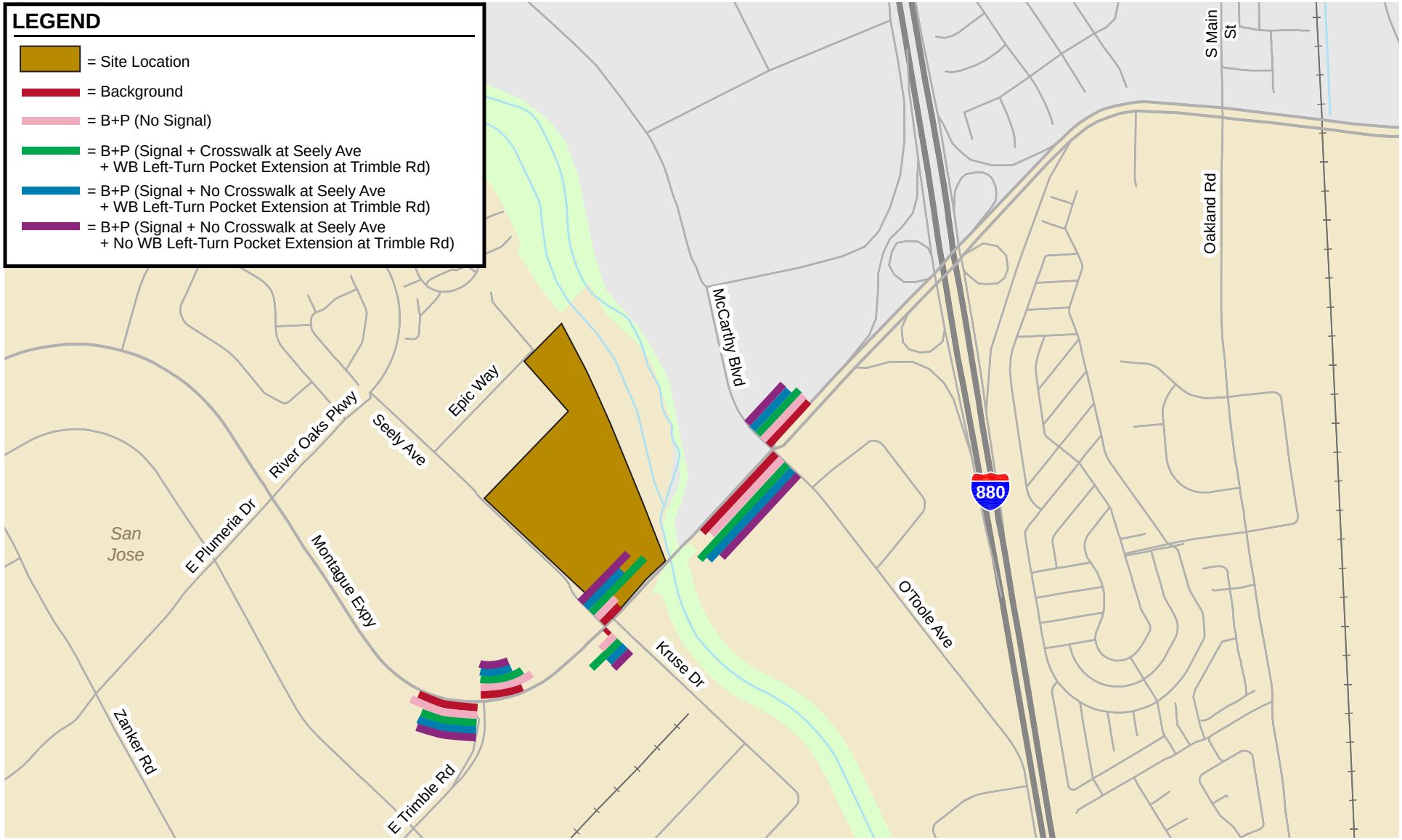


Figure 5
Montague Average Queues - Background Conditions (PM Peak Hour)

NORTH
Not to Scale

Seely Avenue Mixe-Use Project Simulation Analysis

Appendix

-Queueing Tables

-SimTraffic Outputs

Queuing Tables

Table 1 – Montague/Trimble Road Existing Conditions Average Queues (AM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - AM Peak Hour				
			Existing	E+P (No Signal)	E+P (S+C+LTExt)	E+P (S+NC+LTExt)	E+P (S+NC+NoLTExt)
Montague/Trimble Rd	EBL	300	14	19	10	14	13
	EBT1	1,900	269	299	257	253	249
	EBT2	1,900	239	268	228	222	219
	EBT3	1,900	178	205	160	153	151
	EBT4	1,900	147	174	145	139	135
	EBR	160	25	22	20	24	21
	WBL1	630	453	468	384	442	389
	WBL2	630	545	561	472	537	471
	WBL3	850	756	811	490	553	573
	WBT1	850	308	315	177	257	215
	WBT2	850	216	211	135	197	161
	WBT3	850	146	164	89	121	131
	WBT4	850	157	178	100	104	131
	WBR	200	8	14	7	13	14
	NBL	350	93	125	76	81	83
	NBT	870	35	42	39	39	38
	NBR1	870	149	154	155	156	152
	NBR2	870	118	118	112	119	117
	NBR3	400	83	79	85	87	88
	SBL1	80	14	11	12	11	12
	SBL2	80	3	2	2	2	2
	SBTR	300	10	11	14	10	12

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 2 - Montague/Trimble Road Existing Conditions 95th Percentile Queues (AM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - AM Peak Hour				
			E	E+P (No Signal)	E+P (Signal + Crosswalk + LTExt)	E+P (Signal + No Crosswalk + LTExt)	E+P (Signal+ No Crosswalk+ NoLTExt)
Montague/Trimble Rd	EBL	300	79	109	47	86	85
	EBT1	1,900	509	574	481	470	488
	EBT2	1,900	470	531	440	434	441
	EBT3	1,900	381	439	340	336	346
	EBT4	1,900	321	379	314	298	302
	EBR	160	129	122	114	125	117
	WBL1	630	**713**	**714**	**822**	**862**	**702**
	WBL2	630	**789**	**786**	**935**	**968**	**772**
	WBL3	850	**1206**	**1220**	**973**	**1013**	**1024**
	WBT1	850	**885**	**884**	650	819	711
	WBT2	850	647	619	523	663	555
	WBT3	850	434	452	340	439	446
	WBT4	850	443	475	352	341	426
	WBR	200	92	123	85	117	122
	NBL	350	188	249	163	167	164
	NBT	870	93	100	96	97	94
	NBR1	870	308	311	319	328	312
	NBR2	870	280	280	283	297	286
	NBR3	400	219	212	222	230	230
	SBL1	80	41	37	39	40	43
	SBL2	80	13	13	11	12	12
	SBTR	300	35	34	48	34	39

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 3 – Montague/Seely Avenue Existing Conditions Average Queues (AM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - AM Peak Hour				
			Existing	E+P (No Signal)	E+P (S+C+LTExt)	E+P (S+NC+LTExt)	E+P (S+NC+NoLTExt)
Montague/Seely Avenue	EBL	120	N/A	N/A	72	72	69
	EBT1	870	3	0	34	23	22
	EBT2	870	3	3	34	22	21
	EBT3	870	0	0	28	14	15
	EBT4	870	0	0	12	6	5
	EBR	160	0	0	9	5	5
	WBT1	1,500	708	923	1124	819	1256
	WBT2	1,500	676	876	1079	747	1233
	WBT3	1,500	544	723	829	524	1006
	WBT4	1,500	350	446	476	308	641
	WBT5	1,500	188	253	243	170	288
	WBR	150	0	0	62	43	36
	SBL1	200	N/A	N/A	132	147	139
	SBL2	200	N/A	N/A	156	167	165
	SBR	1,500	0	8	43	52	58

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 4 – Montague/Seely Avenue Existing Conditions 95th Percentile Queues (AM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - AM Peak Hour				
			E	E+P (No Signal)	E+P (Signal + Crosswalk + LTExt)	E+P (Signal + No Crosswalk + LTExt)	E+P (Signal+ No Crosswalk+ NoLTExt)
Montague/Seely Avenue	EBL	120	N/A	N/A	147	150	151
	EBT1	870	89	0	111	89	91
	EBT2	870	88	88	105	76	114
	EBT3	870	0	0	89	48	105
	EBT4	870	0	0	51	26	22
	EBR	160	0	0	36	21	20
	WBT1	1,500	**1707**	**1876**	**1677**	**1529**	**1746**
	WBT2	1,500	**1706**	**1889**	**1729**	**1534**	**1791**
	WBT3	1,500	**1567**	**1795**	**1735**	1382	**1925**
	WBT4	1,500	1287	1470	1349	1009	**1654**
	WBT5	1,500	954	1121	739	607	1007
	WBR	150	0	0	**190**	**157**	141
	SBL1	200	N/A	N/A	**221**	**228**	**224**
	SBL2	200	N/A	N/A	**229**	**233**	**232**
	SBR	1,500	8	49	183	221	231

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 5 – Montague/McCarthy Road Existing Conditions Average Queues (AM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - AM Peak Hour				
			Existing	E+P (No Signal)	E+P (S+C+LTExt)	E+P (S+NC+LTExt)	E+P (S+NC+NoLTExt)
Montague/McCarthy	EBL1	280	187	191	188	197	186
	EBL2	280	214	217	212	222	207
	EBT1	1,500	154	162	150	153	154
	EBT2	1,500	121	139	118	118	123
	EBT3	1,500	125	146	125	124	130
	EBTR	1,500	124	145	126	127	129
	WBL1	230	116	108	101	106	93
	WBL2	230	184	191	169	163	190
	WBT1	3,800	1776	2143	1788	1350	2703
	WBT2	3,800	1805	2170	1814	1383	2725
	WBT3	3,800	1807	2157	1799	1398	2736
	WBT4	3,800	1800	2161	1788	1412	2712
	WBR	550	416	414	445	372	451
	NBL	300	99	127	124	110	136
	NBT	950	185	195	175	207	172
	NBR	60	37	40	41	37	42
	SBL1	1,080	56	59	52	54	58
	SBL2	1,080	106	104	100	101	103
	SBT	1,080	118	123	115	115	120
	SBR	1,080	391	454	396	392	395

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 6 – Montague/McCarthy Road Existing Conditions95th Percentile Queues (AM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - AM Peak Hour				
			E	E+P (No Signal)	E+P (Signal + Crosswalk + LTExt)	E+P (Signal + No Crosswalk + LTExt)	E+P (Signal+ No Crosswalk+ NoLTExt)
Montague/McCarthy	EBL1	280	**324**	**327**	**318**	**325**	**318**
	EBL2	280	**337**	**341**	**328**	**335**	**329**
	EBT1	1,500	430	443	438	438	434
	EBT2	1,500	319	349	295	296	307
	EBT3	1,500	315	354	297	295	309
	EBTR	1,500	312	352	305	294	311
	WBL1	230	230	217	205	212	197
	WBL2	230	309	315	300	290	326
	WBT1	3,800	**3896**	**4340**	3461	2874	**4619**
	WBT2	3,800	**3947**	**4359**	3512	2933	**4624**
	WBT3	3,800	**3951**	**4368**	3504	2977	**4627**
	WBT4	3,800	**3972**	**4366**	3542	2985	**4637**
	WBR	550	**968**	**963**	**990**	**922**	**993**
	NBL	300	219	259	273	227	**324**
	NBT	950	391	396	362	418	358
	NBR	60	**96**	**99**	**100**	**97**	**100**
	SBL1	1,080	151	155	148	143	154
	SBL2	1,080	178	181	176	171	179
	SBT	1,080	269	239	218	229	233
	SBR	1,080	713	843	713	714	728

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 7 – Montague/Trimble Road Existing Conditions Average Queues (PM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - PM Peak Hour				
			Existing	E+P (No Signal)	E+P (S+C+LTExt)	E+P (S+NC+LTExt)	E+P (S+NC+NoLTExt)
Montague/Trimble Rd	EBL	300	9	10	10	10	6
	EBT1	1,900	369	394	362	370	373
	EBT2	1,900	346	368	335	345	344
	EBT3	1,900	282	303	269	275	266
	EBT4	1,900	191	218	187	184	180
	EBR	160	25	26	28	27	22
	WBL1	630	255	305	333	264	269
	WBL2	630	313	365	384	308	322
	WBL3	850	326	397	391	317	340
	WBT1	850	151	166	77	75	91
	WBT2	850	167	183	84	91	96
	WBT3	850	180	192	87	99	100
	WBT4	850	181	194	85	98	106
	WBR	200	7	7	0	1	2
	NBL	350	76	124	72	68	61
	NBT	870	33	33	31	33	30
	NBR1	870	429	437	438	444	429
	NBR2	870	392	408	405	412	388
	NBR3	400	237	229	232	239	245
	SBL1	80	**167**	**172**	**174**	**164**	**169**
	SBL2	80	**123**	**124**	**127**	**118**	**114**
	SBTR	300	**145**	**158**	**154**	**146**	**139**

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 8 – Montague/Trimble Road Existing Conditions 95th Percentile Queues (PM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - PM Peak Hour				
			E	E+P (No Signal)	E+P (Signal + Crosswalk + LTExt)	E+P (Signal + No Crosswalk + LTExt)	E+P (Signal+ No Crosswalk+ NoLTExt)
Montague/Trimble Rd	EBL	300	80	75	81	81	53
	EBT1	1,900	656	689	627	630	619
	EBT2	1,900	622	656	596	588	583
	EBT3	1,900	545	566	507	504	499
	EBT4	1,900	408	444	397	381	377
	EBR	160	128	132	136	134	119
	WBL1	630	472	551	615	509	516
	WBL2	630	543	624	**679**	564	589
	WBL3	850	575	736	684	566	651
	WBT1	850	395	444	274	253	305
	WBT2	850	416	453	276	309	297
	WBT3	850	431	447	263	312	274
	WBT4	850	433	448	215	280	282
	WBR	200	84	85	2	32	47
	NBL	350	156	236	151	140	138
	NBT	870	89	86	84	131	82
	NBR1	870	809	845	849	866	819
	NBR2	870	775	811	802	828	774
	NBR3	400	**447**	**432**	**435**	**436**	**446**
	SBL1	80	**276**	**287**	**286**	**259**	**291**
	SBL2	80	**251**	**259**	**254**	**229**	**251**
	SBTR	300	296	**319**	**303**	**312**	283

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 9 – Montague/Seely Avenue Existing Conditions Average Queues (PM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - PM Peak Hour				
			Existing	E+P (No Signal)	E+P (S+C+LTExt)	E+P (S+NC+LTExt)	E+P (S+NC+NoLTExt)
Montague/Seely Avenue	EBL	120	N/A	N/A	120	105	106
	EBT1	870	11	3	146	107	122
	EBT2	870	11	6	167	127	141
	EBT3	870	14	7	155	107	116
	EBT4	870	13	6	129	79	89
	EBR	160	0	0	4	2	1
	WBT1	1,500	1	11	286	283	267
	WBT2	1,500	15	17	203	198	191
	WBT3	1,500	41	16	164	145	148
	WBT4	1,500	10	10	152	133	131
	WBT5	1,500	0	0	131	112	107
	WBR	150	0	0	65	64	64
	NBR	200	**83**	61	76	122	100
	SBL1	200	N/A	N/A	107	120	117
	SBL2	200	N/A	N/A	135	151	145
	SBR	1,500	0	1	19	22	23

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 10 – Montague/Seely Avenue Existing Conditions 95th Percentile Queues (PM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - PM Peak Hour				
			E	E+P (No Signal)	E+P (Signal + Crosswalk + LTExt)	E+P (Signal + No Crosswalk + LTExt)	E+P (Signal+ No Crosswalk+ NoLTExt)
Montague/Seely Avenue	EBL	120	N/A	N/A	**222**	**201**	**195**
	EBT1	870	133	88	331	331	389
	EBT2	870	133	122	365	351	416
	EBT3	870	166	128	359	315	367
	EBT4	870	155	123	347	284	332
	EBR	160	0	0	42	32	18
	WBT1	1,500	22	163	585	566	544
	WBT2	1,500	253	257	479	472	486
	WBT3	1,500	432	261	466	379	414
	WBT4	1,500	205	208	413	344	346
	WBT5	1,500	0	0	327	286	280
	WBR	150	0	0	**184**	**177**	**179**
	NBR	200	**272**	157	**201**	**408**	**291**
	SBL1	200	N/A	N/A	**203**	**209**	**210**
	SBL2	200	N/A	N/A	**209**	**215**	**211**
	SBR	1,500	0	15	118	135	134

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 11 – Montague/McCarthy Road Existing Conditions Average Queues (PM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - PM Peak Hour				
			Existing	E+P (No Signal)	E+P (S+C+LTExt)	E+P (S+NC+LTExt)	E+P (S+NC+NoLTExt)
Montague/McCarthy	EBL1	280	30	38	43	39	36
	EBL2	280	101	113	129	116	132
	EBT1	1,500	517	486	599	579	621
	EBT2	1,500	557	525	645	616	660
	EBT3	1,500	574	545	668	630	675
	EBTR	1,500	593	550	679	656	697
	WBL1	230	126	119	116	112	115
	WBL2	230	190	178	177	176	183
	WBT1	3,800	337	333	324	311	322
	WBT2	3,800	312	306	305	295	300
	WBT3	3,800	293	291	292	281	293
	WBT4	3,800	254	273	272	259	272
	WBR	550	11	9	15	6	9
	NBL	300	**1107**	**1118**	**1144**	**1126**	**1102**
	NBT	950	**1492**	**1515**	**1540**	**1526**	**1512**
	NBR	60	**82**	**81**	**83**	**82**	**83**
	SBL1	1,080	679	622	631	620	667
	SBL2	1,080	916	812	818	765	872
	SBT	1,080	797	740	732	621	773
	SBR	1,080	389	399	363	230	357

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 12 – Montague/McCarthy Road Existing Conditions 95th Percentile Queues (PM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - PM Peak Hour				
			E	E+P (No Signal)	E+P (Signal + Crosswalk + LTExt)	E+P (Signal + No Crosswalk + LTExt)	E+P (Signal+ No Crosswalk+ NoLTExt)
Montague/McCarthy	EBL1	280	93	99	117	108	97
	EBL2	280	262	280	307	287	315
	EBT1	1,500	1202	1036	1210	1248	1323
	EBT2	1,500	1238	1079	1253	1278	1348
	EBT3	1,500	1247	1098	1271	1282	1360
	EBTR	1,500	1280	1107	1293	1333	1401
	WBL1	230	**232**	224	219	206	214
	WBL2	230	**316**	**305**	**304**	**300**	**308**
	WBT1	3,800	641	605	644	579	601
	WBT2	3,800	601	559	614	558	571
	WBT3	3,800	560	543	586	530	555
	WBT4	3,800	513	517	561	494	535
	WBR	550	149	130	184	105	129
	NBL	300	**2275**	**2263**	**2290**	**2273**	**2234**
	NBT	950	**2077**	**2012**	**1990**	**2037**	**2051**
	NBR	60	**105**	**108**	**101**	**104**	**103**
	SBL1	1,080	950	953	951	918	955
	SBL2	1,080	1366	1336	1318	1226	1321
	SBT	1,080	1384	1325	1334	1131	1299
	SBR	1,080	1081	1091	1027	695	987

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 13 – Montague/Trimble Road Background Conditions Average Queues (AM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - AM Peak Hour				
			Background	B+P (No Signal)	B+P (S+C+LTExt)	B+P (S+NC+LTExt)	B+P (S+NC+NoLTExt)
Montague/Trimble Rd	EBL	300	18	17	16	14	19
	EBT1	1,900	326	351	313	295	312
	EBT2	1,900	295	320	278	263	280
	EBT3	1,900	230	250	208	201	209
	EBT4	1,900	191	202	177	167	173
	EBR	160	31	24	23	33	22
	WBL1	630	515	512	449	537	424
	WBL2	630	591	602	554	**632**	507
	WBL3	850	**856**	**877**	568	651	619
	WBT1	850	381	357	214	336	227
	WBT2	850	222	202	172	260	210
	WBT3	850	175	161	109	166	156
	WBT4	850	189	170	94	156	149
	WBR	200	17	10	7	11	13
	NBL	350	123	137	95	98	103
	NBT	870	43	41	35	37	36
	NBR1	870	193	187	191	201	198
	NBR2	870	158	152	156	160	158
	NBR3	400	118	105	105	117	117
	SBL1	80	10	13	10	12	11
	SBL2	80	2	2	2	3	4
	SBTR	300	13	11	9	10	9

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 14 – Montague/Trimble Road Background Conditions 95th Percentile Queues (AM Peak Hour)

			95th Percentile Queue Length (feet) - PM Peak Hour				
Intersection	Movement	Storage Length	B	B+P (No Signal)	B+P (Signal + Crosswalk + LTExt)	B+P (Signal + No Crosswalk + LTExt)	B+P (Signal+ No Crosswalk+ NoLTExt)
Montague/Trimble Rd	EBL	300	107	111	96	85	105
	EBT1	1,900	641	678	592	580	598
	EBT2	1,900	603	634	542	539	562
	EBT3	1,900	509	535	441	443	459
	EBT4	1,900	421	434	383	373	379
	EBR	160	146	125	123	150	121
	WBL1	630	**718**	**675**	**850**	**904**	**733**
	WBL2	630	**779**	**749**	**978**	**995**	**799**
	WBL3	850	**1196**	**1155**	**998**	**1044**	**1064**
	WBT1	850	**971**	**958**	738	913	724
	WBT2	850	663	607	622	774	659
	WBT3	850	507	466	429	545	511
	WBT4	850	527	474	329	502	466
	WBR	200	138	105	85	104	117
	NBL	350	234	262	178	198	201
	NBT	870	104	101	90	91	86
	NBR1	870	378	376	379	396	396
	NBR2	870	353	344	351	359	361
	NBR3	400	290	268	267	288	296
	SBL1	80	34	42	35	39	36
	SBL2	80	13	10	11	13	17
	SBTR	300	39	40	33	34	32

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 15 – Montague/Seely Avenue Background Conditions Average Queues (AM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - AM Peak Hour				
			Background	B+P (No Signal)	B+P (S+C+LTExt)	B+P (S+NC+LTExt)	B+P (S+NC+NoLTExt)
Montague/Seely Avenue	EBL	200	N/A	N/A	79	79	73
	EBT1	870	0	0	56	46	41
	EBT2	870	0	0	48	41	31
	EBT3	870	0	0	35	22	21
	EBT4	870	0	0	18	9	9
	EBR	160	0	0	9	6	7
	WBT1	1,500	958	1049	1188	1099	1263
	WBT2	1,500	910	1016	1146	1066	1237
	WBT3	1,500	747	816	936	857	1086
	WBT4	1,500	483	524	608	554	776
	WBT5	1,500	310	257	362	311	408
	WBR	150	0	0	66	47	41
	SBL1	200	N/A	N/A	122	0	144
	SBL2	200	N/A	N/A	149	141	163
	SBR	1,500	1	9	47	163	45

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 16 – Montague/Seely Avenue Background Conditions 95th Percentile Queues (AM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - PM Peak Hour				
			B	B+P (No Signal)	B+P (Signal + Crosswalk + LTExt)	B+P (Signal + No Crosswalk + LTExt)	B+P (Signal+ No Crosswalk+ NoLTExt)
Montague/Seely Avenue	EBL	200	N/A	N/A	173	174	164
	EBT1	870	0	0	193	196	149
	EBT2	870	0	0	155	168	114
	EBT3	870	0	0	98	72	62
	EBT4	870	0	0	63	36	40
	EBR	160	0	0	32	24	24
	WBT1	1,500	**1838**	**1877**	**1696**	**1759**	**1790**
	WBT2	1,500	**1861**	**1901**	**1746**	**1814**	**1846**
	WBT3	1,500	**1805**	**1866**	**1803**	**1813**	**1962**
	WBT4	1,500	**1518**	**1601**	1502	1501	**1810**
	WBT5	1,500	1251	1154	1094	1041	1302
	WBR	150	0	0	197	165	154
	SBL1	200	N/A	N/A	212	3	222
	SBL2	200	N/A	N/A	219	222	226
	SBR	1,500	10	44	191	224	200

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 17 – Montague/McCarthy Road Background Conditions Average Queues (AM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - AM Peak Hour				
			Background	B+P (No Signal)	B+P (S+C+LTExt)	B+P (S+NC+LTExt)	B+P (S+NC+NoLTExt)
Montague/McCarthy	EBL1	280	220	241	231	227	222
	EBL2	280	248	265	251	250	246
	EBT1	1,500	311	365	278	250	261
	EBT2	1,500	204	221	172	159	170
	EBT3	1,500	194	204	174	161	174
	EBTR	1,500	195	200	176	165	179
	WBL1	230	104	98	97	108	91
	WBL2	230	176	183	176	180	188
	WBT1	3,800	3624	3743	3629	3665	3748
	WBT2	3,800	3671	3779	3687	3732	3780
	WBT3	3,800	3684	3797	3705	3758	**3802**
	WBT4	3,800	3670	3790	3702	3749	**3806**
	WBR	550	470	457	466	450	503
	NBL	300	176	335	207	204	246
	NBT	950	216	258	268	252	224
	NBR	60	40	41	40	39	41
	SBL1	1,080	82	73	75	82	72
	SBL2	1,080	125	119	116	126	117
	SBT	1,080	131	143	134	136	134
	SBR	1,080	442	469	424	424	461

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 18 – Montague/McCarthy Road Background Conditions 95th Percentile Queues (AM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - PM Peak Hour				
			B	B+P (No Signal)	B+P (Signal + Crosswalk + LTExt)	B+P (Signal + No Crosswalk + LTExt)	B+P (Signal+ No Crosswalk+ NoLTExt)
Montague/McCarthy	EBL1	280	**350**	**352**	351	346	347
	EBL2	280	**365**	**361**	360	355	358
	EBT1	1,500	770	860	664	633	655
	EBT2	1,500	530	597	433	405	429
	EBT3	1,500	466	512	397	393	418
	EBTR	1,500	467	498	405	401	427
	WBL1	230	210	201	200	211	187
	WBL2	230	**308**	316	311	310	326
	WBT1	3,800	**4417**	**4223**	**4437**	**4340**	**4240**
	WBT2	3,800	**4387**	**4187**	**4418**	**4313**	**4202**
	WBT3	3,800	**4390**	**4188**	**4374**	**4267**	**4199**
	WBT4	3,800	**4442**	**4220**	**4378**	**4256**	**4182**
	WBR	550	**1003**	**991**	**996**	**987**	**1013**
	NBL	300	**422**	**685**	**430**	**446**	**523**
	NBT	950	443	485	541	495	452
	NBR	60	**99**	**102**	**102**	**100**	**101**
	SBL1	1,080	189	171	172	187	173
	SBL2	1,080	210	190	191	204	191
	SBT	1,080	249	346	251	249	306
	SBR	1,080	807	842	755	751	843

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 19 – Montague/Trimble Road Background Conditions Average Queues (PM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - PM Peak Hour				
			Background	B+P (No Signal)	B+P (S+C+LTExt)	B+P (S+NC+LTExt)	B+P (S+NC+NoLTExt)
Montague/Trimble Rd	EBL	300	7	6	9	8	11
	EBT1	1,900	438	468	420	425	403
	EBT2	1,900	417	445	396	402	380
	EBT3	1,900	357	391	327	324	318
	EBT4	1,900	267	299	234	238	233
	EBR	160	29	26	30	30	29
	WBL1	630	449	534	587	529	493
	WBL2	630	516	603	662	597	558
	WBL3	850	668	843	686	616	697
	WBT1	850	346	499	398	314	334
	WBT2	850	271	370	355	267	268
	WBT3	850	247	290	284	225	214
	WBT4	850	234	238	251	191	172
	WBR	200	7	9	2	1	4
	NBL	350	92	163	76	77	77
	NBT	870	81	54	117	83	113
	NBR1	870	627	626	737	655	731
	NBR2	870	595	598	700	617	692
	NBR3	400	284	286	317	308	304
	SBL1	80	185	189	170	173	186
	SBL2	80	139	144	124	127	141
	SBTR	300	157	178	169	146	165

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 20 – Montague/Trimble Road Background Conditions 95th Percentile Queues (PM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - PM Peak Hour				
			B	B+P (No Signal)	B+P (Signal + Crosswalk + LTExt)	B+P (Signal + No Crosswalk + LTExt)	B+P (Signal+ No Crosswalk+ NoLTExt)
Montague/Trimble Rd	EBL	300	63	53	73	64	83
	EBT1	1,900	807	873	779	744	749
	EBT2	1,900	772	838	748	711	709
	EBT3	1,900	692	753	652	605	627
	EBT4	1,900	549	615	511	481	497
	EBR	160	140	131	142	143	138
	WBL1	630	**713**	**693**	**903**	**875**	**698**
	WBL2	630	**789**	**751**	**1001**	**971**	**775**
	WBL3	850	**1145**	**1174**	**1044**	**1013**	**1066**
	WBT1	850	**913**	**1123**	**1043**	913	**934**
	WBT2	850	731	**959**	**993**	833	**827**
	WBT3	850	660	807	**868**	733	709
	WBT4	850	616	664	794	642	606
	WBR	200	84	99	47	0	58
	NBL	350	194	301	162	**33**	154
	NBT	870	480	236	672	**163**	637
	NBR1	870	**1239**	**1199**	**1414**	**499**	**1400**
	NBR2	870	**1200**	**1165**	**1371**	**1286**	**1362**
	NBR3	400	**486**	**488**	**502**	**1236**	**499**
	SBL1	80	**315**	**319**	**275**	**504**	**314**
	SBL2	80	**282**	**285**	**249**	**287**	**272**
	SBTR	300	314	346	341	257	328

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 21 – Montague/Seely Avenue Background Conditions Average Queues (PM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - PM Peak Hour				
			Background	B+P (No Signal)	B+P (S+C+LTExt)	B+P (S+NC+LTExt)	B+P (S+NC+NoLTExt)
Montague/Seely Avenue	EBL	200	N/A	N/A	123	110	114
	EBT1	870	15	3	235	142	151
	EBT2	870	21	3	259	166	167
	EBT3	870	24	3	252	151	157
	EBT4	870	15	486	230	120	128
	EBR	160	0	0	3	1	3
	WBT1	1,500	266	426	623	503	655
	WBT2	1,500	212	279	544	416	564
	WBT3	1,500	138	167	406	288	416
	WBT4	1,500	92	71	308	227	257
	WBT5	1,500	0	1	219	187	175
	WBR	150	22	115	74	71	73
	NBR	200	128	115	170	**230**	**225**
	SBL1	200	N/A	N/A	104	123	117
	SBL2	200	N/A	N/A	138	150	149
	SBR	1,500	1	6	37	32	25

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 22 – Montague/Seely Avenue Background Conditions 95th Percentile Queues (PM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - PM Peak Hour				
			B	B+P (No Signal)	B+P (Signal + Crosswalk + LTExt)	B+P (Signal + No Crosswalk + LTExt)	B+P (Signal+ No Crosswalk+ NoLTExt)
Montague/Seely Avenue	EBL	200	N/A	N/A	**223**	**204**	**220**
	EBT1	870	154	91	565	382	419
	EBT2	870	204	79	589	402	420
	EBT3	870	215	91	590	389	409
	EBT4	870	159	1294	571	355	377
	EBR	160	0	0	37	17	37
	WBT1	1,500	977	1236	1251	1032	1306
	WBT2	1,500	902	1081	1214	987	1278
	WBT3	1,500	765	865	1064	863	1127
	WBT4	1,500	621	577	852	721	787
	WBT5	1,500	0	26	562	639	547
	WBR	150	**313**	**259**	**201**	**196**	**199**
	NBR	200	**353**	**259**	**461**	**571**	**559**
	SBL1	200	N/A	N/A	199	**218**	**207**
	SBL2	200	N/A	N/A	**207**	**220**	**213**
	SBR	1,500	18	57	195	179	130

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 23 – Montague/McCarthy Road Background Conditions Average Queues (PM Peak Hour)

Intersection	Movement	Storage Length	Average Queue Length (feet) - PM Peak Hour				
			Background	B+P (No Signal)	B+P (S+C+LTExt)	B+P (S+NC+LTExt)	B+P (S+NC+NoLTExt)
Montague/McCarthy	EBL1	280	45	57	63	63	67
	EBL2	280	122	138	148	147	147
	EBT1	1,500	621	591	766	750	700
	EBT2	1,500	660	633	806	788	746
	EBT3	1,500	683	646	833	804	766
	EBTR	1,500	702	663	859	842	794
	WBL1	230	183	194	195	170	193
	WBL2	230	224	**231**	227	216	227
	WBT1	3,800	468	491	505	446	445
	WBT2	3,800	430	438	457	397	400
	WBT3	3,800	352	354	354	329	336
	WBT4	3,800	292	304	282	291	294
	WBR	550	16	6	7	6	15
	NBL	300	**1332**	**1376**	**1369**	**1394**	**1372**
	NBT	950	**1651**	**1651**	**1648**	**1653**	**1651**
	NBR	60	**79**	**83**	**82**	**82**	**81**
	SBL1	1,080	725	719	734	732	723
	SBL2	1,080	1002	1066	1014	1035	1020
	SBT	1,080	904	1056	941	1010	962
	SBR	1,080	542	817	575	684	645

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

Table 24 – Montague/McCarthy Road Background Conditions 95th Percentile Queues (PM Peak Hour)

Intersection	Movement	Storage Length	95th Percentile Queue Length (feet) - PM Peak Hour				
			B	B+P (No Signal)	B+P (Signal + Crosswalk + LTExt)	B+P (Signal + No Crosswalk + LTExt)	B+P (Signal+ No Crosswalk+ NoLTExt)
Montague/McCarthy	EBL1	280	111	141	153	157	168
	EBL2	280	**285**	**307**	**319**	**320**	**312**
	EBT1	1,500	1349	1200	**1535**	1480	1442
	EBT2	1,500	1397	1244	**1550**	1520	1463
	EBT3	1,500	1417	1238	**1573**	1528	1477
	EBTR	1,500	1444	1277	**1612**	**1576**	**1527**
	WBL1	230	**290**	**294**	**299**	**283**	**294**
	WBL2	230	**319**	**320**	**322**	**322**	**319**
	WBT1	3,800	913	886	1009	884	891
	WBT2	3,800	864	812	946	816	827
	WBT3	3,800	737	684	752	650	723
	WBT4	3,800	639	618	592	580	647
	WBR	550	185	105	106	104	170
	NBL	300	**2247**	**2288**	**2258**	**2252**	**2249**
	NBT	950	**1668**	**1667**	**1716**	**1671**	**1668**
	NBR	60	**111**	**99**	**104**	**103**	**106**
	SBL1	1,080	875	885	883	881	894
	SBL2	1,080	**1302**	**1248**	**1304**	**1302**	**1302**
	SBT	1,080	**1378**	**1240**	**1372**	**1349**	**1374**
	SBR	1,080	**1273**	**1441**	**1258**	**1353**	**1328**

Notes:

Storage length shown for through lanes is the upstream distance to the next signalized intersection or a major street/driveway.

Bold indicated queue length exceed storage length.

SimTraffic Outputs

Existing conditions – AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.7	0.2	2.4	0.0	0.0	0.0	3.2	0.2	0.6	0.1	0.1	0.1
Total Delay (hr)	0.3	16.0	0.1	48.7	11.3	0.1	2.6	1.0	6.8	0.5	0.2	0.1
Total Del/Veh (s)	177.6	48.6	8.0	135.4	15.0	5.6	139.4	109.6	50.1	141.0	107.4	54.8
Stop Delay (hr)	0.3	13.1	0.0	41.1	6.2	0.0	2.5	0.9	6.2	0.5	0.2	0.1
Stop Del/Veh (s)	172.7	39.8	2.9	114.4	8.3	2.3	133.8	103.5	46.0	139.1	102.4	54.0
Vehicles Entered	6	1168	55	1217	2683	54	62	31	477	13	6	5
Vehicles Exited	7	1171	55	1235	2697	55	64	31	477	13	7	5
Hourly Exit Rate	7	1171	55	1235	2697	55	64	31	477	13	7	5
Input Volume	7	1175	55	1274	2780	52	64	33	466	11	7	5
% of Volume	100	100	100	97	97	106	100	94	102	118	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	87.7
Total Del/Veh (s)	53.3
Stop Delay (hr)	71.4
Stop Del/Veh (s)	43.3
Vehicles Entered	5777
Vehicles Exited	5817
Hourly Exit Rate	5817
Input Volume	5929
% of Volume	98
Denied Entry Before	0
Denied Entry After	0

2: Kruse Dr/Seely Avenue & Montague Expressway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	1.7	0.3	47.1	1.7	0.0	0.0	50.8
Total Del/Veh (s)	4.2	4.9	42.7	12.3	0.8	1.5	29.4
Stop Delay (hr)	0.0	0.0	28.3	0.3	0.0	0.0	28.6
Stop Del/Veh (s)	0.0	0.1	25.7	1.9	0.0	0.0	16.6
Vehicles Entered	1430	231	3872	475	9	65	6082
Vehicles Exited	1440	232	3889	474	9	65	6109
Hourly Exit Rate	1440	232	3889	474	9	65	6109
Input Volume	1415	237	4040	480	10	66	6248
% of Volume	102	98	96	99	90	98	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.9	24.3	2.7	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	20.3	21.0	21.0	0.2	0.3	3.3	0.7	0.3	0.7
Total Delay (hr)	11.0	6.9	0.5	12.9	190.1	16.1	3.3	3.7	1.2	4.2	3.0	9.0
Total Del/Veh (s)	142.8	22.3	18.3	280.9	161.0	124.0	209.0	136.1	54.1	151.9	119.4	92.5
Stop Delay (hr)	10.2	5.1	0.4	9.8	107.1	8.6	3.2	3.4	1.0	4.1	2.8	7.9
Stop Del/Veh (s)	132.8	16.6	14.7	214.5	90.7	66.6	203.2	125.9	46.8	146.1	110.5	80.8
Vehicles Entered	267	1090	92	151	4105	452	52	93	77	92	87	339
Vehicles Exited	264	1091	92	146	3960	435	51	92	77	93	84	336
Hourly Exit Rate	264	1091	92	146	3960	435	51	92	77	93	84	336
Input Volume	261	1078	87	148	4126	461	54	94	80	93	89	340
% of Volume	101	101	106	99	96	94	94	98	96	100	94	99
Denied Entry Before	0	0	0	0	1	0	0	0	0	0	0	0
Denied Entry After	0	0	0	2	64	7	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	28.1
Denied Del/Veh (s)	14.5
Total Delay (hr)	261.7
Total Del/Veh (s)	132.1
Stop Delay (hr)	163.6
Stop Del/Veh (s)	82.6
Vehicles Entered	6897
Vehicles Exited	6721
Hourly Exit Rate	6721
Input Volume	6911
% of Volume	97
Denied Entry Before	1
Denied Entry After	73

Total Network Performance

Denied Delay (hr)	28.3
Denied Del/Veh (s)	13.7
Total Delay (hr)	408.0
Total Del/Veh (s)	184.3
Stop Delay (hr)	264.1
Stop Del/Veh (s)	119.3
Vehicles Entered	7346
Vehicles Exited	7232
Hourly Exit Rate	7232
Input Volume	26472
% of Volume	27
Denied Entry Before	1
Denied Entry After	73

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	48.6	71.6	0.3	15
Kruse Dr	2	5.5	20.9	0.2	32
O'Toole Avenue	3	22.3	45.9	0.3	24
Total		76.4	138.4	0.8	20

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	161.0	237.2	0.7	12
Seely Avenue	2	41.9	66.1	0.3	16
	1	14.9	29.3	0.2	23
Total		217.7	332.5	1.2	14

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	127	509	483	401	354	184	615	645	985	896	852	568
Average Queue (ft)	14	269	239	178	147	25	453	545	756	308	216	146
95th Queue (ft)	79	509	470	381	321	129	713	789	1206	885	647	434
Link Distance (ft)		1502	1502	1502	1502				872	872	872	872
Upstream Blk Time (%)									27	5	0	
Queuing Penalty (veh)									223	38	0	
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		14			12	0	0	9	27			
Queuing Penalty (veh)		1			7	0	1	37	228			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	556	167	213	117	355	327	275	60	19	51
Average Queue (ft)	157	8	93	35	149	118	83	14	3	10
95th Queue (ft)	443	92	188	93	308	280	219	41	13	35
Link Distance (ft)	872			1536	1536	1536		528	528	528
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	4	0				0	0			
Queuing Penalty (veh)	2	0				0	0			

Intersection: 2: Kruse Dr/Seely Avenue & Montague Expressway

Movement	EB	EB	WB	WB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	T	T	R
Maximum Queue (ft)	87	86	1396	1412	1351	1248	925	11
Average Queue (ft)	3	3	708	676	544	350	188	0
95th Queue (ft)	89	88	1707	1706	1567	1287	954	8
Link Distance (ft)	872	872	1466	1466	1466	1466	1466	1187
Upstream Blk Time (%)	0	0	4	3	1	0	3	
Queuing Penalty (veh)	0	0	38	28	8	2	28	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	292	304	497	404	369	371	247	265	2806	2810	2807	2807
Average Queue (ft)	187	214	154	121	125	124	116	184	1776	1805	1807	1800
95th Queue (ft)	324	337	430	319	315	312	230	309	3896	3947	3951	3972
Link Distance (ft)			1466	1466	1466	1466			3840	3840	3840	3840
Upstream Blk Time (%)									6	7	7	9
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	3	10	1				2	3	34			23
Queuing Penalty (veh)	7	27	2				24	34	50			106

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	237	476	85	165	198	356	782
Average Queue (ft)	416	99	185	37	56	106	118	391
95th Queue (ft)	968	219	391	96	151	178	269	713
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)							0	1
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		52	0				
Queuing Penalty (veh)	2		41	0				

Network Summary

Network wide Queuing Penalty: 935

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	Max	C-Min	None	None
Avg. Green (s)	11.9	197.7	13.9	40.5	83.9	129.1	21.8	42.7
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	67	29	50	25	27	27	29	47
Cycles @ Minimum (%)	33	0	44	0	0	0	12	7
Cycles Maxed Out (%)	0	71	0	31	73	73	29	33
Cycles with Peds (%)	0	14	0	0	0	0	0	33

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	26.2	183.0	12.7	31.6	18.6	190.5	11.1	34.7
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	25	29	24	29	25	29	29	25
Cycles @ Minimum (%)	0	0	6	0	6	0	18	0
Cycles Maxed Out (%)	31	71	59	53	13	71	47	56
Cycles with Peds (%)	0	14	0	0	0	21	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Existing conditions – PM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	0.1	1.9	0.0	0.0	0.0	2.5	0.2	0.2	0.1	0.2	0.2
Total Delay (hr)	0.1	22.8	0.1	22.0	12.6	0.0	2.1	0.8	22.4	6.7	2.9	0.6
Total Del/Veh (s)	116.8	48.7	7.3	117.6	36.1	6.7	127.4	90.8	78.9	122.6	90.5	67.2
Stop Delay (hr)	0.1	17.4	0.0	19.3	9.5	0.0	2.0	0.8	19.0	6.3	2.6	0.6
Stop Del/Veh (s)	108.1	37.0	2.0	103.5	27.1	3.1	123.3	84.8	66.6	115.9	81.5	62.8
Vehicles Entered	3	1644	71	646	1242	16	56	31	995	189	113	33
Vehicles Exited	3	1639	71	644	1233	16	56	33	1002	189	114	32
Hourly Exit Rate	3	1639	71	644	1233	16	56	33	1002	189	114	32
Input Volume	4	1652	73	671	1259	15	60	32	983	188	117	31
% of Volume	75	99	97	96	98	107	93	103	102	101	97	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	93.2
Total Del/Veh (s)	64.9
Stop Delay (hr)	77.6
Stop Del/Veh (s)	54.0
Vehicles Entered	5039
Vehicles Exited	5032
Hourly Exit Rate	5032
Input Volume	5085
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

2: Kruse Dr/Seely Avenue & Montague Expressway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.0	0.1	0.1
Total Delay (hr)	5.2	0.0	4.3	0.3	1.3	0.0	11.2
Total Del/Veh (s)	6.6	3.3	8.6	6.3	19.5	1.2	7.8
Stop Delay (hr)	0.8	0.0	0.6	0.1	1.1	0.0	2.6
Stop Del/Veh (s)	1.0	0.1	1.3	1.2	17.2	0.0	1.8
Vehicles Entered	2822	9	1797	196	233	101	5158
Vehicles Exited	2822	9	1800	196	235	102	5164
Hourly Exit Rate	2822	9	1800	196	235	102	5164
Input Volume	2814	10	1843	206	233	101	5207
% of Volume	100	90	98	95	101	101	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	6.5	6.3	39.5	24.0	14.3	20.8
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.1	0.5	335.2	340.4	353.0	162.1	160.8	156.9
Total Delay (hr)	3.0	60.8	1.3	9.2	24.8	0.1	2.8	8.3	53.5	60.7	14.9	3.1
Total Del/Veh (s)	103.2	74.4	80.0	190.8	57.0	3.9	168.5	489.4	511.9	421.7	176.0	26.0
Stop Delay (hr)	2.4	37.4	0.9	8.6	19.6	0.0	2.7	8.1	52.7	57.4	13.4	1.8
Stop Del/Veh (s)	84.0	45.8	54.6	177.1	44.9	0.1	160.6	476.6	504.5	399.1	157.8	15.4
Vehicles Entered	101	2898	57	160	1517	121	57	53	322	472	285	422
Vehicles Exited	100	2872	56	163	1513	120	58	52	316	457	287	422
Hourly Exit Rate	100	2872	56	163	1513	120	58	52	316	457	287	422
Input Volume	105	2886	55	161	1502	120	70	66	384	523	324	477
% of Volume	95	100	102	101	101	100	83	79	82	87	89	88
Denied Entry Before	0	0	0	0	0	0	1	2	9	4	2	4
Denied Entry After	0	0	0	0	0	0	13	14	81	60	36	56

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	111.6
Denied Del/Veh (s)	59.7
Total Delay (hr)	242.5
Total Del/Veh (s)	130.0
Stop Delay (hr)	204.9
Stop Del/Veh (s)	109.9
Vehicles Entered	6465
Vehicles Exited	6416
Hourly Exit Rate	6416
Input Volume	6673
% of Volume	96
Denied Entry Before	22
Denied Entry After	260

Total Network Performance

Denied Delay (hr)	112.0
Denied Del/Veh (s)	56.5
Total Delay (hr)	371.8
Total Del/Veh (s)	177.7
Stop Delay (hr)	285.3
Stop Del/Veh (s)	136.3
Vehicles Entered	6880
Vehicles Exited	6839
Hourly Exit Rate	6839
Input Volume	24066
% of Volume	28
Denied Entry Before	22
Denied Entry After	260

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	48.7	71.4	0.3	15
Kruse Dr	2	8.8	24.4	0.2	28
O'Toole Avenue	3	72.7	96.1	0.3	11
Total		130.2	191.9	0.8	15

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	57.0	114.2	0.7	23
Seely Avenue	2	8.0	32.6	0.3	33
	1	36.4	50.8	0.2	13
Total		101.4	197.6	1.2	22

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	144	608	583	541	424	184	516	599	651	464	480	466
Average Queue (ft)	9	369	346	282	191	25	255	313	326	151	167	180
95th Queue (ft)	80	656	622	545	408	128	472	543	575	395	416	431
Link Distance (ft)		1502	1502	1502	1502				872	872	872	872
Upstream Blk Time (%)									0			
Queuing Penalty (veh)									1			
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		27			13	0	0	0	1			
Queuing Penalty (veh)		1			10	0	0	1	3			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	466	198	175	112	918	888	425	327	288	360
Average Queue (ft)	181	7	76	33	429	392	237	167	123	145
95th Queue (ft)	433	84	156	89	809	775	447	276	251	296
Link Distance (ft)	872			1536	1536	1536		528	528	528
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	7	0				14	3			
Queuing Penalty (veh)	1	0				45	10			

Intersection: 2: Kruse Dr/Seely Avenue & Montague Expressway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T	T	T	R	R
Maximum Queue (ft)	98	107	196	184	17	420	714	281	307	4
Average Queue (ft)	11	11	14	13	1	15	41	10	83	0
95th Queue (ft)	133	133	166	155	22	253	432	205	272	0
Link Distance (ft)	872	872	872	872	1466	1466	1466	1466	591	1170
Upstream Blk Time (%)		0	0	0					1	
Queuing Penalty (veh)		0	0	0					0	
Storage Bay Dist (ft)										
Storage Blk Time (%)				1						
Queuing Penalty (veh)				0						

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	124	304	1254	1286	1284	1288	235	265	776	752	676	653
Average Queue (ft)	30	101	517	557	574	593	126	190	337	312	293	254
95th Queue (ft)	93	262	1202	1238	1247	1280	232	316	641	601	560	513
Link Distance (ft)			1466	1466	1466	1466			3847	3847	3847	3847
Upstream Blk Time (%)			2	3	3	5						
Queuing Penalty (veh)			16	21	21	37						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)			23				2	6	24			0
Queuing Penalty (veh)			24				8	22	38			0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	287	1518	1636	85	765	1059	1026	947
Average Queue (ft)	11	1107	1492	82	679	916	797	389
95th Queue (ft)	149	2275	2077	105	950	1366	1384	1081
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		20	74			42	27	3
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		22	78	15	56		
Queuing Penalty (veh)	0		84	52	39	146		

Network Summary

Network wide Queuing Penalty: 580

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.7	153.6	21.5	51.2	41.5	116.4	13.9	60.6
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	80	20	18	19	24	20	24	19
Cycles @ Minimum (%)	20	0	0	0	0	0	35	0
Cycles Maxed Out (%)	0	80	29	81	65	80	12	81
Cycles with Peds (%)	0	7	0	0	0	0	0	44

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	57.6	98.0	35.6	28.2	14.2	136.1	11.5	53.2
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	19	13	13	13	17	14	18	13
Cycles @ Minimum (%)	0	0	0	0	6	0	24	0
Cycles Maxed Out (%)	75	87	88	88	50	86	29	88
Cycles with Peds (%)	0	7	0	0	0	29	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Existing plus Project without a traffic signal at Seely Avenue - E+P (No Signal)
AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.4	0.2	2.3	0.0	0.0	0.0	3.2	0.3	0.5	0.1	0.1	0.1
Total Delay (hr)	0.4	18.3	0.2	52.9	12.8	0.1	3.7	1.1	6.8	0.5	0.2	0.1
Total Del/Veh (s)	190.0	50.8	10.0	150.0	17.4	7.9	162.6	110.4	51.8	139.9	121.9	57.8
Stop Delay (hr)	0.4	14.9	0.1	45.1	7.5	0.1	3.5	1.1	6.2	0.5	0.2	0.1
Stop Del/Veh (s)	183.6	41.3	4.5	128.0	10.1	3.5	156.2	103.8	47.6	138.2	116.5	57.9
Vehicles Entered	7	1279	54	1208	2627	52	76	36	462	11	7	6
Vehicles Exited	7	1286	54	1197	2622	52	75	35	456	12	7	6
Hourly Exit Rate	7	1286	54	1197	2622	52	75	35	456	12	7	6
Input Volume	7	1286	55	1334	2820	52	78	33	466	11	7	5
% of Volume	100	100	98	90	93	100	96	106	98	109	100	120
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	97.1
Total Del/Veh (s)	58.8
Stop Delay (hr)	79.6
Stop Del/Veh (s)	48.2
Vehicles Entered	5825
Vehicles Exited	5809
Hourly Exit Rate	5809
Input Volume	6154
% of Volume	94
Denied Entry Before	0
Denied Entry After	0

2: Kruse Dr/Seely Avenue & Montague Expressway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	2.0	0.4	57.8	1.7	0.0	0.1	62.0
Total Del/Veh (s)	4.7	5.6	54.3	12.5	0.7	2.4	35.5
Stop Delay (hr)	0.0	0.0	37.5	0.2	0.0	0.0	37.8
Stop Del/Veh (s)	0.0	0.1	35.2	1.8	0.0	0.4	21.7
Vehicles Entered	1524	230	3751	490	11	165	6171
Vehicles Exited	1529	230	3722	489	10	166	6146
Hourly Exit Rate	1529	230	3722	489	10	166	6146
Input Volume	1527	237	4041	530	10	166	6511
% of Volume	100	97	92	92	100	100	94
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	2.0	55.5	6.3	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	47.9	48.2	48.6	0.2	0.3	3.2	0.2	0.2	0.3
Total Delay (hr)	11.4	8.2	0.5	14.5	231.5	20.1	4.3	3.9	1.4	4.2	3.2	11.2
Total Del/Veh (s)	141.1	24.9	19.7	319.2	201.3	155.8	229.1	135.2	60.2	149.1	119.6	107.6
Stop Delay (hr)	10.6	6.1	0.4	11.3	145.0	12.4	4.2	3.7	1.2	4.1	3.0	9.8
Stop Del/Veh (s)	131.1	18.4	15.7	249.1	126.1	95.9	223.1	125.2	52.9	143.4	110.4	94.0
Vehicles Entered	272	1173	94	147	3981	447	61	98	82	94	91	356
Vehicles Exited	270	1177	93	142	3824	428	59	98	81	95	92	356
Hourly Exit Rate	270	1177	93	142	3824	428	59	98	81	95	92	356
Input Volume	267	1177	92	148	4158	461	63	94	80	93	89	349
% of Volume	101	100	101	96	92	93	94	104	101	102	103	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	6	164	17	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	63.9
Denied Del/Veh (s)	32.5
Total Delay (hr)	314.5
Total Del/Veh (s)	158.0
Stop Delay (hr)	211.6
Stop Del/Veh (s)	106.3
Vehicles Entered	6896
Vehicles Exited	6715
Hourly Exit Rate	6715
Input Volume	7071
% of Volume	95
Denied Entry Before	0
Denied Entry After	187

Total Network Performance

Denied Delay (hr)	64.2
Denied Del/Veh (s)	30.2
Total Delay (hr)	481.6
Total Del/Veh (s)	213.8
Stop Delay (hr)	329.6
Stop Del/Veh (s)	146.3
Vehicles Entered	7472
Vehicles Exited	7281
Hourly Exit Rate	7281
Input Volume	27395
% of Volume	27
Denied Entry Before	0
Denied Entry After	187

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	50.8	73.8	0.3	15
Kruse Dr	2	5.9	21.5	0.2	31
O'Toole Avenue	3	24.9	48.5	0.3	22
Total		81.6	143.8	0.8	20

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	201.3	304.8	0.7	10
Seely Avenue	2	53.3	77.3	0.3	14
	1	16.9	31.3	0.2	21
Total		271.5	413.4	1.2	12

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	212	582	532	457	407	166	624	645	971	893	807	623
Average Queue (ft)	19	299	268	205	174	22	468	561	811	315	211	164
95th Queue (ft)	109	574	531	439	379	122	714	786	1220	884	619	452
Link Distance (ft)		1502	1502	1502	1502				872	872	872	872
Upstream Blk Time (%)									34	5	0	
Queuing Penalty (veh)									287	39	0	
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		19			17	0	0	11	32			
Queuing Penalty (veh)		1			9	0	1	51	281			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	639	292	283	113	358	332	267	49	19	46
Average Queue (ft)	178	14	125	42	154	118	79	11	2	11
95th Queue (ft)	475	123	249	100	311	280	212	37	13	34
Link Distance (ft)	872			1536	1536	1536		528	528	528
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	6	0	0			0				
Queuing Penalty (veh)	3	0	0			0				

Intersection: 2: Kruse Dr/Seely Avenue & Montague Expressway

Movement	EB	EB	WB	WB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	T	T	R
Maximum Queue (ft)	81	86	1452	1452	1413	1317	1206	82
Average Queue (ft)	0	3	923	876	723	446	253	8
95th Queue (ft)	0	88	1876	1889	1795	1470	1121	49
Link Distance (ft)	872	872	1466	1466	1466	1466	1466	1187
Upstream Blk Time (%)		0	6	5	2	1	4	
Queuing Penalty (veh)		0	55	41	16	9	40	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	292	304	508	430	411	407	248	265	3156	3156	3169	3161
Average Queue (ft)	191	217	162	139	146	145	108	191	2143	2170	2157	2161
95th Queue (ft)	327	341	443	349	354	352	217	315	4340	4359	4368	4366
Link Distance (ft)			1466	1466	1466	1466			3840	3840	3840	3840
Upstream Blk Time (%)									10	11	12	16
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	4	11	2				1	3	39			26
Queuing Penalty (veh)	11	32	4				7	27	58			121

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	242	449	85	177	201	280	870
Average Queue (ft)	414	127	195	40	59	104	123	454
95th Queue (ft)	963	259	396	99	155	181	239	843
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)								0
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		56	0				
Queuing Penalty (veh)	2		45	0				

Network Summary

Network wide Queuing Penalty: 1142

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	Max	C-Min	None	None
Avg. Green (s)	11.0	206.6	14.3	45.4	80.1	135.7	20.5	45.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	69	31	56	31	27	29	25	50
Cycles @ Minimum (%)	31	0	44	6	0	0	6	6
Cycles Maxed Out (%)	0	69	0	31	73	71	38	31
Cycles with Peds (%)	0	15	0	0	0	0	0	38

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	27.2	188.8	12.0	34.3	18.0	198.8	11.3	35.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	29	31	24	25	29	31	24	25
Cycles @ Minimum (%)	0	0	6	0	12	0	6	0
Cycles Maxed Out (%)	24	69	53	56	6	69	59	56
Cycles with Peds (%)	0	8	0	0	0	23	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Existing plus Project without a traffic signal at Seely Avenue - E+P (No Signal)
PM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.1	1.8	0.0	0.0	0.0	2.5	0.3	0.2	0.1	0.2	0.2
Total Delay (hr)	0.2	24.4	0.2	27.6	12.7	0.0	3.5	0.8	22.5	6.9	3.2	0.7
Total Del/Veh (s)	194.5	49.4	8.7	136.3	35.2	5.9	139.6	93.5	80.4	127.8	95.8	80.5
Stop Delay (hr)	0.2	18.4	0.1	24.4	9.5	0.0	3.4	0.8	19.0	6.6	2.9	0.7
Stop Del/Veh (s)	184.7	37.2	3.0	120.3	26.2	2.7	134.1	87.2	67.8	121.1	86.1	75.8
Vehicles Entered	4	1734	72	699	1274	15	86	32	987	186	119	32
Vehicles Exited	4	1742	72	696	1276	15	86	32	980	187	118	32
Hourly Exit Rate	4	1742	72	696	1276	15	86	32	980	187	118	32
Input Volume	4	1729	73	707	1299	15	90	32	983	188	117	31
% of Volume	100	101	99	98	98	100	96	100	100	99	101	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.2
Total Delay (hr)	102.9
Total Del/Veh (s)	68.8
Stop Delay (hr)	85.8
Stop Del/Veh (s)	57.4
Vehicles Entered	5240
Vehicles Exited	5240
Hourly Exit Rate	5240
Input Volume	5268
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

2: Kruse Dr/Seely Avenue & Montague Expressway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	4.6	0.0	4.7	0.7	0.5	0.1	10.5
Total Del/Veh (s)	5.6	3.4	9.3	7.7	7.8	1.6	6.9
Stop Delay (hr)	0.0	0.0	0.8	0.1	0.4	0.0	1.4
Stop Del/Veh (s)	0.0	0.1	1.6	1.5	5.7	0.0	0.9
Vehicles Entered	2898	12	1808	305	233	179	5435
Vehicles Exited	2894	12	1810	305	233	179	5433
Hourly Exit Rate	2894	12	1810	305	233	179	5433
Input Volume	2891	10	1844	313	233	177	5468
% of Volume	100	120	98	97	100	101	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	6.8	5.6	35.3	16.4	10.1	15.8
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.1	0.5	295.8	294.3	325.1	113.7	112.5	115.3
Total Delay (hr)	3.0	55.5	1.3	8.3	24.0	0.1	3.2	9.1	54.0	52.7	15.5	3.9
Total Del/Veh (s)	88.1	66.5	64.0	171.1	52.9	4.2	165.3	494.3	542.7	354.0	170.8	29.7
Stop Delay (hr)	2.4	32.1	0.8	7.7	18.6	0.0	3.0	8.9	53.5	49.7	13.8	2.5
Stop Del/Veh (s)	69.8	38.5	40.1	158.7	41.0	0.1	156.9	484.0	538.3	333.6	152.7	19.4
Vehicles Entered	119	2938	70	161	1582	114	67	55	310	487	303	467
Vehicles Exited	119	2964	71	159	1577	115	67	54	294	465	301	468
Hourly Exit Rate	119	2964	71	159	1577	115	67	54	294	465	301	468
Input Volume	118	2939	67	161	1585	120	82	66	384	523	324	489
% of Volume	101	101	106	99	99	96	82	82	77	89	93	96
Denied Entry Before	0	0	0	0	0	0	2	1	7	6	3	5
Denied Entry After	0	0	0	0	0	0	16	14	81	33	20	28

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	90.2
Denied Del/Veh (s)	47.3
Total Delay (hr)	230.4
Total Del/Veh (s)	119.4
Stop Delay (hr)	193.1
Stop Del/Veh (s)	100.0
Vehicles Entered	6673
Vehicles Exited	6654
Hourly Exit Rate	6654
Input Volume	6858
% of Volume	97
Denied Entry Before	24
Denied Entry After	192

Total Network Performance

Denied Delay (hr)	90.5
Denied Del/Veh (s)	44.0
Total Delay (hr)	369.5
Total Del/Veh (s)	168.2
Stop Delay (hr)	280.5
Stop Del/Veh (s)	127.7
Vehicles Entered	7213
Vehicles Exited	7199
Hourly Exit Rate	7199
Input Volume	24985
% of Volume	29
Denied Entry Before	24
Denied Entry After	192

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	49.4	72.0	0.3	15
Kruse Dr	2	7.7	23.4	0.2	29
O'Toole Avenue	3	64.6	87.9	0.3	12
Total		121.7	183.3	0.8	15

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	52.9	110.0	0.7	24
Seely Avenue	2	8.6	33.1	0.3	33
	1	35.7	50.0	0.2	13
Total		97.1	193.1	1.2	23

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	155	671	644	571	436	185	558	622	804	580	549	484
Average Queue (ft)	10	394	368	303	218	26	305	365	397	166	183	192
95th Queue (ft)	75	689	656	566	444	132	551	624	736	444	453	447
Link Distance (ft)		1502	1502	1502	1502				872	872	872	872
Upstream Blk Time (%)									2	0	0	0
Queuing Penalty (veh)									7	1	0	1
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		30			14	0		1	4			
Queuing Penalty (veh)		1			10	0		2	17			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	475	196	267	108	994	976	424	320	281	384
Average Queue (ft)	194	7	124	33	437	408	229	172	124	158
95th Queue (ft)	448	85	236	86	845	811	432	287	259	319
Link Distance (ft)	872			1536	1536	1536		528	528	528
Upstream Blk Time (%)	0									0
Queuing Penalty (veh)	1									0
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	6		0			14	2			
Queuing Penalty (veh)	1		0			46	6			

Intersection: 2: Kruse Dr/Seely Avenue & Montague Expressway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T	T	T	R	R
Maximum Queue (ft)	90	171	185	173	224	474	434	287	210	28
Average Queue (ft)	3	6	7	6	11	17	16	10	61	1
95th Queue (ft)	88	122	128	123	163	257	261	208	157	15
Link Distance (ft)	872	872	872	872	1466	1466	1466	1466	591	1170
Upstream Blk Time (%)		0	0				0			
Queuing Penalty (veh)		0	0				0			
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	125	304	1091	1141	1128	1133	231	265	693	672	637	608
Average Queue (ft)	38	113	486	525	545	550	119	178	333	306	291	273
95th Queue (ft)	99	280	1036	1079	1098	1107	224	305	605	559	543	517
Link Distance (ft)			1466	1466	1466	1466			3847	3847	3847	3847
Upstream Blk Time (%)			0	0	0	1						
Queuing Penalty (veh)			2	3	3	5						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)		0	23				1	5	22			1
Queuing Penalty (veh)		0	27				5	19	36			1

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	239	1657	1682	85	731	1010	1014	934
Average Queue (ft)	9	1118	1515	81	622	812	740	399
95th Queue (ft)	130	2263	2012	108	953	1336	1325	1091
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		21	72			31	19	5
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		26	79	15	44		
Queuing Penalty (veh)	0		101	52	39	114		

Network Summary

Network wide Queuing Penalty: 499

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	12.5	153.1	21.0	48.4	42.5	107.4	16.5	54.0
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	80	20	18	19	19	19	18	19
Cycles @ Minimum (%)	20	0	0	0	0	0	12	0
Cycles Maxed Out (%)	0	80	35	81	75	81	35	81
Cycles with Peds (%)	0	13	0	0	0	0	0	38

Controller Summary

Average Cycle Length (s): NA
Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	53.7	96.7	34.7	22.1	13.6	135.4	12.6	46.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	13	13	12	12	11	13	18	12
Cycles @ Minimum (%)	0	0	0	0	11	0	12	0
Cycles Maxed Out (%)	81	88	82	88	56	87	41	88
Cycles with Peds (%)	0	6	0	0	0	20	0	29

Controller Summary

Average Cycle Length (s): NA
Number of Complete Cycles : 0

Existing plus Project with traffic signal at Seely Avenue, with a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway - E+P (Signal + Crosswalk + LTExt) AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.5	0.2	2.5	0.0	0.0	0.0	3.1	0.3	0.7	0.1	0.1	0.1
Total Delay (hr)	0.3	15.5	0.1	36.0	9.5	0.1	2.1	1.0	6.3	0.4	0.3	0.1
Total Del/Veh (s)	161.0	53.5	7.3	100.3	12.6	8.2	133.8	111.1	43.5	131.3	118.7	62.9
Stop Delay (hr)	0.3	12.9	0.0	29.5	3.7	0.0	2.0	1.0	5.8	0.4	0.2	0.1
Stop Del/Veh (s)	155.3	44.5	2.3	82.2	4.9	2.4	128.4	104.5	39.6	129.5	112.4	61.8
Vehicles Entered	7	1029	57	1230	2672	53	54	33	512	12	8	6
Vehicles Exited	7	1030	57	1242	2667	53	54	33	513	11	8	6
Hourly Exit Rate	7	1030	57	1242	2667	53	54	33	513	11	8	6
Input Volume	7	1034	55	1334	2820	52	57	33	496	11	7	5
% of Volume	100	100	104	93	95	102	95	100	103	100	114	120
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.2
Total Delay (hr)	71.8
Total Del/Veh (s)	44.6
Stop Delay (hr)	56.0
Stop Del/Veh (s)	34.8
Vehicles Entered	5673
Vehicles Exited	5681
Hourly Exit Rate	5681
Input Volume	5911
% of Volume	96
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.5	0.9	0.2
Total Delay (hr)	2.1	2.7	0.4	71.1	2.9	0.0	5.5	0.2	84.9
Total Del/Veh (s)	122.1	7.7	5.5	65.6	20.6	0.4	69.4	4.8	47.4
Stop Delay (hr)	2.0	0.9	0.0	44.1	0.8	0.0	5.2	0.1	53.0
Stop Del/Veh (s)	115.4	2.4	0.6	40.7	5.5	0.0	64.9	1.5	29.5
Vehicles Entered	58	1256	241	3804	498	11	277	166	6311
Vehicles Exited	58	1253	239	3790	501	11	281	166	6299
Hourly Exit Rate	58	1253	239	3790	501	11	281	166	6299
Input Volume	57	1247	237	4041	530	10	279	166	6567
% of Volume	102	100	101	94	95	110	101	100	96
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	5.1	0.6	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.1	4.4	5.1	0.2	0.3	3.4	0.2	0.2	0.3
Total Delay (hr)	11.3	7.2	0.4	11.9	193.5	15.2	4.2	3.6	1.1	4.0	2.9	8.8
Total Del/Veh (s)	141.6	21.8	16.7	266.9	163.7	118.3	221.6	128.8	46.9	146.2	107.8	87.8
Stop Delay (hr)	10.5	5.2	0.3	9.0	107.1	7.7	4.1	3.3	0.9	3.8	2.7	7.6
Stop Del/Veh (s)	131.5	15.7	12.6	200.9	90.6	60.0	215.7	119.3	40.2	140.5	99.1	75.7
Vehicles Entered	272	1180	94	148	4126	448	62	95	80	92	91	341
Vehicles Exited	277	1181	94	143	3891	422	63	96	81	91	93	347
Hourly Exit Rate	277	1181	94	143	3891	422	63	96	81	91	93	347
Input Volume	267	1177	92	148	4158	461	63	94	80	93	89	349
% of Volume	104	100	102	97	94	92	100	102	101	98	104	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	42	4	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	6.1
Denied Del/Veh (s)	3.1
Total Delay (hr)	264.1
Total Del/Veh (s)	131.0
Stop Delay (hr)	162.2
Stop Del/Veh (s)	80.5
Vehicles Entered	7029
Vehicles Exited	6779
Hourly Exit Rate	6779
Input Volume	7071
% of Volume	96
Denied Entry Before	0
Denied Entry After	47

Total Network Performance

Denied Delay (hr)	6.6
Denied Del/Veh (s)	3.1
Total Delay (hr)	428.1
Total Del/Veh (s)	186.2
Stop Delay (hr)	271.7
Stop Del/Veh (s)	118.2
Vehicles Entered	7656
Vehicles Exited	7424
Hourly Exit Rate	7424
Input Volume	27244
% of Volume	27
Denied Entry Before	0
Denied Entry After	47

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	53.5	76.4	0.3	14
	2	8.7	24.1	0.2	28
O'Toole Avenue	3	25.3	48.9	0.3	22
Total		87.4	149.4	0.8	19

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	163.7	223.5	0.7	12
Seely Avenue	2	62.8	86.4	0.3	13
	1	11.5	26.3	0.2	26
Total		238.0	336.2	1.2	13

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	73	498	466	359	391	184	763	824	890	852	737	576
Average Queue (ft)	10	257	228	160	145	20	384	472	490	177	135	89
95th Queue (ft)	47	481	440	340	314	114	822	935	973	650	523	340
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									3	0	0	0
Queuing Penalty (veh)									27	2	0	0
Storage Bay Dist (ft)	300					160	800	800				
Storage Blk Time (%)	0	13			12	0	0	4	6			
Queuing Penalty (veh)	0	1			7	0	0	17	57			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	558	197	190	122	376	343	288	53	18	69
Average Queue (ft)	100	7	76	39	155	112	85	12	2	14
95th Queue (ft)	352	85	163	96	319	283	222	39	11	48
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)	0									
Queuing Penalty (veh)	0									
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	2	0				0	0			
Queuing Penalty (veh)	1	0				0	0			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	158	176	154	139	88	64	1458	1473	1464	1427	1033	175
Average Queue (ft)	72	34	34	28	12	9	1124	1079	829	476	243	62
95th Queue (ft)	147	111	105	89	51	36	1677	1729	1735	1349	739	190
Link Distance (ft)		860	860	860	860		1456	1456	1456	1456	1456	
Upstream Blk Time (%)							3	2	1	0	0	
Queuing Penalty (veh)							26	19	8	1	3	
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	0	0			0	0					8	0
Queuing Penalty (veh)	1	0			0	0					45	2

Intersection: 2: Montague Expressway & Seely Avenue

Movement	SB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	212	222	323
Average Queue (ft)	132	156	43
95th Queue (ft)	221	229	183
Link Distance (ft)			1174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200	200	
Storage Blk Time (%)	1	5	0
Queuing Penalty (veh)	1	8	0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	292	304	543	350	332	324	233	265	3102	3240	3428	3362
Average Queue (ft)	188	212	150	118	125	126	101	169	1788	1814	1799	1788
95th Queue (ft)	318	328	438	295	297	305	205	300	3461	3512	3504	3542
Link Distance (ft)			1456	1456	1456	1456			3840	3840	3840	3840
Upstream Blk Time (%)									3	3	3	4
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	3	10	1				1	2	38			26
Queuing Penalty (veh)	9	30	1				6	19	56			121

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	244	422	85	163	182	262	792
Average Queue (ft)	445	124	175	41	52	100	115	396
95th Queue (ft)	990	273	362	100	148	176	218	713
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		51	1				
Queuing Penalty (veh)	2		40	0				

Network Summary

Network wide Queuing Penalty: 513

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.4	205.8	13.4	40.7	85.3	118.1	19.7	44.6
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	67	29	56	25	25	27	29	47
Cycles @ Minimum (%)	33	0	38	6	0	0	18	7
Cycles Maxed Out (%)	0	71	0	31	75	73	24	33
Cycles with Peds (%)	0	14	0	0	0	0	0	33

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	6.2	111.6	123.7	54.0
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	6.4	138.3	150.8	36.6
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	100	100	39
Cycles with Peds (%)	0	47	0	39

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	25.9	178.3	12.9	32.6	17.8	186.1	11.7	31.5
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	24	29	24	25	24	29	24	24
Cycles @ Minimum (%)	0	0	6	0	12	0	12	0
Cycles Maxed Out (%)	29	71	59	56	6	71	53	53
Cycles with Peds (%)	0	7	0	0	0	21	0	24

Controller Summary
Average Cycle Length (s): NA

Number of Complete Cycles : 0

Existing plus Project with traffic signal at Seely Avenue, with a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway - E+P (Signal + Crosswalk + LTExt) PM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.3	0.1	2.0	0.0	0.0	0.0	2.5	0.2	0.2	0.1	0.2	0.2
Total Delay (hr)	0.2	21.4	0.1	33.5	8.0	0.0	2.0	0.8	23.1	6.7	3.2	0.6
Total Del/Veh (s)	135.4	48.0	6.9	164.0	22.2	6.2	126.6	89.6	78.8	122.1	91.0	69.3
Stop Delay (hr)	0.1	16.4	0.0	30.0	5.0	0.0	1.9	0.7	19.3	6.3	2.8	0.6
Stop Del/Veh (s)	127.2	36.8	1.8	147.1	13.9	1.2	122.6	83.6	65.8	115.4	81.7	64.3
Vehicles Entered	4	1561	75	695	1275	15	54	31	1029	191	121	32
Vehicles Exited	4	1569	74	701	1275	15	54	31	1035	191	123	31
Hourly Exit Rate	4	1569	74	701	1275	15	54	31	1035	191	123	31
Input Volume	4	1550	73	707	1299	15	53	32	1043	188	117	31
% of Volume	100	101	101	99	98	100	102	97	99	102	105	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.2
Total Delay (hr)	99.6
Total Del/Veh (s)	68.5
Stop Delay (hr)	83.4
Stop Del/Veh (s)	57.4
Vehicles Entered	5083
Vehicles Exited	5103
Hourly Exit Rate	5103
Input Volume	5112
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	3.5	0.7	0.2
Total Delay (hr)	3.0	11.7	0.0	20.3	1.5	1.0	4.4	0.2	42.1
Total Del/Veh (s)	95.9	15.6	6.3	39.5	17.7	15.7	67.1	3.2	27.0
Stop Delay (hr)	2.7	4.9	0.0	13.1	0.9	0.9	4.2	0.0	26.7
Stop Del/Veh (s)	87.3	6.6	1.4	25.5	10.3	13.9	63.1	0.4	17.1
Vehicles Entered	110	2675	12	1830	308	232	230	176	5573
Vehicles Exited	109	2672	11	1809	307	230	233	176	5547
Hourly Exit Rate	109	2672	11	1809	307	230	233	176	5547
Input Volume	107	2665	10	1844	313	233	227	177	5576
% of Volume	102	100	110	98	98	99	103	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	8.1	6.0	38.5	9.0	5.1	8.4
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.1	0.5	359.4	342.4	349.9	61.1	58.1	61.3
Total Delay (hr)	3.8	68.1	1.6	7.9	25.3	0.2	3.4	8.6	55.2	51.9	15.4	3.1
Total Del/Veh (s)	111.1	81.1	84.0	164.1	55.4	5.0	174.2	499.6	535.7	334.6	169.5	23.5
Stop Delay (hr)	3.0	41.1	1.0	7.3	19.8	0.0	3.2	8.4	54.7	48.4	13.7	1.9
Stop Del/Veh (s)	88.6	49.0	55.1	151.3	43.2	0.6	165.8	489.1	530.5	312.4	151.1	14.0
Vehicles Entered	118	2950	67	157	1587	119	67	53	321	512	307	480
Vehicles Exited	119	2950	67	163	1590	118	65	52	308	503	311	481
Hourly Exit Rate	119	2950	67	163	1590	118	65	52	308	503	311	481
Input Volume	118	2939	68	161	1585	120	82	66	384	523	324	489
% of Volume	101	100	99	101	100	98	79	79	80	96	96	98
Denied Entry Before	0	0	0	0	0	0	1	1	4	4	2	4
Denied Entry After	0	0	0	0	0	0	14	10	75	16	9	13

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	75.1
Denied Del/Veh (s)	39.3
Total Delay (hr)	244.5
Total Del/Veh (s)	125.3
Stop Delay (hr)	202.6
Stop Del/Veh (s)	103.9
Vehicles Entered	6738
Vehicles Exited	6727
Hourly Exit Rate	6727
Input Volume	6859
% of Volume	98
Denied Entry Before	16
Denied Entry After	137

Total Network Performance

Denied Delay (hr)	75.6
Denied Del/Veh (s)	36.4
Total Delay (hr)	411.8
Total Del/Veh (s)	183.1
Stop Delay (hr)	312.9
Stop Del/Veh (s)	139.2
Vehicles Entered	7344
Vehicles Exited	7355
Hourly Exit Rate	7355
Input Volume	25009
% of Volume	29
Denied Entry Before	16
Denied Entry After	137

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	48.0	70.7	0.3	15
	2	16.0	31.6	0.2	21
O'Toole Avenue	3	79.9	103.0	0.3	11
Total		143.9	205.2	0.8	14

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	55.4	112.3	0.7	24
Seely Avenue	2	42.5	66.6	0.3	16
	1	21.6	36.2	0.2	19
Total		119.5	215.1	1.2	21

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	178	598	569	499	426	185	645	704	724	464	430	382
Average Queue (ft)	10	362	335	269	187	28	333	384	391	77	84	87
95th Queue (ft)	81	627	596	507	397	136	615	679	684	274	276	263
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									0	0	0	0
Queuing Penalty (veh)									1	0	0	0
Storage Bay Dist (ft)	300					160	800	800				
Storage Blk Time (%)		27			10	0		0	1			
Queuing Penalty (veh)		1			8	0		1	2			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	283	2	190	111	1000	942	425	337	305	358
Average Queue (ft)	85	0	72	31	438	405	232	174	127	154
95th Queue (ft)	215	2	151	84	849	802	435	286	254	303
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	0					14	2			
Queuing Penalty (veh)	0					48	8			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	222	383	458	438	449	77	634	558	637	601	397	175
Average Queue (ft)	120	146	167	155	129	4	286	203	164	152	131	65
95th Queue (ft)	222	331	365	359	347	42	585	479	466	413	327	184
Link Distance (ft)		860	860	860	860		1455	1455	1455	1455	1455	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	3	5			6	0					8	1
Queuing Penalty (veh)	22	5			1	0					24	4

Intersection: 2: Montague Expressway & Seely Avenue

Movement	NB	SB	SB	SB
Directions Served	R	L	L	R
Maximum Queue (ft)	246	208	217	238
Average Queue (ft)	76	107	135	19
95th Queue (ft)	201	203	209	118
Link Distance (ft)	751			1174
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		200	200	
Storage Blk Time (%)		0	2	
Queuing Penalty (veh)		1	4	

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	164	304	1104	1176	1180	1160	234	265	731	716	666	638
Average Queue (ft)	43	129	599	645	668	679	116	177	324	305	292	272
95th Queue (ft)	117	307	1210	1253	1271	1293	219	304	644	614	586	561
Link Distance (ft)			1455	1455	1455	1455			3847	3847	3847	3847
Upstream Blk Time (%)			1	1	1	3						
Queuing Penalty (veh)			4	5	5	22						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)		0	29				1	3	23			1
Queuing Penalty (veh)		0	34				3	10	37			2

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	222	1662	1682	85	775	1098	1069	1018
Average Queue (ft)	15	1144	1540	83	631	818	732	363
95th Queue (ft)	184	2290	1990	101	951	1318	1334	1027
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		21	78			28	16	3
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		17	82	12	39		
Queuing Penalty (veh)	0		66	54	31	103		

Network Summary

Network wide Queuing Penalty: 503

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.4	144.7	22.0	47.8	42.3	109.6	14.1	57.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	80	20	18	18	19	20	24	18
Cycles @ Minimum (%)	20	0	0	0	0	0	35	0
Cycles Maxed Out (%)	0	80	35	82	75	80	12	82
Cycles with Peds (%)	0	13	0	0	0	0	0	35

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	25.1	89.2	120.2	57.5
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	17.1	127.9	148.4	34.4
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	14	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	100	100	0
Cycles with Peds (%)	0	53	0	39

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	51.6	93.6	38.4	23.5	13.7	131.5	12.3	49.6
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	13	13	13	17	11	13	13	17
Cycles @ Minimum (%)	0	0	0	0	6	0	19	0
Cycles Maxed Out (%)	75	88	88	83	50	87	38	83
Cycles with Peds (%)	0	6	0	0	0	27	0	33

Controller Summary
Average Cycle Length (s): NA

Number of Complete Cycles : 0

Existing plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway - E+P (Signal + No Crosswalk + LTExt) AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.6	0.2	2.5	0.0	0.0	0.0	3.1	0.3	0.7	0.1	0.1	0.1
Total Delay (hr)	0.4	14.7	0.1	42.4	9.5	0.1	2.3	1.0	7.0	0.5	0.2	0.1
Total Del/Veh (s)	184.6	50.8	6.8	116.5	12.3	7.4	139.7	107.4	49.2	167.5	121.4	36.2
Stop Delay (hr)	0.3	12.2	0.0	35.4	3.6	0.0	2.2	1.0	6.4	0.5	0.2	0.1
Stop Del/Veh (s)	179.2	42.4	1.9	97.2	4.7	1.7	134.3	100.9	45.0	165.7	116.1	35.9
Vehicles Entered	7	1030	56	1265	2745	56	56	34	504	9	7	6
Vehicles Exited	6	1023	55	1246	2741	56	56	33	501	10	7	6
Hourly Exit Rate	6	1023	55	1246	2741	56	56	33	501	10	7	6
Input Volume	7	1034	55	1334	2820	52	57	33	496	11	7	5
% of Volume	86	99	100	93	97	108	98	100	101	91	100	120
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	78.3
Total Del/Veh (s)	48.0
Stop Delay (hr)	62.0
Stop Del/Veh (s)	38.0
Vehicles Entered	5775
Vehicles Exited	5740
Hourly Exit Rate	5740
Input Volume	5911
% of Volume	97
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.5	0.9	0.2
Total Delay (hr)	2.1	2.0	0.3	52.7	2.3	0.0	6.3	0.3	66.0
Total Del/Veh (s)	128.4	5.7	4.8	47.4	15.9	0.4	76.2	5.5	36.2
Stop Delay (hr)	2.0	0.4	0.0	28.6	0.5	0.0	5.9	0.1	37.6
Stop Del/Veh (s)	122.5	1.2	0.3	25.8	3.4	0.0	71.2	1.9	20.6
Vehicles Entered	53	1246	235	3929	514	9	291	165	6442
Vehicles Exited	56	1241	234	3903	514	9	289	165	6411
Hourly Exit Rate	56	1241	234	3903	514	9	289	165	6411
Input Volume	57	1247	237	4041	530	10	279	166	6567
% of Volume	98	100	99	97	97	90	104	99	98
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	2.8	0.3	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	2.4	2.5	0.2	0.3	3.4	0.2	0.2	0.3
Total Delay (hr)	12.2	6.7	0.4	10.6	148.0	11.3	3.6	4.2	1.4	3.8	3.0	9.0
Total Del/Veh (s)	156.8	20.3	14.9	239.9	123.5	85.9	201.6	140.8	62.7	138.0	119.7	89.4
Stop Delay (hr)	11.4	4.8	0.3	8.1	74.8	4.8	3.5	3.9	1.3	3.7	2.8	7.8
Stop Del/Veh (s)	147.0	14.6	11.2	182.8	62.5	36.7	195.9	130.7	55.7	132.6	110.7	77.1
Vehicles Entered	264	1182	94	146	4182	458	60	99	79	91	86	348
Vehicles Exited	269	1187	95	141	4037	445	59	103	80	93	87	347
Hourly Exit Rate	269	1187	95	141	4037	445	59	103	80	93	87	347
Input Volume	267	1177	92	148	4158	461	63	94	80	93	89	349
% of Volume	101	101	103	95	97	97	94	110	100	100	98	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	9	1	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	3.3
Denied Del/Veh (s)	1.7
Total Delay (hr)	214.4
Total Del/Veh (s)	105.4
Stop Delay (hr)	127.3
Stop Del/Veh (s)	62.6
Vehicles Entered	7089
Vehicles Exited	6943
Hourly Exit Rate	6943
Input Volume	7071
% of Volume	98
Denied Entry Before	0
Denied Entry After	10

Total Network Performance

Denied Delay (hr)	3.9
Denied Del/Veh (s)	1.8
Total Delay (hr)	366.1
Total Del/Veh (s)	158.8
Stop Delay (hr)	227.4
Stop Del/Veh (s)	98.6
Vehicles Entered	7723
Vehicles Exited	7530
Hourly Exit Rate	7530
Input Volume	27244
% of Volume	28
Denied Entry Before	0
Denied Entry After	10

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	50.8	73.9	0.3	14
	2	6.7	22.0	0.2	30
O'Toole Avenue	3	23.5	47.2	0.3	23
Total		81.0	143.1	0.8	20

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	123.5	181.8	0.7	15
Seely Avenue	2	45.2	69.0	0.3	16
	1	11.3	26.0	0.2	26
Total		180.0	276.8	1.2	16

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	158	468	435	363	318	185	782	824	910	889	854	650
Average Queue (ft)	14	253	222	153	139	24	442	537	553	257	197	121
95th Queue (ft)	86	470	434	336	298	125	862	968	1013	819	663	439
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									5	1	0	0
Queuing Penalty (veh)									43	10	1	0
Storage Bay Dist (ft)	300					160	800	800				
Storage Blk Time (%)	0	12			11	0	0	5	10			
Queuing Penalty (veh)	0	1			6	0	0	24	85			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	547	197	194	129	386	367	303	60	21	46
Average Queue (ft)	104	13	81	39	156	119	87	11	2	10
95th Queue (ft)	341	117	167	97	328	297	230	40	12	34
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	2	0				0	0			
Queuing Penalty (veh)	1	0				0	0			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	156	124	120	81	48	36	1388	1469	1426	1206	903	175
Average Queue (ft)	72	23	22	14	6	5	819	747	524	308	170	43
95th Queue (ft)	150	89	76	48	26	21	1529	1534	1382	1009	607	157
Link Distance (ft)		860	860	860	860		1456	1456	1456	1456	1456	
Upstream Blk Time (%)							2	2	0	0	1	
Queuing Penalty (veh)							17	15	4	0	7	
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	1										4	0
Queuing Penalty (veh)	3										20	2

Intersection: 2: Montague Expressway & Seely Avenue

Movement	SB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	212	222	357
Average Queue (ft)	147	167	52
95th Queue (ft)	228	233	221
Link Distance (ft)			1174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200	200	
Storage Blk Time (%)	1	6	
Queuing Penalty (veh)	2	10	

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	292	304	525	388	333	335	238	264	2610	2607	2637	2822
Average Queue (ft)	197	222	153	118	124	127	106	163	1350	1383	1398	1412
95th Queue (ft)	325	335	438	296	295	294	212	290	2874	2933	2977	2985
Link Distance (ft)			1456	1456	1456	1456			3840	3840	3840	3840
Upstream Blk Time (%)									1	1	1	2
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	4	14	1				1	2	33			22
Queuing Penalty (veh)	11	40	2				10	17	49			99

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	230	478	85	156	174	253	766
Average Queue (ft)	372	110	207	37	54	101	115	392
95th Queue (ft)	922	227	418	97	143	171	229	714
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		57	0				
Queuing Penalty (veh)	2		45	0				

Network Summary

Network wide Queuing Penalty: 525

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	12.9	212.2	13.2	46.8	86.1	133.5	20.0	50.9
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	73	36	63	25	31	33	31	47
Cycles @ Minimum (%)	27	0	38	6	0	0	13	0
Cycles Maxed Out (%)	0	64	0	38	69	67	25	40
Cycles with Peds (%)	0	14	0	0	0	0	0	40

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	6.2	111.6	123.7	54.0
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	6.4	141.2	152.9	24.8
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	100	100	0
Cycles with Peds (%)	0	44	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	24.4	174.9	12.4	33.4	16.8	182.1	11.5	34.9
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	24	29	24	25	24	29	24	25
Cycles @ Minimum (%)	0	0	6	0	12	0	12	0
Cycles Maxed Out (%)	35	71	59	56	6	71	53	56
Cycles with Peds (%)	0	7	0	0	0	21	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Existing plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway - E+P (Signal + No Crosswalk + LTExt) PM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.1	2.0	0.0	0.0	0.0	2.5	0.3	0.2	0.1	0.2	0.2
Total Delay (hr)	0.2	21.7	0.1	26.5	8.4	0.0	1.8	0.7	22.7	6.2	3.0	0.6
Total Del/Veh (s)	139.3	48.9	7.7	128.0	23.0	6.6	117.6	86.2	76.8	114.4	88.6	61.3
Stop Delay (hr)	0.1	16.6	0.0	23.4	5.1	0.0	1.8	0.7	18.9	5.9	2.6	0.5
Stop Del/Veh (s)	129.8	37.3	2.3	112.9	14.0	1.3	113.8	80.1	64.0	108.0	79.4	56.6
Vehicles Entered	4	1561	70	715	1292	16	53	30	1032	188	116	32
Vehicles Exited	4	1561	70	711	1288	16	54	30	1047	189	118	33
Hourly Exit Rate	4	1561	70	711	1288	16	54	30	1047	189	118	33
Input Volume	4	1550	73	707	1299	15	53	32	1043	188	117	31
% of Volume	100	101	96	101	99	107	102	94	100	101	101	106
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.2
Total Delay (hr)	92.0
Total Del/Veh (s)	63.1
Stop Delay (hr)	75.6
Stop Del/Veh (s)	51.9
Vehicles Entered	5109
Vehicles Exited	5121
Hourly Exit Rate	5121
Input Volume	5112
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.6
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	5.0	3.5	0.7	0.4
Total Delay (hr)	2.7	9.5	0.0	16.4	1.4	2.8	5.2	0.2	38.3
Total Del/Veh (s)	90.0	12.7	7.0	31.9	16.9	41.7	79.0	3.2	24.5
Stop Delay (hr)	2.5	3.4	0.0	9.5	0.9	2.6	5.0	0.0	23.9
Stop Del/Veh (s)	81.5	4.6	2.3	18.4	9.9	40.0	74.7	0.2	15.3
Vehicles Entered	108	2681	8	1838	305	237	233	176	5586
Vehicles Exited	108	2682	8	1847	307	235	233	176	5596
Hourly Exit Rate	108	2682	8	1847	307	235	233	176	5596
Input Volume	107	2665	10	1844	313	233	227	177	5576
% of Volume	101	101	80	100	98	101	103	99	100
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	6.4	5.0	28.8	2.8	1.9	2.8
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.1	0.5	277.8	279.2	272.4	19.6	21.2	20.2
Total Delay (hr)	3.6	67.0	1.8	7.6	23.3	0.1	3.3	8.8	54.5	48.4	15.6	2.6
Total Del/Veh (s)	101.4	79.9	83.2	167.9	51.3	4.3	164.0	528.7	544.0	320.5	168.7	18.8
Stop Delay (hr)	2.9	41.4	1.2	7.1	18.0	0.0	3.2	8.6	54.0	45.4	13.8	1.5
Stop Del/Veh (s)	80.5	49.3	55.9	155.6	39.6	0.1	155.6	517.3	538.7	300.2	149.9	10.7
Vehicles Entered	124	2949	77	152	1583	122	68	53	315	502	314	487
Vehicles Exited	126	2963	76	153	1582	121	70	50	296	476	310	491
Hourly Exit Rate	126	2963	76	153	1582	121	70	50	296	476	310	491
Input Volume	118	2939	68	161	1585	120	82	66	384	523	324	489
% of Volume	107	101	112	95	100	101	85	76	77	91	96	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	15	12	66	13	7	13

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	47.9
Denied Del/Veh (s)	25.1
Total Delay (hr)	236.8
Total Del/Veh (s)	121.6
Stop Delay (hr)	197.0
Stop Del/Veh (s)	101.1
Vehicles Entered	6746
Vehicles Exited	6714
Hourly Exit Rate	6714
Input Volume	6859
% of Volume	98
Denied Entry Before	0
Denied Entry After	126

Total Network Performance

Denied Delay (hr)	48.7
Denied Del/Veh (s)	23.5
Total Delay (hr)	392.4
Total Del/Veh (s)	175.6
Stop Delay (hr)	296.8
Stop Del/Veh (s)	132.8
Vehicles Entered	7330
Vehicles Exited	7322
Hourly Exit Rate	7322
Input Volume	25009
% of Volume	29
Denied Entry Before	0
Denied Entry After	126

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	48.9	71.6	0.3	15
	2	15.9	31.5	0.2	21
O'Toole Avenue	3	79.0	102.2	0.3	11
Total		143.7	205.3	0.8	14

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	51.3	108.5	0.7	25
Seely Avenue	2	34.9	59.2	0.3	18
	1	22.6	37.0	0.2	18
Total		108.8	204.7	1.2	22

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	173	602	568	519	402	185	560	639	643	419	526	595
Average Queue (ft)	10	370	345	275	184	27	264	308	317	75	91	99
95th Queue (ft)	81	630	588	504	381	134	509	564	566	253	309	312
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)										0	0	0
Queuing Penalty (veh)										0	0	0
Storage Bay Dist (ft)	300					160	800	800				
Storage Blk Time (%)	0	26			10	0		0	0			
Queuing Penalty (veh)	0	1			7	0		0	0			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	410	34	158	158	1022	976	423	315	261	409
Average Queue (ft)	98	1	68	33	444	412	239	164	118	146
95th Queue (ft)	280	32	140	131	866	828	436	259	229	312
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)	0									0
Queuing Penalty (veh)	0									0
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	1					13	3			
Queuing Penalty (veh)	0					46	11			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	208	412	377	336	321	41	611	568	517	562	351	175
Average Queue (ft)	105	107	127	107	79	2	283	198	145	133	112	64
95th Queue (ft)	201	331	351	315	284	32	566	472	379	344	286	177
Link Distance (ft)		860	860	860	860		1455	1455	1455	1455	1455	
Upstream Blk Time (%)				0					0			
Queuing Penalty (veh)				0					0			
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	3	3			3						4	1
Queuing Penalty (veh)	17	3			0						12	4

Intersection: 2: Montague Expressway & Seely Avenue

Movement	NB	SB	SB	SB
Directions Served	R	L	L	R
Maximum Queue (ft)	300	210	222	241
Average Queue (ft)	122	120	151	22
95th Queue (ft)	408	209	215	135
Link Distance (ft)	751			1174
Upstream Blk Time (%)	3			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		200	200	
Storage Blk Time (%)		0	3	
Queuing Penalty (veh)		1	5	

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	146	304	1161	1186	1165	1179	225	265	652	641	596	567
Average Queue (ft)	39	116	579	616	630	656	112	176	311	295	281	259
95th Queue (ft)	108	287	1248	1278	1282	1333	206	300	579	558	530	494
Link Distance (ft)			1455	1455	1455	1455			3847	3847	3847	3847
Upstream Blk Time (%)			2	2	2	7						
Queuing Penalty (veh)			13	14	13	51						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)		0	26				1	1	22			0
Queuing Penalty (veh)		0	31				3	4	35			0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	168	1519	1673	85	774	1069	1039	795
Average Queue (ft)	6	1126	1526	82	620	765	621	230
95th Queue (ft)	105	2273	2037	104	918	1226	1131	695
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		22	72			16	7	2
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		19	80	9	32		
Queuing Penalty (veh)	0		74	53	23	84		

Network Summary

Network wide Queuing Penalty: 506

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.4	145.2	20.9	48.5	41.5	98.8	14.4	57.0
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	80	14	12	13	18	13	13	13
Cycles @ Minimum (%)	20	0	0	0	0	0	44	0
Cycles Maxed Out (%)	0	86	35	88	76	87	13	88
Cycles with Peds (%)	0	14	0	0	0	0	0	38

Controller Summary
Average Cycle Length (s): NA
Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	25.1	89.2	120.2	57.5
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	18.0	140.8	155.6	22.0
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	6	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	100	100	0
Cycles with Peds (%)	0	47	0	0

Controller Summary
Average Cycle Length (s): NA
Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	50.5	98.0	36.3	22.8	14.1	129.7	13.1	50.1
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	13	13	12	17	12	13	13	18
Cycles @ Minimum (%)	0	0	0	0	18	0	19	0
Cycles Maxed Out (%)	81	88	82	83	53	87	38	82
Cycles with Peds (%)	0	6	0	0	0	27	0	29

Controller Summary
Average Cycle Length (s): NA
Number of Complete Cycles : 0

Existing plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and without the westbound left-turn pocket extension at Trimble Road/ Montague Expressway - E+P (Signal + No Crosswalk + No LTExt) AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.9	0.2	2.5	0.0	0.0	0.0	3.2	0.2	0.7	0.1	0.1	0.1
Total Delay (hr)	0.3	14.8	0.1	39.8	10.5	0.1	2.3	1.0	6.7	0.5	0.3	0.1
Total Del/Veh (s)	159.9	50.9	8.0	114.9	14.5	8.6	138.5	112.5	47.5	162.7	133.0	50.3
Stop Delay (hr)	0.3	12.3	0.0	33.0	4.6	0.0	2.2	0.9	6.1	0.5	0.3	0.1
Stop Del/Veh (s)	154.8	42.5	2.9	95.2	6.3	2.6	133.2	106.0	43.4	160.7	127.3	49.7
Vehicles Entered	6	1034	60	1186	2564	49	56	31	497	11	8	5
Vehicles Exited	6	1033	60	1183	2570	49	56	31	496	11	8	5
Hourly Exit Rate	6	1033	60	1183	2570	49	56	31	496	11	8	5
Input Volume	7	1034	55	1334	2820	52	57	33	496	11	7	5
% of Volume	86	100	109	89	91	94	98	94	100	100	114	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.2
Total Delay (hr)	76.5
Total Del/Veh (s)	48.9
Stop Delay (hr)	60.4
Stop Del/Veh (s)	38.6
Vehicles Entered	5507
Vehicles Exited	5508
Hourly Exit Rate	5508
Input Volume	5911
% of Volume	93
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.5	0.9	0.2
Total Delay (hr)	2.0	1.9	0.3	76.5	2.3	0.0	6.2	0.2	89.6
Total Del/Veh (s)	125.8	5.5	5.0	73.6	17.2	0.4	78.4	5.1	51.5
Stop Delay (hr)	1.9	0.4	0.0	51.8	0.5	0.0	5.8	0.1	60.6
Stop Del/Veh (s)	119.3	1.0	0.3	49.9	3.8	0.0	73.5	1.6	34.8
Vehicles Entered	56	1247	237	3636	476	9	275	174	6110
Vehicles Exited	55	1250	239	3627	476	9	275	174	6105
Hourly Exit Rate	55	1250	239	3627	476	9	275	174	6105
Input Volume	57	1247	237	4041	530	10	279	166	6567
% of Volume	96	100	101	90	90	90	99	105	93
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	2.2	62.6	7.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	51.9	53.7	54.8	0.2	0.3	3.4	0.2	0.2	0.3
Total Delay (hr)	11.1	7.3	0.5	15.6	292.4	26.5	4.8	3.4	1.1	4.1	3.1	8.9
Total Del/Veh (s)	141.1	22.3	17.8	361.9	255.1	210.9	265.0	124.9	47.7	143.2	117.5	89.3
Stop Delay (hr)	10.4	5.4	0.4	11.9	189.4	17.5	4.7	3.2	1.0	3.9	2.8	7.7
Stop Del/Veh (s)	131.6	16.3	14.0	276.8	165.2	139.1	259.2	115.5	41.2	137.5	108.4	76.9
Vehicles Entered	269	1168	96	143	3973	437	60	95	82	95	88	344
Vehicles Exited	269	1176	97	133	3705	408	59	94	80	95	90	347
Hourly Exit Rate	269	1176	97	133	3705	408	59	94	80	95	90	347
Input Volume	267	1177	92	148	4158	461	63	94	80	93	89	349
% of Volume	101	100	105	90	89	89	94	100	100	102	101	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	8	224	24	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	71.9
Denied Del/Veh (s)	36.4
Total Delay (hr)	378.8
Total Del/Veh (s)	192.1
Stop Delay (hr)	258.1
Stop Del/Veh (s)	130.9
Vehicles Entered	6850
Vehicles Exited	6553
Hourly Exit Rate	6553
Input Volume	7071
% of Volume	93
Denied Entry Before	0
Denied Entry After	256

Total Network Performance

Denied Delay (hr)	72.4
Denied Del/Veh (s)	33.7
Total Delay (hr)	552.0
Total Del/Veh (s)	244.6
Stop Delay (hr)	379.6
Stop Del/Veh (s)	168.2
Vehicles Entered	7484
Vehicles Exited	7180
Hourly Exit Rate	7180
Input Volume	27244
% of Volume	26
Denied Entry Before	0
Denied Entry After	256

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	50.9	74.0	0.3	14
	2	6.5	21.9	0.2	31
O'Toole Avenue	3	25.7	49.4	0.3	22
Total		83.2	145.2	0.8	19

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	255.1	363.9	0.7	9
Seely Avenue	2	71.8	95.4	0.3	11
	1	13.4	28.1	0.2	24
Total		340.3	487.4	1.2	10

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	149	504	459	400	342	185	622	645	885	845	806	688
Average Queue (ft)	13	249	219	151	135	21	389	471	573	215	161	131
95th Queue (ft)	85	488	441	346	302	117	702	772	1024	711	555	446
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									11	1	0	0
Queuing Penalty (veh)									94	11	1	0
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		13			12	0	0	8	23			
Queuing Penalty (veh)		1			7	0	1	35	208			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	644	260	185	114	338	326	280	67	16	56
Average Queue (ft)	131	14	83	38	152	117	88	12	2	12
95th Queue (ft)	426	122	164	94	312	286	230	43	12	39
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)	0									
Queuing Penalty (veh)	2									
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	3	0				0	0			
Queuing Penalty (veh)	2	0				0	0			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	159	126	177	143	38	35	1499	1507	1497	1477	1433	161
Average Queue (ft)	69	22	21	15	5	5	1256	1233	1006	641	288	36
95th Queue (ft)	151	91	114	105	22	20	1746	1791	1925	1654	1007	141
Link Distance (ft)		860	860	860	860		1456	1456	1456	1456	1456	
Upstream Blk Time (%)							8	5	2	0	3	
Queuing Penalty (veh)							74	48	15	3	27	
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	1										4	0
Queuing Penalty (veh)	4										21	0

Intersection: 2: Montague Expressway & Seely Avenue

Movement	SB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	212	222	319
Average Queue (ft)	139	165	58
95th Queue (ft)	224	232	231
Link Distance (ft)			1174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200	200	
Storage Blk Time (%)	1	6	0
Queuing Penalty (veh)	1	10	0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	291	302	506	354	322	334	229	265	3759	3762	3878	3772
Average Queue (ft)	186	207	154	123	130	129	93	190	2703	2725	2736	2712
95th Queue (ft)	318	329	434	307	309	311	197	326	4619	4624	4627	4637
Link Distance (ft)			1456	1456	1456	1456			3840	3840	3840	3840
Upstream Blk Time (%)									13	14	17	23
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	3	11	1				1	2	46			31
Queuing Penalty (veh)	9	31	2				9	20	69			143

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	266	419	85	171	188	266	809
Average Queue (ft)	451	136	172	42	58	103	120	395
95th Queue (ft)	993	324	358	100	154	179	233	728
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		50	1				
Queuing Penalty (veh)	2		40	1				

Network Summary

Network wide Queuing Penalty: 890

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.7	204.8	13.9	47.4	87.6	124.4	19.2	46.1
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	67	36	63	31	31	33	29	47
Cycles @ Minimum (%)	33	0	38	0	0	0	12	0
Cycles Maxed Out (%)	0	64	0	38	69	67	12	40
Cycles with Peds (%)	0	7	0	0	0	0	0	40

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	6.2	111.6	123.7	54.0
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	6.4	150.6	163.0	24.4
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	100	100	0
Cycles with Peds (%)	0	47	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	25.5	178.7	12.7	32.8	16.7	187.2	11.3	34.6
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	24	29	24	25	24	29	24	25
Cycles @ Minimum (%)	0	0	6	0	12	0	12	0
Cycles Maxed Out (%)	29	71	53	50	6	71	53	50
Cycles with Peds (%)	0	7	0	0	0	21	0	31

Controller Summary
Average Cycle Length (s): NA

Number of Complete Cycles : 0

Existing plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and without the westbound left-turn pocket extension at Trimble Road/ Montague Expressway - E+P (Signal + No Crosswalk + No LTExt) PM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.9	0.1	2.1	0.0	0.0	0.0	2.4	0.2	0.2	0.1	0.2	0.2
Total Delay (hr)	0.1	21.4	0.1	27.6	8.8	0.0	1.6	0.7	22.6	6.5	2.9	0.6
Total Del/Veh (s)	155.7	48.2	6.4	136.6	24.1	6.8	116.1	86.8	75.8	119.5	90.5	71.3
Stop Delay (hr)	0.1	16.3	0.0	24.2	5.3	0.0	1.6	0.7	18.9	6.1	2.6	0.6
Stop Del/Veh (s)	147.2	36.8	1.3	119.9	14.6	1.2	112.3	80.5	63.2	112.9	81.5	66.7
Vehicles Entered	3	1549	73	696	1289	16	48	30	1055	187	112	30
Vehicles Exited	3	1559	73	695	1282	16	48	30	1047	186	112	30
Hourly Exit Rate	3	1559	73	695	1282	16	48	30	1047	186	112	30
Input Volume	4	1550	73	707	1299	15	53	32	1043	188	117	31
% of Volume	75	101	100	98	99	107	91	94	100	99	96	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	93.0
Total Del/Veh (s)	64.1
Stop Delay (hr)	76.3
Stop Del/Veh (s)	52.6
Vehicles Entered	5088
Vehicles Exited	5081
Hourly Exit Rate	5081
Input Volume	5112
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	3.5	0.7	0.2
Total Delay (hr)	2.8	10.6	0.0	16.5	1.5	1.8	5.1	0.2	38.5
Total Del/Veh (s)	93.8	14.2	5.3	32.2	17.5	28.3	78.9	3.3	24.7
Stop Delay (hr)	2.6	4.4	0.0	9.5	0.9	1.7	4.8	0.0	23.9
Stop Del/Veh (s)	85.7	5.9	1.6	18.5	10.4	26.7	74.7	0.3	15.3
Vehicles Entered	106	2678	10	1828	302	232	224	181	5561
Vehicles Exited	106	2677	10	1820	303	230	226	182	5554
Hourly Exit Rate	106	2677	10	1820	303	230	226	182	5554
Input Volume	107	2665	10	1844	313	233	227	177	5576
% of Volume	99	100	100	99	97	99	100	103	100
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	7.1	5.5	33.9	14.3	8.7	13.8
Denied Del/Veh (s)	0.0	0.0	0.2	0.7	0.1	0.5	288.5	316.8	313.5	96.9	94.7	100.3
Total Delay (hr)	3.7	72.6	1.6	8.1	24.5	0.1	3.7	8.2	54.7	56.3	17.4	3.8
Total Del/Veh (s)	108.5	86.8	88.0	167.5	53.7	4.4	168.8	501.6	542.4	361.6	184.5	28.6
Stop Delay (hr)	2.9	45.6	1.1	7.4	19.0	0.0	3.5	8.1	54.3	52.7	15.4	2.4
Stop Del/Veh (s)	86.0	54.5	59.2	155.0	41.7	0.1	160.1	491.2	538.7	338.9	164.1	17.8
Vehicles Entered	117	2951	65	158	1582	116	74	49	314	505	314	473
Vehicles Exited	118	2924	64	162	1579	116	75	49	303	498	317	474
Hourly Exit Rate	118	2924	64	162	1579	116	75	49	303	498	317	474
Input Volume	118	2939	68	161	1585	120	82	66	384	523	324	489
% of Volume	100	99	94	101	100	97	91	74	79	95	98	97
Denied Entry Before	0	0	0	0	0	0	1	1	5	7	5	9
Denied Entry After	0	0	0	0	0	0	14	13	75	25	16	23

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	83.3
Denied Del/Veh (s)	43.5
Total Delay (hr)	254.6
Total Del/Veh (s)	130.8
Stop Delay (hr)	212.5
Stop Del/Veh (s)	109.2
Vehicles Entered	6718
Vehicles Exited	6679
Hourly Exit Rate	6679
Input Volume	6859
% of Volume	97
Denied Entry Before	28
Denied Entry After	166

Total Network Performance

Denied Delay (hr)	83.8
Denied Del/Veh (s)	40.3
Total Delay (hr)	411.4
Total Del/Veh (s)	184.1
Stop Delay (hr)	313.0
Stop Del/Veh (s)	140.1
Vehicles Entered	7312
Vehicles Exited	7273
Hourly Exit Rate	7273
Input Volume	25009
% of Volume	29
Denied Entry Before	28
Denied Entry After	166

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	48.2	70.8	0.3	15
	2	17.2	32.8	0.2	20
O'Toole Avenue	3	85.9	109.1	0.3	10
Total		151.4	212.7	0.8	13

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	53.7	110.7	0.7	24
Seely Avenue	2	35.2	59.4	0.3	18
	1	23.6	38.1	0.2	18
Total		112.5	208.1	1.2	21

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	90	581	557	503	407	185	548	619	752	485	404	387
Average Queue (ft)	6	373	344	266	180	22	269	322	340	91	96	100
95th Queue (ft)	53	619	583	499	377	119	516	589	651	305	297	274
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									1	0	0	0
Queuing Penalty (veh)									2	0	0	0
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		26			10	0	0	1	2			
Queuing Penalty (veh)		1			7	0	0	2	9			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	402	65	178	110	1040	1000	425	343	296	356
Average Queue (ft)	106	2	61	30	429	388	245	169	114	139
95th Queue (ft)	282	47	138	82	819	774	446	291	251	283
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)	0							0		
Queuing Penalty (veh)	0							0		
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	1					13	4			
Queuing Penalty (veh)	0					44	13			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	211	448	514	413	386	39	613	652	608	460	362	175
Average Queue (ft)	106	122	141	116	89	1	267	191	148	131	107	64
95th Queue (ft)	195	389	416	367	332	18	544	486	414	346	280	179
Link Distance (ft)		860	860	860	860		1455	1455	1455	1455	1455	
Upstream Blk Time (%)		0	0	0	0			0	0			
Queuing Penalty (veh)		0	1	1	1			0	0			
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	2	3			4	0					4	1
Queuing Penalty (veh)	11	3			0	0					11	5

Intersection: 2: Montague Expressway & Seely Avenue

Movement	NB	SB	SB	SB
Directions Served	R	L	L	R
Maximum Queue (ft)	305	210	221	238
Average Queue (ft)	100	117	145	23
95th Queue (ft)	291	210	211	134
Link Distance (ft)	751			1174
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		200	200	
Storage Blk Time (%)		0	2	
Queuing Penalty (veh)		0	3	

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	130	304	1193	1226	1244	1256	235	265	730	706	681	665
Average Queue (ft)	36	132	621	660	675	697	115	183	322	300	293	272
95th Queue (ft)	97	315	1323	1348	1360	1401	214	308	601	571	555	535
Link Distance (ft)			1455	1455	1455	1455			3847	3847	3847	3847
Upstream Blk Time (%)			2	2	2	8						
Queuing Penalty (veh)			16	17	18	59						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)		0	28				1	2	23			1
Queuing Penalty (veh)		0	33				4	8	36			1

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	168	1651	1679	85	775	1086	1092	1085
Average Queue (ft)	9	1102	1512	83	667	872	773	357
95th Queue (ft)	129	2234	2051	103	955	1321	1299	987
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		17	75			29	16	2
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)			19	83	14	46		
Queuing Penalty (veh)			75	54	38	120		

Network Summary

Network wide Queuing Penalty: 597

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	14.3	147.6	20.7	48.0	41.4	100.9	13.3	56.6
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	87	20	17	18	18	19	18	18
Cycles @ Minimum (%)	13	0	0	0	0	0	41	0
Cycles Maxed Out (%)	0	80	39	82	76	81	6	82
Cycles with Peds (%)	0	13	0	0	0	0	0	35

Controller Summary
Average Cycle Length (s): NA
Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	25.1	89.2	120.2	57.5
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	16.7	141.6	157.0	22.4
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	5	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	100	100	0
Cycles with Peds (%)	0	47	0	0

Controller Summary
Average Cycle Length (s): NA
Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	50.8	96.5	37.8	21.1	14.5	129.5	13.5	49.7
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	13	13	12	12	12	13	18	13
Cycles @ Minimum (%)	0	0	0	0	6	0	12	0
Cycles Maxed Out (%)	81	88	82	88	53	87	41	88
Cycles with Peds (%)	0	6	0	0	0	20	0	31

Controller Summary
Average Cycle Length (s): NA

Number of Complete Cycles : 0

Background conditions – B AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.1	0.2	2.1	0.0	0.0	0.0	3.0	0.3	0.5	0.1	0.1	0.1
Total Delay (hr)	0.4	21.0	0.2	58.8	13.4	0.1	3.6	1.1	9.1	0.4	0.3	0.1
Total Del/Veh (s)	193.5	50.3	11.7	174.8	18.4	7.4	165.0	107.0	57.5	133.4	143.2	60.2
Stop Delay (hr)	0.4	16.8	0.1	51.0	7.8	0.0	3.4	1.0	8.3	0.4	0.3	0.1
Stop Del/Veh (s)	185.1	40.1	5.6	151.9	10.7	3.2	158.7	100.2	52.3	131.7	137.3	60.0
Vehicles Entered	7	1483	55	1142	2586	46	73	36	556	10	8	5
Vehicles Exited	7	1486	56	1134	2598	46	75	36	555	10	8	5
Hourly Exit Rate	7	1486	56	1134	2598	46	75	36	555	10	8	5
Input Volume	7	1474	61	1386	3078	52	72	33	553	11	7	5
% of Volume	100	101	92	82	84	88	104	109	100	91	114	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	108.4
Total Del/Veh (s)	63.5
Stop Delay (hr)	89.7
Stop Del/Veh (s)	52.5
Vehicles Entered	6007
Vehicles Exited	6016
Hourly Exit Rate	6016
Input Volume	6739
% of Volume	89
Denied Entry Before	0
Denied Entry After	0

2: Kruse Dr/Seely Avenue & Montague Expressway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	2.5	0.4	61.6	1.4	0.0	0.0	65.9
Total Del/Veh (s)	4.9	5.3	58.4	13.0	0.8	1.5	37.4
Stop Delay (hr)	0.0	0.0	41.1	0.2	0.0	0.0	41.3
Stop Del/Veh (s)	0.0	0.1	39.0	2.2	0.0	0.0	23.5
Vehicles Entered	1812	240	3697	393	8	67	6217
Vehicles Exited	1814	240	3708	395	8	67	6232
Hourly Exit Rate	1814	240	3708	395	8	67	6232
Input Volume	1802	237	4450	480	10	66	7045
% of Volume	101	101	83	82	80	102	88
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	10.2	275.9	32.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	225.7	220.2	222.8	0.2	0.3	3.4	0.2	0.2	0.3
Total Delay (hr)	16.7	11.0	0.8	19.2	379.7	37.1	6.5	4.3	1.7	5.5	3.3	10.2
Total Del/Veh (s)	174.6	28.3	24.3	431.1	330.4	285.2	351.8	142.7	63.0	166.4	116.0	98.6
Stop Delay (hr)	15.4	7.8	0.6	14.4	247.6	24.7	6.4	4.0	1.5	5.3	3.1	8.8
Stop Del/Veh (s)	161.7	20.0	18.6	323.1	215.4	189.6	345.7	132.0	55.3	160.2	106.6	85.1
Vehicles Entered	322	1388	111	138	3827	435	60	102	92	109	97	359
Vehicles Exited	329	1392	111	137	3668	417	58	102	93	110	99	363
Hourly Exit Rate	329	1392	111	137	3668	417	58	102	93	110	99	363
Input Volume	324	1379	108	164	4511	516	63	108	91	108	98	355
% of Volume	102	101	103	84	81	81	92	94	102	102	101	102
Denied Entry Before	0	0	0	0	1	0	0	0	0	0	0	0
Denied Entry After	0	0	0	25	683	82	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	318.2
Denied Del/Veh (s)	146.3
Total Delay (hr)	496.0
Total Del/Veh (s)	238.4
Stop Delay (hr)	339.5
Stop Del/Veh (s)	163.2
Vehicles Entered	7040
Vehicles Exited	6879
Hourly Exit Rate	6879
Input Volume	7825
% of Volume	88
Denied Entry Before	1
Denied Entry After	790

Total Network Performance

Denied Delay (hr)	318.5
Denied Del/Veh (s)	137.8
Total Delay (hr)	679.1
Total Del/Veh (s)	292.0
Stop Delay (hr)	471.1
Stop Del/Veh (s)	202.5
Vehicles Entered	7530
Vehicles Exited	7396
Hourly Exit Rate	7396
Input Volume	29922
% of Volume	25
Denied Entry Before	1
Denied Entry After	790

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	50.3	73.3	0.3	15
Kruse Dr	2	6.2	21.7	0.2	31
O'Toole Avenue	3	28.3	51.9	0.3	21
Total		84.9	146.9	0.8	19

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	330.4	623.3	0.7	7
Seely Avenue	2	57.6	81.6	0.3	13
	1	18.2	32.6	0.2	21
Total		406.1	737.5	1.2	9

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	184	628	600	522	452	185	625	645	973	909	805	670
Average Queue (ft)	18	326	295	230	191	31	515	591	856	381	222	175
95th Queue (ft)	107	641	603	509	421	146	718	779	1196	971	663	507
Link Distance (ft)		1502	1502	1502	1502				872	872	872	872
Upstream Blk Time (%)									40	3	0	0
Queuing Penalty (veh)									360	30	1	0
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)	0	23			19	0	0	16	38			
Queuing Penalty (veh)	0	2			12	0	2	73	349			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	660	292	270	132	414	401	362	52	25	52
Average Queue (ft)	189	17	123	43	193	158	118	10	2	13
95th Queue (ft)	527	138	234	104	378	353	290	34	13	39
Link Distance (ft)	872			1536	1536	1536		528	528	528
Upstream Blk Time (%)	0									
Queuing Penalty (veh)	0									
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	6	0				0	0			
Queuing Penalty (veh)	3	0				0	0			

Intersection: 2: Kruse Dr/Seely Avenue & Montague Expressway

Movement	WB	WB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	1460	1468	1465	1389	1382	11
Average Queue (ft)	958	910	747	483	310	1
95th Queue (ft)	1838	1861	1805	1518	1251	10
Link Distance (ft)	1466	1466	1466	1466	1466	1187
Upstream Blk Time (%)	8	5	2	0	5	
Queuing Penalty (veh)	81	45	16	5	47	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	292	305	813	652	522	534	234	265	3890	3895	3879	3884
Average Queue (ft)	220	248	311	204	194	195	104	176	3624	3671	3684	3670
95th Queue (ft)	350	365	770	530	466	467	210	308	4417	4387	4390	4442
Link Distance (ft)			1466	1466	1466	1466			3840	3840	3840	3840
Upstream Blk Time (%)									30	31	33	42
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	5	25	2				1	3	42			32
Queuing Penalty (veh)	16	87	6				11	33	69			166

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	348	482	85	203	232	276	881
Average Queue (ft)	470	176	216	40	82	125	131	442
95th Queue (ft)	1003	422	443	99	189	210	249	807
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		56	0				
Queuing Penalty (veh)	3		51	0				

Network Summary

Network wide Queuing Penalty: 1467

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	Max	C-Min	None	None
Avg. Green (s)	11.2	247.1	13.7	51.5	81.2	148.7	21.8	47.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	67	38	60	33	33	33	35	47
Cycles @ Minimum (%)	33	0	40	0	0	0	6	7
Cycles Maxed Out (%)	0	62	0	40	67	67	35	40
Cycles with Peds (%)	0	15	0	0	0	0	0	40

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	29.9	172.4	12.6	32.8	18.2	184.9	11.5	34.2
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	24	29	24	25	25	29	24	25
Cycles @ Minimum (%)	0	0	0	0	6	0	6	0
Cycles Maxed Out (%)	41	71	59	56	6	71	53	56
Cycles with Peds (%)	0	14	0	0	0	21	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Background conditions – B PM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Denied Del/Veh (s)	1.5	0.1	1.7	0.0	0.0	0.0	2.8	0.7	0.8	0.1	0.2	0.3
Total Delay (hr)	0.1	30.4	0.3	52.8	13.7	0.0	2.6	1.1	37.8	7.8	3.3	0.8
Total Del/Veh (s)	146.2	53.4	13.4	233.7	33.8	5.8	139.8	96.3	115.8	144.3	99.5	83.1
Stop Delay (hr)	0.1	22.4	0.1	48.0	9.8	0.0	2.5	1.0	31.6	7.4	3.0	0.7
Stop Del/Veh (s)	134.7	39.3	6.7	212.5	24.3	2.8	134.8	89.9	96.9	137.2	89.9	78.6
Vehicles Entered	3	1986	75	780	1435	16	64	39	1148	187	118	32
Vehicles Exited	3	1997	75	750	1430	15	62	38	1127	186	117	32
Hourly Exit Rate	3	1997	75	750	1430	15	62	38	1127	186	117	32
Input Volume	4	1965	74	833	1496	15	65	36	1159	188	117	31
% of Volume	75	102	101	90	96	100	95	106	97	99	100	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.3
Total Delay (hr)	150.5
Total Del/Veh (s)	89.8
Stop Delay (hr)	126.6
Stop Del/Veh (s)	75.5
Vehicles Entered	5883
Vehicles Exited	5832
Hourly Exit Rate	5832
Input Volume	5983
% of Volume	97
Denied Entry Before	0
Denied Entry After	0

2: Kruse Dr/Seely Avenue & Montague Expressway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.1	0.1	0.0
Total Delay (hr)	7.2	0.0	17.9	0.4	2.3	0.0	27.8
Total Del/Veh (s)	7.8	4.4	29.9	6.6	36.6	1.4	16.7
Stop Delay (hr)	0.8	0.0	11.7	0.1	2.2	0.0	14.7
Stop Del/Veh (s)	0.9	0.1	19.5	1.2	33.9	0.1	8.8
Vehicles Entered	3299	11	2144	198	228	99	5979
Vehicles Exited	3293	11	2131	198	225	99	5957
Hourly Exit Rate	3293	11	2131	198	225	99	5957
Input Volume	3302	10	2243	206	233	101	6095
% of Volume	100	110	95	96	97	98	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	21.4	23.7	123.8	40.8	25.8	40.4
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.1	0.5	906.8	978.9	966.8	272.8	272.6	278.0
Total Delay (hr)	4.0	77.1	1.5	17.2	28.8	0.2	3.2	10.9	60.3	67.0	20.0	5.5
Total Del/Veh (s)	121.9	81.3	82.3	295.5	54.0	6.2	227.9	624.3	704.2	479.4	229.0	45.4
Stop Delay (hr)	3.2	44.7	0.9	16.3	20.7	0.1	3.0	10.7	60.0	63.7	18.1	4.0
Stop Del/Veh (s)	97.4	47.1	52.0	278.8	38.8	1.3	218.0	613.6	701.0	456.1	207.4	32.6
Vehicles Entered	114	3342	64	190	1851	135	48	48	247	450	284	433
Vehicles Exited	113	3330	64	183	1861	136	48	51	244	423	292	433
Hourly Exit Rate	113	3330	64	183	1861	136	48	51	244	423	292	433
Input Volume	120	3353	63	195	1860	132	81	81	433	532	331	508
% of Volume	94	99	102	94	100	103	59	63	56	80	88	85
Denied Entry Before	0	0	0	0	0	0	7	6	29	12	7	11
Denied Entry After	0	0	0	0	0	0	37	39	214	88	57	90

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	276.0
Denied Del/Veh (s)	128.5
Total Delay (hr)	295.7
Total Del/Veh (s)	141.1
Stop Delay (hr)	245.3
Stop Del/Veh (s)	117.1
Vehicles Entered	7206
Vehicles Exited	7178
Hourly Exit Rate	7178
Input Volume	7689
% of Volume	93
Denied Entry Before	72
Denied Entry After	525

Total Network Performance

Denied Delay (hr)	276.5
Denied Del/Veh (s)	121.5
Total Delay (hr)	502.1
Total Del/Veh (s)	213.1
Stop Delay (hr)	386.9
Stop Del/Veh (s)	164.3
Vehicles Entered	7666
Vehicles Exited	7593
Hourly Exit Rate	7593
Input Volume	27893
% of Volume	27
Denied Entry Before	72
Denied Entry After	525

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	53.4	76.0	0.3	14
Kruse Dr	2	10.6	26.2	0.2	26
O'Toole Avenue	3	78.9	102.1	0.3	11
Total		142.9	204.3	0.8	14

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	54.0	110.8	0.7	24
Seely Avenue	2	28.8	53.3	0.3	20
	1	34.0	48.4	0.2	14
Total		116.8	212.5	1.2	21

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	114	777	755	669	546	185	611	645	956	832	815	748
Average Queue (ft)	7	438	417	357	267	29	449	516	668	346	271	247
95th Queue (ft)	63	807	772	692	549	140	713	789	1145	913	731	660
Link Distance (ft)		1502	1502	1502	1502				872	872	872	872
Upstream Blk Time (%)									23	5	2	2
Queuing Penalty (veh)									109	22	9	7
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		33			20	0	1	8	27			
Queuing Penalty (veh)		1			15	0	2	23	149			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB		
Directions Served	T	R	L	T	R	R	R	L	L	TR		
Maximum Queue (ft)	647	196	226	565	1332	1303	425	385	338	348		
Average Queue (ft)	234	7	92	81	627	595	284	185	139	157		
95th Queue (ft)	616	84	194	480	1239	1200	486	315	282	314		
Link Distance (ft)	872			1536	1536	1536		528	528	528		
Upstream Blk Time (%)	1			1	2	1						
Queuing Penalty (veh)	4			0	0	0						
Storage Bay Dist (ft)		300	370				400					
Storage Blk Time (%)	9	0				26	9					
Queuing Penalty (veh)	1	0				100	33					

Intersection: 2: Kruse Dr/Seely Avenue & Montague Expressway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	SB	
Directions Served	T	T	T	T	T	T	T	T	T	R	R	
Maximum Queue (ft)	129	302	304	196	704	674	668	433	161	376	24	
Average Queue (ft)	15	21	24	15	266	212	138	92	22	128	1	
95th Queue (ft)	154	204	215	159	977	902	765	621	313	353	18	
Link Distance (ft)	872	872	872	872	1466	1466	1466	1466	1466	591	1170	
Upstream Blk Time (%)		0	0	0	0	0	0	0	0	2		
Queuing Penalty (veh)		0	0	0	2	1	1	0	2	0		
Storage Bay Dist (ft)												
Storage Blk Time (%)				1					0			
Queuing Penalty (veh)				0					0			

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	142	304	1364	1387	1403	1394	252	265	923	891	816	777
Average Queue (ft)	45	122	621	660	683	702	183	224	468	430	352	292
95th Queue (ft)	111	285	1349	1397	1417	1444	290	319	913	864	737	639
Link Distance (ft)			1466	1466	1466	1466			3847	3847	3847	3847
Upstream Blk Time (%)			2	2	3	5						
Queuing Penalty (veh)			18	22	23	41						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)		0	28				11	29	22			1
Queuing Penalty (veh)		0	34				52	136	42			2

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	303	1660	1677	85	775	1117	1107	1099
Average Queue (ft)	16	1332	1651	79	725	1002	904	542
95th Queue (ft)	185	2247	1668	111	875	1302	1378	1273
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		24	99			53	29	7
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		30	77	17	64		
Queuing Penalty (veh)	0		129	62	45	169		

Network Summary

Network wide Queuing Penalty: 1260

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	15.4	165.5	22.0	50.3	43.7	132.0	14.7	58.8
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	86	27	24	25	25	27	24	25
Cycles @ Minimum (%)	14	0	0	0	0	0	24	0
Cycles Maxed Out (%)	0	73	41	75	75	73	18	75
Cycles with Peds (%)	0	7	0	0	0	0	0	44

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	47.1	123.7	35.7	20.3	14.2	160.5	11.3	48.6
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	24	20	19	18	22	21	25	19
Cycles @ Minimum (%)	0	0	0	0	0	0	19	0
Cycles Maxed Out (%)	71	80	81	82	67	79	25	81
Cycles with Peds (%)	0	7	0	0	0	21	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Background plus Project without a traffic signal at Seely Avenue - B+P (No Signal) AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.2	2.1	0.0	0.0	0.0	3.0	0.3	0.5	0.1	0.1	0.1
Total Delay (hr)	0.3	22.2	0.2	59.4	12.0	0.1	4.0	1.1	8.7	0.5	0.2	0.1
Total Del/Veh (s)	201.7	49.4	11.6	171.6	16.9	7.2	162.2	102.8	55.3	149.6	105.4	60.0
Stop Delay (hr)	0.3	17.3	0.1	51.2	6.9	0.0	3.8	1.0	8.0	0.5	0.2	0.1
Stop Del/Veh (s)	193.1	38.5	5.4	148.0	9.7	3.1	156.0	96.3	50.3	147.7	100.2	58.9
Vehicles Entered	6	1587	60	1165	2514	41	81	36	551	11	7	6
Vehicles Exited	6	1593	60	1160	2530	41	82	35	544	11	7	6
Hourly Exit Rate	6	1593	60	1160	2530	41	82	35	544	11	7	6
Input Volume	7	1585	61	1446	3117	52	86	33	553	11	7	5
% of Volume	86	101	98	80	81	79	95	106	98	100	100	120
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	108.7
Total Del/Veh (s)	62.8
Stop Delay (hr)	89.4
Stop Del/Veh (s)	51.6
Vehicles Entered	6065
Vehicles Exited	6075
Hourly Exit Rate	6075
Input Volume	6963
% of Volume	87
Denied Entry Before	0
Denied Entry After	0

2: Kruse Dr/Seely Avenue & Montague Expressway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	2.8	0.4	63.9	1.6	0.0	0.1	68.8
Total Del/Veh (s)	5.3	5.6	62.9	12.8	0.7	2.2	38.4
Stop Delay (hr)	0.0	0.0	43.9	0.3	0.0	0.0	44.2
Stop Del/Veh (s)	0.0	0.1	43.2	2.1	0.0	0.2	24.7
Vehicles Entered	1906	241	3549	428	11	168	6303
Vehicles Exited	1919	242	3555	429	11	167	6323
Hourly Exit Rate	1919	242	3555	429	11	167	6323
Input Volume	1912	237	4450	530	10	166	7305
% of Volume	100	102	80	81	110	101	87
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	15.5	461.3	52.9	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	352.6	366.6	372.2	0.2	0.3	3.3	0.3	0.3	0.4
Total Delay (hr)	18.3	11.6	0.7	19.2	397.5	38.7	13.7	5.1	2.1	5.0	3.5	11.7
Total Del/Veh (s)	181.8	27.9	23.1	472.4	358.8	309.4	571.5	155.8	81.8	159.3	124.7	110.4
Stop Delay (hr)	16.9	8.0	0.6	14.9	276.9	27.5	13.5	4.8	1.9	4.9	3.2	10.2
Stop Del/Veh (s)	168.2	19.3	17.3	367.8	250.0	219.8	564.0	144.3	73.3	153.2	115.2	96.3
Vehicles Entered	338	1479	114	126	3604	405	79	111	88	108	97	365
Vehicles Exited	344	1483	115	128	3547	399	65	111	89	107	96	364
Hourly Exit Rate	344	1483	115	128	3547	399	65	111	89	107	96	364
Input Volume	330	1480	113	164	4543	516	72	108	91	108	98	364
% of Volume	104	100	102	78	78	77	90	103	98	99	98	100
Denied Entry Before	0	0	0	0	8	1	0	0	0	0	0	0
Denied Entry After	0	0	0	32	926	107	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	529.8
Denied Del/Veh (s)	239.1
Total Delay (hr)	527.0
Total Del/Veh (s)	254.8
Stop Delay (hr)	383.2
Stop Del/Veh (s)	185.2
Vehicles Entered	6914
Vehicles Exited	6848
Hourly Exit Rate	6848
Input Volume	7987
% of Volume	86
Denied Entry Before	9
Denied Entry After	1065

Total Network Performance

Denied Delay (hr)	530.1
Denied Del/Veh (s)	222.6
Total Delay (hr)	713.5
Total Del/Veh (s)	303.0
Stop Delay (hr)	517.4
Stop Del/Veh (s)	219.7
Vehicles Entered	7508
Vehicles Exited	7478
Hourly Exit Rate	7478
Input Volume	30843
% of Volume	24
Denied Entry Before	9
Denied Entry After	1065

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	49.4	72.4	0.3	15
Kruse Dr	2	6.6	22.1	0.2	30
O'Toole Avenue	3	27.9	51.5	0.3	21
Total		83.9	145.9	0.8	19

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	358.8	827.7	0.7	6
Seely Avenue	2	61.9	85.9	0.3	13
	1	16.2	30.6	0.2	22
Total		436.9	944.2	1.2	8

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	238	699	664	592	480	185	622	645	981	912	840	639
Average Queue (ft)	17	351	320	250	202	24	512	602	877	357	202	161
95th Queue (ft)	111	678	634	535	434	125	675	749	1155	958	607	466
Link Distance (ft)		1502	1502	1502	1502				872	872	872	872
Upstream Blk Time (%)									40	5	0	0
Queuing Penalty (veh)									365	46	0	0
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		24			20	0	1	11	37			
Queuing Penalty (veh)		2			12	0	3	54	357			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	617	226	288	124	397	375	328	60	17	60
Average Queue (ft)	170	10	137	41	187	152	105	13	2	11
95th Queue (ft)	474	105	262	101	376	344	268	42	10	40
Link Distance (ft)	872			1536	1536	1536		528	528	528
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	5	0	0			0	0			
Queuing Penalty (veh)	3	0	0			1	0			

Intersection: 2: Kruse Dr/Seely Avenue & Montague Expressway

Movement	WB	WB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	1501	1511	1508	1491	1467	68
Average Queue (ft)	1049	1016	816	524	257	9
95th Queue (ft)	1877	1901	1866	1601	1154	44
Link Distance (ft)	1466	1466	1466	1466	1466	1187
Upstream Blk Time (%)	12	7	3	1	4	
Queuing Penalty (veh)	115	70	25	8	35	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	292	305	883	743	603	577	238	265	3891	3887	3890	3896
Average Queue (ft)	241	265	365	221	204	200	98	183	3743	3779	3797	3790
95th Queue (ft)	352	361	860	597	512	498	201	316	4223	4187	4188	4220
Link Distance (ft)			1466	1466	1466	1466			3840	3840	3840	3840
Upstream Blk Time (%)			0						36	36	41	51
Queuing Penalty (veh)			1						0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	7	30	2				1	2	48			35
Queuing Penalty (veh)	26	110	6				8	21	79			178

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	562	520	85	181	206	390	883
Average Queue (ft)	457	335	258	41	73	119	143	469
95th Queue (ft)	991	685	485	102	171	190	346	842
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)							0	1
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		64	1				
Queuing Penalty (veh)	2		58	1				

Network Summary

Network wide Queuing Penalty: 1586

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	Max	C-Min	None	None
Avg. Green (s)	11.0	203.8	15.0	48.3	74.2	130.9	20.6	46.9
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	69	31	60	31	27	29	29	47
Cycles @ Minimum (%)	31	0	40	0	0	0	6	7
Cycles Maxed Out (%)	0	69	0	38	73	71	35	40
Cycles with Peds (%)	0	8	0	0	0	0	0	33

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	33.8	172.3	13.0	36.7	16.9	187.2	12.4	37.7
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	25	33	29	31	25	33	29	31
Cycles @ Minimum (%)	0	0	6	0	13	0	0	0
Cycles Maxed Out (%)	38	67	59	63	0	67	71	63
Cycles with Peds (%)	0	7	0	0	0	20	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Background plus Project without a traffic signal at Seely Avenue - B+P (No Signal) PM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	1.7	0.1	1.6	0.0	0.0	0.0	2.4	0.3	0.2	0.1	0.2	0.2
Total Delay (hr)	0.2	33.9	0.4	69.9	12.5	0.0	4.8	1.2	37.7	8.1	3.8	0.8
Total Del/Veh (s)	189.7	57.4	17.1	295.3	30.3	7.6	171.6	107.7	114.3	147.5	111.9	94.4
Stop Delay (hr)	0.1	25.0	0.2	64.2	8.8	0.0	4.6	1.1	31.5	7.7	3.4	0.8
Stop Del/Veh (s)	175.7	42.2	8.9	271.3	21.4	3.2	165.4	101.0	95.5	140.4	101.7	89.2
Vehicles Entered	3	2071	73	794	1472	15	93	38	1151	189	119	30
Vehicles Exited	3	2065	73	771	1451	15	95	38	1154	189	120	30
Hourly Exit Rate	3	2065	73	771	1451	15	95	38	1154	189	120	30
Input Volume	4	2042	74	869	1537	15	95	36	1159	188	117	31
% of Volume	75	101	99	89	94	100	100	106	100	101	103	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	173.2
Total Del/Veh (s)	100.0
Stop Delay (hr)	147.4
Stop Del/Veh (s)	85.1
Vehicles Entered	6048
Vehicles Exited	6004
Hourly Exit Rate	6004
Input Volume	6167
% of Volume	97
Denied Entry Before	0
Denied Entry After	0

2: Kruse Dr/Seely Avenue & Montague Expressway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.2	0.0
Total Delay (hr)	6.5	0.0	29.1	0.7	1.6	0.1	38.0
Total Del/Veh (s)	6.9	5.3	48.4	7.9	24.4	2.7	21.7
Stop Delay (hr)	0.0	0.0	21.8	0.2	1.4	0.1	23.5
Stop Del/Veh (s)	0.0	0.0	36.3	1.9	21.9	1.1	13.4
Vehicles Entered	3398	10	2151	303	231	174	6267
Vehicles Exited	3393	10	2106	302	230	174	6215
Hourly Exit Rate	3393	10	2106	302	230	174	6215
Input Volume	3379	10	2243	313	233	177	6355
% of Volume	100	100	94	96	99	98	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	27.1	23.2	125.0	47.0	28.8	45.6
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.2	0.5	955.5	970.0	974.0	314.3	301.8	311.4
Total Delay (hr)	4.8	71.1	1.5	18.6	28.8	0.2	3.4	9.7	61.9	65.6	31.3	9.7
Total Del/Veh (s)	125.0	73.2	71.2	304.3	50.9	5.1	216.1	637.0	731.1	477.1	349.4	80.5
Stop Delay (hr)	3.8	38.6	0.9	17.6	20.2	0.0	3.3	9.6	62.0	62.4	28.9	8.0
Stop Del/Veh (s)	100.8	39.8	41.9	287.6	35.7	0.1	206.2	629.6	731.4	453.8	322.7	65.9
Vehicles Entered	133	3414	75	194	1963	126	56	43	242	438	283	431
Vehicles Exited	134	3421	75	195	1971	126	54	44	241	419	293	428
Hourly Exit Rate	134	3421	75	195	1971	126	54	44	241	419	293	428
Input Volume	133	3404	75	195	1943	132	93	81	433	532	331	520
% of Volume	101	100	100	100	101	95	58	54	56	79	89	82
Denied Entry Before	0	0	0	0	0	0	8	8	35	13	8	12
Denied Entry After	0	0	0	0	0	0	46	43	220	100	60	96

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	296.7
Denied Del/Veh (s)	134.1
Total Delay (hr)	306.6
Total Del/Veh (s)	142.2
Stop Delay (hr)	255.2
Stop Del/Veh (s)	118.4
Vehicles Entered	7398
Vehicles Exited	7401
Hourly Exit Rate	7401
Input Volume	7872
% of Volume	94
Denied Entry Before	84
Denied Entry After	565

Total Network Performance

Denied Delay (hr)	297.0
Denied Del/Veh (s)	125.6
Total Delay (hr)	546.2
Total Del/Veh (s)	223.3
Stop Delay (hr)	426.3
Stop Del/Veh (s)	174.2
Vehicles Entered	7948
Vehicles Exited	7855
Hourly Exit Rate	7855
Input Volume	28810
% of Volume	27
Denied Entry Before	84
Denied Entry After	565

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	57.4	80.1	0.3	13
Kruse Dr	2	9.2	24.8	0.2	27
O'Toole Avenue	3	71.2	94.4	0.3	11
Total		137.8	199.3	0.8	14

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	50.9	107.7	0.7	25
Seely Avenue	2	45.9	70.1	0.3	15
	1	30.3	44.6	0.2	15
Total		127.1	222.4	1.2	20

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	86	771	752	697	596	185	625	645	976	943	944	923
Average Queue (ft)	6	468	445	391	299	26	534	603	843	499	370	290
95th Queue (ft)	53	873	838	753	615	131	693	751	1174	1123	959	807
Link Distance (ft)		1502	1502	1502	1502				872	872	872	872
Upstream Blk Time (%)									44	7	3	3
Queuing Penalty (veh)									213	36	17	13
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		35			24	0	1	15	47			
Queuing Penalty (veh)		1			18	0	2	44	274			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	834	162	305	402	1299	1265	425	349	318	381
Average Queue (ft)	238	9	163	54	626	598	286	189	144	178
95th Queue (ft)	664	99	301	236	1199	1165	488	319	285	346
Link Distance (ft)	872			1536	1536	1536		528	528	528
Upstream Blk Time (%)	2				0	0				
Queuing Penalty (veh)	9				0	0				
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	7	0	0			27	7			
Queuing Penalty (veh)	1	0	0			105	27			

Intersection: 2: Kruse Dr/Seely Avenue & Montague Expressway

Movement	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T	T	T	R	R	R
Maximum Queue (ft)	93	82	93	1126	1080	1055	1005	503	35	292	80
Average Queue (ft)	3	3	3	486	426	279	167	71	1	115	6
95th Queue (ft)	91	79	91	1294	1236	1081	865	577	26	259	57
Link Distance (ft)	872	872	872	1466	1466	1466	1466	1466		591	1170
Upstream Blk Time (%)	0		0	4	3	1	1	2			
Queuing Penalty (veh)	0		0	18	14	7	4	8			
Storage Bay Dist (ft)									150		
Storage Blk Time (%)								0	0		
Queuing Penalty (veh)								1	0		

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	198	304	1320	1333	1312	1330	252	265	871	806	743	687
Average Queue (ft)	57	138	591	633	646	663	194	231	491	438	354	304
95th Queue (ft)	141	307	1200	1244	1238	1277	294	320	886	812	684	618
Link Distance (ft)			1466	1466	1466	1466			3847	3847	3847	3847
Upstream Blk Time (%)			0	0	0	1						
Queuing Penalty (veh)			1	1	1	5						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)		0	27				15	38	19			0
Queuing Penalty (veh)		0	36				74	185	37			1

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	157	1660	1681	85	775	1115	1113	1102
Average Queue (ft)	6	1376	1651	83	719	1066	1056	817
95th Queue (ft)	105	2288	1667	99	885	1248	1240	1441
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		32	99			61	47	15
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)			18	85	18	60		
Queuing Penalty (veh)			80	69	47	159		

Network Summary

Network wide Queuing Penalty: 1508

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.0	182.5	21.6	51.0	42.4	131.8	17.7	55.8
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	80	29	24	25	25	27	24	25
Cycles @ Minimum (%)	20	0	0	0	0	0	6	0
Cycles Maxed Out (%)	0	71	35	75	75	73	35	75
Cycles with Peds (%)	0	14	0	0	0	0	0	44

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	40.4	133.4	35.6	18.7	14.6	156.2	12.2	44.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	24	24	24	18	18	25	29	19
Cycles @ Minimum (%)	0	0	0	0	0	0	12	0
Cycles Maxed Out (%)	76	76	76	82	76	75	29	81
Cycles with Peds (%)	0	12	0	0	0	19	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Background plus Project with traffic signal at Seely Avenue, with a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway - B+P (Signal + Crosswalk + LTExt) AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.4	0.2	2.2	0.0	0.0	0.0	3.2	0.3	0.5	0.1	0.1	0.1
Total Delay (hr)	0.4	19.4	0.2	42.5	9.3	0.1	2.7	1.0	8.6	0.4	0.2	0.1
Total Del/Veh (s)	196.1	51.8	10.6	120.8	12.8	9.0	143.2	114.1	52.1	129.8	116.3	48.8
Stop Delay (hr)	0.4	15.7	0.1	35.3	3.4	0.0	2.6	1.0	7.8	0.4	0.2	0.1
Stop Del/Veh (s)	190.2	42.0	4.7	100.1	4.7	2.5	137.8	107.9	47.0	128.4	111.1	48.6
Vehicles Entered	6	1327	62	1199	2602	47	62	30	581	10	6	5
Vehicles Exited	7	1314	61	1213	2593	47	64	32	583	10	6	5
Hourly Exit Rate	7	1314	61	1213	2593	47	64	32	583	10	6	5
Input Volume	7	1333	61	1446	3117	52	65	33	583	11	7	5
% of Volume	100	99	100	84	83	90	98	97	100	91	86	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	84.9
Total Del/Veh (s)	50.3
Stop Delay (hr)	66.9
Stop Del/Veh (s)	39.6
Vehicles Entered	5937
Vehicles Exited	5935
Hourly Exit Rate	5935
Input Volume	6720
% of Volume	88
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.5	0.8	0.2
Total Delay (hr)	2.3	3.8	0.4	77.7	2.5	0.0	5.3	0.3	92.3
Total Del/Veh (s)	137.6	8.4	5.5	73.8	20.7	0.4	67.3	5.7	50.2
Stop Delay (hr)	2.2	1.2	0.0	51.1	0.7	0.0	4.9	0.1	60.3
Stop Del/Veh (s)	130.6	2.7	0.6	48.5	6.0	0.0	63.0	2.6	32.8
Vehicles Entered	57	1621	229	3690	429	8	272	164	6470
Vehicles Exited	58	1614	228	3684	428	8	272	165	6457
Hourly Exit Rate	58	1614	228	3684	428	8	272	165	6457
Input Volume	57	1633	237	4450	530	10	279	166	7362
% of Volume	102	99	96	83	81	80	97	99	88
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	11.7	325.2	37.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	262.2	256.7	259.9	0.2	0.3	3.3	0.2	0.2	0.3
Total Delay (hr)	15.5	9.7	0.7	18.2	380.0	38.0	7.7	5.3	2.3	5.3	3.6	9.7
Total Del/Veh (s)	160.9	23.9	20.6	432.9	330.5	295.2	341.2	162.3	88.9	165.6	123.2	94.1
Stop Delay (hr)	14.3	6.7	0.5	13.5	245.0	25.5	7.5	4.9	2.1	5.1	3.3	8.4
Stop Del/Veh (s)	148.6	16.4	15.4	321.4	213.1	198.3	334.3	150.1	79.8	159.4	113.9	81.3
Vehicles Entered	328	1451	115	133	3796	427	73	112	91	108	98	359
Vehicles Exited	330	1451	115	129	3687	415	71	112	91	107	99	360
Hourly Exit Rate	330	1451	115	129	3687	415	71	112	91	107	99	360
Input Volume	330	1479	113	164	4543	516	72	108	91	108	98	364
% of Volume	100	98	102	79	81	80	99	104	100	99	101	99
Denied Entry Before	0	0	0	0	1	0	0	0	0	0	0	0
Denied Entry After	0	0	0	27	765	85	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	373.9
Denied Del/Veh (s)	168.9
Total Delay (hr)	495.9
Total Del/Veh (s)	236.1
Stop Delay (hr)	336.7
Stop Del/Veh (s)	160.3
Vehicles Entered	7091
Vehicles Exited	6967
Hourly Exit Rate	6967
Input Volume	7986
% of Volume	87
Denied Entry Before	1
Denied Entry After	877

Total Network Performance

Denied Delay (hr)	374.5
Denied Del/Veh (s)	156.6
Total Delay (hr)	681.4
Total Del/Veh (s)	283.6
Stop Delay (hr)	464.6
Stop Del/Veh (s)	193.4
Vehicles Entered	7731
Vehicles Exited	7644
Hourly Exit Rate	7644
Input Volume	30692
% of Volume	25
Denied Entry Before	1
Denied Entry After	877

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	51.8	74.8	0.3	14
	2	9.3	24.8	0.2	27
O'Toole Avenue	3	26.2	49.8	0.3	22
Total		87.3	149.4	0.8	19

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	330.5	666.1	0.7	7
Seely Avenue	2	71.2	94.8	0.3	11
	1	11.4	26.1	0.2	26
Total		413.1	787.0	1.2	9

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	158	567	526	468	430	185	771	824	889	867	862	730
Average Queue (ft)	16	313	278	208	177	23	449	554	568	214	172	109
95th Queue (ft)	96	592	542	441	383	123	850	978	998	738	622	429
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									4	1	0	0
Queuing Penalty (veh)									36	7	1	0
Storage Bay Dist (ft)	300					160	800	800				
Storage Blk Time (%)		22			17	0	0	5	8			
Queuing Penalty (veh)		2			10	0	0	22	75			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	484	131	202	114	417	393	311	48	22	53
Average Queue (ft)	94	7	95	35	191	156	105	10	2	9
95th Queue (ft)	329	85	178	90	379	351	267	35	11	33
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	2	0				0	0			
Queuing Penalty (veh)	1	0				0	0			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	167	250	236	150	120	59	1477	1493	1456	1423	1314	175
Average Queue (ft)	79	56	48	35	18	9	1188	1146	936	608	362	66
95th Queue (ft)	173	193	155	98	63	32	1696	1746	1803	1502	1094	197
Link Distance (ft)		860	860	860	860		1456	1456	1456	1456	1456	
Upstream Blk Time (%)							5	3	1	0	3	
Queuing Penalty (veh)							50	33	12	4	28	
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	3	0			0						11	0
Queuing Penalty (veh)	14	0			0						58	1

Intersection: 2: Montague Expressway & Seely Avenue

Movement	SB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	212	222	347
Average Queue (ft)	122	149	47
95th Queue (ft)	212	219	191
Link Distance (ft)			1174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200	200	
Storage Blk Time (%)	0	4	0
Queuing Penalty (veh)	1	7	0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	292	304	687	533	426	442	228	265	3883	3883	3888	3893
Average Queue (ft)	231	251	278	172	174	176	97	176	3629	3687	3705	3702
95th Queue (ft)	351	360	664	433	397	405	200	311	4437	4418	4374	4378
Link Distance (ft)			1456	1456	1456	1456			3840	3840	3840	3840
Upstream Blk Time (%)									27	29	34	45
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	6	22	1				1	2	42			33
Queuing Penalty (veh)	23	80	4				8	17	69			168

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	390	572	85	186	202	301	787
Average Queue (ft)	466	207	268	40	75	116	134	424
95th Queue (ft)	996	430	541	102	172	191	251	755
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		64	1				
Queuing Penalty (veh)	3		58	1				

Network Summary

Network wide Queuing Penalty: 793

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.3	228.3	14.7	47.4	76.7	146.5	20.2	54.0
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	69	36	60	31	31	33	29	53
Cycles @ Minimum (%)	31	0	40	0	0	0	12	0
Cycles Maxed Out (%)	0	64	0	38	69	67	24	40
Cycles with Peds (%)	0	14	0	0	0	0	0	40

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	7.0	110.8	123.7	54.0
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	7.0	137.8	150.6	36.0
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	100	100	39
Cycles with Peds (%)	0	53	0	39

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	32.3	170.2	12.3	34.3	17.5	183.8	11.7	35.2
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	25	29	24	25	25	29	24	25
Cycles @ Minimum (%)	0	0	6	0	13	0	6	0
Cycles Maxed Out (%)	44	71	59	63	6	71	65	63
Cycles with Peds (%)	0	0	0	0	0	14	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Background plus Project with traffic signal at Seely Avenue, with a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway - B+P (Signal + Crosswalk + LTExt) PM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	2.1	0.0	0.0	0.0
Denied Del/Veh (s)	1.5	0.1	1.8	0.0	0.0	0.0	8.2	7.9	6.0	0.1	0.2	0.2
Total Delay (hr)	0.2	27.9	0.3	69.9	9.9	0.0	2.1	1.0	46.2	7.0	3.6	0.8
Total Del/Veh (s)	149.0	52.9	11.5	292.4	24.3	8.3	131.0	102.9	129.8	131.2	103.8	81.7
Stop Delay (hr)	0.2	20.7	0.1	64.3	6.0	0.0	2.1	1.0	38.6	6.6	3.3	0.7
Stop Del/Veh (s)	140.2	39.3	5.0	269.3	14.8	1.8	126.2	95.8	108.5	124.6	93.9	76.9
Vehicles Entered	4	1858	78	797	1446	14	55	35	1235	181	120	32
Vehicles Exited	4	1844	78	776	1446	14	56	35	1224	182	123	34
Hourly Exit Rate	4	1844	78	776	1446	14	56	35	1224	182	123	34
Input Volume	4	1863	74	869	1537	15	58	36	1219	188	117	31
% of Volume	100	99	105	89	94	93	97	97	100	97	105	110
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	2.4
Denied Del/Veh (s)	1.5
Total Delay (hr)	168.8
Total Del/Veh (s)	100.5
Stop Delay (hr)	143.6
Stop Del/Veh (s)	85.5
Vehicles Entered	5855
Vehicles Exited	5816
Hourly Exit Rate	5816
Input Volume	6011
% of Volume	97
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.6
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	5.1	3.5	0.7	0.3
Total Delay (hr)	3.3	21.6	0.0	44.4	1.8	4.3	4.4	0.4	80.3
Total Del/Veh (s)	110.5	24.6	15.9	73.4	21.8	67.1	69.7	8.4	45.3
Stop Delay (hr)	3.0	10.9	0.0	33.6	1.1	4.2	4.1	0.3	57.2
Stop Del/Veh (s)	99.9	12.4	8.4	55.5	13.0	65.6	65.7	5.3	32.2
Vehicles Entered	105	3135	10	2132	302	224	222	172	6302
Vehicles Exited	105	3112	10	2083	300	225	222	173	6230
Hourly Exit Rate	105	3112	10	2083	300	225	222	173	6230
Input Volume	107	3153	10	2243	313	233	227	177	6463
% of Volume	98	99	100	93	96	97	98	98	96
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	2	0	0	2

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	24.9	21.5	110.0	46.6	28.6	45.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.2	0.5	860.2	880.5	861.0	308.9	306.3	311.3
Total Delay (hr)	5.7	90.8	1.9	19.9	28.1	0.2	3.6	10.5	59.8	68.7	20.3	6.7
Total Del/Veh (s)	150.1	94.6	95.7	324.2	50.0	5.4	210.7	612.3	664.9	489.9	239.6	55.2
Stop Delay (hr)	4.6	53.6	1.2	18.8	19.1	0.0	3.5	10.4	59.5	65.4	18.5	5.3
Stop Del/Veh (s)	121.5	55.8	59.6	306.9	34.1	0.2	201.1	602.7	660.9	466.0	218.1	43.8
Vehicles Entered	134	3355	70	201	1958	126	60	50	261	452	276	430
Vehicles Exited	133	3349	71	193	1951	125	58	50	262	425	283	426
Hourly Exit Rate	133	3349	71	193	1951	125	58	50	262	425	283	426
Input Volume	133	3404	76	195	1943	132	93	81	433	532	331	520
% of Volume	100	98	93	99	100	95	62	62	61	80	85	82
Denied Entry Before	0	0	0	0	0	0	6	5	29	10	6	9
Denied Entry After	0	0	0	0	0	0	44	38	199	91	60	94

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	277.0
Denied Del/Veh (s)	126.3
Total Delay (hr)	316.3
Total Del/Veh (s)	147.2
Stop Delay (hr)	259.8
Stop Del/Veh (s)	120.9
Vehicles Entered	7373
Vehicles Exited	7326
Hourly Exit Rate	7326
Input Volume	7873
% of Volume	93
Denied Entry Before	65
Denied Entry After	526

Total Network Performance

Denied Delay (hr)	280.0
Denied Del/Veh (s)	117.8
Total Delay (hr)	593.9
Total Del/Veh (s)	239.5
Stop Delay (hr)	460.8
Stop Del/Veh (s)	185.9
Vehicles Entered	8031
Vehicles Exited	7887
Hourly Exit Rate	7887
Input Volume	28834
% of Volume	27
Denied Entry Before	65
Denied Entry After	528

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	52.9	75.6	0.3	14
	2	27.9	43.1	0.2	16
O'Toole Avenue	3	92.1	115.1	0.3	9
Total		172.9	233.8	0.8	12

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	50.0	107.2	0.7	25
Seely Avenue	2	74.4	98.1	0.3	11
	1	23.8	38.4	0.2	17
Total		148.2	243.7	1.2	18

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	116	762	724	659	533	183	773	822	875	815	830	828
Average Queue (ft)	9	420	396	327	234	30	587	662	686	398	355	284
95th Queue (ft)	73	779	748	652	511	142	903	1001	1044	1043	993	868
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									14	8	7	5
Queuing Penalty (veh)									67	37	32	23
Storage Bay Dist (ft)	300					160	800	800				
Storage Blk Time (%)		32			17	0	0	8	19			
Queuing Penalty (veh)		1			13	0	0	23	111			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	788	65	181	514	1429	1380	425	325	280	401
Average Queue (ft)	251	2	76	117	737	700	317	170	124	169
95th Queue (ft)	794	47	162	672	1414	1371	502	275	249	341
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)	6			3	4	3				
Queuing Penalty (veh)	29			0	0	0				
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	2					31	10			
Queuing Penalty (veh)	0					127	40			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	224	579	600	621	595	90	1154	1073	1238	892	791	175
Average Queue (ft)	123	235	259	252	230	3	623	544	406	308	219	74
95th Queue (ft)	223	565	589	590	571	37	1251	1214	1064	852	562	201
Link Distance (ft)		860	860	860	860		1455	1455	1455	1455	1455	
Upstream Blk Time (%)		1	1	1	1		1	1	1	0	0	
Queuing Penalty (veh)		7	9	9	9		3	3	3	0	1	
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	3	11			13	0					14	1
Queuing Penalty (veh)	23	12			1	0					43	3

Intersection: 2: Montague Expressway & Seely Avenue

Movement	NB	SB	SB	SB
Directions Served	R	L	L	R
Maximum Queue (ft)	416	208	220	366
Average Queue (ft)	170	104	138	37
95th Queue (ft)	461	199	207	195
Link Distance (ft)	751			1174
Upstream Blk Time (%)	3			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		200	200	
Storage Blk Time (%)		0	2	1
Queuing Penalty (veh)		0	4	3

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	202	304	1374	1388	1396	1428	252	265	872	834	761	693
Average Queue (ft)	63	148	766	806	833	859	195	227	505	457	354	282
95th Queue (ft)	153	319	1535	1550	1573	1612	299	322	1009	946	752	592
Link Distance (ft)			1455	1455	1455	1455			3847	3847	3847	3847
Upstream Blk Time (%)			2	2	2	8						
Queuing Penalty (veh)			18	19	19	77						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	0	0	30				16	38	18			1
Queuing Penalty (veh)	0	4	40				76	185	35			1

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	98	1656	1681	85	775	1116	1106	1099
Average Queue (ft)	7	1369	1648	82	734	1014	941	575
95th Queue (ft)	106	2258	1716	104	883	1304	1372	1258
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		28	96			56	35	6
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)			22	82	22	67		
Queuing Penalty (veh)			97	66	58	178		

Network Summary

Network wide Queuing Penalty: 1511

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.0	167.4	21.8	47.0	41.5	119.1	14.5	59.5
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	80	21	19	19	24	20	25	20
Cycles @ Minimum (%)	20	0	0	0	0	0	31	0
Cycles Maxed Out (%)	0	79	44	81	71	80	19	80
Cycles with Peds (%)	0	14	0	0	0	0	0	47

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	21.1	96.2	123.2	54.5
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	16.3	126.6	143.3	37.4
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	14	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	10	100	100	0
Cycles with Peds (%)	0	53	0	44

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	40.2	145.1	36.1	23.2	14.9	165.9	12.4	47.4
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	24	27	24	19	22	27	24	19
Cycles @ Minimum (%)	0	0	0	0	0	0	18	0
Cycles Maxed Out (%)	71	73	76	81	67	73	24	81
Cycles with Peds (%)	0	7	0	0	0	20	0	38

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Background plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway - B+P (Signal + No Crosswalk + LTExt) AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.2	2.3	0.0	0.0	0.0	3.0	0.2	0.6	0.1	0.1	0.1
Total Delay (hr)	0.5	18.8	0.1	45.6	11.1	0.1	2.9	1.0	9.6	0.5	0.2	0.1
Total Del/Veh (s)	203.7	50.7	8.4	141.8	16.1	8.6	153.6	116.1	57.6	161.1	113.1	50.7
Stop Delay (hr)	0.4	15.3	0.1	38.9	5.1	0.0	2.8	0.9	8.7	0.5	0.2	0.1
Stop Del/Veh (s)	197.2	41.1	3.2	120.8	7.5	2.9	147.5	109.9	51.8	159.3	108.1	50.3
Vehicles Entered	8	1318	58	1097	2455	40	66	30	580	12	7	5
Vehicles Exited	8	1311	58	1100	2433	40	65	30	587	12	7	5
Hourly Exit Rate	8	1311	58	1100	2433	40	65	30	587	12	7	5
Input Volume	7	1333	61	1446	3117	52	65	33	583	11	7	5
% of Volume	114	98	95	76	78	77	100	91	101	109	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	90.6
Total Del/Veh (s)	56.2
Stop Delay (hr)	73.0
Stop Del/Veh (s)	45.3
Vehicles Entered	5676
Vehicles Exited	5656
Hourly Exit Rate	5656
Input Volume	6720
% of Volume	84
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.5	0.8	0.2
Total Delay (hr)	2.2	3.0	0.4	81.8	2.0	0.0	6.2	0.2	95.7
Total Del/Veh (s)	130.6	6.5	5.2	83.2	16.8	0.3	78.0	5.2	54.2
Stop Delay (hr)	2.1	0.6	0.0	59.2	0.5	0.0	5.8	0.1	68.2
Stop Del/Veh (s)	123.9	1.3	0.4	60.2	4.0	0.0	73.2	1.9	38.6
Vehicles Entered	58	1611	241	3435	412	9	274	169	6209
Vehicles Exited	56	1605	239	3424	412	9	275	168	6188
Hourly Exit Rate	56	1605	239	3424	412	9	275	168	6188
Input Volume	57	1633	237	4450	530	10	279	166	7362
% of Volume	98	98	101	77	78	90	99	101	84
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	17.4	487.5	55.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	383.7	382.1	379.1	0.2	0.3	3.3	0.2	0.2	0.3
Total Delay (hr)	15.0	9.9	0.6	19.1	410.3	40.6	9.7	4.4	1.7	4.9	3.4	11.2
Total Del/Veh (s)	155.0	24.4	18.8	474.3	381.9	334.7	461.8	140.4	63.4	155.4	119.8	105.8
Stop Delay (hr)	13.8	6.8	0.4	15.0	292.9	29.8	9.6	4.1	1.5	4.7	3.1	9.8
Stop Del/Veh (s)	142.9	16.7	13.6	371.8	272.6	245.2	454.6	129.6	55.9	149.3	110.5	92.1
Vehicles Entered	332	1444	114	124	3496	398	70	107	92	106	96	369
Vehicles Exited	328	1445	114	120	3420	394	61	104	90	104	96	364
Hourly Exit Rate	328	1445	114	120	3420	394	61	104	90	104	96	364
Input Volume	330	1479	113	164	4543	516	72	108	91	108	98	364
% of Volume	99	98	101	73	75	76	85	96	99	96	98	100
Denied Entry Before	0	0	0	0	8	1	0	0	0	0	0	0
Denied Entry After	0	0	0	39	1097	124	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	560.0
Denied Del/Veh (s)	251.7
Total Delay (hr)	530.9
Total Del/Veh (s)	263.5
Stop Delay (hr)	391.5
Stop Del/Veh (s)	194.3
Vehicles Entered	6748
Vehicles Exited	6640
Hourly Exit Rate	6640
Input Volume	7986
% of Volume	83
Denied Entry Before	9
Denied Entry After	1260

Total Network Performance

Denied Delay (hr)	560.5
Denied Del/Veh (s)	233.2
Total Delay (hr)	725.2
Total Del/Veh (s)	314.8
Stop Delay (hr)	533.3
Stop Del/Veh (s)	231.5
Vehicles Entered	7395
Vehicles Exited	7271
Hourly Exit Rate	7271
Input Volume	30692
% of Volume	24
Denied Entry Before	9
Denied Entry After	1260

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	50.7	73.7	0.3	15
	2	7.7	23.1	0.2	29
O'Toole Avenue	3	27.0	50.7	0.3	21
Total		85.4	147.4	0.8	19

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	381.9	887.8	0.7	6
Seely Avenue	2	81.1	104.7	0.3	10
	1	14.8	29.6	0.2	23
Total		477.9	1022.1	1.2	8

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	234	599	572	489	409	185	623	645	901	874	853	740
Average Queue (ft)	19	312	280	209	173	22	424	507	619	227	210	156
95th Queue (ft)	105	598	562	459	379	121	733	799	1064	724	659	511
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									15	1	0	0
Queuing Penalty (veh)									140	10	2	1
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		21			18	0	0	10	28			
Queuing Penalty (veh)		1			11	0	1	49	273			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	698	294	225	112	458	423	353	53	26	50
Average Queue (ft)	149	13	103	36	198	158	117	11	4	9
95th Queue (ft)	466	117	201	86	396	361	296	36	17	32
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)	1									
Queuing Penalty (veh)	6									
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	4	0				0	0			
Queuing Penalty (veh)	2	0				1	0			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	166	194	159	93	74	35	1502	1511	1509	1475	1522	175
Average Queue (ft)	73	41	31	21	9	7	1263	1237	1086	776	408	41
95th Queue (ft)	164	149	114	62	40	24	1790	1846	1962	1810	1302	154
Link Distance (ft)		860	860	860	860		1456	1456	1456	1456	1456	
Upstream Blk Time (%)							13	9	3	1	5	
Queuing Penalty (veh)							134	89	34	9	53	
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	2	0									5	0
Queuing Penalty (veh)	9	0									25	1

Intersection: 2: Montague Expressway & Seely Avenue

Movement	SB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	212	222	334
Average Queue (ft)	144	163	45
95th Queue (ft)	222	226	200
Link Distance (ft)			1174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200	200	
Storage Blk Time (%)	1	5	0
Queuing Penalty (veh)	2	8	0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	292	305	719	496	453	466	224	265	3889	3887	3890	3891
Average Queue (ft)	222	246	261	170	174	179	91	188	3748	3780	3802	3806
95th Queue (ft)	347	358	655	429	418	427	187	326	4240	4202	4199	4182
Link Distance (ft)			1456	1456	1456	1456			3840	3840	3840	3840
Upstream Blk Time (%)									37	39	45	56
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	5	22	2				1	1	54			35
Queuing Penalty (veh)	19	80	6				6	13	88			183

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	454	510	85	175	205	428	870
Average Queue (ft)	503	246	224	41	72	117	134	461
95th Queue (ft)	1013	523	452	101	173	191	306	843
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)								0
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		58	1				
Queuing Penalty (veh)	3		53	1				

Network Summary

Network wide Queuing Penalty: 1313

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.0	230.4	15.1	53.8	80.9	154.8	18.7	49.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	60	43	56	33	38	40	35	44
Cycles @ Minimum (%)	40	0	38	0	0	0	6	0
Cycles Maxed Out (%)	0	57	0	47	63	60	24	44
Cycles with Peds (%)	0	7	0	0	0	0	0	44

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	7.0	110.8	123.7	54.0
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	7.3	149.7	162.2	24.3
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	6	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	94	100	100	0
Cycles with Peds (%)	0	33	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	33.2	187.7	13.2	33.9	16.4	203.0	12.4	34.9
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	25	36	29	29	25	36	29	29
Cycles @ Minimum (%)	0	0	6	0	19	0	0	0
Cycles Maxed Out (%)	38	64	59	53	0	64	65	53
Cycles with Peds (%)	0	7	0	0	0	21	0	29

Controller Summary
Average Cycle Length (s): NA
Number of Complete Cycles : 0

Background plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and with the westbound left-turn pocket extension at Trimble Road/Montague Expressway - B+P (Signal + No Crosswalk + LTExt) PM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.8	0.0	0.0	0.0
Denied Del/Veh (s)	1.8	0.1	1.7	0.0	0.0	0.0	5.2	2.9	2.5	0.3	0.3	0.3
Total Delay (hr)	0.2	26.7	0.2	62.1	9.0	0.0	2.0	1.0	44.7	8.1	3.5	0.9
Total Del/Veh (s)	137.4	49.9	11.2	260.4	21.6	9.5	122.1	104.8	127.6	148.2	105.3	86.5
Stop Delay (hr)	0.2	19.7	0.1	56.5	5.1	0.0	2.0	1.0	37.2	7.7	3.1	0.8
Stop Del/Veh (s)	128.0	36.8	5.0	236.9	12.2	2.6	117.2	98.0	106.2	141.2	95.3	81.1
Vehicles Entered	5	1884	73	792	1480	15	57	35	1214	188	116	36
Vehicles Exited	4	1869	73	780	1462	15	56	35	1212	188	116	36
Hourly Exit Rate	4	1869	73	780	1462	15	56	35	1212	188	116	36
Input Volume	4	1863	74	869	1537	15	58	36	1219	188	117	31
% of Volume	100	100	99	90	95	100	97	97	99	100	99	116
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	2	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	1.1
Denied Del/Veh (s)	0.7
Total Delay (hr)	158.4
Total Del/Veh (s)	93.7
Stop Delay (hr)	133.4
Stop Del/Veh (s)	78.8
Vehicles Entered	5895
Vehicles Exited	5846
Hourly Exit Rate	5846
Input Volume	6011
% of Volume	97
Denied Entry Before	0
Denied Entry After	2

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.4	0.2	0.0	0.7
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	6.1	3.5	0.7	0.4
Total Delay (hr)	2.8	13.8	0.0	42.5	1.5	6.0	5.1	0.2	72.1
Total Del/Veh (s)	92.1	15.7	8.9	69.9	17.9	90.1	80.1	4.3	40.3
Stop Delay (hr)	2.5	5.2	0.0	31.8	0.9	5.9	4.9	0.1	51.3
Stop Del/Veh (s)	83.0	5.9	2.8	52.4	10.0	88.7	75.8	1.4	28.7
Vehicles Entered	108	3152	9	2157	302	237	224	176	6365
Vehicles Exited	108	3140	9	2109	303	236	226	177	6308
Hourly Exit Rate	108	3140	9	2109	303	236	226	177	6308
Input Volume	107	3153	10	2243	313	233	227	177	6463
% of Volume	101	100	90	94	97	101	100	100	98
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	3	0	0	3

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	26.1	22.1	121.4	44.6	28.8	43.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.2	0.5	940.5	882.8	946.0	297.5	303.3	292.9
Total Delay (hr)	5.5	83.6	1.8	17.3	27.7	0.2	3.4	10.5	60.6	67.2	23.7	6.9
Total Del/Veh (s)	140.4	86.0	87.5	294.3	49.3	5.9	216.5	638.3	701.6	497.4	280.5	57.0
Stop Delay (hr)	4.5	48.4	1.1	16.4	19.4	0.0	3.3	10.3	60.4	64.1	21.7	5.3
Stop Del/Veh (s)	114.0	49.8	53.4	278.0	34.5	0.9	207.0	628.7	698.7	474.5	257.3	43.8
Vehicles Entered	135	3394	73	195	1961	130	55	49	247	434	277	432
Vehicles Exited	137	3405	73	188	1977	130	53	47	247	406	275	429
Hourly Exit Rate	137	3405	73	188	1977	130	53	47	247	406	275	429
Input Volume	133	3404	76	195	1943	132	93	81	433	532	331	520
% of Volume	103	100	96	96	102	98	57	58	57	76	83	82
Denied Entry Before	0	0	0	0	0	0	6	6	29	10	8	11
Denied Entry After	0	0	0	0	0	0	45	41	215	106	65	99

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	286.4
Denied Del/Veh (s)	129.6
Total Delay (hr)	308.4
Total Del/Veh (s)	143.5
Stop Delay (hr)	254.8
Stop Del/Veh (s)	118.6
Vehicles Entered	7382
Vehicles Exited	7367
Hourly Exit Rate	7367
Input Volume	7873
% of Volume	94
Denied Entry Before	70
Denied Entry After	571

Total Network Performance

Denied Delay (hr)	288.1
Denied Del/Veh (s)	120.6
Total Delay (hr)	567.3
Total Del/Veh (s)	228.6
Stop Delay (hr)	439.7
Stop Del/Veh (s)	177.2
Vehicles Entered	8026
Vehicles Exited	7921
Hourly Exit Rate	7921
Input Volume	28834
% of Volume	27
Denied Entry Before	70
Denied Entry After	576

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	49.9	72.5	0.3	15
	2	19.9	35.4	0.2	19
O'Toole Avenue	3	84.6	107.6	0.3	10
Total		154.3	215.5	0.8	13

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	49.3	106.4	0.7	25
Seely Avenue	2	69.8	93.5	0.3	12
	1	21.0	35.5	0.2	19
Total		140.0	235.4	1.2	19

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	179	714	684	614	511	185	617	645	894	874	860	836
Average Queue (ft)	11	403	380	318	233	29	493	558	697	334	268	214
95th Queue (ft)	83	749	709	627	497	138	698	775	1066	934	827	709
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									22	3	2	2
Queuing Penalty (veh)									105	12	10	10
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		31			17	0	1	10	37			
Queuing Penalty (veh)		1			13	0	2	28	214			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	863	70	179	826	1434	1394	425	367	320	405
Average Queue (ft)	172	4	77	113	731	692	304	186	141	165
95th Queue (ft)	606	58	154	637	1400	1362	499	314	272	328
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)	3			1	4	3		0		0
Queuing Penalty (veh)	14			0	0	0		0		0
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	0					30	9			
Queuing Penalty (veh)	0					121	37			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	223	506	454	457	434	57	1285	1290	1283	1070	865	175
Average Queue (ft)	114	151	167	157	128	3	655	564	416	257	175	73
95th Queue (ft)	220	419	420	409	377	37	1306	1278	1127	787	547	199
Link Distance (ft)		860	860	860	860		1455	1455	1455	1455	1455	
Upstream Blk Time (%)		0	0	0	0		1	1	1	0	1	
Queuing Penalty (veh)		1	1	2	2		5	3	3	1	4	
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	3	5			6						7	1
Queuing Penalty (veh)	23	5			1						22	5

Intersection: 2: Montague Expressway & Seely Avenue

Movement	NB	SB	SB	SB
Directions Served	R	L	L	R
Maximum Queue (ft)	509	210	219	246
Average Queue (ft)	225	117	149	25
95th Queue (ft)	559	207	213	130
Link Distance (ft)	751			1174
Upstream Blk Time (%)	4			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		200	200	
Storage Blk Time (%)		0	3	0
Queuing Penalty (veh)		1	5	0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	224	304	1366	1408	1407	1424	252	265	879	839	787	707
Average Queue (ft)	67	147	700	746	766	794	193	227	445	400	336	294
95th Queue (ft)	168	312	1442	1463	1477	1527	294	319	891	827	723	647
Link Distance (ft)			1455	1455	1455	1455			3847	3847	3847	3847
Upstream Blk Time (%)			1	1	2	8						
Queuing Penalty (veh)			13	13	14	71						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	0	0	29				11	31	20			1
Queuing Penalty (veh)	0	2	39				54	151	39			1

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	189	1668	1678	85	775	1119	1107	1096
Average Queue (ft)	15	1372	1651	81	723	1020	962	645
95th Queue (ft)	170	2249	1668	106	894	1302	1374	1328
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		26	99			54	39	9
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		22	82	23	65		
Queuing Penalty (veh)	0		96	66	61	174		

Network Summary

Network wide Queuing Penalty: 1444

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	13.9	177.4	21.7	49.3	40.8	126.9	14.0	57.4
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	80	27	24	25	24	25	24	25
Cycles @ Minimum (%)	20	0	0	0	0	0	24	0
Cycles Maxed Out (%)	0	73	41	75	71	75	18	75
Cycles with Peds (%)	0	13	0	0	0	0	0	38

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	22.1	95.2	123.2	54.5
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	17.1	140.0	156.0	21.2
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	5	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	100	100	0
Cycles with Peds (%)	0	47	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	42.3	133.2	35.0	20.6	14.3	166.2	12.3	47.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	24	25	24	24	18	27	25	25
Cycles @ Minimum (%)	0	0	0	0	0	0	19	0
Cycles Maxed Out (%)	71	75	76	76	71	73	31	75
Cycles with Peds (%)	0	6	0	0	0	20	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Background plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and without the westbound left-turn pocket extension at Trimble Road/Montague Expressway - B+P (Signal + No Crosswalk + No LTExt) AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.2	2.3	0.0	0.0	0.0	3.0	0.2	0.6	0.1	0.1	0.1
Total Delay (hr)	0.5	18.8	0.1	45.6	11.1	0.1	2.9	1.0	9.6	0.5	0.2	0.1
Total Del/Veh (s)	203.7	50.7	8.4	141.8	16.1	8.6	153.6	116.1	57.6	161.1	113.1	50.7
Stop Delay (hr)	0.4	15.3	0.1	38.9	5.1	0.0	2.8	0.9	8.7	0.5	0.2	0.1
Stop Del/Veh (s)	197.2	41.1	3.2	120.8	7.5	2.9	147.5	109.9	51.8	159.3	108.1	50.3
Vehicles Entered	8	1318	58	1097	2455	40	66	30	580	12	7	5
Vehicles Exited	8	1311	58	1100	2433	40	65	30	587	12	7	5
Hourly Exit Rate	8	1311	58	1100	2433	40	65	30	587	12	7	5
Input Volume	7	1333	61	1446	3117	52	65	33	583	11	7	5
% of Volume	114	98	95	76	78	77	100	91	101	109	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	90.6
Total Del/Veh (s)	56.2
Stop Delay (hr)	73.0
Stop Del/Veh (s)	45.3
Vehicles Entered	5676
Vehicles Exited	5656
Hourly Exit Rate	5656
Input Volume	6720
% of Volume	84
Denied Entry Before	0
Denied Entry After	0

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.5	0.8	0.2
Total Delay (hr)	2.2	3.0	0.4	81.8	2.0	0.0	6.2	0.2	95.7
Total Del/Veh (s)	130.6	6.5	5.2	83.2	16.8	0.3	78.0	5.2	54.2
Stop Delay (hr)	2.1	0.6	0.0	59.2	0.5	0.0	5.8	0.1	68.2
Stop Del/Veh (s)	123.9	1.3	0.4	60.2	4.0	0.0	73.2	1.9	38.6
Vehicles Entered	58	1611	241	3435	412	9	274	169	6209
Vehicles Exited	56	1605	239	3424	412	9	275	168	6188
Hourly Exit Rate	56	1605	239	3424	412	9	275	168	6188
Input Volume	57	1633	237	4450	530	10	279	166	7362
% of Volume	98	98	101	77	78	90	99	101	84
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	17.4	487.5	55.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	383.7	382.1	379.1	0.2	0.3	3.3	0.2	0.2	0.3
Total Delay (hr)	15.0	9.9	0.6	19.1	410.3	40.6	9.7	4.4	1.7	4.9	3.4	11.2
Total Del/Veh (s)	155.0	24.4	18.8	474.3	381.9	334.7	461.8	140.4	63.4	155.4	119.8	105.8
Stop Delay (hr)	13.8	6.8	0.4	15.0	292.9	29.8	9.6	4.1	1.5	4.7	3.1	9.8
Stop Del/Veh (s)	142.9	16.7	13.6	371.8	272.6	245.2	454.6	129.6	55.9	149.3	110.5	92.1
Vehicles Entered	332	1444	114	124	3496	398	70	107	92	106	96	369
Vehicles Exited	328	1445	114	120	3420	394	61	104	90	104	96	364
Hourly Exit Rate	328	1445	114	120	3420	394	61	104	90	104	96	364
Input Volume	330	1479	113	164	4543	516	72	108	91	108	98	364
% of Volume	99	98	101	73	75	76	85	96	99	96	98	100
Denied Entry Before	0	0	0	0	8	1	0	0	0	0	0	0
Denied Entry After	0	0	0	39	1097	124	0	0	0	0	0	0

3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	560.0
Denied Del/Veh (s)	251.7
Total Delay (hr)	530.9
Total Del/Veh (s)	263.5
Stop Delay (hr)	391.5
Stop Del/Veh (s)	194.3
Vehicles Entered	6748
Vehicles Exited	6640
Hourly Exit Rate	6640
Input Volume	7986
% of Volume	83
Denied Entry Before	9
Denied Entry After	1260

Total Network Performance

Denied Delay (hr)	560.5
Denied Del/Veh (s)	233.2
Total Delay (hr)	725.2
Total Del/Veh (s)	314.8
Stop Delay (hr)	533.3
Stop Del/Veh (s)	231.5
Vehicles Entered	7395
Vehicles Exited	7271
Hourly Exit Rate	7271
Input Volume	30692
% of Volume	24
Denied Entry Before	9
Denied Entry After	1260

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	50.7	73.7	0.3	15
	2	7.7	23.1	0.2	29
O'Toole Avenue	3	27.0	50.7	0.3	21
Total		85.4	147.4	0.8	19

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	381.9	887.8	0.7	6
Seely Avenue	2	81.1	104.7	0.3	10
	1	14.8	29.6	0.2	23
Total		477.9	1022.1	1.2	8

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	234	599	572	489	409	185	623	645	901	874	853	740
Average Queue (ft)	19	312	280	209	173	22	424	507	619	227	210	156
95th Queue (ft)	105	598	562	459	379	121	733	799	1064	724	659	511
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									15	1	0	0
Queuing Penalty (veh)									140	10	2	1
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		21			18	0	0	10	28			
Queuing Penalty (veh)		1			11	0	1	49	273			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	698	294	225	112	458	423	353	53	26	50
Average Queue (ft)	149	13	103	36	198	158	117	11	4	9
95th Queue (ft)	466	117	201	86	396	361	296	36	17	32
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)	1									
Queuing Penalty (veh)	6									
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	4	0				0	0			
Queuing Penalty (veh)	2	0				1	0			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	166	194	159	93	74	35	1502	1511	1509	1475	1522	175
Average Queue (ft)	73	41	31	21	9	7	1263	1237	1086	776	408	41
95th Queue (ft)	164	149	114	62	40	24	1790	1846	1962	1810	1302	154
Link Distance (ft)		860	860	860	860		1456	1456	1456	1456	1456	
Upstream Blk Time (%)							13	9	3	1	5	
Queuing Penalty (veh)							134	89	34	9	53	
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	2	0									5	0
Queuing Penalty (veh)	9	0									25	1

Intersection: 2: Montague Expressway & Seely Avenue

Movement	SB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	212	222	334
Average Queue (ft)	144	163	45
95th Queue (ft)	222	226	200
Link Distance (ft)			1174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200	200	
Storage Blk Time (%)	1	5	0
Queuing Penalty (veh)	2	8	0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	292	305	719	496	453	466	224	265	3889	3887	3890	3891
Average Queue (ft)	222	246	261	170	174	179	91	188	3748	3780	3802	3806
95th Queue (ft)	347	358	655	429	418	427	187	326	4240	4202	4199	4182
Link Distance (ft)			1456	1456	1456	1456			3840	3840	3840	3840
Upstream Blk Time (%)									37	39	45	56
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	5	22	2				1	1	54			35
Queuing Penalty (veh)	19	80	6				6	13	88			183

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	705	454	510	85	175	205	428	870
Average Queue (ft)	503	246	224	41	72	117	134	461
95th Queue (ft)	1013	523	452	101	173	191	306	843
Link Distance (ft)		1633	1633			1079	1079	1079
Upstream Blk Time (%)								0
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		58	1				
Queuing Penalty (veh)	3		53	1				

Network Summary

Network wide Queuing Penalty: 1313

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	14.1	96.2	15.5	38.6	57.0	53.2	19.2	36.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	11.0	230.4	15.1	53.8	80.9	154.8	18.7	49.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	60	43	56	33	38	40	35	44
Cycles @ Minimum (%)	40	0	38	0	0	0	6	0
Cycles Maxed Out (%)	0	57	0	47	63	60	24	44
Cycles with Peds (%)	0	7	0	0	0	0	0	44

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	7.0	110.8	123.7	54.0
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	7.3	149.7	162.2	24.3
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	6	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	94	100	100	0
Cycles with Peds (%)	0	33	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue /McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	20.4	110.2	12.5	24.5	25.1	105.2	11.8	25.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	33.2	187.7	13.2	33.9	16.4	203.0	12.4	34.9
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	25	36	29	29	25	36	29	29
Cycles @ Minimum (%)	0	0	6	0	19	0	0	0
Cycles Maxed Out (%)	38	64	59	53	0	64	65	53
Cycles with Peds (%)	0	7	0	0	0	21	0	29

Controller Summary
Average Cycle Length (s): NA
Number of Complete Cycles : 0

Background plus Project with traffic signal at Seely Avenue, without a crosswalk on Montague Expressway, and without the westbound left-turn pocket extension at Trimble Road/Montague Expressway - B+P (Signal + No Crosswalk + No LTExt) AM

1: E Trimble Road & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.8	0.0	0.0	0.0
Denied Del/Veh (s)	1.8	0.1	1.7	0.0	0.0	0.0	5.2	2.9	2.5	0.3	0.3	0.3
Total Delay (hr)	0.2	26.7	0.2	62.1	9.0	0.0	2.0	1.0	44.7	8.1	3.5	0.9
Total Del/Veh (s)	137.4	49.9	11.2	260.4	21.6	9.5	122.1	104.8	127.6	148.2	105.3	86.5
Stop Delay (hr)	0.2	19.7	0.1	56.5	5.1	0.0	2.0	1.0	37.2	7.7	3.1	0.8
Stop Del/Veh (s)	128.0	36.8	5.0	236.9	12.2	2.6	117.2	98.0	106.2	141.2	95.3	81.1
Vehicles Entered	5	1884	73	792	1480	15	57	35	1214	188	116	36
Vehicles Exited	4	1869	73	780	1462	15	56	35	1212	188	116	36
Hourly Exit Rate	4	1869	73	780	1462	15	56	35	1212	188	116	36
Input Volume	4	1863	74	869	1537	15	58	36	1219	188	117	31
% of Volume	100	100	99	90	95	100	97	97	99	100	99	116
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	2	0	0	0

1: E Trimble Road & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	1.1
Denied Del/Veh (s)	0.7
Total Delay (hr)	158.4
Total Del/Veh (s)	93.7
Stop Delay (hr)	133.4
Stop Del/Veh (s)	78.8
Vehicles Entered	5895
Vehicles Exited	5846
Hourly Exit Rate	5846
Input Volume	6011
% of Volume	97
Denied Entry Before	0
Denied Entry After	2

2: Montague Expressway & Seely Avenue Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.4	0.2	0.0	0.7
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	6.1	3.5	0.7	0.4
Total Delay (hr)	2.8	13.8	0.0	42.5	1.5	6.0	5.1	0.2	72.1
Total Del/Veh (s)	92.1	15.7	8.9	69.9	17.9	90.1	80.1	4.3	40.3
Stop Delay (hr)	2.5	5.2	0.0	31.8	0.9	5.9	4.9	0.1	51.3
Stop Del/Veh (s)	83.0	5.9	2.8	52.4	10.0	88.7	75.8	1.4	28.7
Vehicles Entered	108	3152	9	2157	302	237	224	176	6365
Vehicles Exited	108	3140	9	2109	303	236	226	177	6308
Hourly Exit Rate	108	3140	9	2109	303	236	226	177	6308
Input Volume	107	3153	10	2243	313	233	227	177	6463
% of Volume	101	100	90	94	97	101	100	100	98
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	3	0	0	3

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	26.1	22.1	121.4	44.6	28.8	43.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.2	0.5	940.5	882.8	946.0	297.5	303.3	292.9
Total Delay (hr)	5.5	83.6	1.8	17.3	27.7	0.2	3.4	10.5	60.6	67.2	23.7	6.9
Total Del/Veh (s)	140.4	86.0	87.5	294.3	49.3	5.9	216.5	638.3	701.6	497.4	280.5	57.0
Stop Delay (hr)	4.5	48.4	1.1	16.4	19.4	0.0	3.3	10.3	60.4	64.1	21.7	5.3
Stop Del/Veh (s)	114.0	49.8	53.4	278.0	34.5	0.9	207.0	628.7	698.7	474.5	257.3	43.8
Vehicles Entered	135	3394	73	195	1961	130	55	49	247	434	277	432
Vehicles Exited	137	3405	73	188	1977	130	53	47	247	406	275	429
Hourly Exit Rate	137	3405	73	188	1977	130	53	47	247	406	275	429
Input Volume	133	3404	76	195	1943	132	93	81	433	532	331	520
% of Volume	103	100	96	96	102	98	57	58	57	76	83	82
Denied Entry Before	0	0	0	0	0	0	6	6	29	10	8	11
Denied Entry After	0	0	0	0	0	0	45	41	215	106	65	99

3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway Performance by movement

Movement	All
Denied Delay (hr)	286.4
Denied Del/Veh (s)	129.6
Total Delay (hr)	308.4
Total Del/Veh (s)	143.5
Stop Delay (hr)	254.8
Stop Del/Veh (s)	118.6
Vehicles Entered	7382
Vehicles Exited	7367
Hourly Exit Rate	7367
Input Volume	7873
% of Volume	94
Denied Entry Before	70
Denied Entry After	571

Total Network Performance

Denied Delay (hr)	288.1
Denied Del/Veh (s)	120.6
Total Delay (hr)	567.3
Total Del/Veh (s)	228.6
Stop Delay (hr)	439.7
Stop Del/Veh (s)	177.2
Vehicles Entered	8026
Vehicles Exited	7921
Hourly Exit Rate	7921
Input Volume	28834
% of Volume	27
Denied Entry Before	70
Denied Entry After	576

Arterial Level of Service: EB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
E Trimble Road	1	49.9	72.5	0.3	15
	2	19.9	35.4	0.2	19
O'Toole Avenue	3	84.6	107.6	0.3	10
Total		154.3	215.5	0.8	13

Arterial Level of Service: WB Montague Expressway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
McCarthy Boulevard	3	49.3	106.4	0.7	25
Seely Avenue	2	69.8	93.5	0.3	12
	1	21.0	35.5	0.2	19
Total		140.0	235.4	1.2	19

Intersection: 1: E Trimble Road & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	L	L	L	T	T	T
Maximum Queue (ft)	179	714	684	614	511	185	617	645	894	874	860	836
Average Queue (ft)	11	403	380	318	233	29	493	558	697	334	268	214
95th Queue (ft)	83	749	709	627	497	138	698	775	1066	934	827	709
Link Distance (ft)		1502	1502	1502	1502				860	860	860	860
Upstream Blk Time (%)									22	3	2	2
Queuing Penalty (veh)									105	12	10	10
Storage Bay Dist (ft)	300					160	620	620				
Storage Blk Time (%)		31			17	0	1	10	37			
Queuing Penalty (veh)		1			13	0	2	28	214			

Intersection: 1: E Trimble Road & Montague Expressway

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R	R	R	L	L	TR
Maximum Queue (ft)	863	70	179	826	1434	1394	425	367	320	405
Average Queue (ft)	172	4	77	113	731	692	304	186	141	165
95th Queue (ft)	606	58	154	637	1400	1362	499	314	272	328
Link Distance (ft)	860			1536	1536	1536		528	528	528
Upstream Blk Time (%)	3			1	4	3		0		0
Queuing Penalty (veh)	14			0	0	0		0		0
Storage Bay Dist (ft)		300	370				400			
Storage Blk Time (%)	0					30	9			
Queuing Penalty (veh)	0					121	37			

Intersection: 2: Montague Expressway & Seely Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	T	T	T	T	R	T	T	T	T	T	R
Maximum Queue (ft)	223	506	454	457	434	57	1285	1290	1283	1070	865	175
Average Queue (ft)	114	151	167	157	128	3	655	564	416	257	175	73
95th Queue (ft)	220	419	420	409	377	37	1306	1278	1127	787	547	199
Link Distance (ft)		860	860	860	860		1455	1455	1455	1455	1455	
Upstream Blk Time (%)		0	0	0	0		1	1	1	0	1	
Queuing Penalty (veh)		1	1	2	2		5	3	3	1	4	
Storage Bay Dist (ft)	200					150						150
Storage Blk Time (%)	3	5			6						7	1
Queuing Penalty (veh)	23	5			1						22	5

Intersection: 2: Montague Expressway & Seely Avenue

Movement	NB	SB	SB	SB
Directions Served	R	L	L	R
Maximum Queue (ft)	509	210	219	246
Average Queue (ft)	225	117	149	25
95th Queue (ft)	559	207	213	130
Link Distance (ft)	751			1174
Upstream Blk Time (%)	4			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		200	200	
Storage Blk Time (%)		0	3	0
Queuing Penalty (veh)		1	5	0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	T
Maximum Queue (ft)	224	304	1366	1408	1407	1424	252	265	879	839	787	707
Average Queue (ft)	67	147	700	746	766	794	193	227	445	400	336	294
95th Queue (ft)	168	312	1442	1463	1477	1527	294	319	891	827	723	647
Link Distance (ft)			1455	1455	1455	1455			3847	3847	3847	3847
Upstream Blk Time (%)			1	1	2	8						
Queuing Penalty (veh)			13	13	14	71						
Storage Bay Dist (ft)	280	280					240	240				
Storage Blk Time (%)	0	0	29				11	31	20			1
Queuing Penalty (veh)	0	2	39				54	151	39			1

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	L	T	R
Maximum Queue (ft)	189	1668	1678	85	775	1119	1107	1096
Average Queue (ft)	15	1372	1651	81	723	1020	962	645
95th Queue (ft)	170	2249	1668	106	894	1302	1374	1328
Link Distance (ft)		1636	1636			1079	1079	1079
Upstream Blk Time (%)		26	99			54	39	9
Queuing Penalty (veh)		0	0			0	0	0
Storage Bay Dist (ft)	680			60	750			
Storage Blk Time (%)	0		22	82	23	65		
Queuing Penalty (veh)	0		96	66	61	174		

Network Summary

Network wide Queuing Penalty: 1444

Intersection: 1: E Trimble Road & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	11.1	99.2	19.5	35.6	41.0	69.2	14.2	41.4
Minimum Green (s)	11.0	12.0	13.0	13.0	11.0	12.0	11.0	13.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	13.9	177.4	21.7	49.3	40.8	126.9	14.0	57.4
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	80	27	24	25	24	25	24	25
Cycles @ Minimum (%)	20	0	0	0	0	0	24	0
Cycles Maxed Out (%)	0	73	41	75	71	75	18	75
Cycles with Peds (%)	0	13	0	0	0	0	0	38

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 2: Montague Expressway & Seely Avenue

Phase	1	2	6	8
Movement(s) Served	EBL	WBT	EBT	SBL
Maximum Green (s)	22.1	95.2	123.2	54.5
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	C-Max	C-Max	None
Avg. Green (s)	17.1	140.0	156.0	21.2
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	5	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	100	100	0
Cycles with Peds (%)	0	47	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 3: O'Toole Avenue/McCarthy Boulevard & Montague Expressway

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Maximum Green (s)	19.4	100.2	32.5	15.5	14.1	105.2	12.8	35.5
Minimum Green (s)	10.0	12.0	10.0	11.0	11.0	12.0	9.0	11.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	42.3	133.2	35.0	20.6	14.3	166.2	12.3	47.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	24	25	24	24	18	27	25	25
Cycles @ Minimum (%)	0	0	0	0	0	0	19	0
Cycles Maxed Out (%)	71	75	76	76	71	73	31	75
Cycles with Peds (%)	0	6	0	0	0	20	0	31

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Appendix F
Roadway Segment ADT Counts and Speed Data

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 2

RIVER OAKS PKWY W.O SEELY AVE

Start	08-Dec-21		09-Dec-21		10-Dec-21		11-Dec-21		12-Dec-21		13-Dec-21		14-Dec-21		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	57	51	31	43	33	44	29	42	27	35	29	50	27	31	33	42
01:00	21	17	11	20	9	10	20	18	14	18	14	16	12	13	14	16
02:00	10	10	13	9	11	10	8	10	11	7	8	15	12	7	10	10
03:00	3	4	4	6	4	4	3	4	2	3	4	3	3	5	3	4
04:00	8	6	8	47	8	39	9	33	6	29	6	31	6	30	7	31
05:00	101	42	102	50	78	50	110	52	53	58	85	59	70	59	86	53
06:00	159	**219**	154	**226**	**200**	201	203	**212**	191	**198**	173	**221**	175	**224**	179	**214**
07:00	168	180	204	163	163	176	**212**	177	195	158	158	190	**216**	157	188	172
08:00	158	144	190	147	181	**209**	167	191	169	174	165	199	203	203	176	181
09:00	**175**	135	**252**	128	158	126	201	118	**203**	104	**233**	123	182	129	**201**	123
10:00	165	160	191	148	162	148	158	132	167	164	152	152	171	106	167	144
11:00	162	104	144	110	182	91	179	88	156	120	208	96	159	93	170	100
12:00 PM	124	68	111	71	117	63	119	66	85	82	100	55	100	62	108	67
01:00	130	146	101	88	91	94	87	101	63	112	83	86	74	104	90	104
02:00	154	**197**	105	148	117	167	113	150	118	151	106	171	108	144	117	161
03:00	128	158	81	107	113	99	105	86	114	116	91	95	84	99	102	109
04:00	99	167	66	72	70	62	74	71	85	70	78	90	83	76	79	87
05:00	138	171	75	158	82	159	110	**191**	96	143	97	171	**116**	132	102	161
06:00	143	162	71	162	89	168	88	145	87	183	75	162	92	164	92	164
07:00	**176**	167	**121**	**177**	**125**	**213**	**125**	181	**133**	**211**	**121**	**172**	107	**169**	**130**	**184**
08:00	159	135	98	159	118	145	112	121	80	144	88	146	101	130	108	140
09:00	126	118	79	127	97	103	86	96	75	112	92	111	86	114	92	112
10:00	109	87	60	89	76	94	78	79	83	94	70	98	73	104	78	92
11:00	61	49	33	39	36	51	32	42	31	46	41	47	41	41	39	45
Total	2734	2697	2305	2494	2320	2526	2428	2406	2244	2532	2277	2559	2301	2396	2371	2516
Day	5431		4799		4846		4834		4776		4836		4697		4887	
AM Peak	09:00	06:00	09:00	06:00	06:00	08:00	07:00	06:00	09:00	06:00	09:00	06:00	07:00	06:00	09:00	06:00
Vol.	175	219	252	226	200	209	212	212	203	198	233	221	216	224	201	214
PM Peak	19:00	14:00	19:00	19:00	19:00	19:00	19:00	17:00	19:00	19:00	19:00	19:00	17:00	19:00	19:00	19:00
Vol.	176	197	121	177	125	213	125	191	133	211	121	172	116	169	130	184

Comb. Total	5431	4799	4846	4834	4776	4836	4697	4887

ADT ADT 1,382 AADT 1,382

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Site Code: 2

RIVER OAKS PKWY W.O SEELY AVE

EB

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
12/08/21	30	2	3	14	6	2	0	0	0	0	0	0	0	0	57	26-35	20
01:00	9	0	1	5	6	0	0	0	0	0	0	0	0	0	21	26-35	11
02:00	4	0	3	1	1	1	0	0	0	0	0	0	0	0	10	21-30	4
03:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	3	0	2	2	1	0	0	0	0	0	0	0	0	0	8	20-29	4
05:00	28	0	14	42	13	4	0	0	0	0	0	0	0	0	101	21-30	56
06:00	21	8	39	50	37	3	0	**1**	0	0	0	0	0	0	159	21-30	89
07:00	11	6	31	68	**43**	9	0	0	0	0	0	0	0	0	168	26-35	111
08:00	25	6	23	74	29	1	0	0	0	0	0	0	0	0	158	26-35	103
09:00	25	**10**	34	**75**	15	**16**	0	0	0	0	0	0	0	0	**175**	21-30	109
10:00	**39**	10	27	67	17	5	0	0	0	0	0	0	0	0	165	21-30	94
11:00	33	1	**46**	70	12	0	0	0	0	0	0	0	0	0	162	21-30	116
12 PM	32	5	20	**45**	**17**	3	**2**	0	0	0	0	0	0	0	124	21-30	65
13:00	65	6	16	31	11	0	1	0	0	0	0	0	0	0	130	21-30	47
14:00	74	4	29	34	13	0	0	0	0	0	0	0	0	0	154	21-30	63
15:00	48	4	20	35	15	**6**	0	0	0	0	0	0	0	0	128	21-30	55
16:00	45	5	18	27	3	1	0	0	0	0	0	0	0	0	99	21-30	45
17:00	64	12	24	26	11	0	1	0	0	0	0	0	0	0	138	21-30	50
18:00	78	**13**	18	28	6	0	0	0	0	0	0	0	0	0	143	6-15	52
19:00	**97**	11	**37**	25	4	1	1	0	0	0	0	0	0	0	**176**	1-10	65
20:00	87	10	29	28	4	1	0	0	0	0	0	0	0	0	159	1-10	58
21:00	68	9	26	21	2	0	0	0	0	0	0	0	0	0	126	21-30	47
22:00	49	6	17	24	11	2	0	0	0	0	0	0	0	0	109	21-30	41
23:00	33	0	5	15	6	2	0	0	0	0	0	0	0	0	61	1-10	22
Total	969	128	483	808	283	57	5	1	0	0	0	0	0	0	2734		
Percent	35.4%	4.7%	17.7%	29.6%	10.4%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	11:00	09:00	07:00	09:00		06:00							09:00		
Vol.	39	10	46	75	43	16		1							175		
PM Peak	19:00	18:00	19:00	12:00	12:00	15:00	12:00								19:00		
Vol.	97	13	37	45	17	6	2								176		

All Traffic Data Services, LLC

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Site Code: 2

RIVER OAKS PKWY W.O SEELY AVE

EB

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
12/09/21	4	1	2	17	4	2	1	0	0	0	0	0	0	0	31	25-34	21
01:00	2	0	1	4	4	0	0	0	0	0	0	0	0	0	11	26-35	8
02:00	4	0	5	1	0	1	2	0	0	0	0	0	0	0	13	19-28	6
03:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	20-29	4
04:00	2	0	2	3	1	0	0	0	0	0	0	0	0	0	8	21-30	5
05:00	16	0	15	52	13	0	6	0	0	0	0	0	0	0	102	21-30	67
06:00	29	12	34	32	45	1	0	**1**	0	0	0	0	0	0	154	26-35	77
07:00	22	8	33	63	**59**	10	9	0	0	0	0	0	0	0	204	26-35	122
08:00	14	5	33	**105**	31	1	1	0	0	0	0	0	0	0	190	21-30	138
09:00	**44**	6	**48**	101	14	**19**	**20**	0	0	0	0	0	0	0	**252**	21-30	149
10:00	30	**19**	28	80	22	6	6	0	0	0	0	0	0	0	191	21-30	108
11:00	30	0	37	66	11	0	0	0	0	0	0	0	0	0	144	21-30	103
12 PM	14	7	30	43	7	3	**7**	0	0	0	0	0	0	0	111	21-30	73
13:00	15	9	14	**52**	11	0	0	0	0	0	0	0	0	0	101	21-30	66
14:00	25	2	33	29	**16**	0	0	0	0	0	0	0	0	0	105	21-30	62
15:00	13	6	11	28	8	**9**	6	0	0	0	0	0	0	0	81	21-30	39
16:00	17	2	18	26	1	0	2	0	0	0	0	0	0	0	66	21-30	44
17:00	24	**14**	15	14	6	0	2	0	0	0	0	0	0	0	75	16-25	29
18:00	18	13	22	15	3	0	0	0	0	0	0	0	0	0	71	20-29	37
19:00	**41**	8	**40**	27	3	0	1	**1**	0	0	0	0	0	0	**121**	21-30	67
20:00	32	12	26	21	5	1	0	1	0	0	0	0	0	0	98	21-30	47
21:00	23	10	26	17	3	0	0	0	0	0	0	0	0	0	79	21-30	43
22:00	10	5	9	20	11	4	1	0	0	0	0	0	0	0	60	26-35	31
23:00	7	0	2	13	8	2	1	0	0	0	0	0	0	0	33	26-35	21
Total	436	139	486	831	286	59	65	3	0	0	0	0	0	0	2305		
Percent	18.9%	6.0%	21.1%	36.1%	12.4%	2.6%	2.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	09:00	08:00	07:00	09:00	09:00	06:00							09:00		
Vol.	44	19	48	105	59	19	20	1							252		
PM Peak	19:00	17:00	19:00	13:00	14:00	15:00	12:00	19:00							19:00		
Vol.	41	14	40	52	16	9	7	1							121		

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Site Code: 2

RIVER OAKS PKWY W.O SEELY AVE

EB

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
12/10/21	4	1	4	15	7	1	1	0	0	0	0	0	0	0	33	26-35	22
01:00	2	0	2	4	1	0	0	0	0	0	0	0	0	0	9	21-30	6
02:00	4	0	4	0	2	1	0	0	0	0	0	0	0	0	11	21-30	4
03:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4	20-29	3
04:00	1	0	3	3	1	0	0	0	0	0	0	0	0	0	8	21-30	6
05:00	12	0	19	29	8	4	6	0	0	0	0	0	0	0	78	21-30	48
06:00	35	**14**	35	68	**45**	2	0	**1**	0	0	0	0	0	0	**200**	26-35	113
07:00	25	7	**45**	39	29	12	6	0	0	0	0	0	0	0	163	21-30	84
08:00	20	5	32	**105**	17	1	1	0	0	0	0	0	0	0	181	21-30	137
09:00	17	9	21	69	14	**17**	**11**	0	0	0	0	0	0	0	158	21-30	90
10:00	27	13	25	70	17	7	3	0	0	0	0	0	0	0	162	21-30	95
11:00	**42**	2	39	83	16	0	0	0	0	0	0	0	0	0	182	21-30	122
12 PM	19	4	15	**49**	**23**	2	1	**4**	0	0	0	0	0	0	117	26-35	72
13:00	17	6	17	32	18	0	1	0	0	0	0	0	0	0	91	24-33	50
14:00	26	3	33	47	8	0	0	0	0	0	0	0	0	0	117	21-30	80
15:00	20	4	21	36	14	**9**	**10**	0	0	0	0	0	0	0	114	21-30	57
16:00	11	4	20	28	5	1	0	0	0	0	0	0	0	0	69	21-30	48
17:00	23	10	19	23	6	0	1	0	0	0	0	0	0	0	82	21-30	42
18:00	15	**23**	11	30	10	0	0	0	0	0	0	0	0	0	89	21-30	41
19:00	**61**	5	31	21	5	1	1	0	0	0	0	0	0	0	**125**	21-30	52
20:00	28	14	**35**	37	1	2	1	0	0	0	0	0	0	0	118	21-30	72
21:00	29	13	27	28	0	0	0	0	0	0	0	0	0	0	97	21-30	55
22:00	14	5	18	23	11	3	2	0	0	0	0	0	0	0	76	21-30	41
23:00	6	0	6	12	7	2	3	0	0	0	0	0	0	0	36	26-35	19
Total	459	142	483	853	265	65	48	5	0	0	0	0	0	0	2320		
Percent	19.8%	6.1%	20.8%	36.8%	11.4%	2.8%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	06:00	07:00	08:00	06:00	09:00	09:00	06:00							06:00		
Vol.	42	14	45	105	45	17	11	1							200		
PM Peak	19:00	18:00	20:00	12:00	12:00	15:00	15:00	12:00							19:00		
Vol.	61	23	35	49	23	9	10	4							125		

All Traffic Data Services, LLC

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RIVER OAKS PKWY W.O SEELY AVE

EB

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
12/11/21	2	1	3	13	7	2	1	0	0	0	0	0	0	0	29	26-35	20
01:00	1	0	1	9	9	0	0	0	0	0	0	0	0	0	20	26-35	18
02:00	3	0	1	1	0	2	1	0	0	0	0	0	0	0	8	36-45	3
03:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	3	0	1	3	2	0	0	0	0	0	0	0	0	0	9	26-35	5
05:00	16	0	12	68	5	5	4	0	0	0	0	0	0	0	110	21-30	80
06:00	46	**11**	**39**	66	29	4	6	**2**	0	0	0	0	0	0	203	21-30	105
07:00	34	5	21	79	**57**	7	9	0	0	0	0	0	0	0	**212**	26-35	136
08:00	16	7	36	**92**	13	1	2	0	0	0	0	0	0	0	167	21-30	128
09:00	30	10	33	83	15	**13**	**17**	0	0	0	0	0	0	0	201	21-30	116
10:00	26	11	34	56	20	4	7	0	0	0	0	0	0	0	158	21-30	90
11:00	**62**	1	33	71	12	0	0	0	0	0	0	0	0	0	179	21-30	104
12 PM	24	3	20	46	12	6	**8**	0	0	0	0	0	0	0	119	21-30	66
13:00	18	9	20	31	8	0	1	0	0	0	0	0	0	0	87	21-30	51
14:00	15	4	31	**47**	16	0	0	0	0	0	0	0	0	0	113	21-30	78
15:00	21	3	17	33	**17**	**14**	0	0	0	0	0	0	0	0	105	21-30	50
16:00	17	4	21	26	4	1	1	0	0	0	0	0	0	0	74	21-30	47
17:00	33	16	23	25	12	0	1	0	0	0	0	0	0	0	110	21-30	48
18:00	18	**22**	17	21	10	0	0	0	0	0	0	0	0	0	88	16-25	39
19:00	**40**	14	**42**	21	5	2	1	0	0	0	0	0	0	0	**125**	21-30	63
20:00	34	11	38	22	5	2	0	0	0	0	0	0	0	0	112	21-30	60
21:00	21	10	32	22	1	0	0	0	0	0	0	0	0	0	86	21-30	54
22:00	18	2	12	31	11	1	3	0	0	0	0	0	0	0	78	21-30	43
23:00	5	0	4	12	6	4	1	0	0	0	0	0	0	0	32	25-34	18
Total	504	144	492	879	276	68	63	2	0	0	0	0	0	0	2428		
Percent	20.8%	5.9%	20.3%	36.2%	11.4%	2.8%	2.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	06:00	06:00	08:00	07:00	09:00	09:00	06:00							07:00		
Vol.	62	11	39	92	57	13	17	2							212		
PM Peak	19:00	18:00	19:00	14:00	15:00	15:00	12:00								19:00		
Vol.	40	22	42	47	17	14	8								125		

All Traffic Data Services, LLC

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RIVER OAKS PKWY W.O SEELY AVE

EB

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
12/12/21	2	2	1	9	10	2	1	0	0	0	0	0	0	0	27	26-35	19
01:00	1	0	1	6	6	0	0	0	0	0	0	0	0	0	14	26-35	12
02:00	4	0	3	1	1	1	1	0	0	0	0	0	0	0	11	21-30	4
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
04:00	3	0	0	2	1	0	0	0	0	0	0	0	0	0	6	26-35	3
05:00	8	0	20	7	12	3	3	0	0	0	0	0	0	0	53	21-30	27
06:00	36	**10**	**51**	52	34	4	3	**1**	0	0	0	0	0	0	191	21-30	103
07:00	32	7	28	53	**59**	9	7	0	0	0	0	0	0	0	195	26-35	112
08:00	21	5	33	70	38	1	1	0	0	0	0	0	0	0	169	26-35	108
09:00	40	8	35	70	15	**17**	**18**	0	0	0	0	0	0	0	**203**	21-30	105
10:00	26	4	34	**79**	16	5	3	0	0	0	0	0	0	0	167	21-30	113
11:00	**55**	2	38	47	14	0	0	0	0	0	0	0	0	0	156	21-30	85
12 PM	9	3	14	31	17	3	3	0	0	**5**	0	0	0	0	85	26-35	48
13:00	18	8	7	22	7	0	1	0	0	0	0	0	0	0	63	21-30	29
14:00	22	2	36	**47**	11	0	0	0	0	0	0	0	0	0	118	21-30	83
15:00	16	5	26	38	**18**	**4**	**7**	0	0	0	0	0	0	0	114	21-30	64
16:00	16	5	21	38	4	1	0	0	0	0	0	0	0	0	85	21-30	59
17:00	20	11	23	24	18	0	0	0	0	0	0	0	0	0	96	21-30	47
18:00	11	13	15	45	3	0	0	0	0	0	0	0	0	0	87	21-30	60
19:00	**47**	10	**44**	25	4	0	2	**1**	0	0	0	0	0	0	**133**	21-30	69
20:00	22	**17**	19	18	2	1	0	1	0	0	0	0	0	0	80	21-30	37
21:00	18	9	29	18	1	0	0	0	0	0	0	0	0	0	75	21-30	47
22:00	13	1	23	32	10	0	4	0	0	0	0	0	0	0	83	21-30	55
23:00	7	0	3	13	5	2	1	0	0	0	0	0	0	0	31	25-34	18
Total	448	122	505	747	306	53	55	3	0	5	0	0	0	0	2244		
Percent	20.0%	5.4%	22.5%	33.3%	13.6%	2.4%	2.5%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	06:00	06:00	10:00	07:00	09:00	09:00	06:00							09:00		
Vol.	55	10	51	79	59	17	18	1							203		
PM Peak	19:00	20:00	19:00	14:00	15:00	15:00	15:00	19:00		12:00					19:00		
Vol.	47	17	44	47	18	4	7	1		5					133		

All Traffic Data Services, LLC

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RIVER OAKS PKWY W.O SEELY AVE

EB

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
12/13/21	5	2	1	14	4	1	2	0	0	0	0	0	0	0	29	26-35	18
01:00	2	0	1	4	7	0	0	0	0	0	0	0	0	0	14	26-35	11
02:00	3	0	3	0	0	2	0	0	0	0	0	0	0	0	8	15-24	3
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4	19-28	2
04:00	1	0	2	2	1	0	0	0	0	0	0	0	0	0	6	21-30	4
05:00	9	0	15	45	8	1	7	0	0	0	0	0	0	0	85	21-30	60
06:00	43	13	46	39	26	5	0	**1**	0	0	0	0	0	0	173	21-30	85
07:00	23	4	33	52	**31**	9	6	0	0	0	0	0	0	0	158	21-30	85
08:00	27	6	25	77	28	1	1	0	0	0	0	0	0	0	165	26-35	105
09:00	34	**15**	41	**99**	7	**24**	**13**	0	0	0	0	0	0	0	**233**	21-30	140
10:00	29	9	38	57	11	5	3	0	0	0	0	0	0	0	152	21-30	95
11:00	**55**	2	**54**	89	8	0	0	0	0	0	0	0	0	0	208	21-30	143
12 PM	22	8	18	32	**14**	2	**4**	0	0	0	0	0	0	0	100	21-30	50
13:00	15	9	21	31	6	0	1	0	0	0	0	0	0	0	83	21-30	52
14:00	33	5	**43**	16	9	0	0	0	0	0	0	0	0	0	106	21-30	59
15:00	16	4	19	27	14	**11**	0	0	0	0	0	0	0	0	91	21-30	46
16:00	24	3	18	27	4	2	0	0	0	0	0	0	0	0	78	21-30	45
17:00	23	6	20	**39**	7	0	2	0	0	0	0	0	0	0	97	21-30	59
18:00	19	**11**	10	28	7	0	0	0	0	0	0	0	0	0	75	21-30	38
19:00	**46**	10	29	31	3	1	1	0	0	0	0	0	0	0	**121**	21-30	60
20:00	17	5	30	28	6	2	0	0	0	0	0	0	0	0	88	21-30	58
21:00	38	5	29	16	4	0	0	0	0	0	0	0	0	0	92	21-30	45
22:00	23	4	17	12	10	1	3	0	0	0	0	0	0	0	70	21-30	29
23:00	8	0	4	17	7	3	2	0	0	0	0	0	0	0	41	26-35	24
Total	517	121	518	783	222	70	45	1	0	0	0	0	0	0	2277		
Percent	22.7%	5.3%	22.7%	34.4%	9.7%	3.1%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00	09:00	07:00	09:00	09:00	06:00							09:00		
Vol.	55	15	54	99	31	24	13	1							233		
PM Peak	19:00	18:00	14:00	17:00	12:00	15:00	12:00								19:00		
Vol.	46	11	43	39	14	11	4								121		

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RIVER OAKS PKWY W.O SEELY AVE

EB

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
12/14/21	4	1	1	12	6	1	2	0	0	0	0	0	0	0	27	26-35	18
01:00	1	0	0	5	6	0	0	0	0	0	0	0	0	0	12	26-35	11
02:00	2	0	5	2	1	1	1	0	0	0	0	0	0	0	12	21-30	7
03:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	2	0	1	2	1	0	0	0	0	0	0	0	0	0	6	26-35	3
05:00	20	0	19	11	16	4	0	0	0	0	0	0	0	0	70	21-30	30
06:00	37	9	43	58	24	3	0	**1**	0	0	0	0	0	0	175	21-30	101
07:00	20	4	36	88	**55**	10	**3**	0	0	0	0	0	0	0	**216**	26-35	143
08:00	22	4	29	**100**	45	1	2	0	0	0	0	0	0	0	203	26-35	145
09:00	**41**	**14**	37	55	16	**18**	1	0	0	0	0	0	0	0	182	21-30	92
10:00	23	8	31	84	19	4	2	0	0	0	0	0	0	0	171	21-30	115
11:00	39	1	**45**	60	14	0	0	0	0	0	0	0	0	0	159	21-30	105
12 PM	13	7	21	33	16	**5**	2	**3**	0	0	0	0	0	0	100	21-30	54
13:00	15	3	8	32	15	0	1	0	0	0	0	0	0	0	74	26-35	47
14:00	23	4	35	31	15	0	0	0	0	0	0	0	0	0	108	21-30	66
15:00	12	5	11	31	**17**	5	0	3	0	0	0	0	0	0	84	26-35	48
16:00	24	6	20	26	4	1	0	2	0	0	0	0	0	0	83	21-30	46
17:00	**30**	10	32	30	13	0	1	0	0	0	0	0	0	0	**116**	21-30	62
18:00	18	**15**	17	35	7	0	0	0	0	0	0	0	0	0	92	21-30	52
19:00	26	10	**44**	20	4	2	1	0	0	0	0	0	0	0	107	21-30	64
20:00	29	5	25	**38**	2	2	0	0	0	0	0	0	0	0	101	21-30	63
21:00	23	8	35	17	3	0	0	0	0	0	0	0	0	0	86	21-30	52
22:00	13	2	21	22	13	2	0	0	0	0	0	0	0	0	73	21-30	43
23:00	6	0	8	16	6	2	**3**	0	0	0	0	0	0	0	41	21-30	24
Total	444	116	525	809	318	61	19	9	0	0	0	0	0	0	2301		
Percent	19.3%	5.0%	22.8%	35.2%	13.8%	2.7%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	11:00	08:00	07:00	09:00	07:00	06:00							07:00		
Vol.	41	14	45	100	55	18	3	1							216		
PM Peak	17:00	18:00	19:00	20:00	15:00	12:00	23:00	12:00							17:00		
Vol.	30	15	44	38	17	5	3	3							116		
Total	3777	912	3492	5710	1956	433	300	24	0	5	0	0	0	0	16609		
Percent	22.7%	5.5%	21.0%	34.4%	11.8%	2.6%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	9 MPH
	50th Percentile :	25 MPH
	85th Percentile :	30 MPH
	95th Percentile :	34 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	9202
	Percent in Pace :	55.4%
	Number of Vehicles > 30 MPH :	2718
	Percent of Vehicles > 30 MPH :	16.4%
	Mean Speed(Average) :	23 MPH

All Traffic Data Services, LLC

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RIVER OAKS PKWY W.O SEELY AVE

WB

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
12/08/21	9	1	9	24	6	2	0	0	0	0	0	0	0	0	51	21-30	33
01:00	2	1	4	5	4	1	0	0	0	0	0	0	0	0	17	21-30	9
02:00	2	0	4	1	1	1	1	0	0	0	0	0	0	0	10	19-28	5
03:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	19-28	2
04:00	1	0	0	2	2	1	0	0	0	0	0	0	0	0	6	26-35	4
05:00	11	1	11	8	8	3	0	0	0	0	0	0	0	0	42	21-30	19
06:00	25	**7**	**42**	**82**	**58**	3	0	**2**	0	0	0	0	0	0	**219**	26-35	140
07:00	27	5	27	70	39	**12**	0	0	0	0	0	0	0	0	180	26-35	109
08:00	24	7	19	57	30	7	0	0	0	0	0	0	0	0	144	26-35	87
09:00	22	4	33	45	26	3	**2**	0	0	0	0	0	0	0	135	21-30	78
10:00	**35**	7	26	69	17	4	2	0	0	0	0	0	0	0	160	21-30	95
11:00	21	0	19	35	24	5	0	0	0	0	0	0	0	0	104	26-35	59
12 PM	17	2	8	29	8	3	**1**	0	0	0	0	0	0	0	68	26-35	37
13:00	26	0	28	61	27	4	0	0	0	0	0	0	0	0	146	21-30	89
14:00	30	6	43	**81**	**34**	2	0	**1**	0	0	0	0	0	0	**197**	21-30	124
15:00	21	5	25	68	29	10	0	0	0	0	0	0	0	0	158	26-35	97
16:00	21	5	35	73	30	3	0	0	0	0	0	0	0	0	167	21-30	108
17:00	24	6	37	73	19	**12**	0	0	0	0	0	0	0	0	171	21-30	110
18:00	**38**	**9**	35	60	15	4	1	0	0	0	0	0	0	0	162	21-30	95
19:00	31	1	**48**	69	15	2	1	0	0	0	0	0	0	0	167	21-30	117
20:00	31	6	23	51	19	4	1	0	0	0	0	0	0	0	135	21-30	74
21:00	30	0	21	44	17	5	1	0	0	0	0	0	0	0	118	21-30	65
22:00	23	1	13	25	21	4	0	0	0	0	0	0	0	0	87	26-35	46
23:00	12	2	7	17	8	2	1	0	0	0	0	0	0	0	49	26-35	25
Total	483	76	518	1050	458	98	11	3	0	0	0	0	0	0	2697		
Percent	17.9%	2.8%	19.2%	38.9%	17.0%	3.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	06:00	06:00	06:00	06:00	07:00	09:00	06:00							06:00		
Vol.	35	7	42	82	58	12	2	2							219		
PM Peak	18:00	18:00	19:00	14:00	14:00	17:00	12:00	14:00							14:00		
Vol.	38	9	48	81	34	12	1	1							197		

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Site Code: 2

RIVER OAKS PKWY W.O SEELY AVE

WB

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
12/09/21	8	1	7	16	8	3	0	0	0	0	0	0	0	0	43	26-35	24
01:00	2	0	5	6	6	1	0	0	0	0	0	0	0	0	20	24-33	12
02:00	3	0	2	1	1	1	**1**	0	0	0	0	0	0	0	9	21-30	3
03:00	0	0	2	2	0	2	0	0	0	0	0	0	0	0	6	20-29	4
04:00	10	1	10	16	9	0	0	0	0	**1**	0	0	0	0	47	21-30	26
05:00	9	0	7	18	12	4	0	0	0	0	0	0	0	0	50	26-35	30
06:00	**43**	5	**56**	72	**44**	4	0	**2**	0	0	0	0	0	0	**226**	21-30	128
07:00	19	**8**	24	**75**	27	**10**	0	0	0	0	0	0	0	0	163	26-35	102
08:00	20	7	24	60	30	6	0	0	0	0	0	0	0	0	147	26-35	90
09:00	25	4	34	51	13	0	1	0	0	0	0	0	0	0	128	21-30	85
10:00	40	5	15	63	21	3	1	0	0	0	0	0	0	0	148	26-35	84
11:00	29	0	23	29	20	9	0	0	0	0	0	0	0	0	110	21-30	52
12 PM	22	2	10	23	10	3	**1**	0	0	0	0	0	0	0	71	26-35	33
13:00	9	1	26	30	17	4	1	0	0	0	0	0	0	0	88	21-30	56
14:00	**55**	5	28	45	11	3	1	0	0	0	0	0	0	0	148	21-30	73
15:00	21	0	15	38	30	3	0	0	0	0	0	0	0	0	107	26-35	68
16:00	19	2	8	21	17	4	1	0	0	0	0	0	0	0	72	26-35	38
17:00	16	3	40	64	31	3	0	**1**	0	0	0	0	0	0	158	21-30	104
18:00	12	7	34	63	**36**	10	0	0	0	0	0	0	0	0	162	25-34	99
19:00	17	8	37	**87**	22	6	0	0	0	0	0	0	0	0	**177**	21-30	124
20:00	25	**9**	**52**	43	19	**11**	0	0	0	0	0	0	0	0	159	21-30	95
21:00	26	2	22	53	18	6	0	0	0	0	0	0	0	0	127	21-30	75
22:00	22	2	14	29	17	5	0	0	0	0	0	0	0	0	89	26-35	46
23:00	14	2	6	7	6	4	0	0	0	0	0	0	0	0	39	21-30	13
Total	466	74	501	912	425	105	7	3	0	1	0	0	0	0	2494		
Percent	18.7%	3.0%	20.1%	36.6%	17.0%	4.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	07:00	06:00	07:00	06:00	07:00	02:00	06:00		04:00					06:00		
Vol.	43	8	56	75	44	10	1	2		1					226		
PM Peak	14:00	20:00	20:00	19:00	18:00	20:00	12:00	17:00							19:00		
Vol.	55	9	52	87	36	11	1	1							177		

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RIVER OAKS PKWY W.O SEELY AVE

WB

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
12/10/21	9	1	5	18	8	3	0	0	0	0	0	0	0	0	44	26-35	26
01:00	3	0	3	2	2	0	0	0	0	0	0	0	0	0	10	21-30	5
02:00	3	0	2	1	1	1	**2**	0	0	0	0	0	0	0	10	36-45	3
03:00	0	0	1	0	1	2	0	0	0	0	0	0	0	0	4	30-39	3
04:00	11	1	9	10	5	3	0	0	0	0	0	0	0	0	39	21-30	19
05:00	11	1	3	17	12	6	0	0	0	0	0	0	0	0	50	26-35	29
06:00	30	0	35	**97**	34	4	0	**1**	0	0	0	0	0	0	201	21-30	132
07:00	31	**8**	31	73	25	**8**	0	0	0	0	0	0	0	0	176	21-30	104
08:00	27	7	**42**	94	**36**	3	0	0	0	0	0	0	0	0	**209**	21-30	136
09:00	22	2	15	55	27	3	2	0	0	0	0	0	0	0	126	26-35	82
10:00	**34**	5	29	54	20	4	2	0	0	0	0	0	0	0	148	21-30	83
11:00	23	0	18	23	21	6	0	0	0	0	0	0	0	0	91	26-35	44
12 PM	13	2	8	23	12	4	1	0	0	0	0	0	0	0	63	26-35	35
13:00	21	2	17	36	15	2	1	0	0	0	0	0	0	0	94	21-30	53
14:00	**47**	5	23	71	19	0	**2**	0	0	0	0	0	0	0	167	21-30	94
15:00	21	0	13	43	15	7	0	0	0	0	0	0	0	0	99	25-34	58
16:00	20	2	9	20	7	3	1	0	0	0	0	0	0	0	62	21-30	29
17:00	25	5	**50**	52	23	2	0	**2**	0	0	0	0	0	0	159	21-30	102
18:00	30	7	23	70	27	11	0	0	0	0	0	0	0	0	168	26-35	97
19:00	29	**8**	38	**102**	**30**	6	0	0	0	0	0	0	0	0	**213**	21-30	140
20:00	20	2	43	52	16	**12**	0	0	0	0	0	0	0	0	145	21-30	95
21:00	30	4	19	32	10	8	0	0	0	0	0	0	0	0	103	21-30	51
22:00	31	1	7	30	20	5	0	0	0	0	0	0	0	0	94	26-35	50
23:00	13	1	9	16	9	2	1	0	0	0	0	0	0	0	51	21-30	25
Total	504	64	452	991	395	105	12	3	0	0	0	0	0	0	2526		
Percent	20.0%	2.5%	17.9%	39.2%	15.6%	4.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	08:00	06:00	08:00	07:00	02:00	06:00							08:00		
Vol.	34	8	42	97	36	8	2	1							209		
PM Peak	14:00	19:00	17:00	19:00	19:00	20:00	14:00	17:00							19:00		
Vol.	47	8	50	102	30	12	2	2							213		

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RIVER OAKS PKWY W.O SEELY AVE

WB

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
12/11/21	8	1	12	11	6	4	0	0	0	0	0	0	0	0	42	21-30	23
01:00	1	0	5	5	6	1	0	0	0	0	0	0	0	0	18	24-33	11
02:00	1	0	5	1	1	1	1	0	0	0	0	0	0	0	10	21-30	6
03:00	0	0	1	2	0	1	0	0	0	0	0	0	0	0	4	20-29	3
04:00	7	1	10	9	4	1	0	0	0	**1**	0	0	0	0	33	21-30	19
05:00	13	0	13	12	13	1	0	0	0	0	0	0	0	0	52	26-35	25
06:00	**37**	**7**	41	**81**	**42**	3	0	**1**	0	0	0	0	0	0	**212**	26-35	123
07:00	21	6	32	77	35	6	0	0	0	0	0	0	0	0	177	26-35	112
08:00	31	5	**47**	71	33	4	0	0	0	0	0	0	0	0	191	21-30	118
09:00	21	3	22	53	15	3	1	0	0	0	0	0	0	0	118	21-30	75
10:00	21	7	32	47	16	5	**4**	0	0	0	0	0	0	0	132	21-30	79
11:00	18	0	20	28	12	**10**	0	0	0	0	0	0	0	0	88	21-30	48
12 PM	19	1	14	16	14	2	0	0	0	0	0	0	0	0	66	21-30	30
13:00	28	2	18	38	12	2	1	0	0	0	0	0	0	0	101	21-30	56
14:00	**45**	2	22	56	20	3	**2**	0	0	0	0	0	0	0	150	21-30	78
15:00	14	0	10	35	18	9	0	0	0	0	0	0	0	0	86	26-35	53
16:00	18	2	12	18	18	2	1	0	0	0	0	0	0	0	71	26-35	36
17:00	17	2	36	**95**	**37**	3	0	**1**	0	0	0	0	0	0	**191**	26-35	132
18:00	33	4	23	45	32	8	0	0	0	0	0	0	0	0	145	26-35	77
19:00	14	5	**48**	82	28	4	0	0	0	0	0	0	0	0	181	21-30	130
20:00	14	**8**	24	44	19	**12**	0	0	0	0	0	0	0	0	121	21-30	68
21:00	22	3	18	34	14	4	1	0	0	0	0	0	0	0	96	21-30	52
22:00	22	0	15	10	28	4	0	0	0	0	0	0	0	0	79	26-35	38
23:00	11	3	3	12	11	1	1	0	0	0	0	0	0	0	42	26-35	23
Total	436	62	483	882	434	94	12	2	0	1	0	0	0	0	2406		
Percent	18.1%	2.6%	20.1%	36.7%	18.0%	3.9%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	06:00	08:00	06:00	06:00	11:00	10:00	06:00		04:00					06:00		
Vol.	37	7	47	81	42	10	4	1		1					212		
PM Peak	14:00	20:00	19:00	17:00	17:00	20:00	14:00	17:00							17:00		
Vol.	45	8	48	95	37	12	2	1							191		

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RIVER OAKS PKWY W.O SEELY AVE

WB

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
12/12/21	6	1	9	11	7	1	0	0	0	0	0	0	0	0	35	21-30	20
01:00	4	0	3	7	2	2	0	0	0	0	0	0	0	0	18	21-30	10
02:00	1	0	3	1	0	2	0	0	0	0	0	0	0	0	7	21-30	4
03:00	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3	30-39	2
04:00	7	2	9	6	4	1	0	0	0	0	0	0	0	0	29	21-30	15
05:00	11	1	12	18	13	3	0	0	0	0	0	0	0	0	58	26-35	31
06:00	**47**	**5**	**36**	62	**46**	1	0	**1**	0	0	0	0	0	0	**198**	26-35	108
07:00	29	4	31	58	30	6	0	0	0	0	0	0	0	0	158	21-30	89
08:00	23	5	29	**77**	35	5	0	0	0	0	0	0	0	0	174	26-35	112
09:00	19	4	23	36	19	3	0	0	0	0	0	0	0	0	104	21-30	59
10:00	43	4	25	70	21	1	0	0	0	0	0	0	0	0	164	21-30	95
11:00	28	0	21	36	24	**11**	0	0	0	0	0	0	0	0	120	26-35	60
12 PM	20	2	10	30	14	4	**2**	0	0	0	0	0	0	0	82	26-35	44
13:00	24	2	27	34	20	5	0	0	0	0	0	0	0	0	112	21-30	61
14:00	**33**	4	37	58	13	4	2	0	0	0	0	0	0	0	151	21-30	95
15:00	26	0	17	42	21	10	0	0	0	0	0	0	0	0	116	26-35	63
16:00	16	2	9	25	13	3	2	0	0	0	0	0	0	0	70	26-35	38
17:00	20	5	33	53	29	2	0	**1**	0	0	0	0	0	0	143	21-30	86
18:00	20	5	32	82	**35**	9	0	0	0	0	0	0	0	0	183	26-35	117
19:00	25	8	38	**100**	34	6	0	0	0	0	0	0	0	0	**211**	21-30	138
20:00	28	**10**	**41**	42	12	**11**	0	0	0	0	0	0	0	0	144	21-30	83
21:00	16	4	22	37	26	6	1	0	0	0	0	0	0	0	112	26-35	63
22:00	26	0	17	22	25	4	0	0	0	0	0	0	0	0	94	26-35	47
23:00	11	1	5	17	8	2	2	0	0	0	0	0	0	0	46	26-35	25
Total	483	69	490	924	451	104	9	2	0	0	0	0	0	0	2532		
Percent	19.1%	2.7%	19.4%	36.5%	17.8%	4.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	06:00	06:00	08:00	06:00	11:00		06:00							06:00		
Vol.	47	5	36	77	46	11		1							198		
PM Peak	14:00	20:00	20:00	19:00	18:00	20:00	12:00	17:00							19:00		
Vol.	33	10	41	100	35	11	2	1							211		

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RIVER OAKS PKWY W.O SEELY AVE

WB

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
12/13/21	12	1	9	19	7	1	1	0	0	0	0	0	0	0	50	21-30	28
01:00	3	1	4	5	3	0	0	0	0	0	0	0	0	0	16	21-30	9
02:00	2	0	7	2	1	2	1	0	0	0	0	0	0	0	15	21-30	9
03:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	7	2	9	6	6	1	0	0	0	0	0	0	0	0	31	21-30	15
05:00	13	0	15	21	9	1	0	0	0	0	0	0	0	0	59	21-30	36
06:00	31	4	28	**103**	**51**	2	0	**2**	0	0	0	0	0	0	**221**	26-35	154
07:00	36	7	25	85	33	4	0	0	0	0	0	0	0	0	190	26-35	118
08:00	23	**8**	**45**	95	24	4	0	0	0	0	0	0	0	0	199	21-30	140
09:00	21	2	19	56	20	4	1	0	0	0	0	0	0	0	123	26-35	76
10:00	**37**	2	25	57	26	2	**3**	0	0	0	0	0	0	0	152	24-33	83
11:00	22	0	25	33	11	**5**	0	0	0	0	0	0	0	0	96	21-30	58
12 PM	12	2	8	15	14	3	1	0	0	0	0	0	0	0	55	26-35	29
13:00	20	1	20	28	13	3	1	0	0	0	0	0	0	0	86	21-30	48
14:00	**43**	5	23	74	22	4	0	0	0	0	0	0	0	0	171	21-30	97
15:00	27	0	17	34	8	9	0	0	0	0	0	0	0	0	95	21-30	51
16:00	22	3	6	39	12	6	**2**	0	0	0	0	0	0	0	90	26-35	51
17:00	24	4	30	**94**	15	4	0	0	0	0	0	0	0	0	171	21-30	124
18:00	33	**7**	19	64	**31**	8	0	0	0	0	0	0	0	0	162	26-35	95
19:00	23	7	**36**	74	28	4	0	0	0	0	0	0	0	0	**172**	21-30	110
20:00	32	5	36	42	19	**12**	0	0	0	0	0	0	0	0	146	21-30	78
21:00	33	2	16	45	11	3	1	0	0	0	0	0	0	0	111	21-30	61
22:00	31	1	16	32	16	2	0	0	0	0	0	0	0	0	98	26-35	48
23:00	15	1	8	10	10	2	1	0	0	0	0	0	0	0	47	25-34	20
Total	522	65	447	1034	391	86	12	2	0	0	0	0	0	0	2559		
Percent	20.4%	2.5%	17.5%	40.4%	15.3%	3.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00	06:00	06:00	11:00	10:00	06:00							06:00		
Vol.	37	8	45	103	51	5	3	2							221		
PM Peak	14:00	18:00	19:00	17:00	18:00	20:00	16:00								19:00		
Vol.	43	7	36	94	31	12	2								172		

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RIVER OAKS PKWY W.O SEELY AVE

WB

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
12/14/21	11	1	6	8	3	2	0	0	0	0	0	0	0	0	31	21-30	14
01:00	1	2	4	1	5	0	0	0	0	0	0	0	0	0	13	16-25	6
02:00	2	0	2	1	0	1	**1**	0	0	0	0	0	0	0	7	21-30	3
03:00	0	0	1	0	2	2	0	0	0	0	0	0	0	0	5	30-39	4
04:00	4	2	8	8	7	1	0	0	0	0	0	0	0	0	30	21-30	16
05:00	11	1	14	15	14	4	0	0	0	0	0	0	0	0	59	21-30	29
06:00	31	**8**	**50**	91	**42**	2	0	0	0	0	0	0	0	0	**224**	21-30	141
07:00	30	5	30	72	13	7	0	0	0	0	0	0	0	0	157	21-30	102
08:00	25	6	36	**98**	30	**8**	0	0	0	0	0	0	0	0	203	21-30	134
09:00	31	3	30	36	25	3	1	0	0	0	0	0	0	0	129	21-30	66
10:00	**46**	5	17	21	13	3	1	0	0	0	0	0	0	0	106	21-30	38
11:00	23	0	16	37	9	8	0	0	0	0	0	0	0	0	93	21-30	53
12 PM	13	1	7	26	12	3	0	0	0	0	0	0	0	0	62	26-35	38
13:00	14	1	24	47	14	3	1	0	0	0	0	0	0	0	104	21-30	71
14:00	**41**	6	19	58	17	2	1	0	0	0	0	0	0	0	144	21-30	77
15:00	14	0	22	35	20	**8**	0	0	0	0	0	0	0	0	99	21-30	57
16:00	18	3	13	26	12	2	**2**	0	0	0	0	0	0	0	76	21-30	39
17:00	10	2	29	61	27	3	0	0	0	0	0	0	0	0	132	21-30	90
18:00	23	2	36	59	**40**	4	0	0	0	0	0	0	0	0	164	26-35	99
19:00	17	**9**	**38**	**70**	31	4	0	0	0	0	0	0	0	0	**169**	21-30	108
20:00	20	7	24	51	20	8	0	0	0	0	0	0	0	0	130	21-30	75
21:00	20	3	23	39	21	6	2	0	0	0	0	0	0	0	114	21-30	62
22:00	23	2	15	24	34	6	0	0	0	0	0	0	0	0	104	26-35	58
23:00	6	3	4	18	8	2	0	0	0	0	0	0	0	0	41	26-35	26
Total	434	72	468	902	419	92	9	0	0	0	0	0	0	0	2396		
Percent	18.1%	3.0%	19.5%	37.6%	17.5%	3.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	06:00	06:00	08:00	06:00	08:00	02:00								06:00		
Vol.	46	8	50	98	42	8	1								224		
PM Peak	14:00	19:00	19:00	19:00	18:00	15:00	16:00								19:00		
Vol.	41	9	38	70	40	8	2								169		
Total	3328	482	3359	6695	2973	684	72	15	0	2	0	0	0	0	17610		
Percent	18.9%	2.7%	19.1%	38.0%	16.9%	3.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	11 MPH
50th Percentile :	26 MPH
85th Percentile :	31 MPH
95th Percentile :	34 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	10054
Percent in Pace :	57.1%
Number of Vehicles > 30 MPH :	3746
Percent of Vehicles > 30 MPH :	21.3%
Mean Speed(Average) :	24 MPH

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SEELY AVE & EPIC WAY

Start Time	08-Dec-21		09-Dec-21		10-Dec-21		11-Dec-21		12-Dec-21		13-Dec-21		14-Dec-21		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	29	2	18	3	17	3	42	8	38	8	49	6	44	5	34	5
01:00	10	2	7	1	25	6	27	7	37	4	36	2	34	10	25	5
02:00	6	4	2	7	8	4	17	9	12	8	13	5	7	6	9	6
03:00	5	0	1	3	7	2	14	7	7	1	5	0	12	6	7	3
04:00	16	0	16	0	7	0	2	2	1	2	1	1	3	3	7	1
05:00	62	9	34	2	55	2	26	3	19	2	15	2	19	2	33	3
06:00	84	12	120	5	96	1	27	7	8	7	12	3	12	6	51	6
07:00	72	14	65	20	80	11	18	13	29	9	27	16	22	17	45	14
08:00	**197**	17	**207**	**41**	**198**	**46**	57	24	37	36	51	32	22	**46**	110	35
09:00	149	**28**	112	33	178	28	71	21	47	26	64	42	96	28	102	29
10:00	94	27	111	28	128	28	93	25	63	28	73	25	85	22	92	26
11:00	150	14	118	39	152	23	**108**	**44**	**163**	**53**	**134**	**55**	**170**	35	**142**	**38**
12:00 PM	184	20	130	40	190	36	175	40	134	57	122	34	80	30	145	37
01:00	142	19	108	33	124	50	162	66	132	58	**252**	47	226	31	164	43
02:00	131	61	127	46	105	45	196	41	97	59	193	56	105	49	136	51
03:00	148	33	118	49	120	**62**	138	49	128	45	140	36	174	56	138	47
04:00	114	39	157	53	117	50	191	43	169	55	162	67	195	60	158	52
05:00	147	**64**	192	**86**	146	59	222	64	119	43	124	65	118	66	153	**64**
06:00	142	31	195	78	142	62	**228**	**78**	129	**75**	129	62	**272**	46	**177**	62
07:00	**201**	17	132	54	**199**	43	196	59	**172**	49	170	57	114	46	169	46
08:00	113	13	**282**	40	147	45	78	71	127	64	143	**69**	75	**70**	138	53
09:00	78	9	89	38	121	36	128	46	124	36	93	41	79	29	102	34
10:00	86	3	41	20	70	15	102	16	54	12	63	12	44	15	66	13
11:00	31	4	45	24	46	13	74	18	42	14	18	21	53	19	44	16
Total	2391	442	2427	743	2478	670	2392	761	1888	751	2089	756	2061	703	2247	689
Day	2833		3170		3148		3153		2639		2845		2764		2936	
AM Peak	08:00	09:00	08:00	08:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	08:00	11:00	11:00
Vol.	197	28	207	41	198	46	108	44	163	53	134	55	170	46	142	38
PM Peak	19:00	17:00	20:00	17:00	19:00	15:00	18:00	18:00	19:00	18:00	13:00	20:00	18:00	20:00	18:00	17:00
Vol.	201	64	282	86	199	62	228	78	172	75	252	69	272	70	177	64

Comb. Total	2833	3170	3148	3153	2639	2845	2764	2936

ADT ADT 1,728 AADT 1,728

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SEELY AVE & EPIC WAY

NB

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
12/08/21	0	6	16	5	0	0	**2**	0	0	0	0	0	0	0	29	16-25	22
01:00	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16-25	10
02:00	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6	21-30	6
03:00	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16-25	5
04:00	0	0	5	11	0	0	0	0	0	0	0	0	0	0	16	21-30	16
05:00	3	0	29	23	4	3	0	0	0	0	0	0	0	0	62	21-30	52
06:00	0	3	39	35	7	0	0	0	0	0	0	0	0	0	84	21-30	74
07:00	1	2	35	31	3	0	0	0	0	0	0	0	0	0	72	21-30	66
08:00	0	**15**	**96**	71	15	0	0	0	0	0	0	0	0	0	**197**	21-30	167
09:00	2	5	28	**88**	**19**	**7**	0	0	0	0	0	0	0	0	149	21-30	116
10:00	1	2	55	31	5	0	0	0	0	0	0	0	0	0	94	21-30	86
11:00	**9**	15	47	67	12	0	0	0	0	0	0	0	0	0	150	21-30	114
12 PM	10	11	69	**85**	6	**3**	0	0	0	0	0	0	0	0	184	21-30	154
13:00	9	16	67	34	15	1	0	0	0	0	0	0	0	0	142	21-30	101
14:00	**14**	9	69	35	4	0	0	0	0	0	0	0	0	0	131	21-30	104
15:00	2	14	66	57	8	1	0	0	0	0	0	0	0	0	148	21-30	123
16:00	1	**19**	38	50	6	0	0	0	0	0	0	0	0	0	114	21-30	88
17:00	4	9	50	71	12	1	0	0	0	0	0	0	0	0	147	21-30	121
18:00	0	8	57	57	**18**	2	0	0	0	0	0	0	0	0	142	21-30	114
19:00	0	9	**139**	40	12	1	0	0	0	0	0	0	0	0	**201**	21-30	179
20:00	1	4	54	44	7	1	**2**	0	0	0	0	0	0	0	113	21-30	98
21:00	4	3	27	34	5	1	1	**3**	0	0	0	0	0	0	78	21-30	61
22:00	0	3	22	51	9	0	0	0	0	**1**	0	0	0	0	86	21-30	73
23:00	0	1	9	15	6	0	0	0	0	0	0	0	0	0	31	21-30	24
Total	61	154	1034	939	173	21	5	3	0	1	0	0	0	0	2391		
Percent	2.6%	6.4%	43.2%	39.3%	7.2%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	09:00	09:00	09:00	00:00								08:00		
Vol.	9	15	96	88	19	7	2								197		
PM Peak	14:00	16:00	19:00	12:00	18:00	12:00	20:00	21:00		22:00					19:00		
Vol.	14	19	139	85	18	3	2	3		1					201		

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SEELY AVE & EPIC WAY

NB

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
12/09/21	0	4	7	6	0	0	1	0	0	0	0	0	0	0	18	20-29	13
01:00	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7	21-30	6
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	6	10	0	0	0	0	0	0	0	0	0	0	16	21-30	16
05:00	1	0	12	18	3	0	0	0	0	0	0	0	0	0	34	21-30	30
06:00	0	5	48	54	11	0	**2**	0	0	0	0	0	0	0	120	21-30	102
07:00	1	6	31	23	4	0	0	0	0	0	0	0	0	0	65	21-30	54
08:00	1	10	**104**	**78**	14	0	0	0	0	0	0	0	0	0	**207**	21-30	182
09:00	1	2	42	54	10	**3**	0	0	0	0	0	0	0	0	112	21-30	96
10:00	0	12	18	54	**27**	0	0	0	0	0	0	0	0	0	111	26-35	81
11:00	**5**	**18**	33	47	13	2	0	0	0	0	0	0	0	0	118	21-30	80
12 PM	2	14	58	49	2	**5**	0	0	0	0	0	0	0	0	130	21-30	107
13:00	6	1	39	46	16	0	0	0	0	0	0	0	0	0	108	21-30	85
14:00	3	**22**	41	51	10	0	0	0	0	0	0	0	0	0	127	21-30	92
15:00	6	8	38	61	3	2	0	0	0	0	0	0	0	0	118	21-30	99
16:00	**8**	7	89	43	9	1	0	0	0	0	0	0	0	0	157	21-30	132
17:00	7	13	96	61	12	2	1	0	0	0	0	0	0	0	192	21-30	157
18:00	1	11	91	82	10	0	0	0	0	0	0	0	0	0	195	21-30	173
19:00	2	15	54	47	11	3	0	0	0	0	0	0	0	0	132	21-30	101
20:00	0	6	**121**	**131**	**19**	5	0	0	0	0	0	0	0	0	**282**	21-30	252
21:00	1	9	37	31	6	3	**2**	0	0	0	0	0	0	0	89	21-30	68
22:00	0	9	13	14	2	3	0	0	0	0	0	0	0	0	41	21-30	27
23:00	2	0	16	17	10	0	0	0	0	0	0	0	0	0	45	21-30	33
Total	47	173	997	983	192	29	6	0	0	0	0	0	0	0	2427		
Percent	1.9%	7.1%	41.1%	40.5%	7.9%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	08:00	10:00	09:00	06:00								08:00		
Vol.	5	18	104	78	27	3	2								207		
PM Peak	16:00	14:00	20:00	20:00	20:00	12:00	21:00								20:00		
Vol.	8	22	121	131	19	5	2								282		

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SEELY AVE & EPIC WAY

NB

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
12/10/21	1	1	10	2	3	0	0	0	0	0	0	0	0	0	17	19-28	12
01:00	3	2	11	5	4	0	0	0	0	0	0	0	0	0	25	21-30	16
02:00	0	0	2	6	0	0	0	0	0	0	0	0	0	0	8	21-30	8
03:00	0	0	2	0	4	1	0	0	0	0	0	0	0	0	7	29-38	5
04:00	2	0	1	3	1	0	0	0	0	0	0	0	0	0	7	26-35	4
05:00	0	0	12	16	23	4	0	0	0	0	0	0	0	0	55	26-35	39
06:00	0	3	46	22	25	0	0	0	0	0	0	0	0	0	96	21-30	68
07:00	4	5	27	30	9	**5**	0	0	0	0	0	0	0	0	80	21-30	57
08:00	0	10	44	**112**	**31**	1	0	0	0	0	0	0	0	0	**198**	21-30	156
09:00	1	1	**83**	85	7	0	**1**	0	0	0	0	0	0	0	178	21-30	168
10:00	**5**	16	70	24	12	1	0	0	0	0	0	0	0	0	128	21-30	94
11:00	1	**19**	61	59	10	2	0	0	0	0	0	0	0	0	152	21-30	120
12 PM	0	14	78	**80**	13	**5**	0	0	0	0	0	0	0	0	190	21-30	158
13:00	**20**	18	39	42	5	0	0	0	0	0	0	0	0	0	124	21-30	81
14:00	1	15	18	65	6	0	0	0	0	0	0	0	0	0	105	21-30	83
15:00	1	5	56	33	**25**	0	0	0	0	0	0	0	0	0	120	21-30	89
16:00	7	**21**	54	29	5	0	**1**	0	0	0	0	0	0	0	117	21-30	83
17:00	2	11	85	30	15	3	0	0	0	0	0	0	0	0	146	21-30	115
18:00	3	8	50	68	12	1	0	0	0	0	0	0	0	0	142	21-30	118
19:00	1	9	**133**	52	4	0	0	0	0	0	0	0	0	0	**199**	21-30	185
20:00	1	10	82	34	20	0	0	0	0	0	0	0	0	0	147	21-30	116
21:00	0	3	98	15	3	2	0	0	0	0	0	0	0	0	121	21-30	113
22:00	1	6	31	23	4	5	0	0	0	0	0	0	0	0	70	21-30	54
23:00	1	4	18	16	5	2	0	0	0	0	0	0	0	0	46	21-30	34
Total	55	181	1111	851	246	32	2	0	0	0	0	0	0	0	2478		
Percent	2.2%	7.3%	44.8%	34.3%	9.9%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	09:00	08:00	08:00	07:00	09:00								08:00		
Vol.	5	19	83	112	31	5	1								198		
PM Peak	13:00	16:00	19:00	12:00	15:00	12:00	16:00								19:00		
Vol.	20	21	133	80	25	5	1								199		

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SEELY AVE & EPIC WAY

NB

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
12/11/21	0	2	26	8	6	0	0	0	0	0	0	0	0	0	42	21-30	34
01:00	3	0	12	7	4	1	0	0	0	0	0	0	0	0	27	21-30	19
02:00	0	2	10	2	3	0	0	0	0	0	0	0	0	0	17	16-25	12
03:00	**5**	0	1	5	3	0	0	0	0	0	0	0	0	0	14	25-34	8
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
05:00	0	0	3	21	2	0	0	0	0	0	0	0	0	0	26	21-30	24
06:00	0	0	10	14	3	0	0	0	0	0	0	0	0	0	27	21-30	24
07:00	0	1	7	7	3	0	0	0	0	0	0	0	0	0	18	21-30	14
08:00	0	7	22	20	4	**4**	0	0	0	0	0	0	0	0	57	21-30	42
09:00	1	**11**	20	24	15	0	0	0	0	0	0	0	0	0	71	21-30	44
10:00	0	1	**53**	20	**16**	3	0	0	0	0	0	0	0	0	93	21-30	73
11:00	2	9	38	**54**	3	2	0	0	0	0	0	0	0	0	**108**	21-30	92
12 PM	2	11	93	54	15	0	0	0	0	0	0	0	0	0	175	21-30	147
13:00	2	9	61	73	17	0	0	0	0	0	0	0	0	0	162	21-30	134
14:00	1	27	69	67	**32**	0	0	0	0	0	0	0	0	0	196	21-30	136
15:00	0	17	73	41	6	1	0	0	0	0	0	0	0	0	138	21-30	114
16:00	**8**	**31**	77	64	9	2	0	0	0	0	0	0	0	0	191	21-30	141
17:00	0	28	74	**105**	15	0	0	0	0	0	0	0	0	0	222	21-30	179
18:00	0	29	**98**	77	22	2	0	0	0	0	0	0	0	0	**228**	21-30	175
19:00	1	7	97	76	14	1	0	0	0	0	0	0	0	0	196	21-30	173
20:00	0	13	22	35	8	0	0	0	0	0	0	0	0	0	78	21-30	57
21:00	3	14	61	25	23	2	0	0	0	0	0	0	0	0	128	21-30	86
22:00	0	7	50	26	11	**8**	0	0	0	0	0	0	0	0	102	21-30	76
23:00	0	5	35	29	3	1	**1**	0	0	0	0	0	0	0	74	21-30	64
Total	28	231	1012	856	237	27	1	0	0	0	0	0	0	0	2392		
Percent	1.2%	9.7%	42.3%	35.8%	9.9%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	03:00	09:00	10:00	11:00	10:00	08:00									11:00		
Vol.	5	11	53	54	16	4									108		
PM Peak	16:00	16:00	18:00	17:00	14:00	22:00	23:00								18:00		
Vol.	8	31	98	105	32	8	1								228		

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NB

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
12/12/21	0	9	12	14	3	0	0	0	0	0	0	0	0	0	38	21-30	26
01:00	0	0	8	26	3	0	0	0	0	0	0	0	0	0	37	21-30	34
02:00	0	1	5	4	1	0	1	0	0	0	0	0	0	0	12	21-30	9
03:00	0	0	3	0	2	0	**2**	0	0	0	0	0	0	0	7	16-25	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	0	0	6	11	2	0	0	0	0	0	0	0	0	0	19	21-30	17
06:00	0	4	2	1	1	0	0	0	0	0	0	0	0	0	8	16-25	6
07:00	2	1	16	3	**7**	0	0	0	0	0	0	0	0	0	29	21-30	19
08:00	0	5	9	20	2	0	1	0	0	0	0	0	0	0	37	21-30	29
09:00	1	9	16	17	4	0	0	0	0	0	0	0	0	0	47	21-30	33
10:00	3	5	29	19	3	**4**	0	0	0	0	0	0	0	0	63	21-30	48
11:00	**4**	**42**	**67**	**43**	6	1	0	0	0	0	0	0	0	0	**163**	19-28	110
12 PM	0	15	64	41	14	0	0	0	0	0	0	0	0	0	134	21-30	105
13:00	**6**	14	60	46	6	0	0	0	0	0	0	0	0	0	132	21-30	106
14:00	0	9	54	28	5	1	0	0	0	0	0	0	0	0	97	21-30	82
15:00	2	4	85	31	5	1	0	0	0	0	0	0	0	0	128	21-30	116
16:00	2	21	82	**59**	5	0	0	0	0	0	0	0	0	0	169	21-30	141
17:00	1	25	62	17	12	**2**	0	0	0	0	0	0	0	0	119	16-25	87
18:00	3	**32**	63	25	5	1	0	0	0	0	0	0	0	0	129	16-25	95
19:00	0	18	**104**	35	13	2	0	0	0	0	0	0	0	0	**172**	21-30	139
20:00	0	5	62	44	**15**	1	0	0	0	0	0	0	0	0	127	21-30	106
21:00	1	15	65	38	4	1	0	0	0	0	0	0	0	0	124	21-30	103
22:00	0	17	18	17	2	0	0	0	0	0	0	0	0	0	54	16-25	35
23:00	0	6	17	15	4	0	0	0	0	0	0	0	0	0	42	21-30	32
Total	25	258	909	554	124	14	4	0	0	0	0	0	0	0	1888		
Percent	1.3%	13.7%	48.1%	29.3%	6.6%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	07:00	10:00	03:00								11:00		
Vol.	4	42	67	43	7	4	2								163		
PM Peak	13:00	18:00	19:00	16:00	20:00	17:00									19:00		
Vol.	6	32	104	59	15	2									172		

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SEELY AVE & EPIC WAY

NB

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
12/13/21	0	2	23	18	2	**4**	0	0	0	0	0	0	0	0	49	21-30	41
01:00	0	0	5	26	5	0	0	0	0	0	0	0	0	0	36	21-30	31
02:00	0	2	8	3	0	0	0	0	0	0	0	0	0	0	13	21-30	11
03:00	0	0	3	0	1	0	**1**	0	0	0	0	0	0	0	5	21-30	3
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	0	6	5	4	0	0	0	0	0	0	0	0	0	15	21-30	11
06:00	0	0	2	4	6	0	0	0	0	0	0	0	0	0	12	26-35	10
07:00	2	1	8	7	**9**	0	0	0	0	0	0	0	0	0	27	26-35	16
08:00	0	1	22	28	0	0	0	0	0	0	0	0	0	0	51	21-30	50
09:00	2	7	33	22	0	0	0	0	0	0	0	0	0	0	64	21-30	55
10:00	**9**	2	30	**30**	2	0	0	0	0	0	0	0	0	0	73	21-30	60
11:00	1	**22**	**77**	29	5	0	0	0	0	0	0	0	0	0	**134**	21-30	106
12 PM	3	17	63	36	3	0	0	0	0	0	0	0	0	0	122	21-30	99
13:00	**13**	18	**120**	**70**	**31**	0	0	0	0	0	0	0	0	0	**252**	21-30	190
14:00	3	6	115	61	4	**4**	0	0	0	0	0	0	0	0	193	21-30	176
15:00	5	17	85	27	6	0	0	0	0	0	0	0	0	0	140	21-30	112
16:00	5	**47**	69	33	5	3	0	0	0	0	0	0	0	0	162	16-25	116
17:00	1	24	57	28	14	0	0	0	0	0	0	0	0	0	124	21-30	85
18:00	6	34	47	35	3	4	0	0	0	0	0	0	0	0	129	19-28	82
19:00	0	8	86	55	19	2	0	0	0	0	0	0	0	0	170	21-30	141
20:00	0	8	89	34	10	2	0	0	0	0	0	0	0	0	143	21-30	123
21:00	0	6	51	31	2	3	0	0	0	0	0	0	0	0	93	21-30	82
22:00	0	7	15	40	1	0	0	0	0	0	0	0	0	0	63	21-30	55
23:00	0	1	6	9	2	0	0	0	0	0	0	0	0	0	18	21-30	15
Total	50	230	1021	631	134	22	1	0	0	0	0	0	0	0	2089		
Percent	2.4%	11.0%	48.9%	30.2%	6.4%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	10:00	07:00	00:00	03:00								11:00		
Vol.	9	22	77	30	9	4	1								134		
PM Peak	13:00	16:00	13:00	13:00	13:00	14:00									13:00		
Vol.	13	47	120	70	31	4									252		

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SEELY AVE & EPIC WAY

NB

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
12/14/21	0	3	23	9	6	**3**	0	0	0	0	0	0	0	0	44	21-30	32
01:00	0	2	16	15	1	0	0	0	0	0	0	0	0	0	34	21-30	31
02:00	0	0	4	3	0	0	0	0	0	0	0	0	0	0	7	21-30	7
03:00	0	0	4	3	3	0	**2**	0	0	0	0	0	0	0	12	21-30	7
04:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
05:00	0	0	4	15	0	0	0	0	0	0	0	0	0	0	19	21-30	19
06:00	0	1	5	0	6	0	0	0	0	0	0	0	0	0	12	31-40	6
07:00	0	0	10	7	5	0	0	0	0	0	0	0	0	0	22	21-30	17
08:00	0	0	13	8	0	0	1	0	0	0	0	0	0	0	22	21-30	21
09:00	0	**24**	39	32	1	0	0	0	0	0	0	0	0	0	96	21-30	71
10:00	**7**	4	40	32	2	0	0	0	0	0	0	0	0	0	85	21-30	72
11:00	5	17	**66**	**58**	**23**	1	0	0	0	0	0	0	0	0	**170**	21-30	124
12 PM	4	26	32	8	10	0	0	0	0	0	0	0	0	0	80	16-25	58
13:00	3	18	116	**75**	**14**	0	0	0	0	0	0	0	0	0	226	21-30	191
14:00	2	19	41	40	3	0	0	0	0	0	0	0	0	0	105	21-30	81
15:00	5	7	100	49	12	1	0	0	0	0	0	0	0	0	174	21-30	149
16:00	1	**31**	101	53	7	2	0	0	0	0	0	0	0	0	195	21-30	154
17:00	3	12	49	36	13	**5**	0	0	0	0	0	0	0	0	118	21-30	85
18:00	**12**	18	**203**	33	6	0	0	0	0	0	0	0	0	0	**272**	21-30	236
19:00	0	23	59	29	3	0	0	0	0	0	0	0	0	0	114	21-30	88
20:00	0	13	39	15	8	0	0	0	0	0	0	0	0	0	75	21-30	54
21:00	0	4	57	14	4	0	0	0	0	0	0	0	0	0	79	21-30	71
22:00	0	16	11	16	1	0	0	0	0	0	0	0	0	0	44	16-25	27
23:00	0	9	14	22	8	0	0	0	0	0	0	0	0	0	53	21-30	36
Total	42	247	1049	572	136	12	3	0	0	0	0	0	0	0	2061		
Percent	2.0%	12.0%	50.9%	27.8%	6.6%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	11:00	11:00	11:00	00:00	03:00								11:00		
Vol.	7	24	66	58	23	3	2								170		
PM Peak	18:00	16:00	18:00	13:00	13:00	17:00									18:00		
Vol.	12	31	203	75	14	5									272		
Total	308	1474	7133	5386	1242	157	22	3	0	1	0	0	0	0	15726		
Percent	2.0%	9.4%	45.4%	34.2%	7.9%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	20 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	12519
Percent in Pace :	79.6%
Number of Vehicles > 30 MPH :	1425
Percent of Vehicles > 30 MPH :	9.1%
Mean Speed(Average) :	25 MPH

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SB

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
12/08/21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
02:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	3	0	6	0	0	0	0	0	0	0	0	0	0	0	9	16-25	6
06:00	2	**5**	0	1	4	0	0	0	0	0	0	0	0	0	12	11-20	6
07:00	3	0	4	0	0	**7**	0	0	0	0	0	0	0	0	14	36-45	7
08:00	6	3	5	3	0	0	0	0	0	0	0	0	0	0	17	16-25	8
09:00	**11**	2	2	**5**	**5**	3	0	0	0	0	0	0	0	0	**28**	26-35	10
10:00	6	4	**14**	0	3	0	0	0	0	0	0	0	0	0	27	16-25	18
11:00	4	2	8	0	0	0	0	0	0	0	0	0	0	0	14	16-25	10
12 PM	7	3	2	7	1	0	0	0	0	0	0	0	0	0	20	21-30	9
13:00	4	5	7	3	0	0	0	0	0	0	0	0	0	0	19	16-25	12
14:00	**26**	**8**	3	17	7	0	0	0	0	0	0	0	0	0	61	26-35	24
15:00	12	0	11	6	4	0	0	0	0	0	0	0	0	0	33	21-30	17
16:00	7	2	**14**	15	1	0	0	0	0	0	0	0	0	0	39	21-30	29
17:00	6	5	13	**37**	1	**2**	0	0	0	0	0	0	0	0	**64**	21-30	50
18:00	2	0	11	16	2	0	0	0	0	0	0	0	0	0	31	21-30	27
19:00	5	0	9	2	1	0	0	0	0	0	0	0	0	0	17	20-29	11
20:00	0	0	3	2	**8**	0	0	0	0	0	0	0	0	0	13	26-35	10
21:00	1	0	6	2	0	0	0	0	0	0	0	0	0	0	9	21-30	8
22:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8-17	1
23:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19-28	4
Total	108	41	125	119	37	12	0	0	0	0	0	0	0	0	442		
Percent	24.4%	9.3%	28.3%	26.9%	8.4%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	06:00	10:00	09:00	09:00	07:00									09:00		
Vol.	11	5	14	5	5	7									28		
PM Peak	14:00	14:00	16:00	17:00	20:00	17:00									17:00		
Vol.	26	8	14	37	8	2									64		

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SB

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
12/09/21	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
02:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	7	16-25	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	5	21-30	3
07:00	13	7	0	0	0	0	0	0	0	0	0	0	0	0	20	11-20	11
08:00	**36**	3	2	0	0	0	0	0	0	0	0	0	0	0	**41**	1-10	24
09:00	21	**12**	0	0	0	0	0	0	0	0	0	0	0	0	33	11-20	19
10:00	16	11	1	0	0	0	0	0	0	0	0	0	0	0	28	11-20	16
11:00	27	7	**5**	0	0	0	0	0	0	0	0	0	0	0	39	1-10	18
12 PM	28	7	5	0	0	0	0	0	0	0	0	0	0	0	40	1-10	19
13:00	19	14	0	0	0	0	0	0	0	0	0	0	0	0	33	11-20	20
14:00	36	3	7	0	0	0	0	0	0	0	0	0	0	0	46	1-10	24
15:00	29	18	2	0	0	0	0	0	0	0	0	0	0	0	49	11-20	28
16:00	17	**29**	7	0	0	0	0	0	0	0	0	0	0	0	53	15-24	36
17:00	**56**	21	9	0	0	0	0	0	0	0	0	0	0	0	**86**	11-20	40
18:00	50	26	2	0	0	0	0	0	0	0	0	0	0	0	78	11-20	43
19:00	22	29	3	0	0	0	0	0	0	0	0	0	0	0	54	11-20	36
20:00	21	18	1	0	0	0	0	0	0	0	0	0	0	0	40	11-20	25
21:00	11	12	**12**	**3**	0	0	0	0	0	0	0	0	0	0	38	16-25	24
22:00	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20	1-10	10
23:00	20	1	3	0	0	0	0	0	0	0	0	0	0	0	24	6-15	13
Total	447	229	64	3	0	0	0	0	0	0	0	0	0	0	743		
Percent	60.2%	30.8%	8.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	11:00												08:00		
Vol.	36	12	5												41		
PM Peak	17:00	16:00	21:00	21:00											17:00		
Vol.	56	29	12	3											86		

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SB

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
12/10/21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
01:00	4	0	**2**	0	0	0	0	0	0	0	0	0	0	0	6	1-10	3
02:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
07:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11	11-20	8
08:00	**41**	5	0	0	0	0	0	0	0	0	0	0	0	0	**46**	6-15	27
09:00	12	**16**	0	0	0	0	0	0	0	0	0	0	0	0	28	11-20	20
10:00	15	12	1	0	0	0	0	0	0	0	0	0	0	0	28	11-20	17
11:00	15	7	1	0	0	0	0	0	0	0	0	0	0	0	23	10-19	12
12 PM	29	5	2	0	0	0	0	0	0	0	0	0	0	0	36	6-15	19
13:00	42	8	0	0	0	0	0	0	0	0	0	0	0	0	50	6-15	28
14:00	16	21	8	0	0	0	0	0	0	0	0	0	0	0	45	16-25	29
15:00	24	**30**	8	0	0	0	0	0	0	0	0	0	0	0	**62**	11-20	38
16:00	15	21	14	0	0	0	0	0	0	0	0	0	0	0	50	16-25	35
17:00	27	16	**16**	0	0	0	0	0	0	0	0	0	0	0	59	16-25	32
18:00	**48**	12	2	0	0	0	0	0	0	0	0	0	0	0	62	1-10	32
19:00	23	18	2	0	0	0	0	0	0	0	0	0	0	0	43	11-20	26
20:00	18	24	3	0	0	0	0	0	0	0	0	0	0	0	45	11-20	30
21:00	8	16	11	**1**	0	0	0	0	0	0	0	0	0	0	36	16-25	27
22:00	14	0	1	0	0	0	0	0	0	0	0	0	0	0	15	6-15	9
23:00	3	6	4	0	0	0	0	0	0	0	0	0	0	0	13	16-25	10
Total	364	229	76	1	0	0	0	0	0	0	0	0	0	0	670		
Percent	54.3%	34.2%	11.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	01:00												08:00		
Vol.	41	16	2												46		
PM Peak	18:00	15:00	17:00	21:00											15:00		
Vol.	48	30	16	1											62		

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SB

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
12/11/21	1	5	2	0	0	0	0	0	0	0	0	0	0	0	8	16-25	7
01:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7	16-25	4
02:00	2	1	**6**	0	0	0	0	0	0	0	0	0	0	0	9	16-25	7
03:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7	15-24	6
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
05:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
06:00	4	0	3	0	0	0	0	0	0	0	0	0	0	0	7	21-30	3
07:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13	11-20	8
08:00	21	1	2	0	0	0	0	0	0	0	0	0	0	0	24	1-10	14
09:00	7	12	2	0	0	0	0	0	0	0	0	0	0	0	21	16-25	14
10:00	11	**14**	0	0	0	0	0	0	0	0	0	0	0	0	25	11-20	18
11:00	**29**	11	4	0	0	0	0	0	0	0	0	0	0	0	**44**	11-20	21
12 PM	23	12	5	0	0	0	0	0	0	0	0	0	0	0	40	11-20	20
13:00	53	11	2	0	0	0	0	0	0	0	0	0	0	0	66	6-15	35
14:00	19	13	9	0	0	0	0	0	0	0	0	0	0	0	41	16-25	22
15:00	19	23	7	0	0	0	0	0	0	0	0	0	0	0	49	13-22	30
16:00	21	17	5	0	0	0	0	0	0	0	0	0	0	0	43	11-20	24
17:00	36	25	3	0	0	0	0	0	0	0	0	0	0	0	64	11-20	37
18:00	**56**	21	1	0	0	0	0	0	0	0	0	0	0	0	**78**	11-20	40
19:00	40	14	5	0	0	0	0	0	0	0	0	0	0	0	59	11-20	27
20:00	25	**40**	6	0	0	0	0	0	0	0	0	0	0	0	71	11-20	48
21:00	5	28	**10**	**3**	0	0	0	0	0	0	0	0	0	0	46	16-25	38
22:00	10	5	1	0	0	0	0	0	0	0	0	0	0	0	16	11-20	8
23:00	11	1	3	3	0	0	0	0	0	0	0	0	0	0	18	6-15	7
Total	407	271	77	6	0	0	0	0	0	0	0	0	0	0	761		
Percent	53.5%	35.6%	10.1%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	02:00												11:00		
Vol.	29	14	6												44		
PM Peak	18:00	20:00	21:00	21:00											18:00		
Vol.	56	40	10	3											78		

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Site Code: 3

SEELY AVE & EPIC WAY

SB

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
12/12/21	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8	*	4
01:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
02:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1-10	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	2	0	**5**	0	0	0	0	0	0	0	0	0	0	0	7	16-25	5
07:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9	9-18	5
08:00	32	3	1	0	0	0	0	0	0	0	0	0	0	0	36	6-15	21
09:00	17	8	1	0	0	0	0	0	0	0	0	0	0	0	26	11-20	14
10:00	9	**18**	1	0	0	0	0	0	0	0	0	0	0	0	28	11-20	21
11:00	**41**	11	1	0	0	0	0	0	0	0	0	0	0	0	**53**	6-15	27
12 PM	37	15	4	**1**	0	0	0	0	0	0	0	0	0	0	57	11-20	27
13:00	49	9	0	0	0	0	0	0	0	0	0	0	0	0	58	1-10	33
14:00	41	14	4	0	0	0	0	0	0	0	0	0	0	0	59	9-18	28
15:00	17	25	3	0	0	0	0	0	0	0	0	0	0	0	45	11-20	31
16:00	26	18	11	0	0	0	0	0	0	0	0	0	0	0	55	16-25	29
17:00	16	14	**13**	0	0	0	0	0	0	0	0	0	0	0	43	16-25	27
18:00	**50**	23	2	0	0	0	0	0	0	0	0	0	0	0	**75**	11-20	40
19:00	12	**31**	6	0	0	0	0	0	0	0	0	0	0	0	49	15-24	37
20:00	33	25	6	0	0	0	0	0	0	0	0	0	0	0	64	11-20	36
21:00	19	14	3	0	0	0	0	0	0	0	0	0	0	0	36	11-20	20
22:00	8	3	1	0	0	0	0	0	0	0	0	0	0	0	12	9-18	6
23:00	8	2	3	1	0	0	0	0	0	0	0	0	0	0	14	16-25	5
Total	439	244	66	2	0	0	0	0	0	0	0	0	0	0	751		
Percent	58.5%	32.5%	8.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	06:00												11:00		
Vol.	41	18	5												53		
PM Peak	18:00	19:00	17:00	12:00											18:00		
Vol.	50	31	13	1											75		

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SEELY AVE & EPIC WAY

SB

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
12/13/21	1	1	**4**	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
02:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6-15	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	8-17	1
07:00	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16	1-10	9
08:00	31	1	0	0	0	0	0	0	0	0	0	0	0	0	32	1-10	21
09:00	20	**20**	2	0	0	0	0	0	0	0	0	0	0	0	42	11-20	27
10:00	8	15	2	0	0	0	0	0	0	0	0	0	0	0	25	11-20	18
11:00	**39**	13	3	0	0	0	0	0	0	0	0	0	0	0	**55**	11-20	26
12 PM	18	13	3	0	0	0	0	0	0	0	0	0	0	0	34	11-20	19
13:00	38	9	0	0	0	0	0	0	0	0	0	0	0	0	47	6-15	25
14:00	**44**	8	4	0	0	0	0	0	0	0	0	0	0	0	56	6-15	29
15:00	10	25	1	0	0	0	0	0	0	0	0	0	0	0	36	11-20	28
16:00	39	21	7	0	0	0	0	0	0	0	0	0	0	0	67	11-20	34
17:00	33	9	**23**	0	0	0	0	0	0	0	0	0	0	0	65	16-25	32
18:00	33	22	7	0	0	0	0	0	0	0	0	0	0	0	62	11-20	33
19:00	40	13	4	0	0	0	0	0	0	0	0	0	0	0	57	1-10	27
20:00	29	**37**	3	0	0	0	0	0	0	0	0	0	0	0	**69**	11-20	47
21:00	13	19	8	**1**	0	0	0	0	0	0	0	0	0	0	41	16-25	27
22:00	10	1	1	0	0	0	0	0	0	0	0	0	0	0	12	1-10	7
23:00	10	9	1	1	0	0	0	0	0	0	0	0	0	0	21	11-20	12
Total	440	240	74	2	0	0	0	0	0	0	0	0	0	0	756		
Percent	58.2%	31.7%	9.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	00:00												11:00		
Vol.	39	20	4												55		
PM Peak	14:00	20:00	17:00	21:00											20:00		
Vol.	44	37	23	1											69		

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SEELY AVE & EPIC WAY

SB

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
12/14/21	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
01:00	4	2	**4**	0	0	0	0	0	0	0	0	0	0	0	10	16-25	6
02:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7-16	3
03:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	5
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7-16	3
07:00	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17	1-10	9
08:00	**38**	7	1	0	0	0	0	0	0	0	0	0	0	0	**46**	6-15	25
09:00	17	**11**	0	0	0	0	0	0	0	0	0	0	0	0	28	11-20	17
10:00	11	11	0	0	0	0	0	0	0	0	0	0	0	0	22	11-20	15
11:00	23	9	3	0	0	0	0	0	0	0	0	0	0	0	35	11-20	17
12 PM	16	9	3	**2**	0	0	0	0	0	0	0	0	0	0	30	11-20	14
13:00	21	6	4	0	0	0	0	0	0	0	0	0	0	0	31	1-10	14
14:00	27	14	8	0	0	0	0	0	0	0	0	0	0	0	49	11-20	23
15:00	14	**41**	1	0	0	0	0	0	0	0	0	0	0	0	56	11-20	46
16:00	26	16	**18**	0	0	0	0	0	0	0	0	0	0	0	60	16-25	34
17:00	**38**	21	7	0	0	0	0	0	0	0	0	0	0	0	66	11-20	34
18:00	22	22	2	0	0	0	0	0	0	0	0	0	0	0	46	11-20	29
19:00	31	13	2	0	0	0	0	0	0	0	0	0	0	0	46	11-20	23
20:00	31	37	2	0	0	0	0	0	0	0	0	0	0	0	**70**	11-20	47
21:00	11	12	4	2	0	0	0	0	0	0	0	0	0	0	29	16-25	16
22:00	10	3	2	0	0	0	0	0	0	0	0	0	0	0	15	1-10	7
23:00	9	5	3	2	0	0	0	0	0	0	0	0	0	0	19	10-19	8
Total	377	254	66	6	0	0	0	0	0	0	0	0	0	0	703		
Percent	53.6%	36.1%	9.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	01:00												08:00		
Vol.	38	11	4												46		
PM Peak	17:00	15:00	16:00	12:00											20:00		
Vol.	38	41	18	2											70		
Total	2582	1508	548	139	37	12	0	0	0	0	0	0	0	0	4826		
Percent	53.5%	31.2%	11.4%	2.9%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	4 MPH
	50th Percentile :	14 MPH
	85th Percentile :	20 MPH
	95th Percentile :	24 MPH
Stats	10 MPH Pace Speed :	11-20 MPH
	Number in Pace :	2369
	Percent in Pace :	49.1%
	Number of Vehicles > 30 MPH :	49
	Percent of Vehicles > 30 MPH :	1.0%
	Mean Speed(Average) :	14 MPH

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EPIC WAY E.O SEELY AVE

Start	08-Dec-21		09-Dec-21		10-Dec-21		11-Dec-21		12-Dec-21		13-Dec-21		14-Dec-21		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	22	10	14	7	9	7	15	11	25	20	7	6	10	6	15	10
01:00	12	4	3	4	5	4	11	5	11	6	4	6	4	3	7	5
02:00	10	4	1	0	4	0	11	4	6	5	6	8	4	7	6	4
03:00	7	3	0	4	2	2	5	3	5	4	3	2	3	6	4	3
04:00	1	1	4	3	3	6	1	1	1	2	2	2	4	1	2	2
05:00	1	5	3	7	5	7	1	4	0	1	2	5	1	1	2	4
06:00	10	12	9	21	9	26	6	13	7	8	5	16	6	7	7	15
07:00	5	16	17	55	17	43	4	13	5	13	20	52	28	15	14	30
08:00	9	38	30	**71**	25	59	10	38	16	37	36	**81**	34	37	23	52
09:00	36	45	30	58	**38**	**84**	33	51	16	32	29	78	31	23	30	53
10:00	**53**	**63**	25	43	36	60	**45**	**79**	28	**61**	25	63	28	34	34	**58**
11:00	37	60	**35**	53	35	65	44	72	**46**	54	**44**	41	**52**	**38**	**42**	55
12:00 PM	57	69	32	36	46	75	57	**84**	63	61	40	49	39	39	48	59
01:00	46	60	41	64	71	88	66	78	52	51	52	54	63	72	56	67
02:00	37	37	43	49	63	52	73	76	56	**73**	44	52	34	44	50	55
03:00	48	44	43	37	51	30	52	55	68	65	52	45	47	60	52	48
04:00	39	32	54	39	47	55	70	49	66	64	56	39	63	61	56	48
05:00	78	61	70	**91**	76	91	**85**	68	61	57	69	55	62	67	72	70
06:00	**87**	**72**	**97**	91	**99**	**95**	77	65	53	57	**76**	**60**	**77**	71	**81**	**73**
07:00	76	54	81	59	91	84	59	61	**69**	51	53	39	55	48	69	57
08:00	73	43	79	31	78	51	61	39	62	32	69	45	70	**81**	70	46
09:00	47	23	67	39	49	25	64	33	42	26	31	15	22	35	46	28
10:00	32	12	33	18	54	27	46	31	23	23	17	13	17	9	32	19
11:00	13	7	26	13	32	16	28	11	25	13	16	7	23	20	23	12
Total	836	775	837	893	945	1052	924	944	806	816	758	833	777	785	841	873
Day	1611		1730		1997		1868		1622		1591		1562		1714	
AM Peak	10:00	10:00	11:00	08:00	09:00	09:00	10:00	10:00	11:00	10:00	11:00	08:00	11:00	11:00	11:00	10:00
Vol.	53	63	35	71	38	84	45	79	46	61	44	81	52	38	42	58
PM Peak	18:00	18:00	18:00	17:00	18:00	18:00	17:00	12:00	19:00	14:00	18:00	18:00	18:00	20:00	18:00	18:00
Vol.	87	72	97	91	99	95	85	84	69	73	76	60	77	81	81	73

Comb. Total	1611	1730	1997	1868	1622	1591	1562	1714

ADT ADT 1,662 AADT 1,662

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EPIC WAY E.O SEELY AVE

EB

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
12/08/21	8	11	2	1	0	0	0	0	0	0	0	0	0	0	22	11-20	14
01:00	1	4	7	0	0	0	0	0	0	0	0	0	0	0	12	16-25	11
02:00	1	0	7	2	0	0	0	0	0	0	0	0	0	0	10	21-30	9
03:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	7	16-25	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	4	0	2	**4**	0	0	0	0	0	0	0	0	0	0	10	21-30	6
07:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1-10	3
08:00	5	2	1	0	0	**1**	0	0	0	0	0	0	0	0	9	9-18	4
09:00	18	**17**	1	0	0	0	0	0	0	0	0	0	0	0	36	11-20	23
10:00	**34**	8	**8**	3	0	0	0	0	0	0	0	0	0	0	**53**	1-10	23
11:00	26	9	2	0	0	0	0	0	0	0	0	0	0	0	37	9-18	18
12 PM	38	16	3	0	0	0	0	0	0	0	0	0	0	0	57	11-20	29
13:00	24	19	3	0	0	0	0	0	0	0	0	0	0	0	46	11-20	27
14:00	22	12	3	0	0	0	0	0	0	0	0	0	0	0	37	11-20	19
15:00	30	16	2	0	0	0	0	0	0	0	0	0	0	0	48	11-20	26
16:00	15	15	9	0	0	0	0	0	0	0	0	0	0	0	39	16-25	24
17:00	35	28	**14**	1	0	0	0	0	0	0	0	0	0	0	78	15-24	42
18:00	**61**	21	5	0	0	0	0	0	0	0	0	0	0	0	**87**	11-20	41
19:00	40	28	8	0	0	0	0	0	0	0	0	0	0	0	76	11-20	41
20:00	28	**35**	9	1	0	0	0	0	0	0	0	0	0	0	73	15-24	44
21:00	17	19	9	**2**	0	0	0	0	0	0	0	0	0	0	47	16-25	28
22:00	7	17	6	2	0	0	0	0	0	0	0	0	0	0	32	16-25	23
23:00	5	3	5	0	0	0	0	0	0	0	0	0	0	0	13	16-25	8
Total	428	283	108	16	0	1	0	0	0	0	0	0	0	0	836		
Percent	51.2%	33.9%	12.9%	1.9%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	10:00	06:00		08:00									10:00		
Vol.	34	17	8	4		1									53		
PM Peak	18:00	20:00	17:00	21:00											18:00		
Vol.	61	35	14	2											87		

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EPIC WAY E.O SEELY AVE

EB

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
12/09/21	5	6	3	0	0	0	0	0	0	0	0	0	0	0	14	15-24	9
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
05:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
06:00	2	5	1	**1**	0	0	0	0	0	0	0	0	0	0	9	11-20	6
07:00	10	7	0	0	0	0	0	0	0	0	0	0	0	0	17	11-20	10
08:00	6	**20**	3	1	0	0	0	0	0	0	0	0	0	0	30	14-23	23
09:00	8	10	**11**	1	0	0	0	0	0	0	0	0	0	0	30	16-25	21
10:00	6	8	10	1	0	0	0	0	0	0	0	0	0	0	25	16-25	18
11:00	**22**	9	4	0	0	0	0	0	0	0	0	0	0	0	**35**	11-20	16
12 PM	15	9	8	0	0	0	0	0	0	0	0	0	0	0	32	16-25	17
13:00	14	18	9	0	0	0	0	0	0	0	0	0	0	0	41	16-25	27
14:00	26	12	5	0	0	0	0	0	0	0	0	0	0	0	43	11-20	21
15:00	18	24	1	0	0	0	0	0	0	0	0	0	0	0	43	11-20	30
16:00	28	21	5	0	0	0	0	0	0	0	0	0	0	0	54	11-20	30
17:00	36	27	6	**1**	0	0	0	0	0	0	0	0	0	0	70	11-20	39
18:00	**61**	31	5	0	0	0	0	0	0	0	0	0	0	0	**97**	11-20	51
19:00	44	27	10	0	0	0	0	0	0	0	0	0	0	0	81	11-20	42
20:00	34	**35**	9	1	0	0	0	0	0	0	0	0	0	0	79	11-20	46
21:00	26	22	**18**	1	0	0	0	0	0	0	0	0	0	0	67	16-25	40
22:00	15	12	6	0	0	0	0	0	0	0	0	0	0	0	33	14-23	18
23:00	11	10	4	1	0	0	0	0	0	0	0	0	0	0	26	11-20	14
Total	388	318	123	8	0	0	0	0	0	0	0	0	0	0	837		
Percent	46.4%	38.0%	14.7%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	09:00	06:00											11:00		
Vol.	22	20	11	1											35		
PM Peak	18:00	20:00	21:00	17:00											18:00		
Vol.	61	35	18	1											97		

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EPIC WAY E.O SEELY AVE

EB

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
12/10/21	5	2	1	1	0	0	0	0	0	0	0	0	0	0	9	9-18	4
01:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	3
02:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
04:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
05:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	2
06:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20	4
07:00	10	3	3	1	0	0	0	0	0	0	0	0	0	0	17	1-10	7
08:00	11	5	**9**	0	0	0	0	0	0	0	0	0	0	0	25	16-25	14
09:00	21	**15**	2	0	0	0	0	0	0	0	0	0	0	0	**38**	11-20	22
10:00	**22**	7	5	**2**	0	0	0	0	0	0	0	0	0	0	36	1-10	15
11:00	21	10	3	1	0	0	0	0	0	0	0	0	0	0	35	11-20	17
12 PM	28	16	2	0	0	0	0	0	0	0	0	0	0	0	46	11-20	25
13:00	43	22	5	1	0	0	0	0	0	0	0	0	0	0	71	11-20	36
14:00	26	25	**11**	1	0	0	0	0	0	0	0	0	0	0	63	15-24	36
15:00	13	25	11	**2**	0	0	0	0	0	0	0	0	0	0	51	16-25	36
16:00	28	16	3	0	0	0	0	0	0	0	0	0	0	0	47	11-20	25
17:00	56	19	1	0	0	0	0	0	0	0	0	0	0	0	76	9-18	38
18:00	**80**	15	4	0	0	0	0	0	0	0	0	0	0	0	**99**	6-15	53
19:00	55	**30**	5	0	**1**	0	0	0	0	0	0	0	0	0	91	11-20	48
20:00	41	29	7	1	0	0	0	0	0	0	0	0	0	0	78	11-20	43
21:00	18	22	9	0	0	0	0	0	0	0	0	0	0	0	49	16-25	31
22:00	23	25	5	1	0	0	0	0	0	0	0	0	0	0	54	11-20	33
23:00	18	8	5	1	0	0	0	0	0	0	0	0	0	0	32	10-19	14
Total	534	303	95	12	1	0	0	0	0	0	0	0	0	0	945		
Percent	56.5%	32.1%	10.1%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	08:00	10:00											09:00		
Vol.	22	15	9	2											38		
PM Peak	18:00	19:00	14:00	15:00	19:00										18:00		
Vol.	80	30	11	2	1										99		

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EB

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
12/11/21	6	7	1	1	0	0	0	0	0	0	0	0	0	0	15	11-20	9
01:00	2	4	5	0	0	0	0	0	0	0	0	0	0	0	11	16-25	9
02:00	2	0	**8**	1	0	0	0	0	0	0	0	0	0	0	11	19-28	9
03:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	3	0	1	**2**	0	0	0	0	0	0	0	0	0	0	6	20-29	3
07:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
08:00	5	2	2	0	0	**1**	0	0	0	0	0	0	0	0	10	16-25	4
09:00	18	**14**	1	0	0	0	0	0	0	0	0	0	0	0	33	11-20	20
10:00	24	11	8	2	0	0	0	0	0	0	0	0	0	0	**45**	11-20	19
11:00	**35**	7	2	0	0	0	0	0	0	0	0	0	0	0	44	6-15	23
12 PM	39	16	2	0	0	0	0	0	0	0	0	0	0	0	57	11-20	29
13:00	51	13	1	**1**	0	0	0	0	0	0	0	0	0	0	66	6-15	34
14:00	45	19	**9**	0	0	0	0	0	0	0	0	0	0	0	73	11-20	34
15:00	33	16	3	0	0	0	0	0	0	0	0	0	0	0	52	11-20	27
16:00	**55**	14	1	0	0	0	0	0	0	0	0	0	0	0	70	1-10	37
17:00	52	27	6	0	0	0	0	0	0	0	0	0	0	0	**85**	11-20	44
18:00	39	**30**	8	0	0	0	0	0	0	0	0	0	0	0	77	11-20	43
19:00	34	21	4	0	0	0	0	0	0	0	0	0	0	0	59	11-20	32
20:00	33	23	5	0	0	0	0	0	0	0	0	0	0	0	61	11-20	34
21:00	30	24	9	0	**1**	0	0	0	0	0	0	0	0	0	64	11-20	34
22:00	22	18	6	0	0	0	0	0	0	0	0	0	0	0	46	12-21	25
23:00	11	8	9	0	0	0	0	0	0	0	0	0	0	0	28	16-25	17
Total	544	279	92	7	1	1	0	0	0	0	0	0	0	0	924		
Percent	58.9%	30.2%	10.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	02:00	06:00		08:00									10:00		
Vol.	35	14	8	2		1									45		
PM Peak	16:00	18:00	14:00	13:00	21:00										17:00		
Vol.	55	30	9	1	1										85		

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EPIC WAY E.O SEELY AVE

EB

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
12/12/21	10	9	4	**2**	0	0	0	0	0	0	0	0	0	0	25	16-25	13
01:00	5	4	2	0	0	0	0	0	0	0	0	0	0	0	11	16-25	6
02:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5
03:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	7	8-17	3
07:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	3
08:00	9	2	**5**	0	0	0	0	0	0	0	0	0	0	0	16	16-25	7
09:00	7	4	5	0	0	0	0	0	0	0	0	0	0	0	16	16-25	9
10:00	14	9	5	0	0	0	0	0	0	0	0	0	0	0	28	16-25	14
11:00	**30**	**12**	3	1	0	0	0	0	0	0	0	0	0	0	**46**	10-19	22
12 PM	36	23	4	0	0	0	0	0	0	0	0	0	0	0	63	11-20	35
13:00	38	9	5	0	0	0	0	0	0	0	0	0	0	0	52	6-15	25
14:00	38	16	2	0	0	0	0	0	0	0	0	0	0	0	56	11-20	29
15:00	**61**	7	0	0	0	0	0	0	0	0	0	0	0	0	68	1-10	41
16:00	43	21	2	0	0	0	0	0	0	0	0	0	0	0	66	11-20	35
17:00	29	26	6	0	0	0	0	0	0	0	0	0	0	0	61	11-20	36
18:00	29	22	2	0	0	0	0	0	0	0	0	0	0	0	53	11-20	32
19:00	42	23	4	0	0	0	0	0	0	0	0	0	0	0	**69**	11-20	37
20:00	24	**32**	5	**1**	0	0	0	0	0	0	0	0	0	0	62	11-20	40
21:00	12	23	**7**	0	0	0	0	0	0	0	0	0	0	0	42	16-25	30
22:00	10	10	3	0	0	0	0	0	0	0	0	0	0	0	23	16-25	13
23:00	7	13	5	0	0	0	0	0	0	0	0	0	0	0	25	16-25	18
Total	452	275	74	5	0	0	0	0	0	0	0	0	0	0	806		
Percent	56.1%	34.1%	9.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	00:00											11:00		
Vol.	30	12	5	2											46		
PM Peak	15:00	20:00	21:00	20:00											19:00		
Vol.	61	32	7	1											69		

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EB

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
12/13/21	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7	16-25	4
01:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
02:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6	14-23	3
03:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	5	*	2
07:00	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20	6-15	11
08:00	**32**	3	1	0	0	0	0	0	0	0	0	0	0	0	36	6-15	21
09:00	14	**14**	1	0	0	0	0	0	0	0	0	0	0	0	29	11-20	19
10:00	14	10	1	0	0	0	0	0	0	0	0	0	0	0	25	11-20	15
11:00	30	11	**3**	0	0	0	0	0	0	0	0	0	0	0	**44**	11-20	21
12 PM	27	9	3	1	0	0	0	0	0	0	0	0	0	0	40	11-20	18
13:00	40	11	1	0	0	0	0	0	0	0	0	0	0	0	52	1-10	27
14:00	27	11	6	0	0	0	0	0	0	0	0	0	0	0	44	10-19	20
15:00	20	**29**	3	0	0	0	0	0	0	0	0	0	0	0	52	11-20	36
16:00	26	20	10	0	0	0	0	0	0	0	0	0	0	0	56	15-24	30
17:00	32	23	**14**	0	0	0	0	0	0	0	0	0	0	0	69	16-25	37
18:00	**47**	26	3	0	0	0	0	0	0	0	0	0	0	0	**76**	11-20	42
19:00	29	20	4	0	0	0	0	0	0	0	0	0	0	0	53	11-20	30
20:00	36	29	4	0	0	0	0	0	0	0	0	0	0	0	69	11-20	41
21:00	9	15	5	**2**	0	0	0	0	0	0	0	0	0	0	31	16-25	20
22:00	12	4	1	0	0	0	0	0	0	0	0	0	0	0	17	1-10	8
23:00	8	5	2	1	0	0	0	0	0	0	0	0	0	0	16	11-20	8
Total	435	251	68	4	0	0	0	0	0	0	0	0	0	0	758		
Percent	57.4%	33.1%	9.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	11:00												11:00		
Vol.	32	14	3												44		
PM Peak	18:00	15:00	17:00	21:00											18:00		
Vol.	47	29	14	2											76		

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EB

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
12/14/21	5	3	2	0	0	0	0	0	0	0	0	0	0	0	10	16-25	5
01:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
02:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
04:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	3	0	**3**	0	0	0	0	0	0	0	0	0	0	0	6	15-24	3
07:00	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28	6-15	15
08:00	29	4	1	0	0	0	0	0	0	0	0	0	0	0	34	6-15	19
09:00	15	**15**	1	0	0	0	0	0	0	0	0	0	0	0	31	11-20	20
10:00	20	7	1	0	0	0	0	0	0	0	0	0	0	0	28	9-18	14
11:00	**38**	11	3	0	0	0	0	0	0	0	0	0	0	0	**52**	7-16	25
12 PM	24	11	3	1	0	0	0	0	0	0	0	0	0	0	39	11-20	19
13:00	46	17	0	0	0	0	0	0	0	0	0	0	0	0	63	11-20	32
14:00	17	11	6	0	0	0	0	0	0	0	0	0	0	0	34	11-20	17
15:00	13	**31**	3	0	0	0	0	0	0	0	0	0	0	0	47	12-21	35
16:00	27	26	**10**	0	0	0	0	0	0	0	0	0	0	0	63	14-23	36
17:00	30	22	10	0	0	0	0	0	0	0	0	0	0	0	62	11-20	32
18:00	**53**	21	3	0	0	0	0	0	0	0	0	0	0	0	**77**	11-20	39
19:00	39	12	4	0	0	0	0	0	0	0	0	0	0	0	55	1-10	26
20:00	46	19	5	0	0	0	0	0	0	0	0	0	0	0	70	11-20	34
21:00	9	8	3	**2**	0	0	0	0	0	0	0	0	0	0	22	16-25	11
22:00	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17	11-20	10
23:00	13	8	2	0	0	0	0	0	0	0	0	0	0	0	23	11-20	12
Total	467	245	62	3	0	0	0	0	0	0	0	0	0	0	777		
Percent	60.1%	31.5%	8.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	06:00												11:00		
Vol.	38	15	3												52		
PM Peak	18:00	15:00	16:00	21:00											18:00		
Vol.	53	31	10	2											77		
Total	3248	1954	622	55	2	2	0	0	0	0	0	0	0	0	5883		
Percent	55.2%	33.2%	10.6%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	4 MPH
50th Percentile :	13 MPH
85th Percentile :	19 MPH
95th Percentile :	23 MPH

Stats

10 MPH Pace Speed :	11-20 MPH
Number in Pace :	3037
Percent in Pace :	51.6%
Number of Vehicles > 20 MPH :	681
Percent of Vehicles > 20 MPH :	11.6%
Mean Speed(Average) :	13 MPH

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EPIC WAY E.O SEELY AVE

WB

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
12/08/21	1	5	1	1	2	0	0	0	0	0	0	0	0	0	10	16-25	6
01:00	0	0	0	0	3	0	**1**	0	0	0	0	0	0	0	4	26-35	3
02:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	15-24	2
03:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	1	0	1	2	0	**1**	0	0	0	0	0	0	0	0	5	21-30	3
06:00	2	2	3	3	2	0	0	0	0	0	0	0	0	0	12	21-30	6
07:00	2	2	6	1	**4**	1	0	0	0	0	0	0	0	0	16	16-25	8
08:00	7	4	14	10	1	1	0	**1**	0	0	0	0	0	0	38	21-30	24
09:00	16	7	**16**	5	0	1	0	0	0	0	0	0	0	0	45	16-25	23
10:00	20	**16**	12	**12**	1	1	1	0	0	0	0	0	0	0	**63**	16-25	28
11:00	**23**	16	9	10	2	0	0	0	0	0	0	0	0	0	60	15-24	25
12 PM	24	**24**	**14**	4	**2**	**1**	0	0	0	0	0	0	0	0	69	16-25	38
13:00	34	16	6	3	1	0	0	0	0	0	0	0	0	0	60	11-20	27
14:00	10	13	7	5	2	0	0	0	0	0	0	0	0	0	37	16-25	20
15:00	20	10	12	2	0	0	0	0	0	0	0	0	0	0	44	16-25	22
16:00	8	9	9	6	0	0	0	0	0	0	0	0	0	0	32	16-25	18
17:00	21	17	14	7	2	0	0	0	0	0	0	0	0	0	61	16-25	31
18:00	**37**	22	9	4	0	0	0	0	0	0	0	0	0	0	**72**	11-20	34
19:00	16	20	13	4	1	0	0	0	0	0	0	0	0	0	54	16-25	33
20:00	9	16	9	**8**	1	0	0	0	0	0	0	0	0	0	43	16-25	25
21:00	8	5	8	2	0	0	0	0	0	0	0	0	0	0	23	16-25	13
22:00	1	5	1	2	2	1	0	0	0	0	0	0	0	0	12	16-25	6
23:00	1	2	3	0	1	0	0	0	0	0	0	0	0	0	7	16-25	5
Total	262	212	170	92	29	7	2	1	0	0	0	0	0	0	775		
Percent	33.8%	27.4%	21.9%	11.9%	3.7%	0.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	09:00	10:00	07:00	05:00	01:00	08:00							10:00		
Vol.	23	16	16	12	4	1	1	1							63		
PM Peak	18:00	12:00	12:00	20:00	12:00	12:00									18:00		
Vol.	37	24	14	8	2	1									72		

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EPIC WAY E.O SEELY AVE

WB

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
12/09/21	2	4	0	0	1	0	0	0	0	0	0	0	0	0	7	11-20	5
01:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4	19-28	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
04:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
05:00	3	2	1	0	1	0	0	0	0	0	0	0	0	0	7	16-25	3
06:00	1	3	10	3	3	1	0	0	0	0	0	0	0	0	21	16-25	13
07:00	9	**12**	14	**15**	1	**3**	**1**	0	0	0	0	0	0	0	55	21-30	29
08:00	11	12	**29**	13	**5**	1	0	0	0	0	0	0	0	0	**71**	21-30	42
09:00	8	12	21	11	5	1	0	0	0	0	0	0	0	0	58	16-25	33
10:00	7	8	15	8	4	1	0	0	0	0	0	0	0	0	43	21-30	23
11:00	**16**	10	15	9	1	2	0	0	0	0	0	0	0	0	53	16-25	25
12 PM	14	10	7	5	0	0	0	0	0	0	0	0	0	0	36	15-24	17
13:00	26	14	17	5	1	0	**1**	0	0	0	0	0	0	0	64	16-25	31
14:00	13	11	15	8	2	0	0	0	0	0	0	0	0	0	49	16-25	26
15:00	17	7	6	6	1	0	0	0	0	0	0	0	0	0	37	11-20	13
16:00	11	14	10	2	0	**2**	0	0	0	0	0	0	0	0	39	16-25	24
17:00	**29**	30	**21**	**10**	1	0	0	0	0	0	0	0	0	0	**91**	16-25	51
18:00	29	**38**	13	10	1	0	0	0	0	0	0	0	0	0	91	16-25	51
19:00	19	21	9	8	2	0	0	0	0	0	0	0	0	0	59	16-25	30
20:00	8	6	9	5	**3**	0	0	0	0	0	0	0	0	0	31	16-25	15
21:00	9	13	12	3	2	0	0	0	0	0	0	0	0	0	39	16-25	25
22:00	7	4	2	3	2	0	0	0	0	0	0	0	0	0	18	16-25	6
23:00	3	2	4	2	1	1	0	0	0	0	0	0	0	0	13	21-30	6
Total	244	234	236	128	37	12	2	0	0	0	0	0	0	0	893		
Percent	27.3%	26.2%	26.4%	14.3%	4.1%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	08:00	07:00	08:00	07:00	07:00								08:00		
Vol.	16	12	29	15	5	3	1								71		
PM Peak	17:00	18:00	17:00	17:00	20:00	16:00	13:00								17:00		
Vol.	29	38	21	10	3	2	1								91		

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WB

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
12/10/21	3	0	2	1	0	1	0	0	0	0	0	0	0	0	7	21-30	3
01:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4	10-19	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
04:00	0	3	1	1	1	0	0	0	0	0	0	0	0	0	6	16-25	4
05:00	1	2	1	3	0	0	0	0	0	0	0	0	0	0	7	19-28	4
06:00	4	5	6	5	5	1	0	0	0	0	0	0	0	0	26	16-25	11
07:00	3	6	17	14	1	1	**1**	0	0	0	0	0	0	0	43	21-30	31
08:00	6	13	**20**	11	4	**5**	0	0	0	0	0	0	0	0	59	16-25	33
09:00	23	20	17	15	**7**	2	0	0	0	0	0	0	0	0	**84**	16-25	37
10:00	19	8	15	**16**	2	0	0	0	0	0	0	0	0	0	60	21-30	31
11:00	**25**	**21**	11	6	2	0	0	0	0	0	0	0	0	0	65	16-25	32
12 PM	43	19	12	1	0	0	0	0	0	0	0	0	0	0	75	11-20	33
13:00	45	18	17	**7**	1	0	0	0	0	0	0	0	0	0	88	16-25	35
14:00	21	16	10	4	0	**1**	0	0	0	0	0	0	0	0	52	16-25	26
15:00	6	8	8	6	2	0	0	0	0	0	0	0	0	0	30	16-25	16
16:00	17	20	11	3	**4**	0	0	0	0	0	0	0	0	0	55	16-25	31
17:00	31	**31**	**25**	3	1	0	0	0	0	0	0	0	0	0	91	16-25	56
18:00	**46**	28	17	3	1	0	0	0	0	0	0	0	0	0	**95**	16-25	45
19:00	34	26	16	7	0	0	**1**	0	0	0	0	0	0	0	84	16-25	42
20:00	20	16	8	3	3	1	0	0	0	0	0	0	0	0	51	16-25	24
21:00	8	5	9	2	1	0	0	0	0	0	0	0	0	0	25	16-25	14
22:00	11	9	2	5	0	0	0	0	0	0	0	0	0	0	27	11-20	13
23:00	8	1	5	1	1	0	0	0	0	0	0	0	0	0	16	19-28	6
Total	374	277	232	117	38	12	2	0	0	0	0	0	0	0	1052		
Percent	35.6%	26.3%	22.1%	11.1%	3.6%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	10:00	09:00	08:00	07:00								09:00		
Vol.	25	21	20	16	7	5	1								84		
PM Peak	18:00	17:00	17:00	13:00	16:00	14:00	19:00								18:00		
Vol.	46	31	25	7	4	1	1								95		

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WB

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
12/11/21	1	6	2	1	1	0	0	0	0	0	0	0	0	0	11	16-25	8
01:00	0	1	0	0	**3**	0	**1**	0	0	0	0	0	0	0	5	31-40	3
02:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	15-24	2
03:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	1	0	1	1	0	1	0	0	0	0	0	0	0	0	4	19-28	2
06:00	1	3	4	2	3	0	0	0	0	0	0	0	0	0	13	16-25	7
07:00	1	1	5	1	3	**2**	0	0	0	0	0	0	0	0	13	16-25	6
08:00	5	3	13	11	3	2	0	**1**	0	0	0	0	0	0	38	21-30	24
09:00	15	6	17	11	0	2	0	0	0	0	0	0	0	0	51	21-30	28
10:00	20	19	**23**	**13**	2	1	1	0	0	0	0	0	0	0	**79**	16-25	42
11:00	**28**	**23**	12	8	1	0	0	0	0	0	0	0	0	0	72	16-25	35
12 PM	**44**	**21**	13	6	0	0	0	0	0	0	0	0	0	0	**84**	11-20	36
13:00	42	19	14	3	0	0	0	0	0	0	0	0	0	0	78	14-23	33
14:00	37	14	15	7	**3**	0	0	0	0	0	0	0	0	0	76	16-25	29
15:00	19	19	13	4	0	0	0	0	0	0	0	0	0	0	55	16-25	32
16:00	30	13	5	1	0	0	0	0	0	0	0	0	0	0	49	11-20	23
17:00	32	20	14	2	0	0	0	0	0	0	0	0	0	0	68	16-25	34
18:00	16	19	**21**	**8**	1	0	0	0	0	0	0	0	0	0	65	16-25	40
19:00	20	20	16	4	1	0	0	0	0	0	0	0	0	0	61	16-25	36
20:00	10	17	8	1	3	0	0	0	0	0	0	0	0	0	39	16-25	25
21:00	14	12	5	1	1	0	0	0	0	0	0	0	0	0	33	11-20	17
22:00	11	8	9	2	1	0	0	0	0	0	0	0	0	0	31	16-25	17
23:00	2	3	4	1	1	0	0	0	0	0	0	0	0	0	11	16-25	7
Total	350	248	217	89	29	8	2	1	0	0	0	0	0	0	944		
Percent	37.1%	26.3%	23.0%	9.4%	3.1%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	10:00	01:00	07:00	01:00	08:00							10:00		
Vol.	28	23	23	13	3	2	1	1							79		
PM Peak	12:00	12:00	18:00	18:00	14:00										12:00		
Vol.	44	21	21	8	3										84		

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WB

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
12/12/21	8	7	2	3	0	0	0	0	0	0	0	0	0	0	20	11-20	10
01:00	1	2	1	1	0	0	**1**	0	0	0	0	0	0	0	6	16-25	3
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	5
03:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	19-28	1
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
06:00	1	1	5	1	0	0	0	0	0	0	0	0	0	0	8	16-25	6
07:00	4	1	2	4	**2**	0	0	0	0	0	0	0	0	0	13	26-35	6
08:00	13	6	10	4	2	**2**	0	0	0	0	0	0	0	0	37	16-25	16
09:00	9	5	15	2	1	0	0	0	0	0	0	0	0	0	32	16-25	20
10:00	**16**	**14**	12	**16**	1	1	1	0	0	0	0	0	0	0	**61**	20-29	28
11:00	12	14	**21**	5	1	0	0	0	0	**1**	0	0	0	0	54	16-25	35
12 PM	22	15	**17**	6	1	0	0	0	0	0	0	0	0	0	61	16-25	32
13:00	16	16	13	4	1	**1**	0	0	0	0	0	0	0	0	51	16-25	29
14:00	**52**	15	4	2	0	0	0	0	0	0	0	0	0	0	**73**	1-10	35
15:00	41	17	7	0	0	0	0	0	0	0	0	0	0	0	65	11-20	31
16:00	37	15	10	2	0	0	0	0	0	0	0	0	0	0	64	11-20	27
17:00	21	**22**	10	3	1	0	0	0	0	0	0	0	0	0	57	16-25	32
18:00	21	15	15	5	1	0	0	0	0	0	0	0	0	0	57	16-25	30
19:00	15	13	9	**12**	**2**	0	0	0	0	0	0	0	0	0	51	16-25	22
20:00	8	7	8	8	1	0	0	0	0	0	0	0	0	0	32	19-28	16
21:00	13	5	5	1	1	1	0	0	0	0	0	0	0	0	26	13-22	10
22:00	11	4	6	1	1	0	0	0	0	0	0	0	0	0	23	15-24	10
23:00	2	3	6	2	0	0	0	0	0	0	0	0	0	0	13	16-25	9
Total	325	201	181	84	16	6	2	0	0	1	0	0	0	0	816		
Percent	39.8%	24.6%	22.2%	10.3%	2.0%	0.7%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	10:00	07:00	08:00	01:00			11:00					10:00		
Vol.	16	14	21	16	2	2	1			1					61		
PM Peak	14:00	17:00	12:00	19:00	19:00	13:00									14:00		
Vol.	52	22	17	12	2	1									73		

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WB

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
12/13/21	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5
01:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	8	21-30	4
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
05:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
06:00	1	6	5	3	**1**	0	0	0	0	0	0	0	0	0	16	16-25	11
07:00	20	10	16	5	1	0	0	0	0	0	0	0	0	0	52	16-25	26
08:00	**49**	19	10	3	0	0	0	0	0	0	0	0	0	0	**81**	11-20	35
09:00	35	**23**	15	4	1	0	0	0	0	0	0	0	0	0	78	16-25	38
10:00	30	15	**17**	1	0	0	0	0	0	0	0	0	0	0	63	16-25	32
11:00	13	11	9	**6**	0	**1**	**1**	0	0	0	0	0	0	0	41	16-25	20
12 PM	16	13	16	3	0	0	**1**	0	0	0	0	0	0	0	49	16-25	29
13:00	18	24	10	1	1	0	0	0	0	0	0	0	0	0	54	16-25	34
14:00	**19**	14	12	4	**3**	0	0	0	0	0	0	0	0	0	52	16-25	26
15:00	16	13	11	4	0	**1**	0	0	0	0	0	0	0	0	45	16-25	24
16:00	11	8	16	3	1	0	0	0	0	0	0	0	0	0	39	16-25	24
17:00	11	20	**21**	3	0	0	0	0	0	0	0	0	0	0	55	16-25	41
18:00	17	**28**	10	4	1	0	0	0	0	0	0	0	0	0	**60**	16-25	38
19:00	13	7	14	**5**	0	0	0	0	0	0	0	0	0	0	39	16-25	21
20:00	10	16	14	4	1	0	0	0	0	0	0	0	0	0	45	16-25	30
21:00	1	4	5	4	1	0	0	0	0	0	0	0	0	0	15	21-30	9
22:00	3	6	2	2	0	0	0	0	0	0	0	0	0	0	13	16-25	8
23:00	3	3	0	0	0	1	0	0	0	0	0	0	0	0	7	11-20	4
Total	291	247	217	62	11	3	2	0	0	0	0	0	0	0	833		
Percent	34.9%	29.7%	26.1%	7.4%	1.3%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	10:00	11:00	06:00	11:00	11:00								08:00		
Vol.	49	23	17	6	1	1	1								81		
PM Peak	14:00	18:00	17:00	19:00	14:00	15:00	12:00								18:00		
Vol.	19	28	21	5	3	1	1								60		

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WB

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
12/14/21	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
01:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
02:00	3	1	**3**	0	0	0	0	0	0	0	0	0	0	0	7	15-24	4
03:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7	6-15	4
07:00	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15	1-10	9
08:00	**33**	3	1	0	0	0	0	0	0	0	0	0	0	0	37	6-15	22
09:00	13	9	1	0	0	0	0	0	0	0	0	0	0	0	23	11-20	13
10:00	19	**13**	2	0	0	0	0	0	0	0	0	0	0	0	34	11-20	19
11:00	27	9	2	0	0	0	0	0	0	0	0	0	0	0	**38**	1-10	18
12 PM	22	12	3	**2**	0	0	0	0	0	0	0	0	0	0	39	11-20	19
13:00	**59**	12	1	0	0	0	0	0	0	0	0	0	0	0	72	6-15	39
14:00	25	10	9	0	0	0	0	0	0	0	0	0	0	0	44	13-22	19
15:00	24	**35**	1	0	0	0	0	0	0	0	0	0	0	0	60	11-20	43
16:00	30	16	15	0	0	0	0	0	0	0	0	0	0	0	61	16-25	31
17:00	25	26	**16**	0	0	0	0	0	0	0	0	0	0	0	67	16-25	42
18:00	48	20	3	0	0	0	0	0	0	0	0	0	0	0	71	11-20	36
19:00	19	23	6	0	0	0	0	0	0	0	0	0	0	0	48	16-25	29
20:00	45	30	6	0	0	0	0	0	0	0	0	0	0	0	**81**	11-20	45
21:00	14	18	2	1	0	0	0	0	0	0	0	0	0	0	35	11-20	23
22:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	9	15-24	5
23:00	11	5	3	1	0	0	0	0	0	0	0	0	0	0	20	11-20	9
Total	447	255	79	4	0	0	0	0	0	0	0	0	0	0	785		
Percent	56.9%	32.5%	10.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	02:00												11:00		
Vol.	33	13	3												38		
PM Peak	13:00	15:00	17:00	12:00											20:00		
Vol.	59	35	16	2											81		
Total	2293	1674	1332	576	160	48	12	2	0	1	0	0	0	0	6098		
Percent	37.6%	27.5%	21.8%	9.4%	2.6%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	5 MPH
50th Percentile :	17 MPH
85th Percentile :	24 MPH
95th Percentile :	29 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	3006
Percent in Pace :	49.3%
Number of Vehicles > 20 MPH :	2131
Percent of Vehicles > 20 MPH :	34.9%
Mean Speed(Average) :	17 MPH

All Traffic Data Services, LLC

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Site Code: 5
Station ID:
SEELY AVE N.O MONTAGUE EXPY

Start	08-Dec-21		09-Dec-21		10-Dec-21		11-Dec-21		12-Dec-21		13-Dec-21		14-Dec-21		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	19	7	23	5	29	0	33	4	41	6	44	1	48	8	34	4
01:00	9	3	10	2	20	3	41	6	40	6	35	6	27	6	26	5
02:00	5	12	2	12	6	3	13	5	13	5	11	1	13	7	9	6
03:00	0	2	2	0	5	0	6	6	3	0	4	0	2	4	3	2
04:00	17	2	21	1	10	0	2	0	2	1	2	0	13	5	10	1
05:00	52	1	44	2	36	4	31	2	27	2	26	7	66	3	40	3
06:00	61	6	79	8	89	5	17	5	26	5	13	12	72	7	51	7
07:00	94	19	84	15	92	15	18	26	33	20	41	33	92	25	65	22
08:00	**232**	26	**157**	44	186	**58**	48	34	32	39	44	31	**258**	33	**137**	38
09:00	123	27	138	38	**200**	26	88	23	52	35	77	30	138	36	117	31
10:00	89	18	112	36	137	22	**130**	**37**	99	30	102	**46**	124	30	113	31
11:00	124	**65**	157	**48**	109	31	116	29	**154**	**61**	**190**	45	81	**51**	133	**47**
12:00 PM	152	37	99	34	123	32	120	42	154	49	156	37	175	37	140	38
01:00	132	44	131	45	172	63	201	57	**199**	30	**200**	35	150	34	169	44
02:00	130	46	142	52	126	61	**239**	50	92	40	120	**135**	151	58	143	63
03:00	118	41	106	40	134	62	148	53	168	62	157	62	106	69	134	56
04:00	115	61	153	64	97	46	180	40	138	79	183	60	87	61	136	59
05:00	122	**86**	132	58	150	**72**	213	58	125	81	111	85	97	66	136	**72**
06:00	178	55	171	**95**	135	67	203	**60**	171	**89**	130	41	177	64	166	67
07:00	**191**	53	159	77	**174**	41	188	59	167	39	190	19	151	60	**174**	50
08:00	152	63	**230**	50	133	64	151	55	140	55	139	20	**185**	**72**	161	54
09:00	66	39	72	29	93	50	147	35	97	37	149	7	97	30	103	32
10:00	68	22	55	20	77	7	121	16	55	18	58	4	96	10	76	14
11:00	38	24	48	21	65	13	74	14	28	22	45	7	66	16	52	17
Total	2287	759	2327	796	2398	745	2528	716	2056	811	2227	724	2472	792	2328	763
Day	3046		3123		3143		3244		2867		2951		3264		3091	
AM Peak	08:00	11:00	08:00	11:00	09:00	08:00	10:00	10:00	11:00	11:00	11:00	10:00	08:00	11:00	08:00	11:00
Vol.	232	65	157	48	200	58	130	37	154	61	190	46	258	51	137	47
PM Peak	19:00	17:00	20:00	18:00	19:00	17:00	14:00	18:00	13:00	18:00	13:00	14:00	20:00	20:00	19:00	17:00
Vol.	191	86	230	95	174	72	239	60	199	89	200	135	185	72	174	72

Comb. Total	3046	3123	3143	3244	2867	2951	3264	3091

ADT ADT 3,091 AADT 3,091

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Site Code: 5
Station ID:
SEELY AVE N.O MONTAGUE EXPY

NB

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
12/08/21	0	1	13	4	0	0	**1**	0	0	0	0	0	0	0	19	21-30	17
01:00	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9	16-25	9
02:00	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5	21-30	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	2	6	9	0	0	0	0	0	0	0	0	0	0	17	21-30	15
05:00	2	0	30	15	2	**3**	0	0	0	0	0	0	0	0	52	21-30	45
06:00	0	1	41	13	6	0	0	0	0	0	0	0	0	0	61	21-30	54
07:00	3	1	55	31	4	0	0	0	0	0	0	0	0	0	94	21-30	86
08:00	0	8	**114**	**86**	**24**	0	0	0	0	0	0	0	0	0	**232**	21-30	200
09:00	2	4	19	82	13	3	0	0	0	0	0	0	0	0	123	21-30	101
10:00	1	5	41	26	16	0	0	0	0	0	0	0	0	0	89	21-30	67
11:00	**15**	**14**	31	54	10	0	0	0	0	0	0	0	0	0	124	21-30	85
12 PM	**13**	17	65	48	5	**4**	0	0	0	0	0	0	0	0	152	21-30	113
13:00	8	21	42	38	22	1	0	0	0	0	0	0	0	0	132	21-30	80
14:00	11	4	69	38	8	0	0	0	0	0	0	0	0	0	130	21-30	107
15:00	1	7	80	27	2	1	0	0	0	0	0	0	0	0	118	21-30	107
16:00	0	**24**	37	47	7	0	0	0	0	0	0	0	0	0	115	21-30	84
17:00	2	8	46	50	12	3	1	0	0	0	0	0	0	0	122	21-30	96
18:00	1	10	45	**89**	**33**	0	0	0	0	0	0	0	0	0	178	21-30	134
19:00	0	19	**129**	30	12	1	0	0	0	0	0	0	0	0	**191**	21-30	159
20:00	1	4	56	74	14	2	1	0	0	0	0	0	0	0	152	21-30	130
21:00	4	3	29	17	6	2	**2**	**3**	0	0	0	0	0	0	66	21-30	46
22:00	0	3	20	35	10	0	0	0	0	0	0	0	0	0	68	21-30	55
23:00	0	1	13	17	7	0	0	0	0	0	0	0	0	0	38	21-30	30
Total	64	157	991	834	213	20	5	3	0	0	0	0	0	0	2287		
Percent	2.8%	6.9%	43.3%	36.5%	9.3%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	08:00	08:00	05:00	00:00								08:00		
Vol.	15	14	114	86	24	3	1								232		
PM Peak	12:00	16:00	19:00	18:00	18:00	12:00	21:00	21:00							19:00		
Vol.	13	24	129	89	33	4	2	3							191		

All Traffic Data Services, LLC

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Site Code: 5
Station ID:
SEELY AVE N.O MONTAGUE EXPY

NB

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
12/09/21	0	0	12	10	0	0	**1**	0	0	0	0	0	0	0	23	21-30	22
01:00	1	2	6	1	0	0	0	0	0	0	0	0	0	0	10	16-25	8
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
04:00	0	2	10	9	0	0	0	0	0	0	0	0	0	0	21	21-30	19
05:00	2	0	18	18	6	0	0	0	0	0	0	0	0	0	44	21-30	36
06:00	0	3	28	40	7	0	1	0	0	0	0	0	0	0	79	21-30	68
07:00	0	4	44	30	6	0	0	0	0	0	0	0	0	0	84	21-30	74
08:00	1	4	**63**	71	**18**	0	0	0	0	0	0	0	0	0	**157**	21-30	134
09:00	1	3	48	**73**	11	**2**	0	0	0	0	0	0	0	0	138	21-30	121
10:00	2	5	35	54	16	0	0	0	0	0	0	0	0	0	112	21-30	89
11:00	**9**	**19**	41	73	14	1	0	0	0	0	0	0	0	0	157	21-30	114
12 PM	3	8	49	32	4	3	0	0	0	0	0	0	0	0	99	21-30	81
13:00	5	3	50	61	12	0	0	0	0	0	0	0	0	0	131	21-30	111
14:00	2	**33**	61	32	12	2	0	0	0	0	0	0	0	0	142	16-25	94
15:00	**8**	7	33	53	5	0	0	0	0	0	0	0	0	0	106	21-30	86
16:00	8	5	78	57	4	1	0	0	0	0	0	0	0	0	153	21-30	135
17:00	5	12	52	44	16	2	**1**	0	0	0	0	0	0	0	132	21-30	96
18:00	1	9	80	63	**18**	0	0	0	0	0	0	0	0	0	171	21-30	143
19:00	3	16	50	74	15	1	0	0	0	0	0	0	0	0	159	21-30	124
20:00	0	8	**114**	**92**	12	**4**	0	0	0	0	0	0	0	0	**230**	21-30	206
21:00	0	7	38	13	10	3	1	0	0	0	0	0	0	0	72	21-30	51
22:00	0	6	29	16	1	3	0	0	0	0	0	0	0	0	55	21-30	45
23:00	1	0	17	21	7	2	0	0	0	0	0	0	0	0	48	21-30	38
Total	52	156	957	940	194	24	4	0	0	0	0	0	0	0	2327		
Percent	2.2%	6.7%	41.1%	40.4%	8.3%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	09:00	08:00	09:00	00:00								08:00		
Vol.	9	19	63	73	18	2	1								157		
PM Peak	15:00	14:00	20:00	20:00	18:00	20:00	17:00								20:00		
Vol.	8	33	114	92	18	4	1								230		

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Site Code: 5
Station ID:
SEELY AVE N.O MONTAGUE EXPY

NB

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
12/10/21	2	0	14	9	4	0	0	0	0	0	0	0	0	0	29	21-30	23
01:00	2	5	7	4	1	1	0	0	0	0	0	0	0	0	20	16-25	12
02:00	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6	21-30	6
03:00	0	0	2	0	2	1	0	0	0	0	0	0	0	0	5	31-40	3
04:00	2	0	2	5	1	0	0	0	0	0	0	0	0	0	10	21-30	7
05:00	0	0	5	21	8	2	0	0	0	0	0	0	0	0	36	26-35	29
06:00	0	5	44	28	12	0	0	0	0	0	0	0	0	0	89	21-30	72
07:00	**5**	4	26	40	13	**4**	0	0	0	0	0	0	0	0	92	21-30	66
08:00	0	19	56	83	**27**	1	0	0	0	0	0	0	0	0	186	21-30	139
09:00	4	8	**70**	**102**	16	0	0	0	0	0	0	0	0	0	**200**	21-30	172
10:00	2	**31**	48	39	15	2	0	0	0	0	0	0	0	0	137	21-30	87
11:00	2	9	46	44	6	2	0	0	0	0	0	0	0	0	109	21-30	90
12 PM	0	9	47	52	10	3	**2**	0	0	0	0	0	0	0	123	21-30	99
13:00	5	18	90	49	10	0	0	0	0	0	0	0	0	0	172	21-30	139
14:00	3	16	41	47	19	0	0	0	0	0	0	0	0	0	126	21-30	88
15:00	0	4	67	39	22	0	0	**2**	0	0	0	0	0	0	134	21-30	106
16:00	**9**	6	27	45	9	0	1	0	0	0	0	0	0	0	97	21-30	72
17:00	1	10	71	44	21	3	0	0	0	0	0	0	0	0	150	21-30	115
18:00	7	13	45	**54**	15	1	0	0	0	0	0	0	0	0	135	21-30	99
19:00	0	**20**	**104**	48	2	0	0	0	0	0	0	0	0	0	**174**	21-30	152
20:00	3	10	62	41	17	0	0	0	0	0	0	0	0	0	133	21-30	103
21:00	0	4	71	9	5	4	0	0	0	0	0	0	0	0	93	21-30	80
22:00	1	3	32	33	2	**6**	0	0	0	0	0	0	0	0	77	21-30	65
23:00	2	6	17	13	**25**	2	0	0	0	0	0	0	0	0	65	26-35	38
Total	50	200	995	854	262	32	3	2	0	0	0	0	0	0	2398		
Percent	2.1%	8.3%	41.5%	35.6%	10.9%	1.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	10:00	09:00	09:00	08:00	07:00									09:00		
Vol.	5	31	70	102	27	4									200		
PM Peak	16:00	19:00	19:00	18:00	23:00	22:00	12:00	15:00							19:00		
Vol.	9	20	104	54	25	6	2	2							174		

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NB

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
12/11/21	0	1	21	4	7	0	0	0	0	0	0	0	0	0	33	21-30	25
01:00	0	3	7	17	12	2	0	0	0	0	0	0	0	0	41	26-35	29
02:00	0	3	7	0	2	1	0	0	0	0	0	0	0	0	13	16-25	10
03:00	2	0	2	1	1	0	0	0	0	0	0	0	0	0	6	21-30	3
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
05:00	0	0	1	25	5	0	0	0	0	0	0	0	0	0	31	26-35	30
06:00	0	0	11	5	1	0	0	0	0	0	0	0	0	0	17	21-30	16
07:00	0	2	6	9	1	0	0	0	0	0	0	0	0	0	18	21-30	15
08:00	0	5	13	23	4	3	0	0	0	0	0	0	0	0	48	21-30	36
09:00	1	**9**	27	43	8	0	0	0	0	0	0	0	0	0	88	21-30	70
10:00	0	2	**51**	**59**	**13**	**5**	0	0	0	0	0	0	0	0	**130**	21-30	110
11:00	**6**	6	38	58	6	2	0	0	0	0	0	0	0	0	116	21-30	96
12 PM	1	7	74	29	9	0	0	0	0	0	0	0	0	0	120	21-30	103
13:00	2	12	82	96	9	0	0	0	0	0	0	0	0	0	201	21-30	178
14:00	0	29	71	**110**	28	1	0	0	0	0	0	0	0	0	**239**	21-30	181
15:00	0	22	65	51	10	0	0	0	0	0	0	0	0	0	148	21-30	116
16:00	**12**	30	66	63	8	1	0	0	0	0	0	0	0	0	180	21-30	129
17:00	1	**33**	98	63	18	0	0	0	0	0	0	0	0	0	213	21-30	161
18:00	0	23	98	59	18	**5**	0	0	0	0	0	0	0	0	203	21-30	157
19:00	1	5	**116**	54	10	2	0	0	0	0	0	0	0	0	188	21-30	170
20:00	2	17	52	66	14	0	0	0	0	0	0	0	0	0	151	21-30	118
21:00	5	8	55	48	**29**	2	0	0	0	0	0	0	0	0	147	21-30	103
22:00	3	7	48	46	14	3	0	0	0	0	0	0	0	0	121	21-30	94
23:00	0	2	33	35	3	0	**1**	0	0	0	0	0	0	0	74	21-30	68
Total	36	226	1042	966	230	27	1	0	0	0	0	0	0	0	2528		
Percent	1.4%	8.9%	41.2%	38.2%	9.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	10:00	10:00	10:00	10:00									10:00		
Vol.	6	9	51	59	13	5									130		
PM Peak	16:00	17:00	19:00	14:00	21:00	18:00	23:00								14:00		
Vol.	12	33	116	110	29	5	1								239		

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Site Code: 5
Station ID:
SEELY AVE N.O MONTAGUE EXPY

NB

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
12/12/21	0	3	23	12	3	0	0	0	0	0	0	0	0	0	41	21-30	35
01:00	0	0	8	30	2	0	0	0	0	0	0	0	0	0	40	21-30	38
02:00	0	2	5	2	2	0	**2**	0	0	0	0	0	0	0	13	21-30	7
03:00	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3	14-23	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
05:00	0	0	3	23	1	0	0	0	0	0	0	0	0	0	27	21-30	26
06:00	0	3	5	5	**13**	0	0	0	0	0	0	0	0	0	26	26-35	18
07:00	2	2	22	3	4	0	0	0	0	0	0	0	0	0	33	21-30	25
08:00	0	1	11	19	0	0	1	0	0	0	0	0	0	0	32	21-30	30
09:00	2	13	19	15	3	0	0	0	0	0	0	0	0	0	52	21-30	34
10:00	0	5	49	**40**	4	**1**	0	0	0	0	0	0	0	0	99	21-30	89
11:00	**4**	**45**	**71**	25	8	1	0	0	0	0	0	0	0	0	**154**	16-25	116
12 PM	1	**40**	53	42	**18**	0	0	0	0	0	0	0	0	0	154	20-29	95
13:00	**6**	13	**125**	49	6	0	0	0	0	0	0	0	0	0	**199**	21-30	174
14:00	2	5	48	27	9	1	0	0	0	0	0	0	0	0	92	21-30	75
15:00	2	9	108	41	4	**4**	0	0	0	0	0	0	0	0	168	21-30	149
16:00	3	22	50	59	4	0	0	0	0	0	0	0	0	0	138	21-30	109
17:00	1	25	51	36	11	1	0	0	0	0	0	0	0	0	125	21-30	87
18:00	4	31	103	29	3	1	0	0	0	0	0	0	0	0	171	16-25	134
19:00	0	21	91	42	9	4	0	0	0	0	0	0	0	0	167	21-30	133
20:00	0	8	63	**63**	5	1	0	0	0	0	0	0	0	0	140	21-30	126
21:00	2	8	52	31	3	1	0	0	0	0	0	0	0	0	97	21-30	83
22:00	0	12	24	16	3	0	0	0	0	0	0	0	0	0	55	21-30	40
23:00	0	2	10	8	8	0	0	0	0	0	0	0	0	0	28	21-30	18
Total	29	272	995	617	124	15	4	0	0	0	0	0	0	0	2056		
Percent	1.4%	13.2%	48.4%	30.0%	6.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	06:00	10:00	02:00								11:00		
Vol.	4	45	71	40	13	1	2								154		
PM Peak	13:00	12:00	13:00	20:00	12:00	15:00									13:00		
Vol.	6	40	125	63	18	4									199		

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Site Code: 5
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SEELY AVE N.O MONTAGUE EXPY

NB

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
12/13/21	0	10	16	15	2	1	0	0	0	0	0	0	0	0	44	21-30	31
01:00	0	0	7	24	**4**	0	0	0	0	0	0	0	0	0	35	21-30	31
02:00	0	3	5	2	1	0	0	0	0	0	0	0	0	0	11	16-25	8
03:00	0	0	2	0	1	0	1	0	0	0	0	0	0	0	4	15-24	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
05:00	0	3	3	18	2	0	0	0	0	0	0	0	0	0	26	21-30	21
06:00	0	3	3	3	4	0	0	0	0	0	0	0	0	0	13	24-33	7
07:00	2	1	30	4	4	0	0	0	0	0	0	0	0	0	41	21-30	34
08:00	0	6	12	24	0	0	**2**	0	0	0	0	0	0	0	44	21-30	36
09:00	1	10	39	23	4	0	0	0	0	0	0	0	0	0	77	21-30	62
10:00	3	3	49	40	4	**3**	0	0	0	0	0	0	0	0	102	21-30	89
11:00	**4**	**58**	**71**	**55**	0	2	0	0	0	0	0	0	0	0	**190**	16-25	129
12 PM	4	24	73	45	10	0	0	0	0	0	0	0	0	0	156	21-30	118
13:00	**6**	27	83	**72**	12	0	0	0	0	0	0	0	0	0	**200**	21-30	155
14:00	0	5	80	24	9	2	0	0	0	0	0	0	0	0	120	21-30	104
15:00	4	6	84	55	4	**4**	0	0	0	0	0	0	0	0	157	21-30	139
16:00	1	18	91	67	6	0	0	0	0	0	0	0	0	0	183	21-30	158
17:00	2	24	40	33	12	0	0	0	0	0	0	0	0	0	111	21-30	73
18:00	2	**33**	64	25	5	1	0	0	0	0	0	0	0	0	130	16-25	97
19:00	0	15	**110**	54	8	3	0	0	0	0	0	0	0	0	190	21-30	164
20:00	0	18	61	44	**15**	1	0	0	0	0	0	0	0	0	139	21-30	105
21:00	1	14	83	44	5	2	0	0	0	0	0	0	0	0	149	21-30	127
22:00	0	9	21	26	2	0	0	0	0	0	0	0	0	0	58	21-30	47
23:00	0	5	20	16	4	0	0	0	0	0	0	0	0	0	45	21-30	36
Total	30	297	1047	713	118	19	3	0	0	0	0	0	0	0	2227		
Percent	1.3%	13.3%	47.0%	32.0%	5.3%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	01:00	10:00	08:00								11:00		
Vol.	4	58	71	55	4	3	2								190		
PM Peak	13:00	18:00	19:00	13:00	20:00	15:00									13:00		
Vol.	6	33	110	72	15	4									200		

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NB

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
12/14/21	1	3	35	6	3	0	0	0	0	0	0	0	0	0	48	21-30	41
01:00	**6**	4	10	4	2	1	0	0	0	0	0	0	0	0	27	21-30	14
02:00	0	0	3	10	0	0	0	0	0	0	0	0	0	0	13	21-30	13
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
04:00	0	0	3	7	3	0	0	0	0	0	0	0	0	0	13	21-30	10
05:00	0	0	15	18	29	**4**	0	0	0	0	0	0	0	0	66	26-35	47
06:00	0	1	29	36	6	0	0	0	0	0	0	0	0	0	72	21-30	65
07:00	1	3	34	37	14	3	0	0	0	0	0	0	0	0	92	21-30	71
08:00	0	**29**	**73**	**124**	**30**	2	0	0	0	0	0	0	0	0	**258**	21-30	197
09:00	2	3	44	76	13	0	0	0	0	0	0	0	0	0	138	21-30	120
10:00	2	7	48	57	9	1	0	0	0	0	0	0	0	0	124	21-30	105
11:00	0	23	30	27	0	1	0	0	0	0	0	0	0	0	81	21-30	57
12 PM	0	9	77	71	17	1	0	0	0	0	0	0	0	0	175	21-30	148
13:00	9	12	88	36	5	0	0	0	0	0	0	0	0	0	150	21-30	124
14:00	4	11	39	81	16	0	0	0	0	0	0	0	0	0	151	21-30	120
15:00	1	2	60	25	18	0	0	0	0	0	0	0	0	0	106	21-30	85
16:00	**17**	3	40	21	3	0	**3**	0	0	0	0	0	0	0	87	21-30	61
17:00	2	9	62	13	11	0	0	0	0	0	0	0	0	0	97	21-30	75
18:00	7	**25**	48	**82**	14	1	0	0	0	0	0	0	0	0	177	21-30	130
19:00	0	3	104	43	1	0	0	0	0	0	0	0	0	0	151	21-30	147
20:00	2	4	**114**	38	27	0	0	0	0	0	0	0	0	0	**185**	21-30	152
21:00	0	0	74	20	3	0	0	0	0	0	0	0	0	0	97	21-30	94
22:00	5	10	39	32	3	**7**	0	0	0	0	0	0	0	0	96	21-30	71
23:00	0	6	13	16	**29**	2	0	0	0	0	0	0	0	0	66	26-35	45
Total	59	167	1082	880	258	23	3	0	0	0	0	0	0	0	2472		
Percent	2.4%	6.8%	43.8%	35.6%	10.4%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	01:00	08:00	08:00	08:00	08:00	05:00									08:00		
Vol.	6	29	73	124	30	4									258		
PM Peak	16:00	18:00	20:00	18:00	23:00	22:00	16:00								20:00		
Vol.	17	25	114	82	29	7	3								185		
Total	320	1475	7109	5804	1399	160	23	5	0	0	0	0	0	0	16295		
Percent	2.0%	9.1%	43.6%	35.6%	8.6%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	20 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	12913
Percent in Pace :	79.2%
Number of Vehicles > 30 MPH :	1587
Percent of Vehicles > 30 MPH :	9.7%
Mean Speed(Average) :	25 MPH

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SB

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
12/08/21	1	2	4	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
01:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
02:00	8	2	2	0	0	0	0	0	0	0	0	0	0	0	12	8-17	5
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	1	0	**5**	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
07:00	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19	6-15	10
08:00	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26	1-10	16
09:00	18	9	0	0	0	0	0	0	0	0	0	0	0	0	27	11-20	15
10:00	10	8	0	0	0	0	0	0	0	0	0	0	0	0	18	11-20	11
11:00	**39**	**21**	5	0	0	0	0	0	0	0	0	0	0	0	**65**	11-20	34
12 PM	17	11	7	**2**	0	0	0	0	0	0	0	0	0	0	37	15-24	18
13:00	31	13	0	0	0	0	0	0	0	0	0	0	0	0	44	11-20	23
14:00	36	6	4	0	0	0	0	0	0	0	0	0	0	0	46	1-10	24
15:00	14	26	1	0	0	0	0	0	0	0	0	0	0	0	41	11-20	31
16:00	41	12	8	0	0	0	0	0	0	0	0	0	0	0	61	6-15	27
17:00	**42**	15	**29**	0	0	0	0	0	0	0	0	0	0	0	**86**	16-25	44
18:00	31	21	3	0	0	0	0	0	0	0	0	0	0	0	55	11-20	31
19:00	32	16	5	0	0	0	0	0	0	0	0	0	0	0	53	11-20	27
20:00	24	**36**	3	0	0	0	0	0	0	0	0	0	0	0	63	11-20	44
21:00	9	20	9	1	0	0	0	0	0	0	0	0	0	0	39	16-25	29
22:00	14	7	1	0	0	0	0	0	0	0	0	0	0	0	22	11-20	12
23:00	10	11	2	1	0	0	0	0	0	0	0	0	0	0	24	12-21	14
Total	420	247	88	4	0	0	0	0	0	0	0	0	0	0	759		
Percent	55.3%	32.5%	11.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	06:00												11:00		
Vol.	39	21	5												65		
PM Peak	17:00	20:00	17:00	12:00											17:00		
Vol.	42	36	29	2											86		

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SB

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
12/09/21	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5	11-20	4
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
02:00	5	1	**6**	0	0	0	0	0	0	0	0	0	0	0	12	16-25	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	5	0	3	0	0	0	0	0	0	0	0	0	0	0	8	21-30	3
07:00	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15	1-10	8
08:00	**40**	3	1	0	0	0	0	0	0	0	0	0	0	0	44	1-10	27
09:00	20	17	1	0	0	0	0	0	0	0	0	0	0	0	38	11-20	24
10:00	14	**20**	2	0	0	0	0	0	0	0	0	0	0	0	36	11-20	25
11:00	37	5	6	0	0	0	0	0	0	0	0	0	0	0	**48**	1-10	25
12 PM	25	6	3	0	0	0	0	0	0	0	0	0	0	0	34	1-10	17
13:00	33	12	0	0	0	0	0	0	0	0	0	0	0	0	45	9-18	23
14:00	39	10	3	0	0	0	0	0	0	0	0	0	0	0	52	6-15	26
15:00	25	7	8	0	0	0	0	0	0	0	0	0	0	0	40	1-10	17
16:00	25	**31**	8	0	0	0	0	0	0	0	0	0	0	0	64	15-24	39
17:00	26	20	**12**	0	0	0	0	0	0	0	0	0	0	0	58	16-25	32
18:00	**62**	31	2	0	0	0	0	0	0	0	0	0	0	0	**95**	11-20	52
19:00	44	29	4	0	0	0	0	0	0	0	0	0	0	0	77	11-20	44
20:00	34	14	2	0	0	0	0	0	0	0	0	0	0	0	50	11-20	25
21:00	7	11	9	**2**	0	0	0	0	0	0	0	0	0	0	29	16-25	20
22:00	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20	1-10	10
23:00	17	1	3	0	0	0	0	0	0	0	0	0	0	0	21	6-15	11
Total	491	229	74	2	0	0	0	0	0	0	0	0	0	0	796		
Percent	61.7%	28.8%	9.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	02:00												11:00		
Vol.	40	20	6												48		
PM Peak	18:00	16:00	17:00	21:00											18:00		
Vol.	62	31	12	2											95		

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SB

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
12/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
02:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1-10	3
06:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1-10	3
07:00	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15	1-10	8
08:00	**53**	5	0	0	0	0	0	0	0	0	0	0	0	0	**58**	6-15	35
09:00	12	14	0	0	0	0	0	0	0	0	0	0	0	0	26	11-20	18
10:00	5	**15**	**2**	0	0	0	0	0	0	0	0	0	0	0	22	11-20	17
11:00	22	7	2	0	0	0	0	0	0	0	0	0	0	0	31	1-10	15
12 PM	24	5	3	0	0	0	0	0	0	0	0	0	0	0	32	1-10	16
13:00	49	14	0	0	0	0	0	0	0	0	0	0	0	0	63	1-10	33
14:00	33	19	9	0	0	0	0	0	0	0	0	0	0	0	61	11-20	30
15:00	30	24	8	0	0	0	0	0	0	0	0	0	0	0	62	11-20	34
16:00	22	11	**13**	0	0	0	0	0	0	0	0	0	0	0	46	16-25	24
17:00	34	27	11	0	0	0	0	0	0	0	0	0	0	0	**72**	16-25	38
18:00	**57**	9	1	0	0	0	0	0	0	0	0	0	0	0	67	6-15	38
19:00	27	14	0	0	0	0	0	0	0	0	0	0	0	0	41	11-20	23
20:00	29	**29**	6	0	0	0	0	0	0	0	0	0	0	0	64	11-20	39
21:00	11	25	12	**2**	0	0	0	0	0	0	0	0	0	0	50	16-25	37
22:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7	6-15	4
23:00	8	3	2	0	0	0	0	0	0	0	0	0	0	0	13	9-18	6
Total	445	226	72	2	0	0	0	0	0	0	0	0	0	0	745		
Percent	59.7%	30.3%	9.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	10:00												08:00		
Vol.	53	15	2												58		
PM Peak	18:00	20:00	16:00	21:00											17:00		
Vol.	57	29	13	2											72		

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SB

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
12/11/21	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
01:00	1	1	**4**	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
02:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	3
03:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	5
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	5	*	2
07:00	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26	1-10	15
08:00	**34**	0	0	0	0	0	0	0	0	0	0	0	0	0	34	1-10	23
09:00	13	9	1	0	0	0	0	0	0	0	0	0	0	0	23	11-20	13
10:00	9	**28**	0	0	0	0	0	0	0	0	0	0	0	0	**37**	11-20	31
11:00	16	12	1	0	0	0	0	0	0	0	0	0	0	0	29	11-20	17
12 PM	21	18	3	0	0	0	0	0	0	0	0	0	0	0	42	11-20	25
13:00	**48**	8	1	0	0	0	0	0	0	0	0	0	0	0	57	1-10	32
14:00	31	9	**10**	0	0	0	0	0	0	0	0	0	0	0	50	1-10	21
15:00	17	32	4	0	0	0	0	0	0	0	0	0	0	0	53	11-20	38
16:00	14	19	7	0	0	0	0	0	0	0	0	0	0	0	40	15-24	26
17:00	29	22	7	0	0	0	0	0	0	0	0	0	0	0	58	11-20	32
18:00	43	11	6	0	0	0	0	0	0	0	0	0	0	0	**60**	1-10	29
19:00	34	17	8	0	0	0	0	0	0	0	0	0	0	0	59	11-20	28
20:00	17	**34**	4	0	0	0	0	0	0	0	0	0	0	0	55	11-20	40
21:00	7	17	4	**7**	0	0	0	0	0	0	0	0	0	0	35	15-24	21
22:00	8	8	0	0	0	0	0	0	0	0	0	0	0	0	16	11-20	11
23:00	5	6	0	3	0	0	0	0	0	0	0	0	0	0	14	11-20	8
Total	379	262	65	10	0	0	0	0	0	0	0	0	0	0	716		
Percent	52.9%	36.6%	9.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	01:00												10:00		
Vol.	34	28	4												37		
PM Peak	13:00	20:00	14:00	21:00											18:00		
Vol.	48	34	10	7											60		

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SB

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
12/12/21	1	1	**4**	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
01:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	6	15-24	4
02:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5	16-25	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1-10	3
07:00	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20	6-15	12
08:00	36	3	0	0	0	0	0	0	0	0	0	0	0	0	39	6-15	24
09:00	23	11	1	0	0	0	0	0	0	0	0	0	0	0	35	11-20	19
10:00	7	**22**	1	0	0	0	0	0	0	0	0	0	0	0	30	12-21	24
11:00	**51**	10	0	0	0	0	0	0	0	0	0	0	0	0	**61**	1-10	34
12 PM	33	11	4	1	0	0	0	0	0	0	0	0	0	0	49	1-10	22
13:00	22	8	0	0	0	0	0	0	0	0	0	0	0	0	30	11-20	15
14:00	25	7	8	0	0	0	0	0	0	0	0	0	0	0	40	1-10	17
15:00	28	27	7	0	0	0	0	0	0	0	0	0	0	0	62	11-20	36
16:00	32	**38**	9	0	0	0	0	0	0	0	0	0	0	0	79	11-20	49
17:00	35	25	**21**	0	0	0	0	0	0	0	0	0	0	0	81	16-25	46
18:00	**68**	18	3	0	0	0	0	0	0	0	0	0	0	0	**89**	6-15	45
19:00	19	17	3	0	0	0	0	0	0	0	0	0	0	0	39	11-20	23
20:00	29	18	8	0	0	0	0	0	0	0	0	0	0	0	55	11-20	28
21:00	13	18	4	**2**	0	0	0	0	0	0	0	0	0	0	37	15-24	22
22:00	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18	11-20	9
23:00	13	4	4	1	0	0	0	0	0	0	0	0	0	0	22	1-10	9
Total	474	249	84	4	0	0	0	0	0	0	0	0	0	0	811		
Percent	58.4%	30.7%	10.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	00:00												11:00		
Vol.	51	22	4												61		
PM Peak	18:00	16:00	17:00	21:00											18:00		
Vol.	68	38	21	2											89		

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SB

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
12/13/21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
01:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6	21-30	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	6	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
06:00	3	4	0	1	4	0	0	0	0	0	0	0	0	0	12	11-20	5
07:00	6	0	14	1	0	**12**	0	0	0	0	0	0	0	0	33	19-28	15
08:00	7	**11**	13	0	0	0	0	0	0	0	0	0	0	0	31	16-25	24
09:00	14	1	0	**5**	**10**	0	0	0	0	0	0	0	0	0	30	26-35	15
10:00	13	5	**19**	0	9	0	0	0	0	0	0	0	0	0	**46**	16-25	24
11:00	**31**	2	12	0	0	0	0	0	0	0	0	0	0	0	45	1-10	21
12 PM	14	7	4	11	1	0	0	0	0	0	0	0	0	0	37	21-30	15
13:00	7	6	4	18	0	0	0	0	0	0	0	0	0	0	35	21-30	22
14:00	**41**	**11**	3	**60**	**20**	0	0	0	0	0	0	0	0	0	**135**	26-35	80
15:00	25	0	20	10	7	0	0	0	0	0	0	0	0	0	62	21-30	30
16:00	11	5	**25**	18	1	0	0	0	0	0	0	0	0	0	60	21-30	43
17:00	12	5	21	37	10	0	0	0	0	0	0	0	0	0	85	21-30	58
18:00	3	0	20	11	7	0	0	0	0	0	0	0	0	0	41	21-30	31
19:00	1	0	14	3	1	0	0	0	0	0	0	0	0	0	19	21-30	17
20:00	1	0	2	3	14	0	0	0	0	0	0	0	0	0	20	26-35	17
21:00	2	0	4	1	0	0	0	0	0	0	0	0	0	0	7	19-28	5
22:00	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4	21-30	3
23:00	0	0	4	3	0	0	0	0	0	0	0	0	0	0	7	21-30	7
Total	196	58	186	188	84	12	0	0	0	0	0	0	0	0	724		
Percent	27.1%	8.0%	25.7%	26.0%	11.6%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	10:00	09:00	09:00	07:00									10:00		
Vol.	31	11	19	5	10	12									46		
PM Peak	14:00	14:00	16:00	14:00	14:00										14:00		
Vol.	41	11	25	60	20										135		

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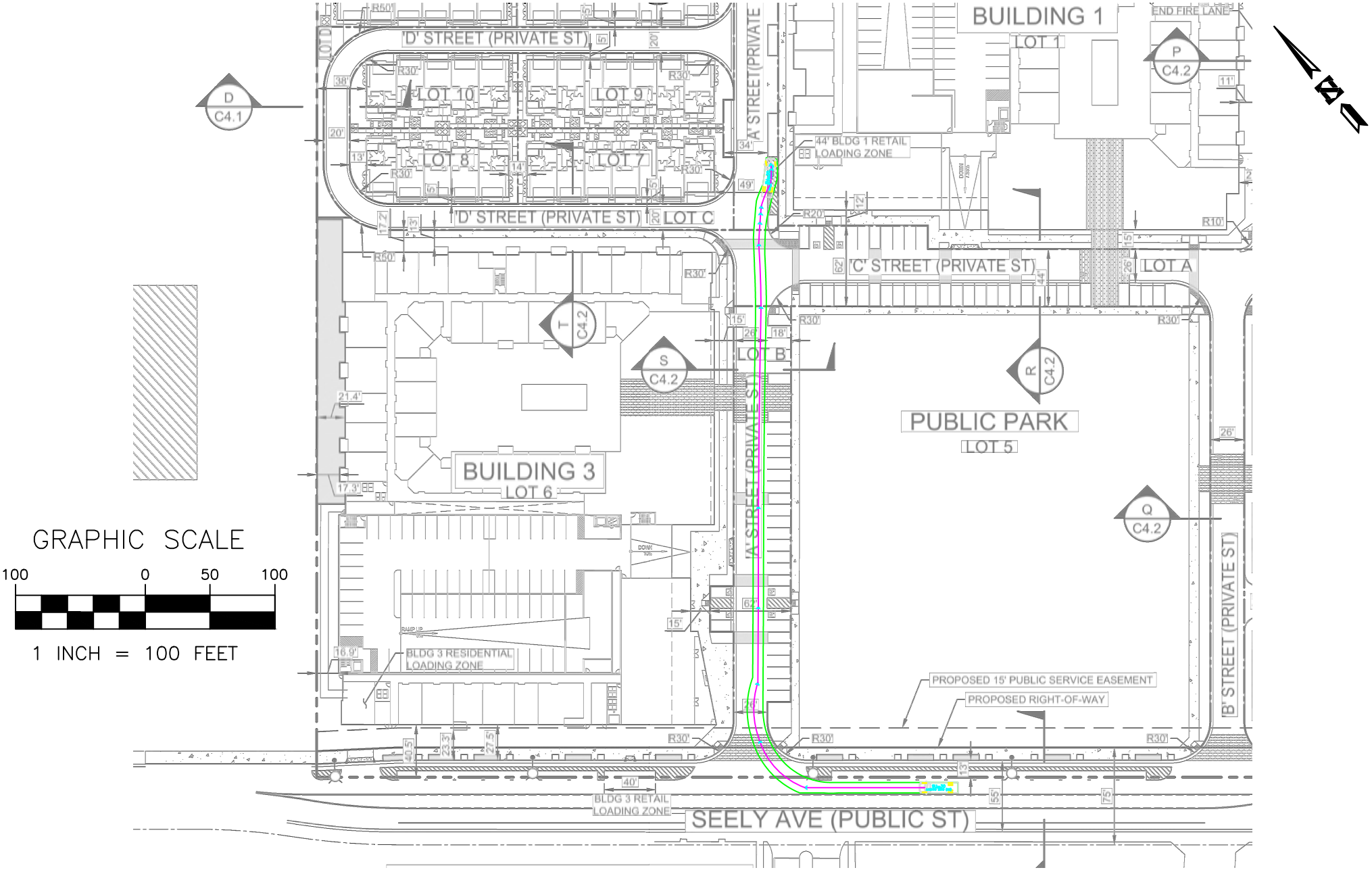
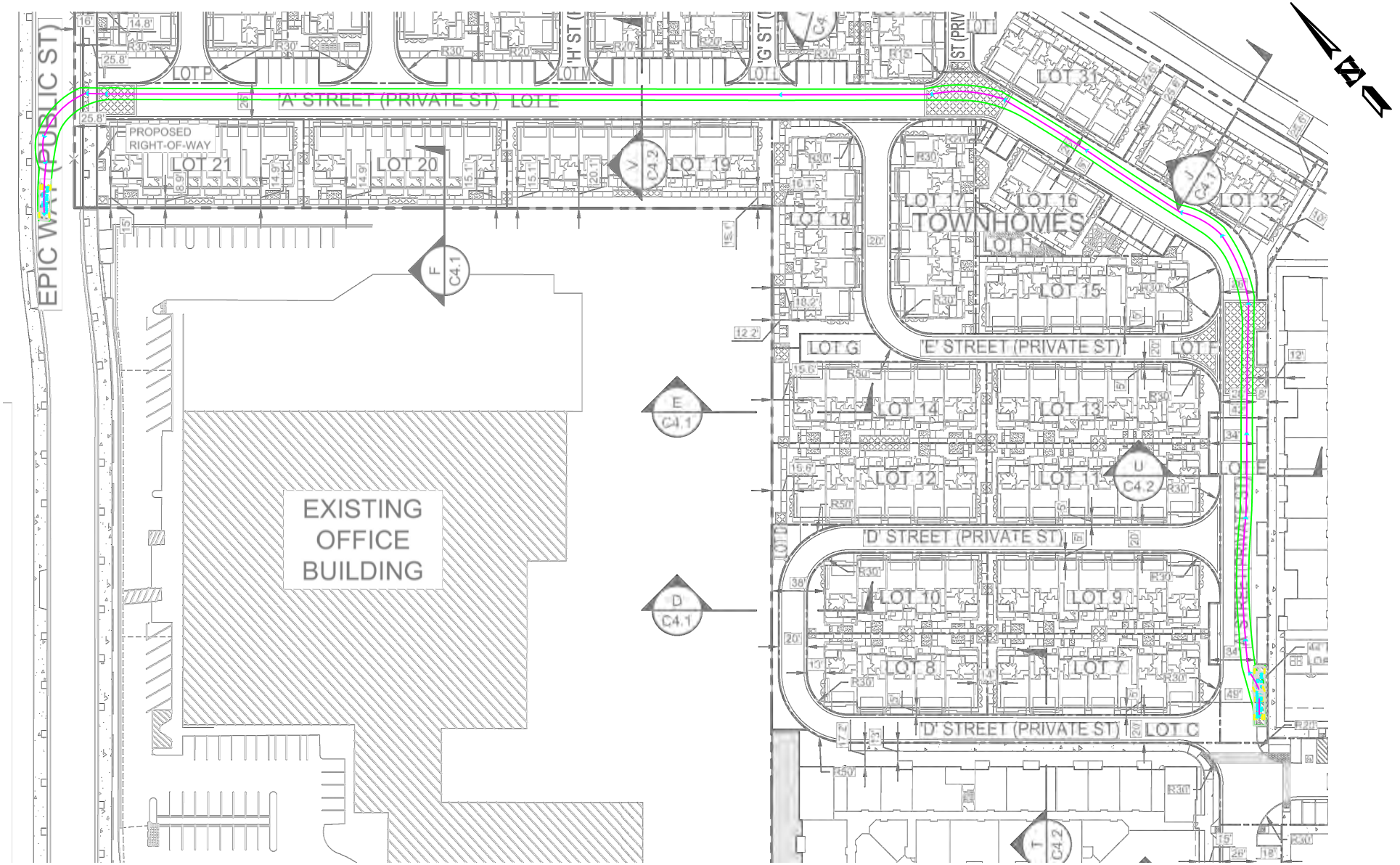
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12/14/21	2	5	1	0	0	0	0	0	0	0	0	0	0	0	8	11-20	6
01:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
02:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7	6-15	4
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	4
04:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
05:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
06:00	5	0	**2**	0	0	0	0	0	0	0	0	0	0	0	7	6-15	3
07:00	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25	9-18	13
08:00	32	0	1	0	0	0	0	0	0	0	0	0	0	0	33	6-15	21
09:00	19	**16**	1	0	0	0	0	0	0	0	0	0	0	0	36	11-20	22
10:00	15	15	0	0	0	0	0	0	0	0	0	0	0	0	30	11-20	20
11:00	**38**	13	0	0	0	0	0	0	0	0	0	0	0	0	**51**	9-18	26
12 PM	18	16	1	2	0	0	0	0	0	0	0	0	0	0	37	11-20	22
13:00	17	13	4	0	0	0	0	0	0	0	0	0	0	0	34	11-20	19
14:00	**48**	5	5	0	0	0	0	0	0	0	0	0	0	0	58	1-10	32
15:00	23	**46**	0	0	0	0	0	0	0	0	0	0	0	0	69	11-20	54
16:00	26	26	**9**	0	0	0	0	0	0	0	0	0	0	0	61	11-20	35
17:00	42	16	8	0	0	0	0	0	0	0	0	0	0	0	66	11-20	30
18:00	33	31	0	0	0	0	0	0	0	0	0	0	0	0	64	11-20	42
19:00	31	27	2	0	0	0	0	0	0	0	0	0	0	0	60	11-20	37
20:00	33	36	3	0	0	0	0	0	0	0	0	0	0	0	**72**	11-20	47
21:00	11	14	2	**3**	0	0	0	0	0	0	0	0	0	0	30	11-20	18
22:00	7	2	1	0	0	0	0	0	0	0	0	0	0	0	10	1-10	5
23:00	9	2	3	2	0	0	0	0	0	0	0	0	0	0	16	6-15	6
Total	440	300	45	7	0	0	0	0	0	0	0	0	0	0	792		
Percent	55.6%	37.9%	5.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	06:00												11:00		
Vol.	38	16	2												51		
PM Peak	14:00	15:00	16:00	21:00											20:00		
Vol.	48	46	9	3											72		
Total	2845	1571	614	217	84	12	0	0	0	0	0	0	0	0	5343		
Percent	53.2%	29.4%	11.5%	4.1%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	4 MPH
	50th Percentile :	14 MPH
	85th Percentile :	21 MPH
	95th Percentile :	26 MPH
Stats	10 MPH Pace Speed :	11-20 MPH
	Number in Pace :	2519
	Percent in Pace :	47.1%
	Number of Vehicles > 30 MPH :	96
	Percent of Vehicles > 30 MPH :	1.8%
	Mean Speed(Average) :	14 MPH

Appendix G
Truck Turning Template Diagrams



INBOUND SU-30 TO BUILDING 1

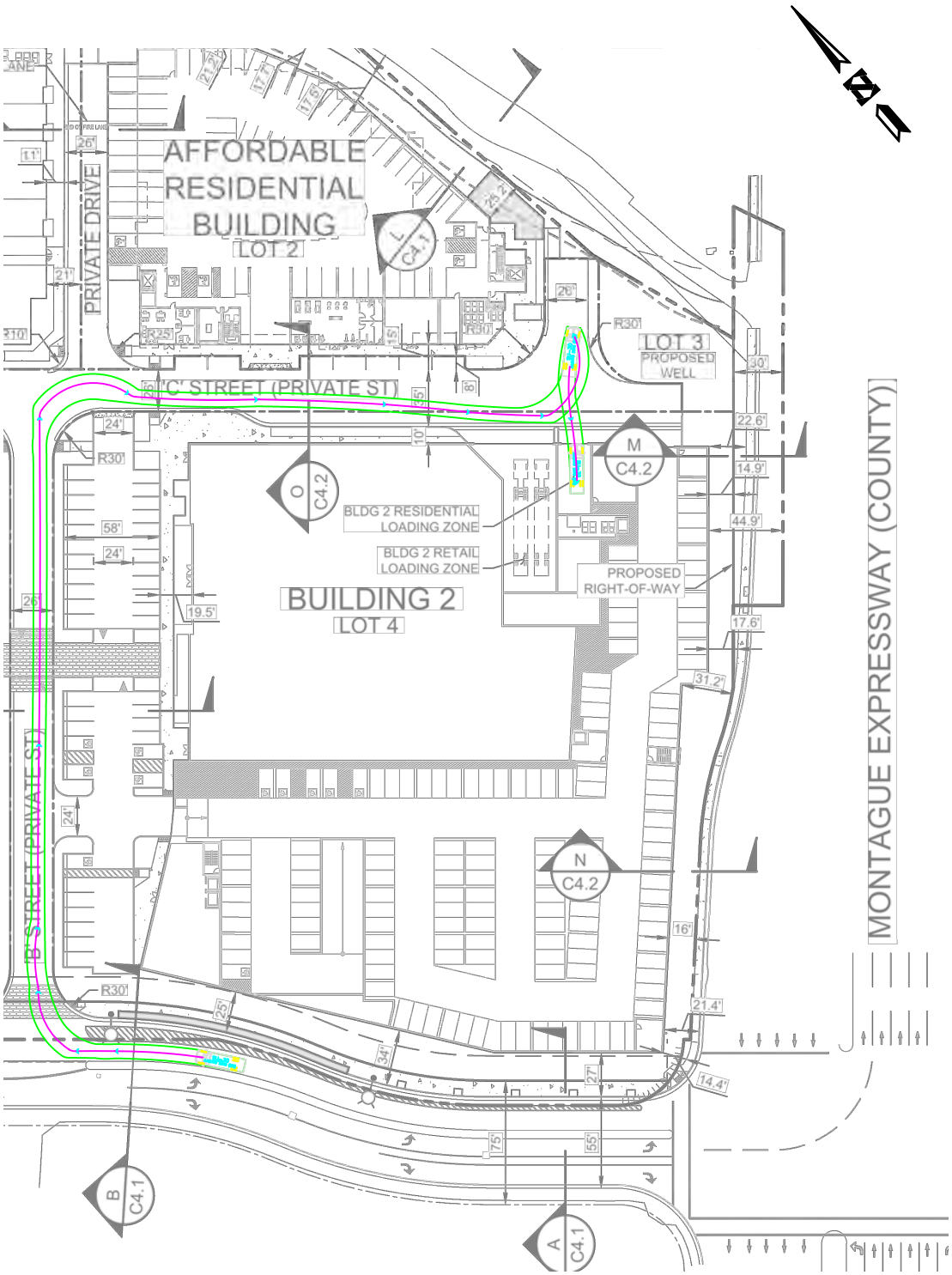


GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

OUTBOUND SU-30 FROM BUILDING 1

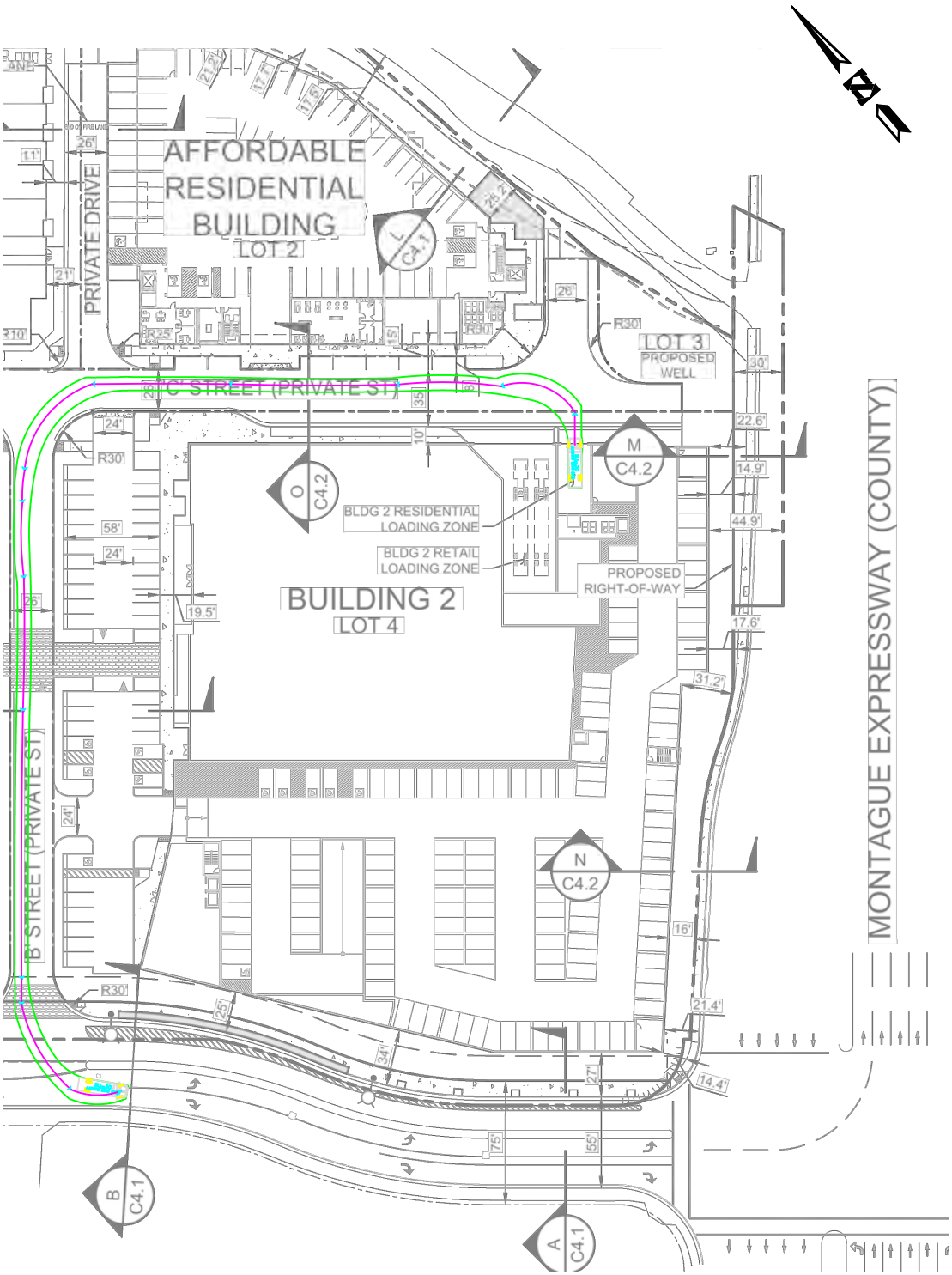


INBOUND SU-30 TO BUILDING 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

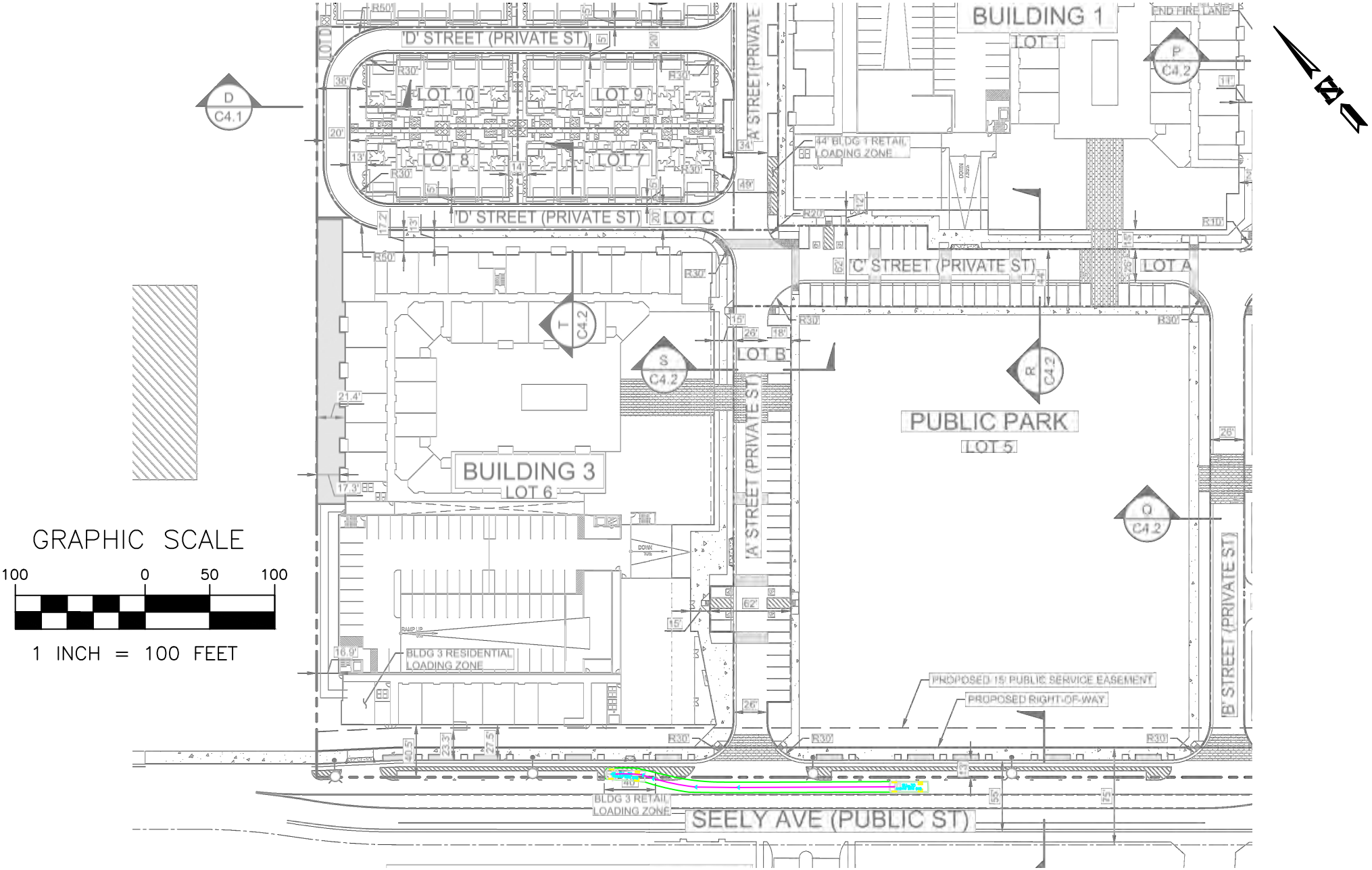


OUTBOUND SU-30 FROM BUILDING 2

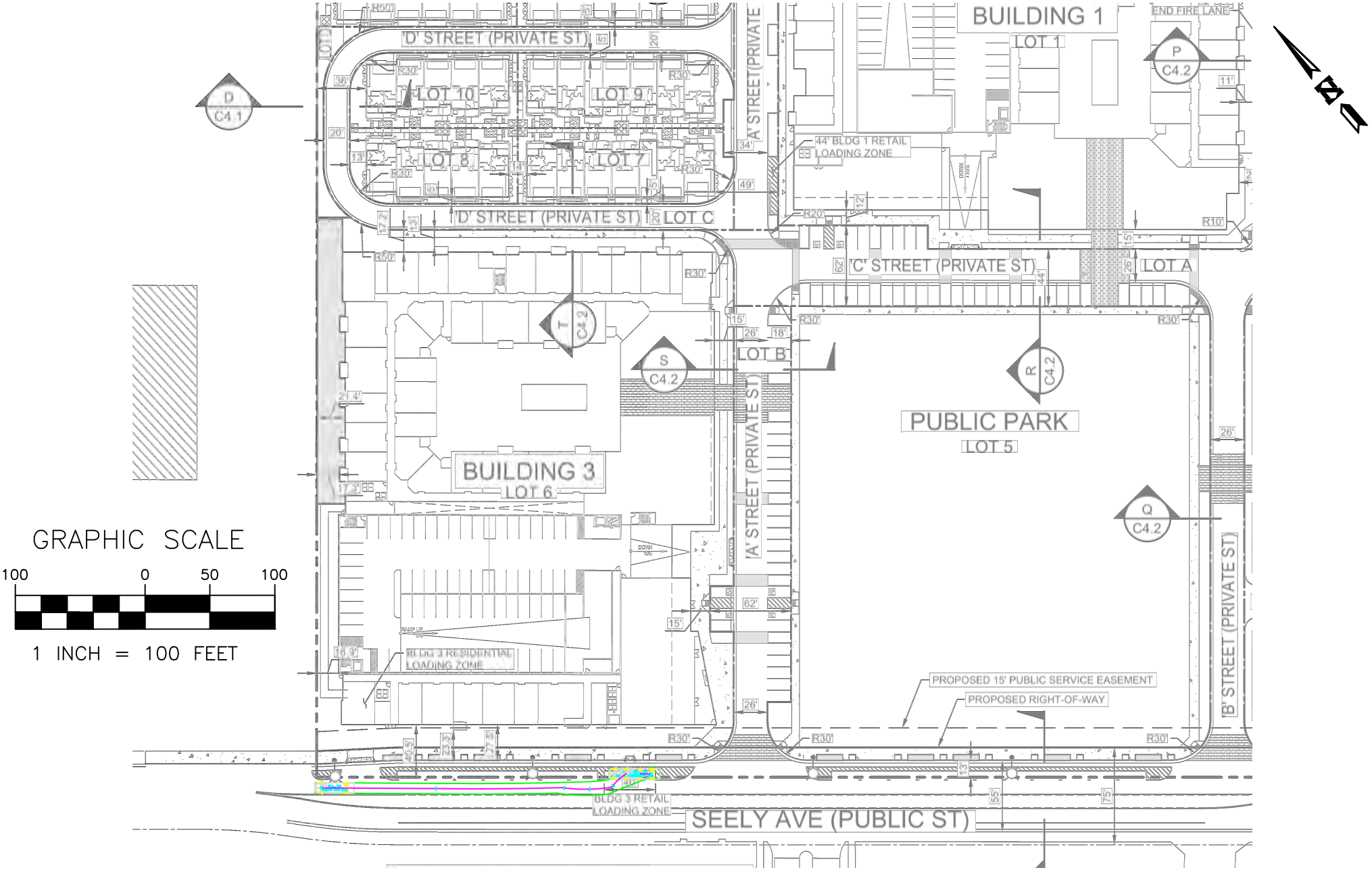
GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET



INBOUND SU-30 TO BUILDING 3

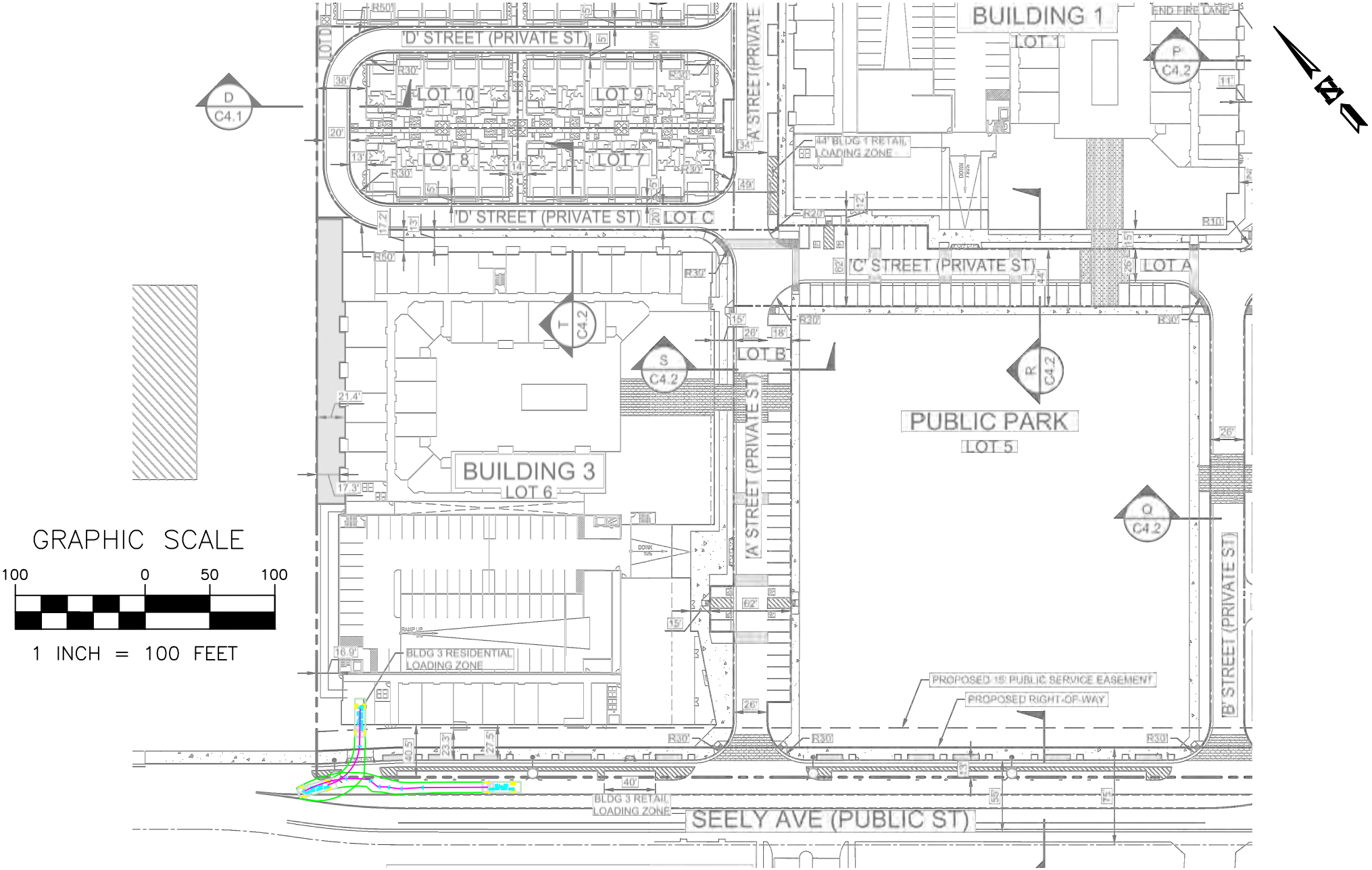


GRAPHIC SCALE

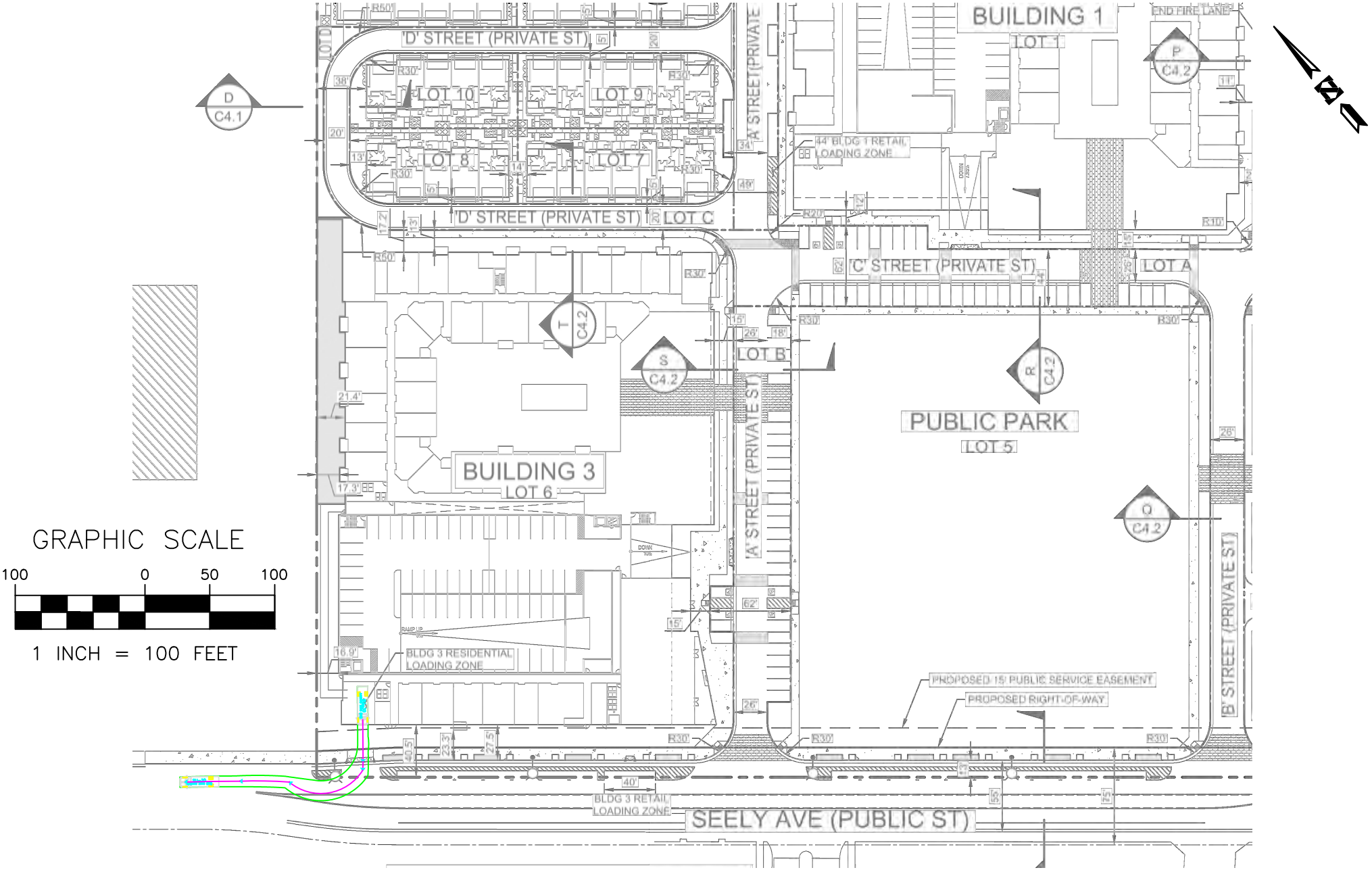
100 0 50 100

1 INCH = 100 FEET

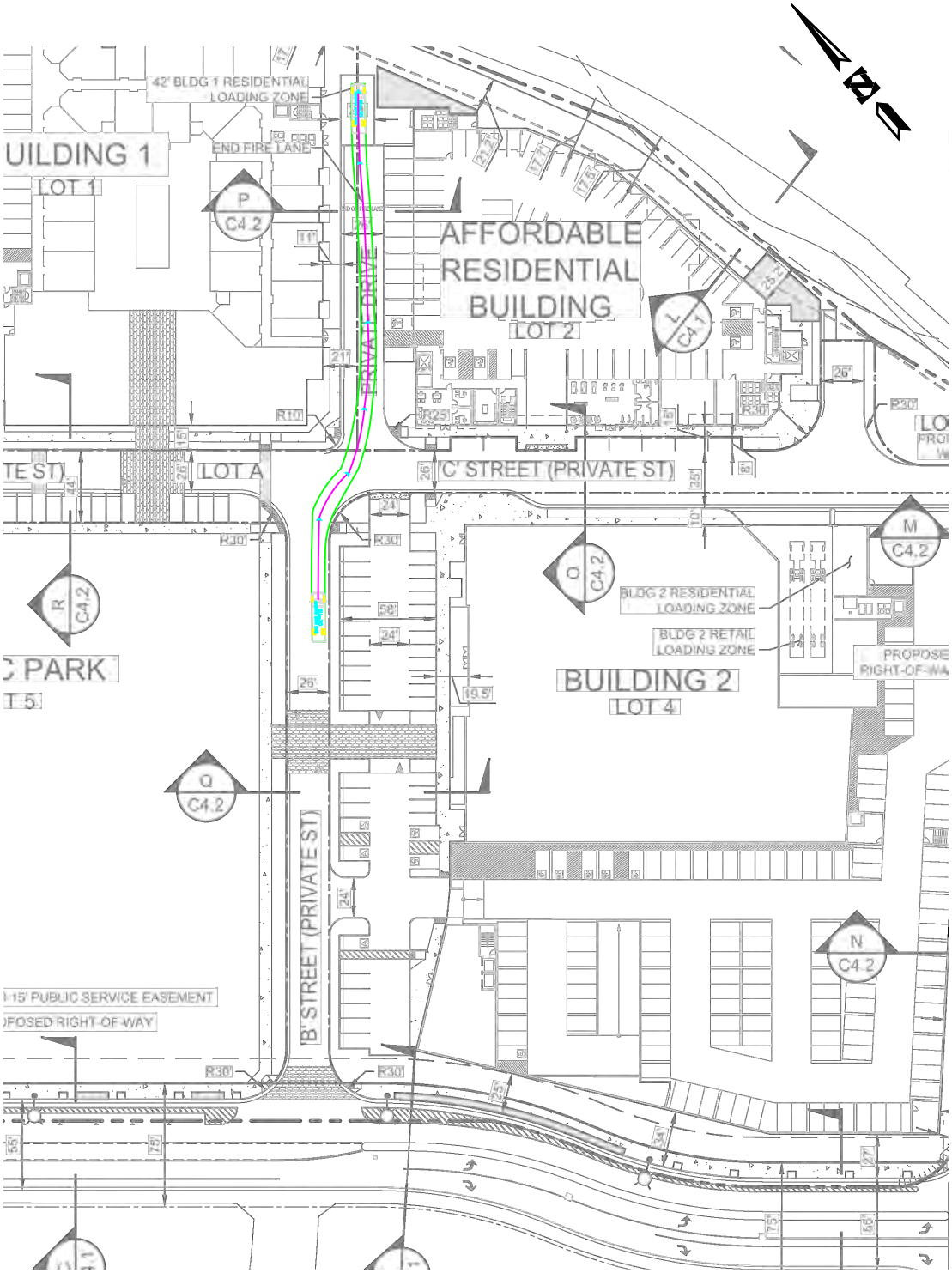
OUTBOUND SU-30 FROM BUILDING 3



INBOUND SU-30 TO BUILDING 3



OUTBOUND SU-30 FROM BUILDING 3

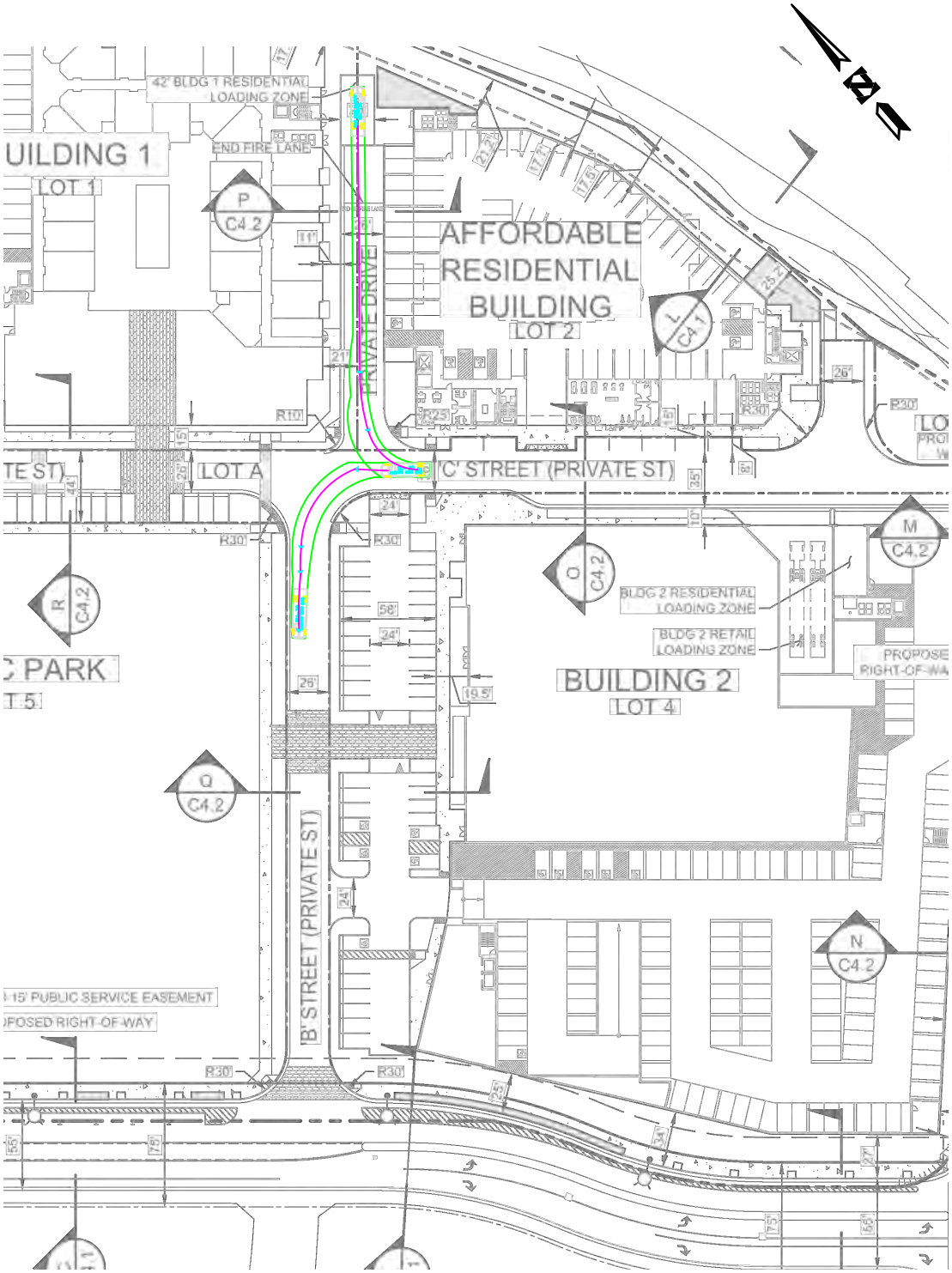


INBOUND SU-30 TO BUILDING 1 LOT 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

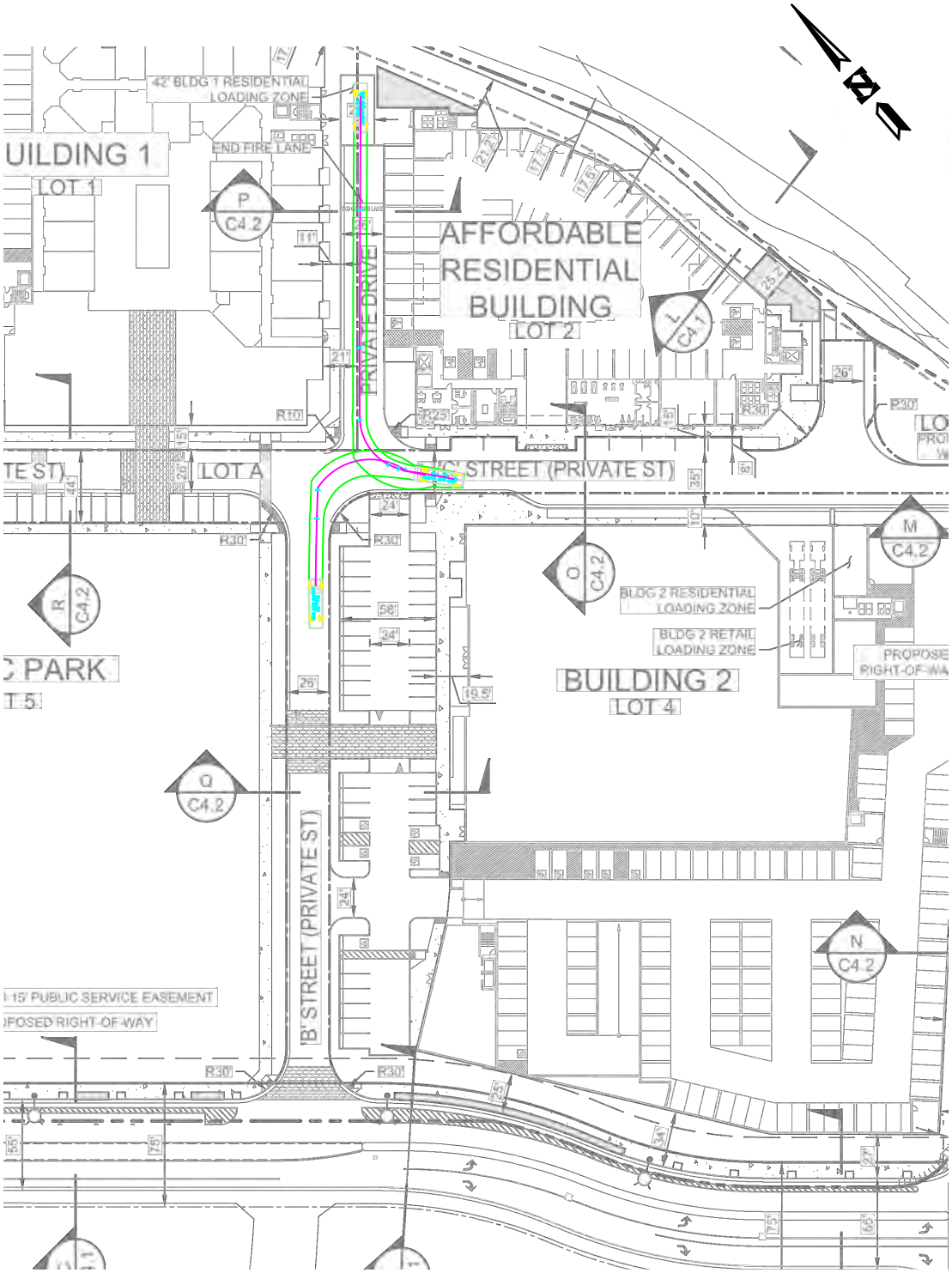


OUTBOUND SU-30 FROM BUILDING 1 LOT 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

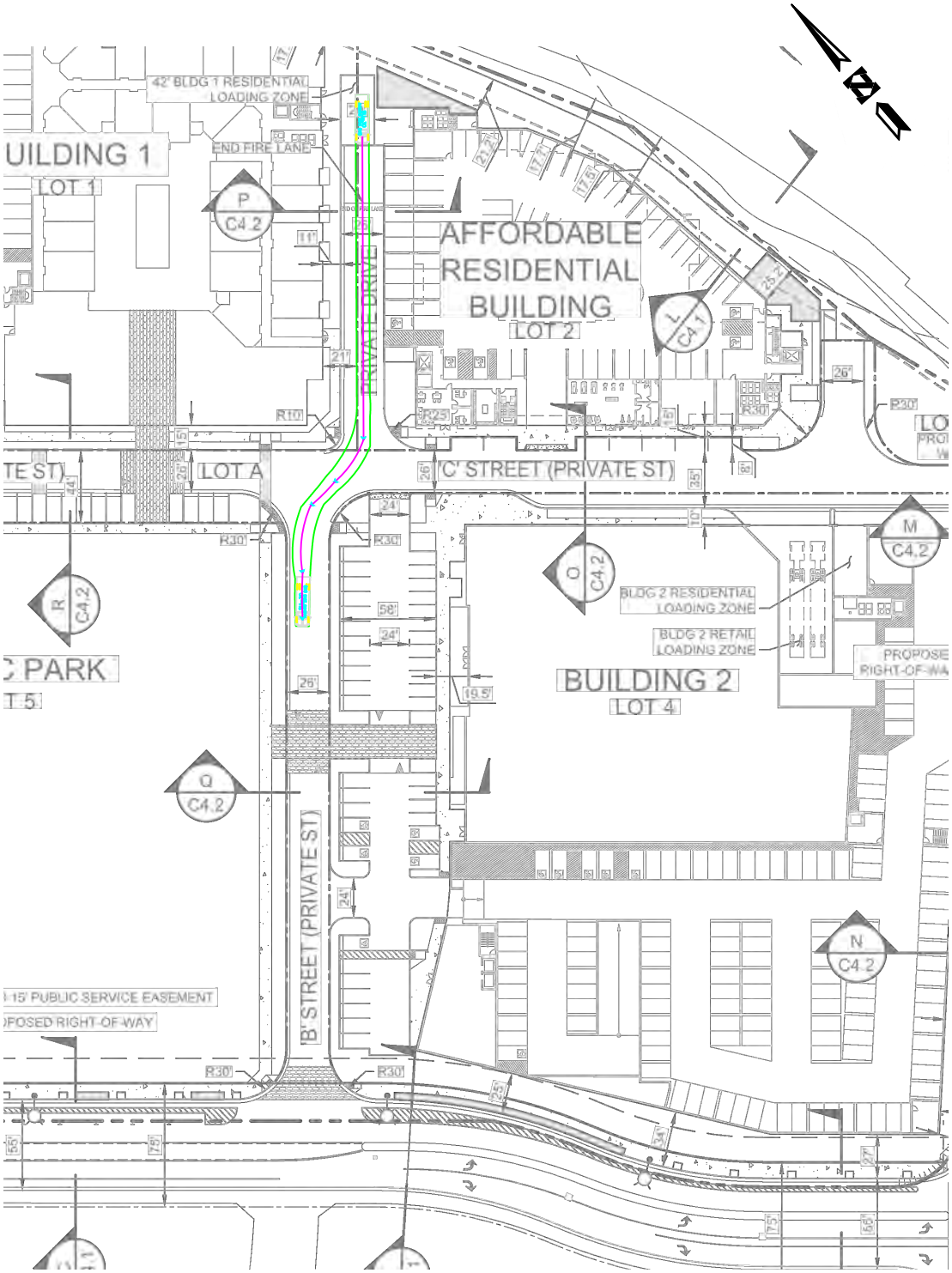


INBOUND SU-30 TO BUILDING 1 LOT 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

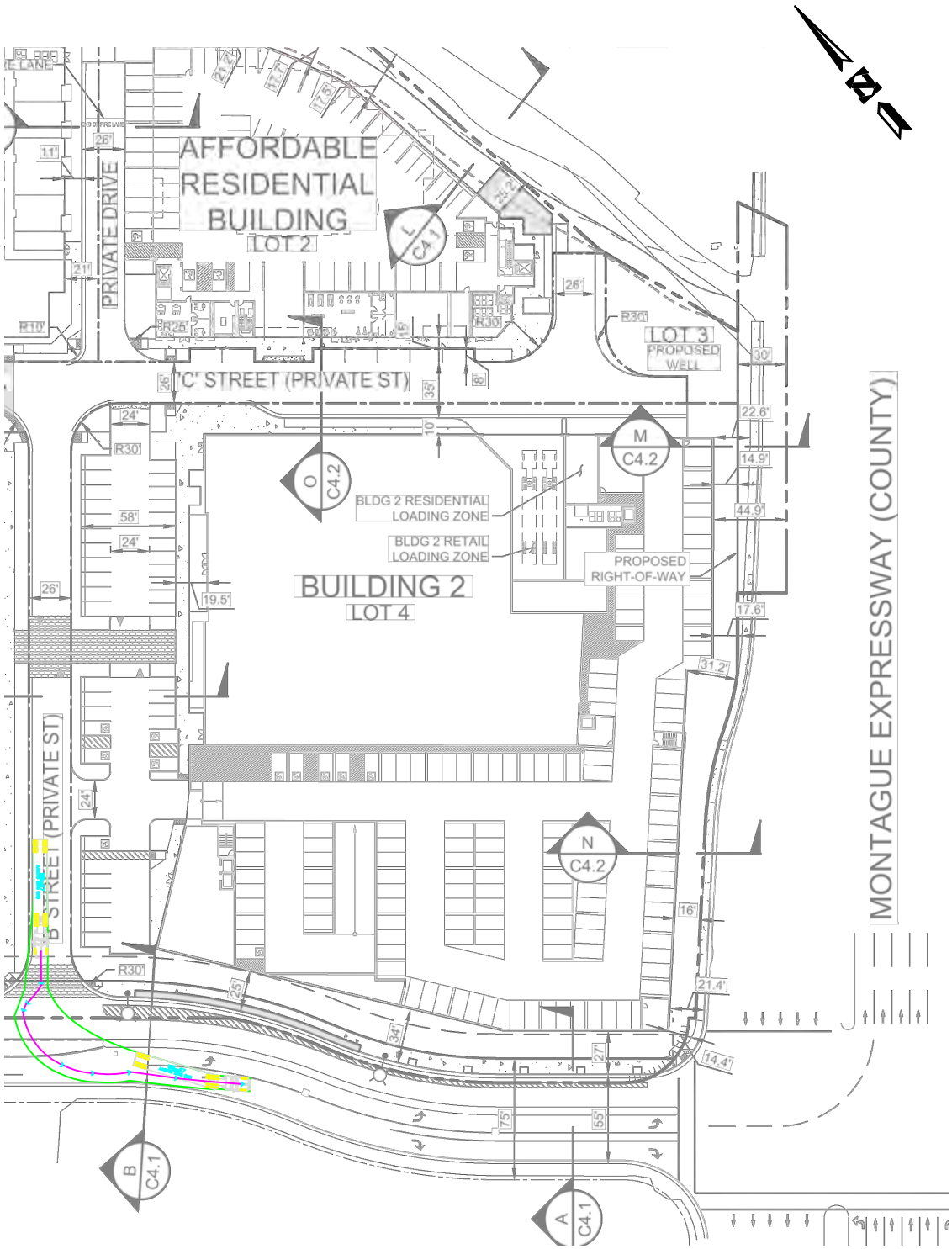


OUTBOUND SU-30 FROM BUILDING 1 LOT 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

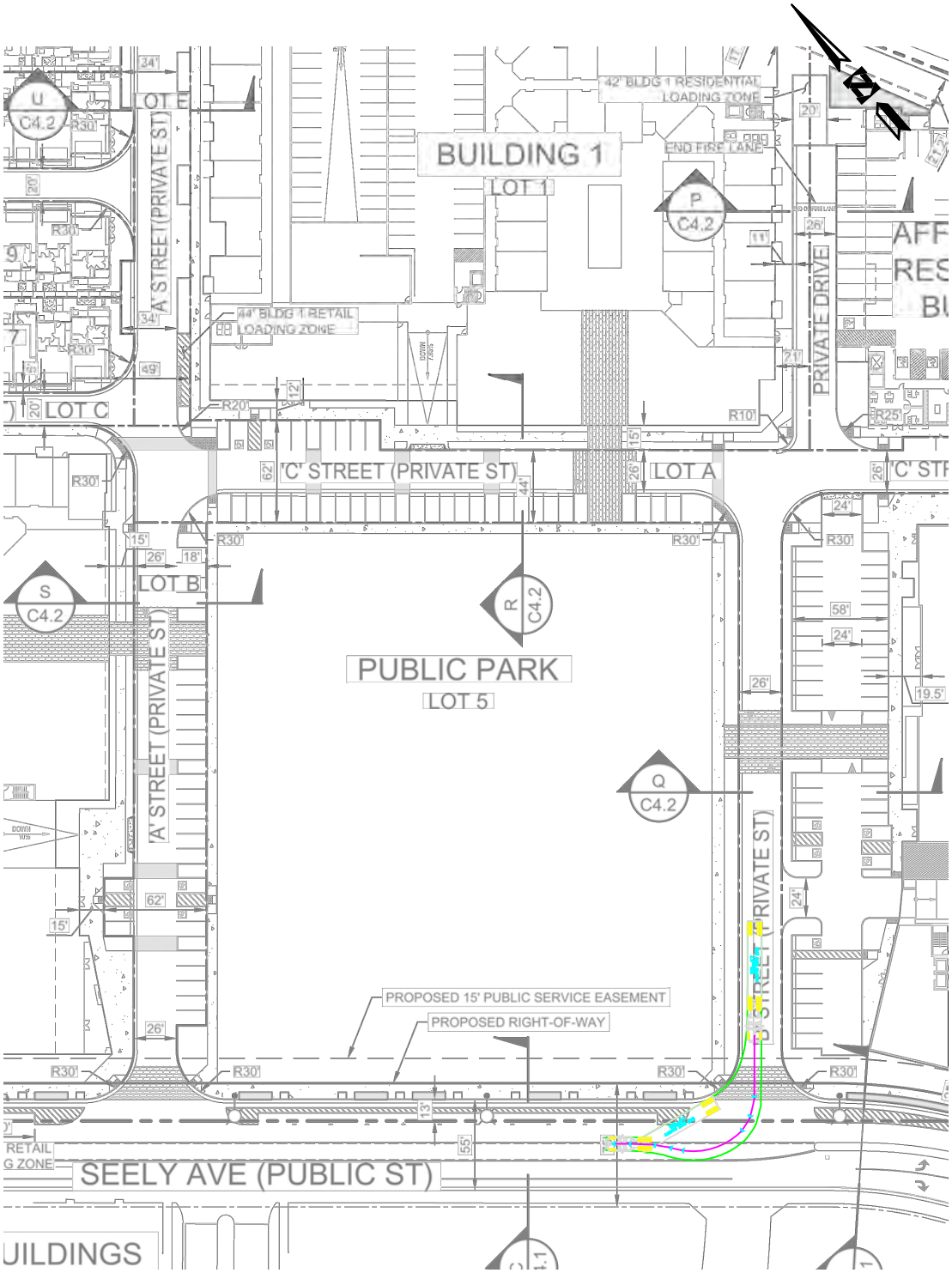


OUTBOUND WB-67 FROM BUILDING 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

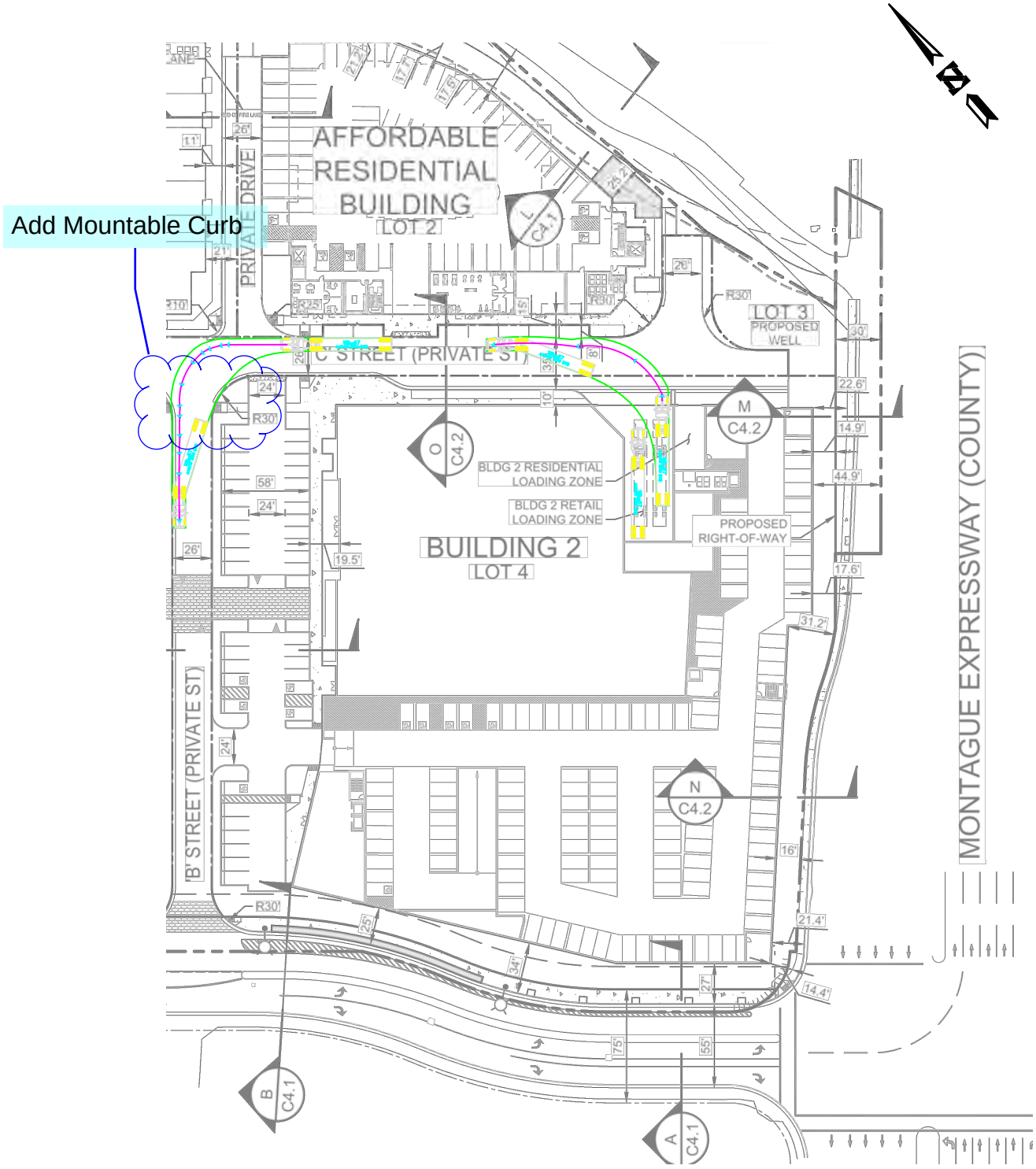


OUTBOUND WB-67 FROM BUILDING 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

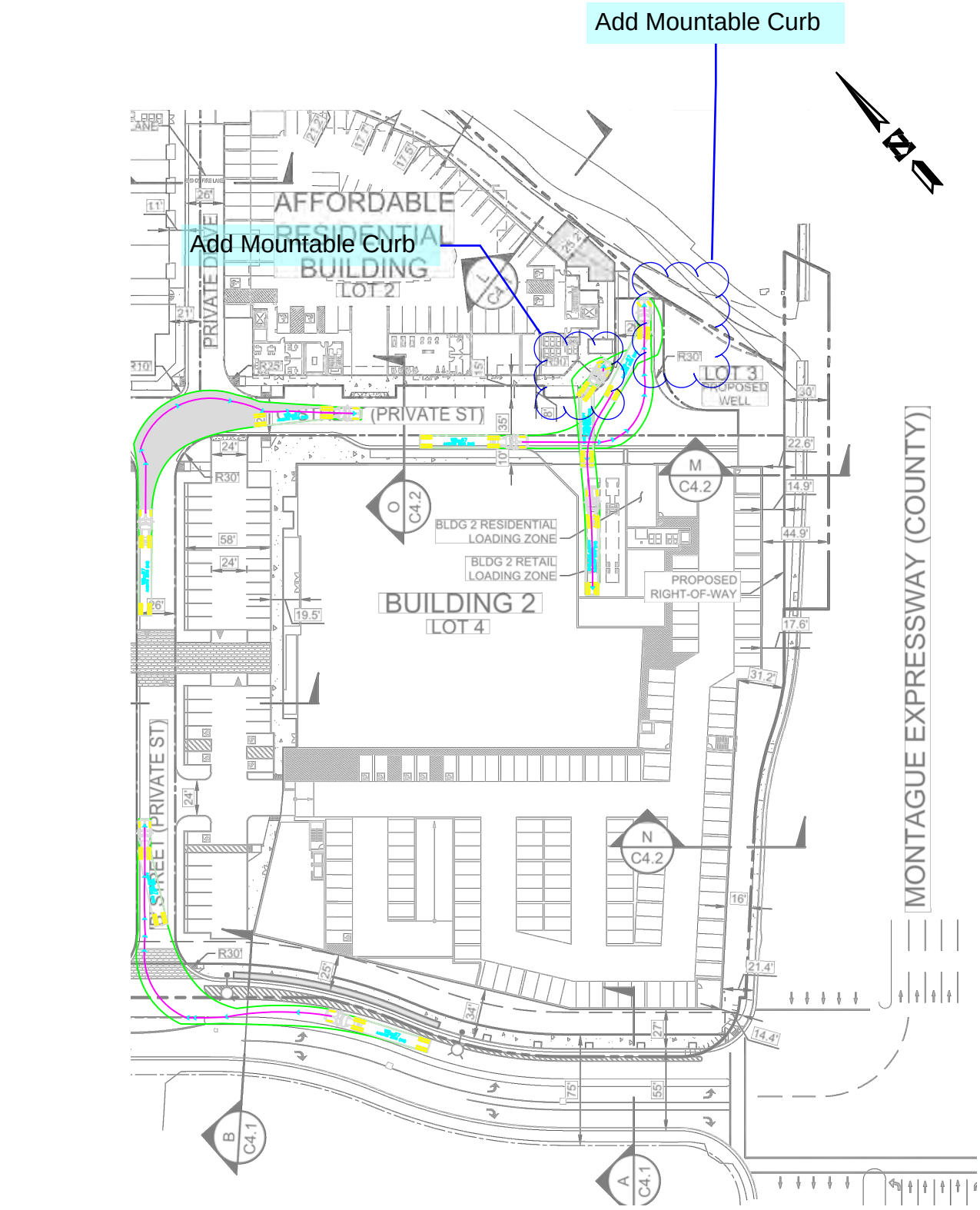


OUTBOUND WB-67 FROM BUILDING 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET

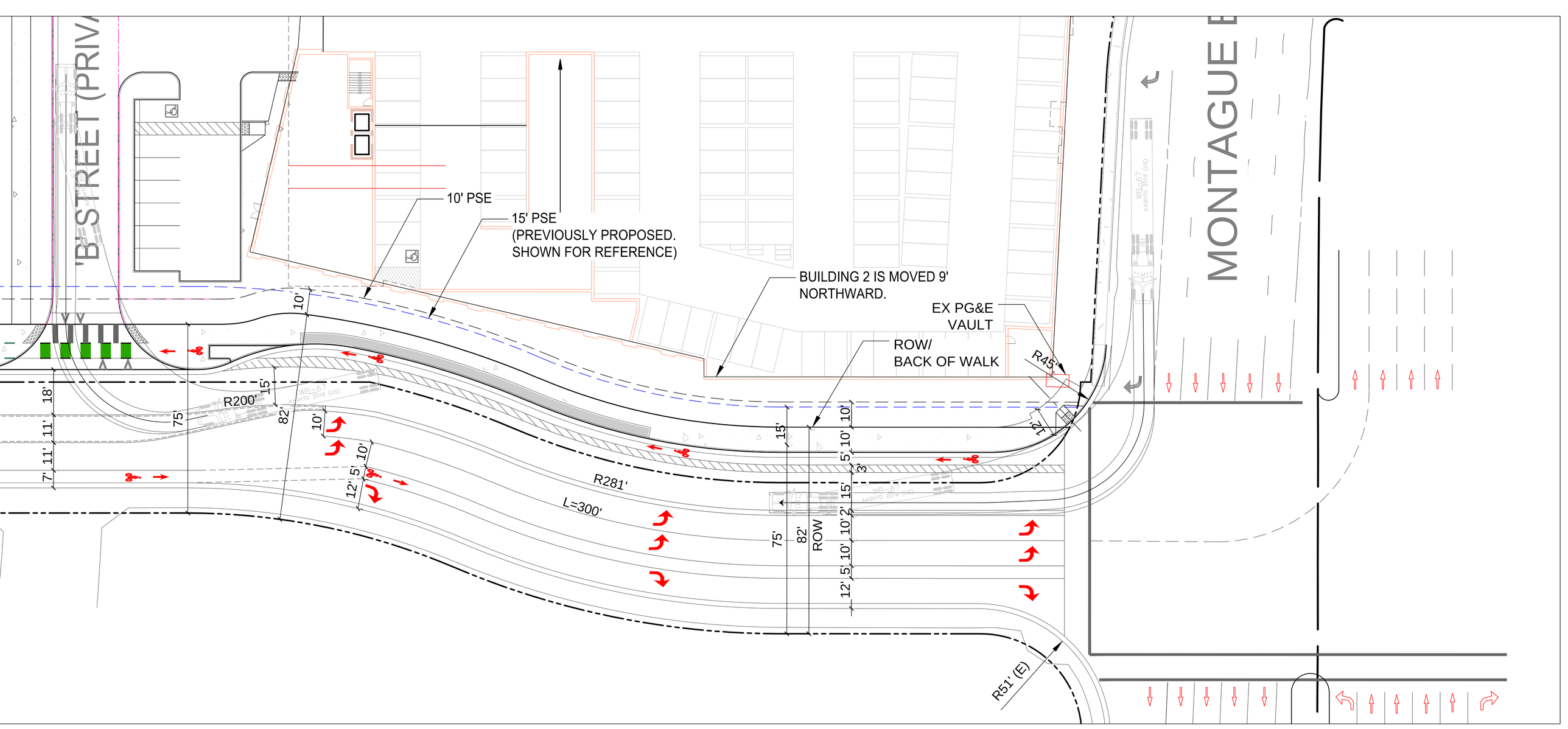


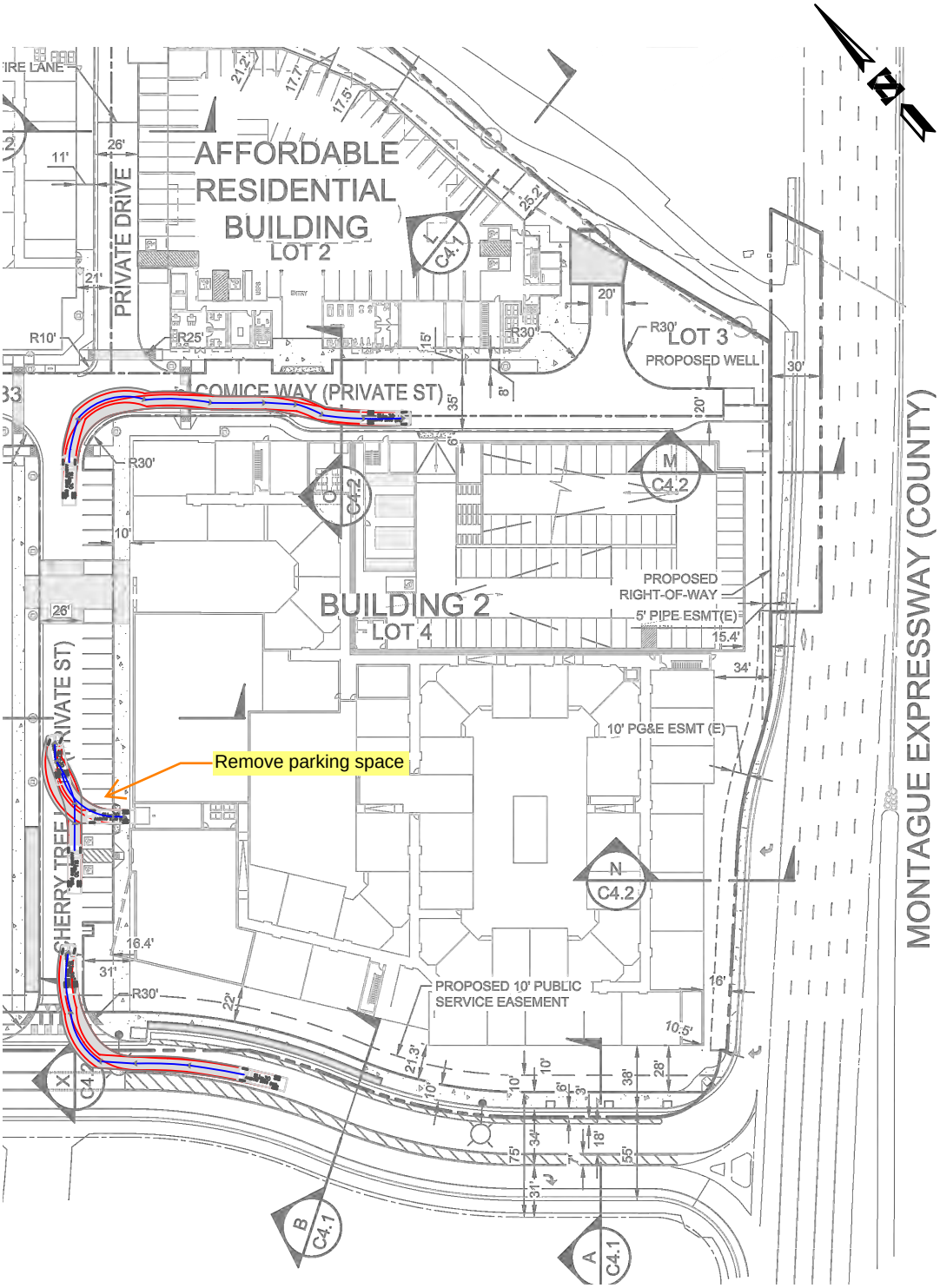
INBOUND WB-67 TO BUILDING 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET


'B' STREET (PRIVA
MONTAGUE E
10' PSE
15' PSE
(PREVIOUSLY PROPOSED.
SHOWN FOR REFERENCE)
BUILDING 2 IS MOVED 9'
NORTHWARD.
EX PG&E
VAULT
ROW/
BACK OF WALK
R45'
R200'
R281'
L=300'
R51' (E)
ROW
18'
11'
11'
7'
75'
15'
82'
10'
10'
5'
12'
10'
15'
10'
5'
3'
15'
2'
10'
10'
5'
12'
WB-67
AASHTO 2018 (US)

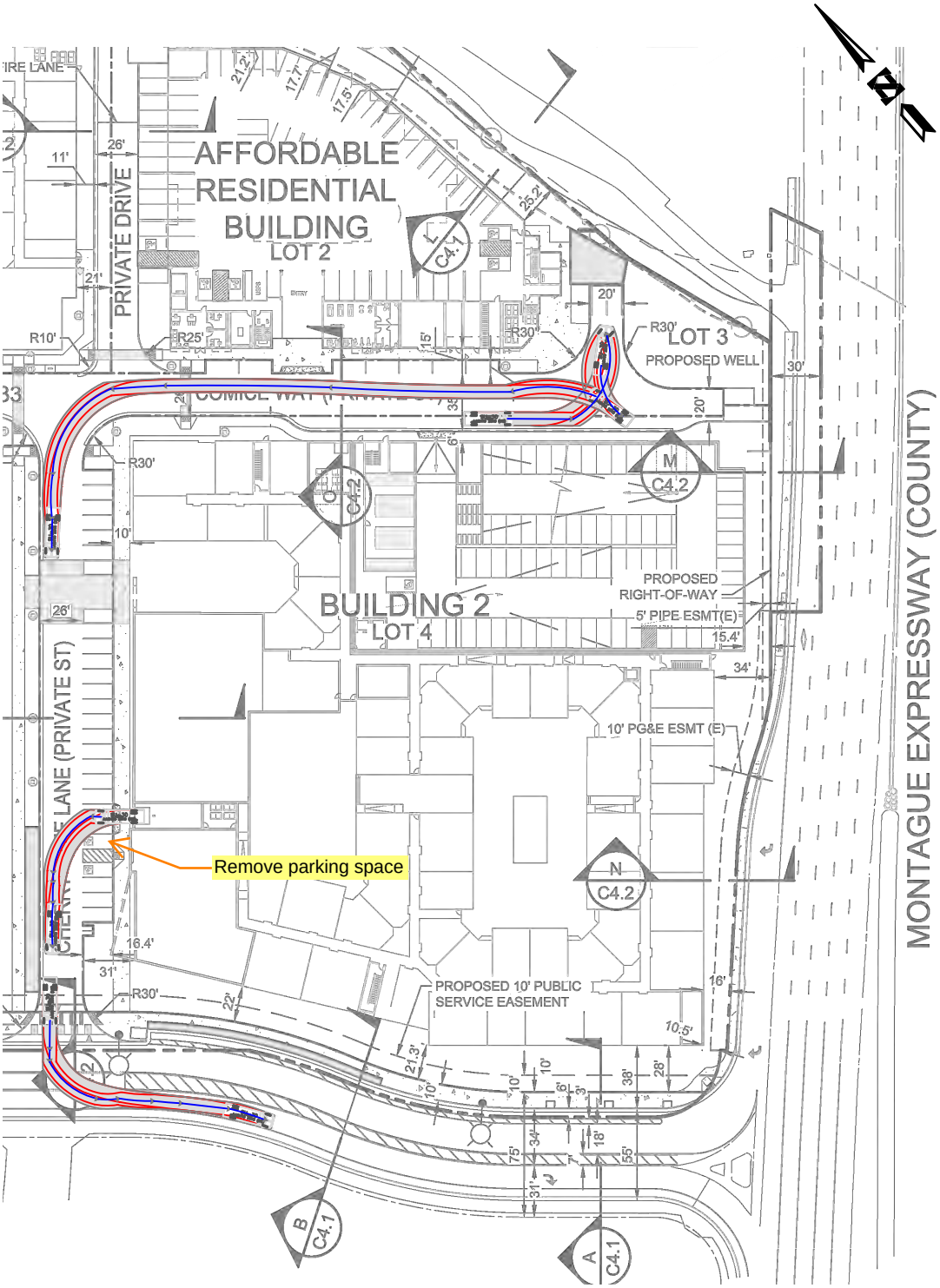


INBOUND SU-30 TO BUILDING 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET



OUTBOUND SU-30 FROM BUILDING 2

GRAPHIC SCALE

100 0 50 100

1 INCH = 100 FEET