HEXAGON TRANSPORTATION CONSULTANTS, INC.

Stratford School Blackford Campus Expansion

Draft Transportation Analysis

Prepared for:

Stratford School/Spring Education Group

March 31, 2023

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Hexagon Job Number: 22RD25
Phone: 408.971.6100
Client: Spring Education Group

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Executive Summary

This report presents the results of the transportation analysis conducted for the proposed increase in student enrollment at the existing Stratford School located at 3800 Blackford Avenue in San Jose, California. The school currently operates a private middle and high school with a total of 534 students (465 middle school and 69 high school students) on the former Blackford High School campus under a lease from the Campbell Union High School District. The school operates in compliance with a Conditional Use Permit (CUP) issued in 2004 for a prior user allowing up to 800 pre-school and kindergarten to 12th grade students plus staff on the site. The school is seeking to increase the current CUP to allow up to 1,349 private school students, including up to 725 5th-8th grade students and 624 high school students who primarily attend other Stratford School campuses. The school proposes no physical improvements to the campus, as the existing campus was originally designed for up to 1,800 students. Access to the project site is provided via three driveways along Blackford Avenue. On-site surface parking is provided for staff, students, and visitors.

This study was conducted for the purpose of identifying potential transportation impacts and operational issues related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and *Transportation Analysis Handbook,* adopted in April 2020, the Valley Transportation Authority (VTA) Congestion Management Program's (CMP) *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a CEQA-level transportation analysis and a supplemental Local Transportation Analysis (LTA).

The CEQA-level transportation analysis consists of a project-level vehicle miles traveled (VMT) analysis and a cumulative impact analysis to demonstrate consistency with the Envision San Jose 2040 General Plan.

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies any potential operational issues that could occur as a result of the project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project. The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site.

CEQA Transportation Analysis

Project-Level VMT Analysis (School Employees)

The results of the VMT evaluation, indicate that the additional school employees for the proposed school expansion are projected to generate VMT per employee (15.26) that exceeds the established impact threshold of 12.21 VMT per employee. Therefore, the additional staff associated with the proposed school expansion would have an impact on the transportation system based on the City's VMT impact criteria.

Mitigation Measures

Per the City's VMT tool, the project's VMT impact would be mitigated with the implementation of the following TDM measures:

- Commute Trip Reduction Marketing/Education: Implement marketing/educational campaigns that promote the use of transit, shared rides, and travel through active modes for 100% of the project employees. Strategies may include the incorporation of alternative commute options into new employee orientations, event promotions, and publications.
- Subsidized or Discounted Transit Program: Provide either partially or fully subsidized transit passes for 100% of the project employees.
- Provide Ride-Sharing Programs: Organize a program to match individuals interested in carpooling who have similar commutes for 30% of the project employees. This measure promotes the use of carpooling and reduces the number of drive-alone trips.

The implementation of the TDM measures above would reduce the projected VMT to 12.14 VMT per employee, which would reduce the project impact to less than significant. It should be noted that the selected TDM measure must be incorporated within a TDM plan for the project which may include additional TDM measures. The project will be required to submit and have approved a TDM plan.

Project-Level VMT Analysis (Students)

Comparative VMT Per Student Evaluation

Based on the manual calculation of the proposed additional 815 students at the Blackford campus, it is estimated that the average VMT per student will increase to 18.0, which calculates to a 9.6 percent increase in average VMT per student. Therefore, the school would be required to provide mitigation measures to reduce the project student VMT by 9.6%.

Distribution Model Student VMT Evaluation

Using the student distribution model along with the City's TDF model, it was estimated that the average trip length for students at the expanded Blackford campus would be 8.93. The per-student VMT projected to be generated by the proposed school would be approximately 5.3% above the existing per-student VMT which could be considered a VMT impact. Therefore, the school would be required to provide mitigation measures to reduce the project student VMT by 5.3%.
Based on both of the VMT evaluation approaches, the proposed additional students at the Blackford campus would result in an impact related to the increase in VMT for students and their parents.

Proposed TDM Measures

It should be noted that the distribution model VMT evaluation consists of a general analysis based purely on estimated student trip lengths assuming that student trip making characteristics would be the

same for all private schools regardless of school location. For the comparative VMT per student evaluation, a calculation of the distance between a student's zip code and the school's location is used to determine average trip length. Therefore, mode choice is not considered in the comparative VMT per student evaluation approach. Similarly, the student distribution model methodologies presumes that all students/parents utilize a passenger vehicle as their travel mode since the model is not capable of accounting for specific school location and the availability of surrounding mode choices.

Regardless, Stratford proposes to implement Transportation Demand Management (TDM) measures that would reduce student VMT. The proposed TDM measures and effects on student VMT are discussed below. The TDM Plan prepared by TDM Specialists, included in Appendix C, includes the following primary student VMT-reducing measures:

- *Provide School Pool Programs* – Stratford facilitates a student carpool matching form at the beginning of each year. Once the contact information for interested families are gathered, their information is sent to other families to coordinate carpooling.
- *Provide Private Shuttle/Transit Service* – Stratford will offer a van shuttle program. The school offers four morning routes and two to four afternoon routes with options for late departures.
- *Provide Voluntary Travel Behavior Change Program* – Stratford will promote sustainable development and culture by introducing a sustainability mobility curriculum as part of its environmental studies.

The proposed TDM measures would reduce the project's VMT by greater than the 9.6% identified to be needed to mitigate the project's VMT impact. Since the VMT-reducing TDM measures are components of the project, the project can be considered to have a less-than-significant VMT impact.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 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's goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multimodal transportation goals and policies that are intended to improve multimodal accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving. The project is consistent with the General Plan goals and policies for the following reasons:

- The project proposes to provide bicycle parking on site.
- Pedestrian facilities, including complete sidewalks, intersection crosswalks, and ADA ramps, are available in the project area.
- The project site is near various bus services, promoting the use of available transit services and providing the opportunity to utilize alternative modes of access other than the passenger vehicle.

Therefore, based on the project description and location, the proposed project would be consistent with the *Envision San Jose General Plan.* The project 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.

Local Transportation Analysis

Project Trip Generation

After applying the appropriate trip generation rates, the proposed project is estimated to generate 3,205 new daily vehicle trips, with 1,364 new trips (725 inbound and 639 outbound) occurring during the AM peak hour and 788 new trips (397 inbound and 391 outbound) occurring during the PM peak hour.

Intersection Operations Analysis Results

The results of the level of service analysis show that the added trips as a result of the proposed project would have an adverse effect on intersection operations at only the CMP designated San Tomas Expressway & Moorpark Avenue intersection.

Adverse Intersection Operations Effects and Potential Improvements

It was found that there are no feasible improvements possible at the San Tomas Expressway & Moorpark Avenue intersection. As the City redevelops to higher densities, the ability of intersections to achieve a certain level of service becomes less relevant to overall mobility. Therefore, the recommendations consider improvements to multi-modal transportation facilities to provide opportunities for the use of alternative modes of travel in lieu of vehicular capacity improvements at individual intersections.

8. San Tomas Expressway and Moorpark Avenue (CMP)

The widening of San Tomas Expressway to eight lanes between El Camino Real and Williams Road is identified in the County's Comprehensive Expressway Plan. The widening of San Tomas Expressway between Homestead Road and Stevens Creek is part of the Measure B Expressway Improvement Program. However, there is no identified schedule for the widening of San Tomas Expressway south of Stevens Creek Boulevard. There are no further improvements feasible to improve the identified adverse intersection operations.

The project applicant should work with City staff in determining an appropriate contribution towards the implementation of multi-modal improvements to the transportation system in the area surrounding the San Tomas Expressway & Moorpark Avenue intersection. The improvement of pedestrian and bicycle facilities in the area would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

Signal Warrant Analysis

The peak-hour traffic signal warrant analysis indicates that the peak hour signal warrant threshold is met at two study intersections as described below.

Saratoga Avenue and Manzanita Drive

The intersection of Saratoga Avenue and Manzanita Drive currently has and is projected to have peak hour volumes that meet the signal warrant during the AM peak hour, with and without the project. The project would add 60 northbound trips and 12 southbound trips along Saratoga Avenue during the AM peak hour. No project trips would be added to the minor street approach. The project may be required to provide a fair-share contribution towards the cost of the traffic signal installation at the intersection if the City determines that the traffic signal is needed.

Boynton Avenue and Moorpark Avenue

The intersection of Boynton Avenue and Moorpark Avenue currently has and is projected to have peak hour volumes that meet the signal warrant during the AM and PM peak hours. The project would add 14 trips to the minor street approach in the AM peak hour and 35 trips to the minor street approach in the PM peak hour at the intersection. The project may be required to provide a fair-share contribution towards the cost of the traffic signal installation at the intersection if the City determines that the traffic signal is needed.

Intersection Queuing Analysis

The queuing analysis indicates that the additional project trips generated would contribute to deficient queue storage at the location below.

Saratoga Avenue and Blackford Avenue

The southbound left-turn movement queue from Saratoga Avenue to Blackford Avenue during both peak hours currently and are projected to continue to exceed the left-turn storage capacity under existing and background conditions. The proposed project would add 295 and 69 southbound left-turns during the AM and PM peak hours, respectively. The addition of a large number of project-generated trips will lengthen the left-turn queue. It should be noted that if future drivers to the site notice long queues, they may choose to use Moorpark Avenue or Manzanita Drive to access the project site. Due to limited spacing between intersections, extending the length of the left-turn pocket is not feasible. Similarly, due to right-of-way constraints, widening both Saratoga Avenue and Blackford Avenue to accommodate dual left-turn lanes is not feasible. Furthermore, roadway widening to accommodate vehicular demand that inhibits the implementation of multi-modal facilities is not consistent with GP goals. The project applicant may be required to provide an in-lieu fee contribution towards the implementation of multi-modal improvements in the intersection vicinity.

Freeway Analysis

Freeway Segment Analysis

The project would add trips to a freeway segment greater than one percent of the capacity at two freeway segments near the project vicinity that are currently operating at LOS F conditions. The project applicant should coordinate with city staff to determine appropriate measures to reduce its adverse effect on the freeway segment which may include the implementation of a TDM program.

Freeway Ramp Analysis

The project traffic is projected to increase the queue length at metered on-ramps that were observed to be near capacity. The proposed project will implement a Travel Demand Management (TDM) plan. The TDM plan and its identified measures will reduce the amount of peak-hour traffic added to the roadway network, including freeway on-ramps.

Neighborhood Interface

Blackford Avenue connects the project site and the surrounding residential communities to a major arterial at Saratoga Avenue and a connector street at Boynton Avenue. Hibiscus Lane and Rebecca Way may be used as potential cut-through routes to avoid congestion on surrounding streets. Therefore, the city requested that volume and speed data be collected and reviewed along Blackford Avenue, Hibiscus Lane, and Rebecca Way. Based on the characteristics of Blackford Avenue, Hibiscus Lane, Rebecca Way, the traffic count data, and the estimated project traffic, the following conclusions can be drawn:

- Traffic volume increases as a result of the proposed project may be perceptible to residents along Blackford Avenue, Hibiscus Lane, Rebecca Way.
- As congestion and delay increase along the major thoroughfares, further traffic may spill onto Blackford Avenue, Hibiscus Lane, and Rebecca Way.
- A review of traffic volume and speed data along the subject streets indicates that projected traffic conditions would warrant comprehensive traffic calming measures per the City's Traffic Calming Policy on Blackford Avenue, Hibiscus Lane, and Rebecca Way.

To minimize the effects of the potential increases in traffic volumes due to the proposed project on Blackford Avenue, Hibiscus Lane, and Rebecca Way, there are traffic calming measures that could be considered for implementation. The following traffic calming measures could be implemented by the project per the City's recommendation and coordination with the local neighborhood association.

- A traffic circle should be implemented at the Hibiscus Lane and Manzanita Drive intersection to reduce vehicular speed and cut-through traffic.
- To minimize potential increases in traffic speeds, the project should also pursue the installation of a radar speed signs on Blackford Avenue and chokers near Hibiscus Lane and/or Rebecca Way.

Site Access and On-Site Circulation

The project does not propose to modify the existing parking lot and would continue to utilize the existing parking spaces and drive aisles for drop-off and pick-up operations. A review of the current drop-off/pick-up operations plan indicates adequate site access and on-site circulation.

Parking Supply

Based on the City's off-street parking requirements, the school would need to provide 265 parking spaces [(140 staff X 1 per staff) + (624 students X .2 per student) = 264.8 = 265 spaces]. The existing project site provides 437 parking spaces in the main parking lot. Of the total 471 spaces, 271 spaces are exclusively available to Stratford School and would meet the city's parking space requirement.

The City requires one bicycle parking space for every ten full-time employees plus ten per classroom. It is unclear on how many classrooms the project would provide. Stratford will provide bike parking facilities for students, employees, faculty, staff, visitors, and guests consistent with applicable municipal code requirements as shown on the approved project plan set.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

A complete network of sidewalks and crosswalks is found within the project area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. The San Tomas Expressway & Moorpark Avenue and San Tomas Expressway & Williams Road intersections are missing truncated domes at crosswalks. Truncated domes are provided at the Hibiscus Lane/Blackford Avenue and Rebecca Way/Blackford Avenue unsignalized intersections. However, crosswalks are not provided at either intersection. The existing pedestrian facilities provide adequate connectivity between the project site and nearby bus stops and other points of interest. The project would not modify any existing pedestrian facilities along its frontage on Blackford Avenue.

Recommendations

- City staff will determine whether the project may be required to install ADA-compliant ramps at the San Tomas Expressway/Moorpark Avenue and San Tomas Expressway/Williams Road intersections.
- City staff will determine whether the project may be required to install marked crosswalks along Blackford Avenue at its intersections with Hibiscus Lane and Rebecca Way.

Bicycle Facilities

Existing bicycle facilities in the study area consist of bike lanes and bike routes within vicinity of the project site. Existing bicycle facilities are not present along the project frontage on Blackford Avenue. The city of San Jose has planned upgrades within the project vicinity along Moorpark Avenue to install Class IV protected bike lanes, replacing the existing Class II buffered bike lanes. The city of San Jose designates Boynton Avenue as a Class III bike route. According to the city's Better Bike Plan 2025, Boynton Avenue, from Moorpark Avenue to Payne Avenue is planned to be a Class III bike boulevard. Bike boulevards discourage cut-through motor vehicles and are designed to give bicyclists priority. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Services

Existing bus service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by frequent routes 25 and 57. Access to bus stops for Route 57 is located along Saratoga Avenue at Blackford Avenue. Access to bus stops for Route 25 is located along Williams Road at Boynton Avenue. Marked crosswalks and pedestrian signal heads connect the project site to bus stops along Saratoga Avenue and Williams Road. As discussed above, the project should discuss with city staff on whether a crosswalk should be installed along the south side of Blackford Avenue at Hibiscus Lane.

Since the project site is served by two bus routes, it is reasonable to assume that some students and staff would utilize transit service. It is estimated that the increase in transit demand generated by the project could be accommodated by the current available ridership capacity of light rail and the VTA bus service.

1. Introduction

This report presents the results of the transportation analysis conducted for the proposed increase in student enrollment at the existing Stratford School located at 3800 Blackford Avenue in San Jose, California (see Figure 1). The school currently operates a private middle and high school with a total of 534 students (465 middle school and 69 high school students) on the former Blackford High School campus under a lease from the Campbell Union High School District. The school operates in compliance with a Conditional Use Permit (CUP) issued in 2004 for a prior user allowing up to 800 pre-school and kindergarten to 12th grade students plus staff on the site. The school is seeking to increase the current CUP to allow up to 1,349 private school students, including up to 725 5th-8th grade students and 624 high school students who primarily attend other Stratford School campuses. The school proposes no physical improvements to the campus, as the existing campus was originally designed for up to 1,800 students. Access to the project site is provided via three driveways along Blackford Avenue. On-site surface parking is provided for staff, students, and visitors. The project site plan is shown on Figure 2.

Stratford School follows a typical school schedule, with class being held Monday through Friday with school hours from 8:30 am – 3:45 pm. The extended day program (which an estimated 35% of students remain) runs from 3:45 pm – 6:00 pm.

Scope of Study

This study was conducted for the purpose of identifying potential transportation impacts and operational issues related to the proposed student enrollment increase. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and *Transportation Analysis Handbook,* April 2020, the Valley Transportation Authority (VTA) Congestion Management Program's (CMP) *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a CEQA-level transportation analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a Transportation Policy, Council Policy 5-1. The Policy establishes the thresholds for transportation impacts under CEQA based

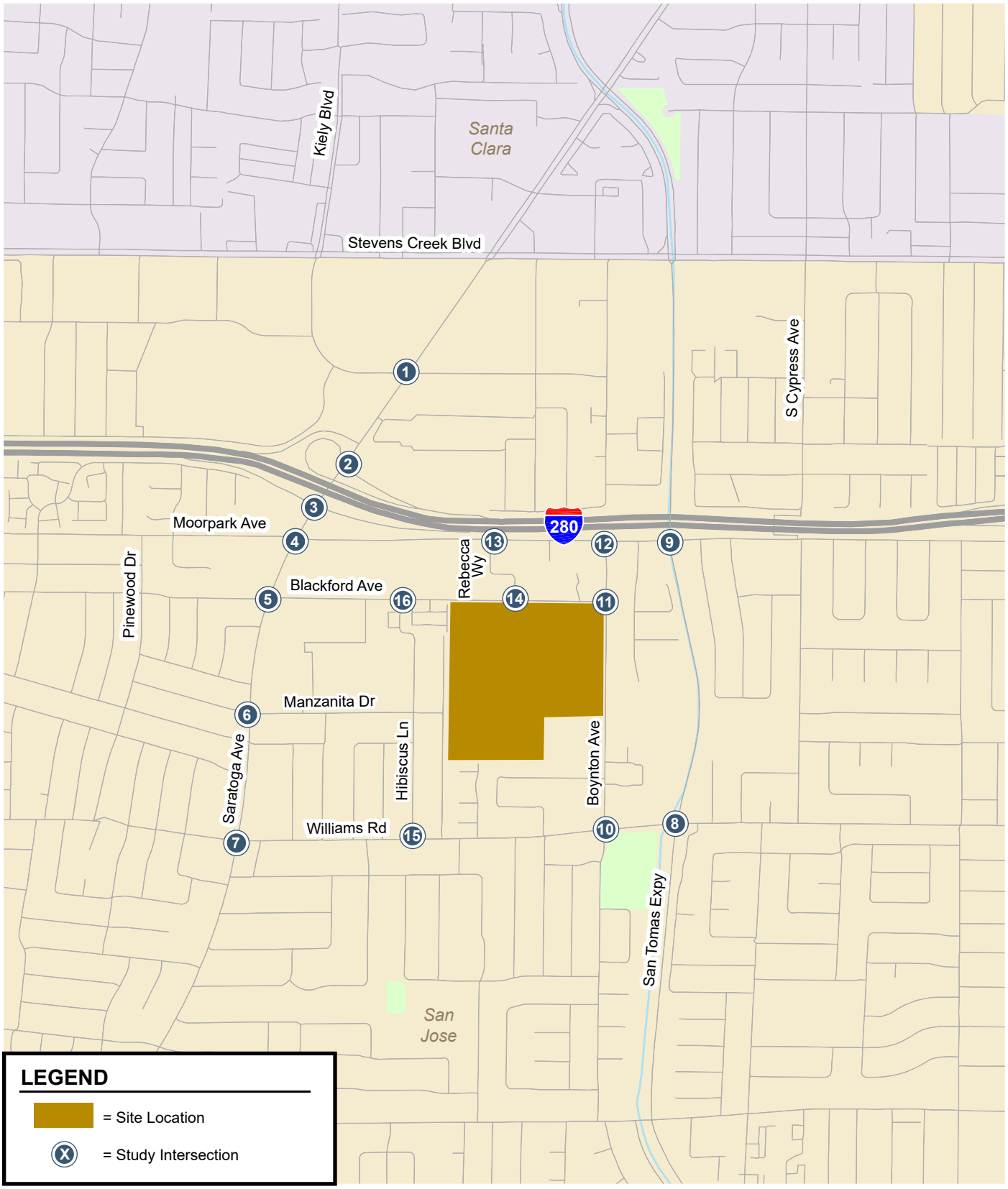


Figure 1
Site Location and Study Intersections

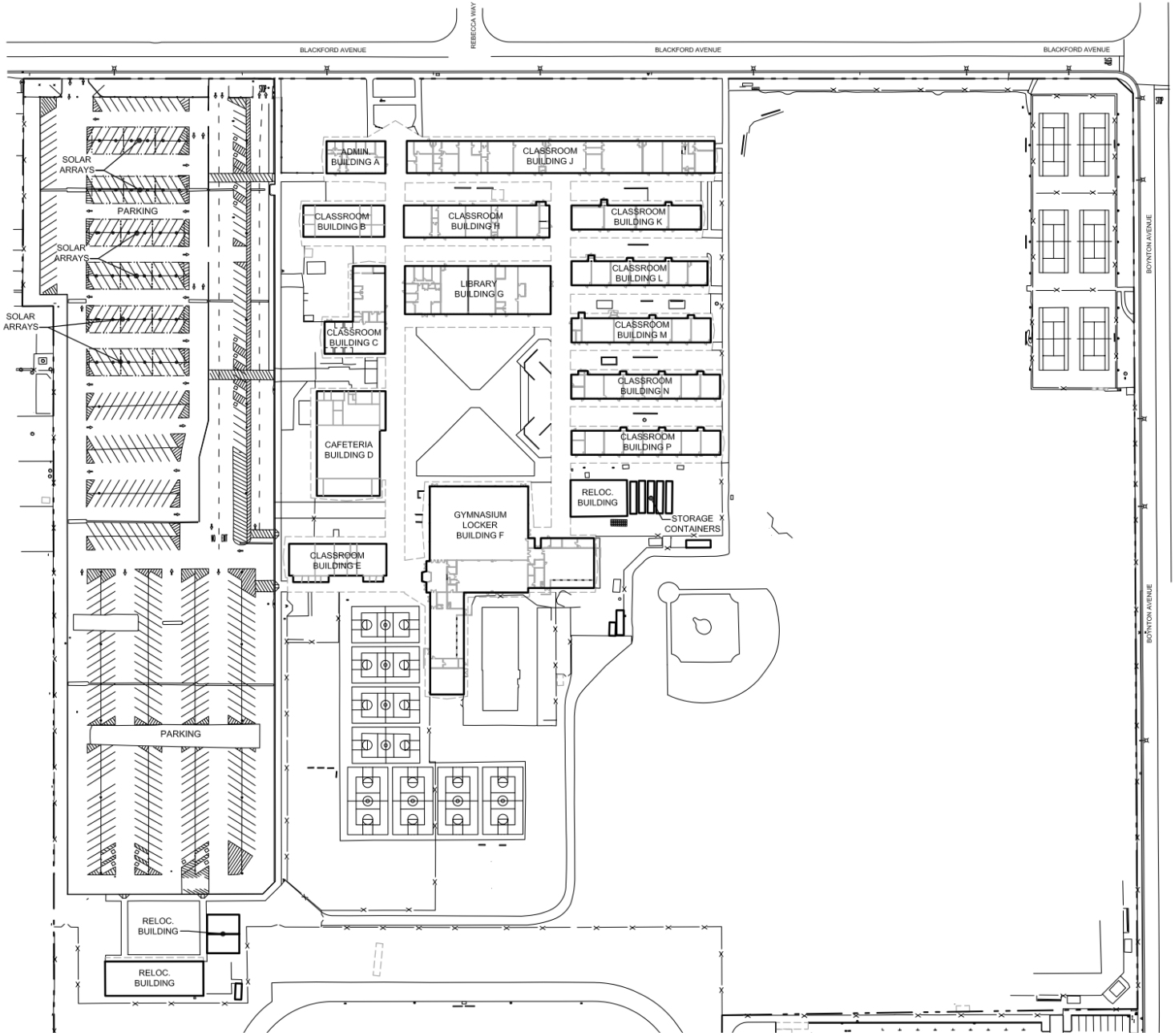


Figure 2
Site Plan

NORTH
Not to Scale

on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric.

The Transportation Analysis Policy 5-1 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.

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);
- 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);
- 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 transit hubs and stations to facilitate the use of transit services (TR-8.1);

- 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);
- Encourage new schools, including public and private, to locate near populations which they serve (ES-1.3);
- Encourage and enable new schools, public or private, to avoid locations that could pose health and safety risks to children (ES-1.4);
- Support efficient use of land through consideration of smaller school sites and alternative school configurations (e.g., multi-story buildings, underground parking, placement of recreation space over parking areas or on rooftops) to support the needs of each community. (ES-1.7)
- Continue to work with public and private schools through programs such as the Street Smarts School Safety Education Program to improve pedestrian and bicycle safety and encourage walking and biking to and from school. (ES-1.16)

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis. The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on 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. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

Since the City has no established thresholds of significance nor an adopted methodology for the evaluation of school projects, it was determined, in collaboration with City staff, that the evaluation of the student generated VMT would be completed utilizing two separate evaluation methods, consisting of a manual comparative evaluation and the use of a student distribution model. The comparative evaluation of student VMT is based on existing and anticipated student zip code data information specific to Stratford students. The student distribution model approach relies on the City's Travel Demand Forecasting (TDF) model along with trip length data for similar private and public schools. Each of the VMT evaluation approaches is described further in Chapter 3.

The student VMT is calculated for both the existing school (baseline conditions) and the proposed school and a comparison of the two is made to determine project impacts. VMT associated with school staff was compared to the regional average VMT per employee.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies any potential operational issues that could occur as a result of the project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project. The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy, however, the operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

- ***Existing Conditions****.* Existing AM and PM peak hour traffic volumes at all signalized study intersections were obtained from the City of San Jose and new peak-hour counts.
- ***Background Conditions.*** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The approved project traffic was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI).
- ***Background Plus Project Conditions****.* Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a peak-hour signal warrant analysis, a vehicle queuing analysis, a freeway analysis, an evaluation of neighborhood interface, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, an evaluation of peak-hour operations at study intersections, a peak-hour signal warrant analysis, an intersection vehicle queuing analysis, freeway analysis, an evaluation of neighborhood interface, a site access and on-site circulation review, parking, and effects on bicycle, pedestrian, and transit facilities. Chapter 5 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 describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via I-280. Local access to the project site is provided via Saratoga Avenue, San Tomas Expressway, Williams Road, Moorpark Avenue, Blackford Avenue, Boynton Avenue, Hibiscus Lane, and Rebecca Way. These facilities are described below.

I-280 is an eight-lane freeway in the vicinity of the site. It extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition into I-680 to Pleasanton. In the project vicinity, I-280 has high occupancy vehicle (HOV) lanes in both directions. Access to and from I-280 is provided via a full interchange at Saratoga Avenue.

Saratoga Avenue is a north-south arterial designated as a Main Street per the General Plan that extends from Market Street in the north to Saratoga Sunnyvale Road in the south. In the project vicinity, Saratoga Avenue has a posted speed limit of 40 mph and has six lanes with striped bike lanes and sidewalks on both sides. Street parking is prohibited along Saratoga Avenue, north of Blackford Avenue. From Saratoga Avenue, the project site can be accessed via Blackford Avenue.

San Tomas Expressway is a north-south expressway that extends from US 101 in the north, where it becomes Montague Expressway to SR 17 in the south, where it becomes Camden Avenue. In the project vicinity, San Tomas Expressway has a posted speed limit of 45 mph and has six lanes, with two mixed-flow lanes and one part-time (peak commute hours) HOV lane in each direction. Access to the project site from San Tomas Expressway is provided via Moorpark Avenue, Williams Road, Boynton Avenue, and Blackford Avenue.

Williams Road is an east-west arterial designated as a On-Street Primary Bicycle per the General Plan that extends from Moorpark Avenue in the west to Daniel Way in the east. In the project vicinity, Williams Road is three lanes (one two-way left turn lane) and has a posted speed limit of 35 mph. Sidewalks and striped bike lanes are present on both sides of Williams Road. On-street parking is permitted along both sides within the project vicinity. Access to the project site from Williams Road is provided via Boynton Avenue, Hibiscus Lane, and Blackford Avenue.

Moorpark Avenue is an east-west arterial is designated as a City Connector Street per the General Plan that extends from Lawrence Expressway in the west, where it becomes Bollinger Road to Kingman Avenue in the east. In the project vicinity, Moorpark Avenue is four lanes and has a posted speed limit of 40 mph. Striped bike lanes are present on both sides of Moorpark Avenue. Sidewalks are present along the south side of Moorpark Avenue. In the project vicinity, on-street parking is permitted along the south side, approximately 1,000 feet east of Saratoga Avenue. Access to the project site from Moorpark Avenue is provided via Rebecca Way and Boynton Avenue.

Blackford Avenue is an east-west roadway that extends from Live Oaks Way in the west to Boynton Avenue in the east. In the project vicinity, Blackford Avenue is two lanes and has a posted speed limit of 30 mph, with a reduction to 25 mph when school-aged children are present. Sidewalks are present on both sides of Blackford Avenue. On-street parking is permitted along both sides within the project vicinity. Three driveways along Blackford Avenue provide access to the project site.

Boynton Avenue is a north-south roadway that extends from Moorpark Avenue in the north to Payne Avenue in the south. In the project vicinity, Boynton Avenue is two lanes has a posted speed limit of 25 mph. Boynton Avenue is a designated bike route with signage and sharrows in both directions. Within the project vicinity, sidewalks are present along both sides of Boynton Avenue and on-street parking is permitted. From Boynton Avenue, the project site can be accessed via Blackford Avenue.

Hibiscus Lane is a north-south roadway that extends from Blackford Avenue in the north to Williams Road in the south. In the project vicinity, Hibiscus Lane is two lanes has a speed limit of 25 mph. Within the project vicinity, sidewalks are present along both sides of Hibiscus Lane and on-street parking is permitted. From Hibiscus Lane, the project site can be accessed via Blackford Avenue.

Rebecca Way is a north-south roadway that extends from Moorpark Avenue in the north to Blackford Avenue in the south. In the project vicinity, Rebecca Way is two lanes has a speed limit of 25 mph. Within the project vicinity, sidewalks are present along both sides of Rebecca Way and on-street parking is permitted. From Hibiscus Lane, the project site can be accessed via Blackford Avenue.

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

Pedestrian facilities in the study area consist of sidewalks along all of the surrounding streets, including the project frontage along Blackford Avenue. Marked crosswalks and pedestrian signal heads are present on the following legs of signalized intersections within the project vicinity:

- South, west, and east legs of Saratoga Avenue & Blackford Avenue
- All legs of Saratoga Avenue & Moorpark Avenue
- All legs of Saratoga Avenue & Williams Road
- West and south legs of San Tomas Expressway & Moorpark Avenue
- All legs of San Tomas Expressway & Williams Road
- All legs of Boynton Avenue & Williams Road

The San Tomas Expressway & Moorpark Avenue and San Tomas Expressway & Williams Road intersections are missing truncated domes at crosswalks. The remaining signalized intersections have ADA compliant ramps at all crosswalks. Truncated domes are provided at the Hibiscus Lane/Blackford Avenue and Rebecca Way/Blackford Avenue unsignalized intersections. However, crosswalks are not provided at either intersection.

Existing Bicycle Facilities

Bicycle facilities in the project area are shown on Figure 3 and described below.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Moorpark Avenue, between Lawrence Expressway and Thornton Way
- Williams Road, between Bollinger Road and Winchester Boulevard
- Saratoga Avenue, between San Tomas Expressway and Lawrence Expressway

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- Boynton Avenue, in its entire length

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA (see Figure 4). The closest bus stops serviced by the VTA are located along Saratoga Avenue near Blackford Avenue. Route 57 runs along Saratoga Avenue in the project vicinity. Route 25 runs along Williams Road, with bus stops at Williams Road & Oakmont Place and Williams Road & Boynton Avenue. Table 1 provides a summary of each of the bus lines that serve the project area.

Table 1
Existing Bus Service Near the Project Site

Transit Route	Route Description	Hours of Operation	Headway [1]
Frequent Route 25	De Anza College to Alum Rock Station via Valley Med	5:00 am - 12:30 am	25 mins
Frequent Route 57	Old Ironsides Station - West Valley College	6:00 am - 11:00 pm	30 mins

Notes:
[1] Approximate headways during peak commute periods.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify any existing operational deficiencies occurring within an approximately ½-mile radius of the project site. Overall, most study intersections operated well during both the AM and PM peak commute periods. Several roadways and intersections carry high volume and have some operational issues during the peak commute periods.

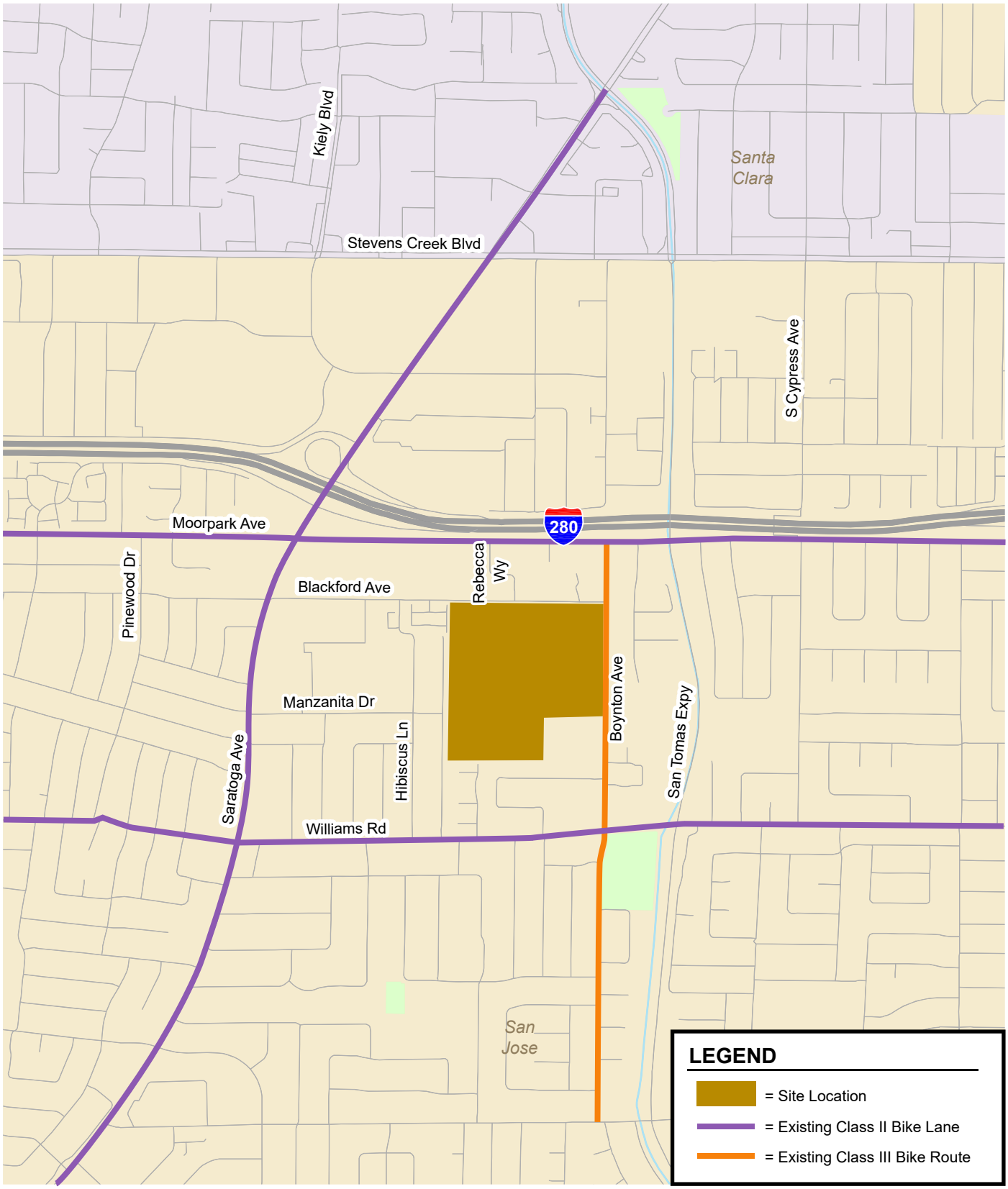


Figure 3
Existing Bicycle Facilities

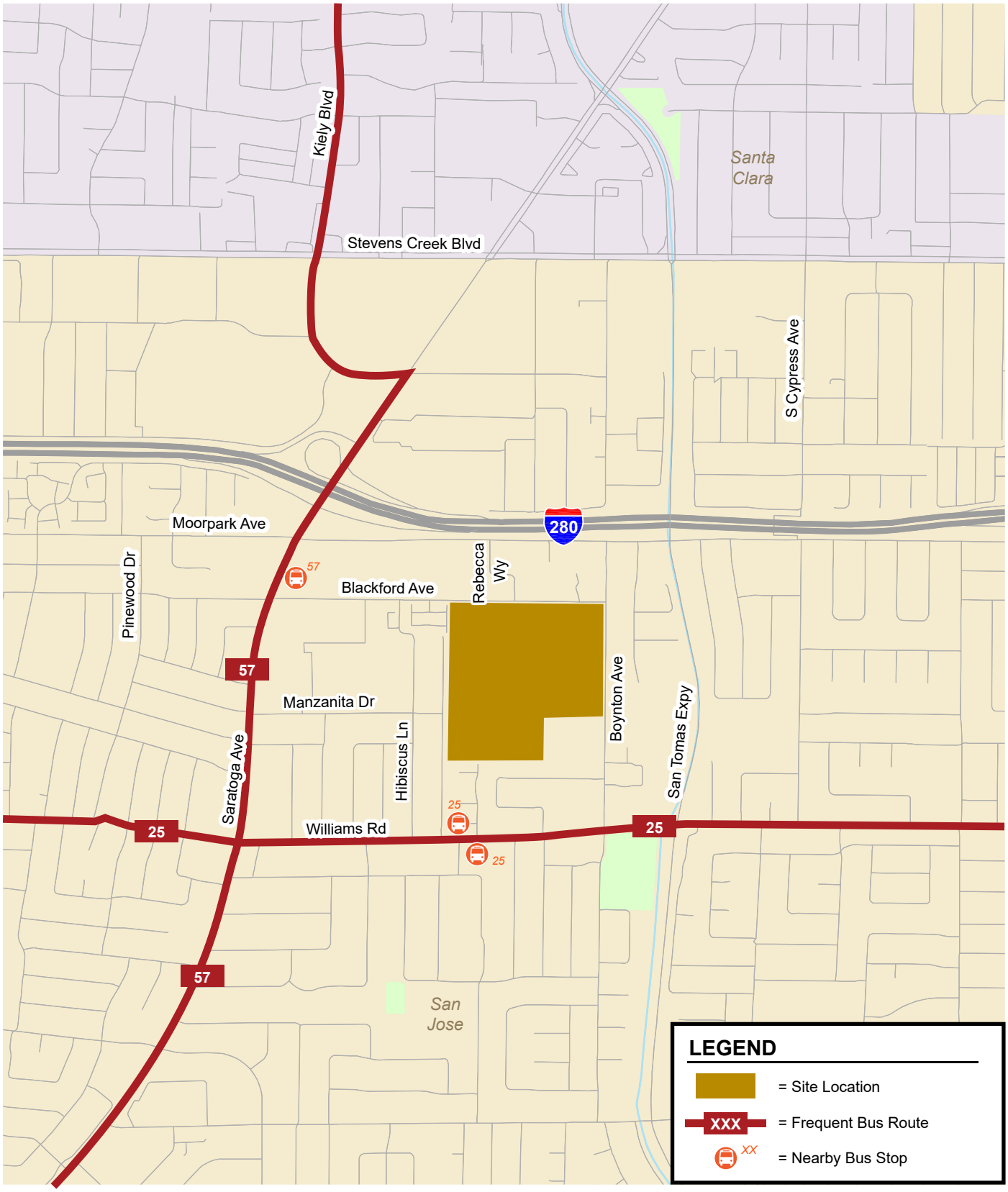


Figure 3
Existing Bicycle Facilities

NORTH
Not to Scale

Operational issues were noted at the following locations during the AM peak commute period:

- Along Saratoga Avenue, between Kiely Boulevard and Blackford Avenue – This segment of Saratoga Avenue carries high traffic volumes in both directions during the AM peak hour. Combined with short blocks and long cycle lengths, spillbacks from through vehicles occasionally block turn pockets and intersections.
- Along San Tomas Expressway in the project vicinity – San Tomas Expressway carries high traffic volume in the northbound direction during the AM peak hour. Northbound heading vehicles were observed to occasionally block left-turn pockets at Moorpark Avenue and Williams Road.
- San Tomas Expressway & Moorpark Avenue – Large number of eastbound left-turning vehicles queued along Moorpark Avenue. The queue extended back past Boynton Avenue, occasionally blocking left-turning vehicles from Moorpark Avenue onto Boynton Avenue. The vehicle queues do not clear within one signal cycle.

Operational issues were noted at the following locations during the PM peak commute period:

- Along Saratoga Avenue, between Kiely Boulevard and Blackford Avenue – This segment of Saratoga Avenue carries high traffic volume in both directions during the PM peak hour. Combined with short blocks and long cycle lengths, spillbacks occurred frequently, blocking turn pockets and intersections.
- Along San Tomas Expressway in the project vicinity – San Tomas Expressway carries high volume in the southbound direction during the PM peak hour. Southbound heading vehicles were observed to occasionally block left-turn pockets at Moorpark Avenue and Williams Road.
- Saratoga Avenue & Kiely Boulevard – The northbound through queue would occasionally block the left-turn pocket. Queues were observed to clear within one cycle.
- Saratoga Avenue & I-280 Northbound on-ramp – Heavy traffic volume in north/south directions with extended queues. Observations of extended queues and spillback from southbound Saratoga and the I-280 southbound on-ramp intersection.
- Saratoga Avenue & I-280 Southbound on-ramp - Heavy traffic volume in north/south directions with extended queues. Due to the close proximity of Saratoga/Moorpark, extended queues and spillback from Saratoga/Moorpark would occasionally block the southbound and eastbound directions. During busier signal cycles, spillback from the Saratoga/I-280 Northbound on-ramp intersection would block the eastbound and northbound directions.
- Saratoga Avenue & Moorpark Avenue – Heavy traffic volume in the north/south and eastbound directions. Due to the close proximity of Saratoga/I-280 Southbound on-ramp, frequent extended queues and spillback from Saratoga/I-280 Southbound on-ramp intersection would often block the northbound and eastbound directions. Vehicles were often seen blocking the intersection despite “DO NOT BLOCK INTERSECTION” signs posted facing all directions. Northbound through queue would occasionally block the left-turn pocket.
- Saratoga Avenue & Blackford Avenue – Heavy northbound and southbound traffic volume would occasionally block the left-turn pockets. Queues were observed to clear within one cycle.
- San Tomas Expressway & Moorpark Avenue – Large number of eastbound left-turning vehicles queued along Moorpark Avenue. The queue extended to past Boynton Avenue, occasionally blocking left-turning vehicles from Moorpark Avenue onto Boynton Avenue. The queue was not cleared within one signal cycle.

3. CEQA Transportation Analysis

This chapter describes the California Environmental Quality Act (CEQA) transportation analysis, including the Vehicle Miles Traveled (VMT) analysis methodology and significance criteria, the project-level VMT analysis results and identification of potential project impacts and mitigation measures recommended to reduce significant VMT impacts, and an evaluation of consistency with the City of San Jose's General Plan.

VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of a development project on VMT must be evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project.

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 development projects. However, for non-residential or non-office projects, very large projects, or projects that can potentially result in a major shift in travel patterns, the City's Travel Demand Forecasting (TDF) model or other City-approved method can be used to determine project VMT.

In collaboration with City staff, it was determined that the City's VMT tool should be utilized to estimate VMT for the school staff (teachers & administration) component of the proposed school expansion. However, since the City's VMT tool is not capable of estimating VMT for students/parents of schools, two alternative VMT approaches were used to analyze student VMT: (1) a student distribution model approach which relies on the City's Travel Demand Forecasting (TDF) model along with trip length data for similar private and public schools and (2) a manual method of calculating VMT for the school students based on existing and anticipated student zip code data information specific to Stratford students. Each of the VMT evaluation methods are described further in the following sections.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed CEQA VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities

(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 2 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook.

Table 2
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** 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 • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has 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 • **Parking:** o No more than the minimum number of parking spaces required; o 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 • **Active Transportatio**n: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o 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 • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2018.

Evaluation of Screening Criteria

School projects are not specifically identified in the City's Transportation Analysis Handbook as a land use that would be exempt from conducting a CEQA VMT analysis. Therefore, an evaluation of VMT generated by employees of the school, as well as students/parents for the school is required.

School Employee VMT Analysis Method

In collaboration with City staff, it was determined that the evaluation of VMT generated by school staff should be completed by converting the daily trips estimated to be generated by the school staff to an equivalent amount of office square footage. This is a reasonable approach since trips generated by school employees would have similar trip-making characteristics (origin/destination and length of trips) as typical office employees.

The estimated number of daily trips generated by the school staff was converted into an equivalent amount of office space using trip generation estimates based on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021). It was assumed each school employee generates two daily trips (one inbound and one outbound). Therefore, the proposed new increase of 57 additional school employees with the expansion are expected to generate 114 daily trips, which is equivalent to the trips estimated to be generated by 10,500 square feet (s.f.) of office space. Table 3 presents the school staff to office equivalency calculation.

Table 3
School Staff to Office Use Conversion

Land Use	ITE Land Use Code		Size	Units	Daily Rate	Daily Trip
School Employees	-		57	employees	2.00	114
General Office Building[1]	710	Equivalent Office Space =	10,500	square feet	10.84	114

Notes:
[1] Based on the trip generation rates for the General Office Building land use published in the ITE *Trip Generation Manual, 11th Edition (2021)*.

Since the converted equivalent amount of office space is greater than the screening criteria for a small infill project (10,000 sf of office space), the employee VMT was evaluated using the city's VMT Evaluation Tool.

VMT Evaluation Tool

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 development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

Projects located in areas where the existing VMT is greater than 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 greatest 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 VMT 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.

Baseline VMT Estimates

The thresholds of significance for employment development projects, as established in the Transportation Analysis Policy, are based on the existing regional average VMT level for employment uses. Figure 5 shows the current VMT levels estimated by the City for workers.

Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's employee thresholds of 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the employee thresholds and regional average of 14.37 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figure 6 shows the current VMT levels estimated by the City for employees in the immediate project area.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 4 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

In collaboration with city staff, it was determined that VMT per employee for school staff should be analyzed akin to office employees. Therefore, the applicable impact criteria for the school employees are as follows:

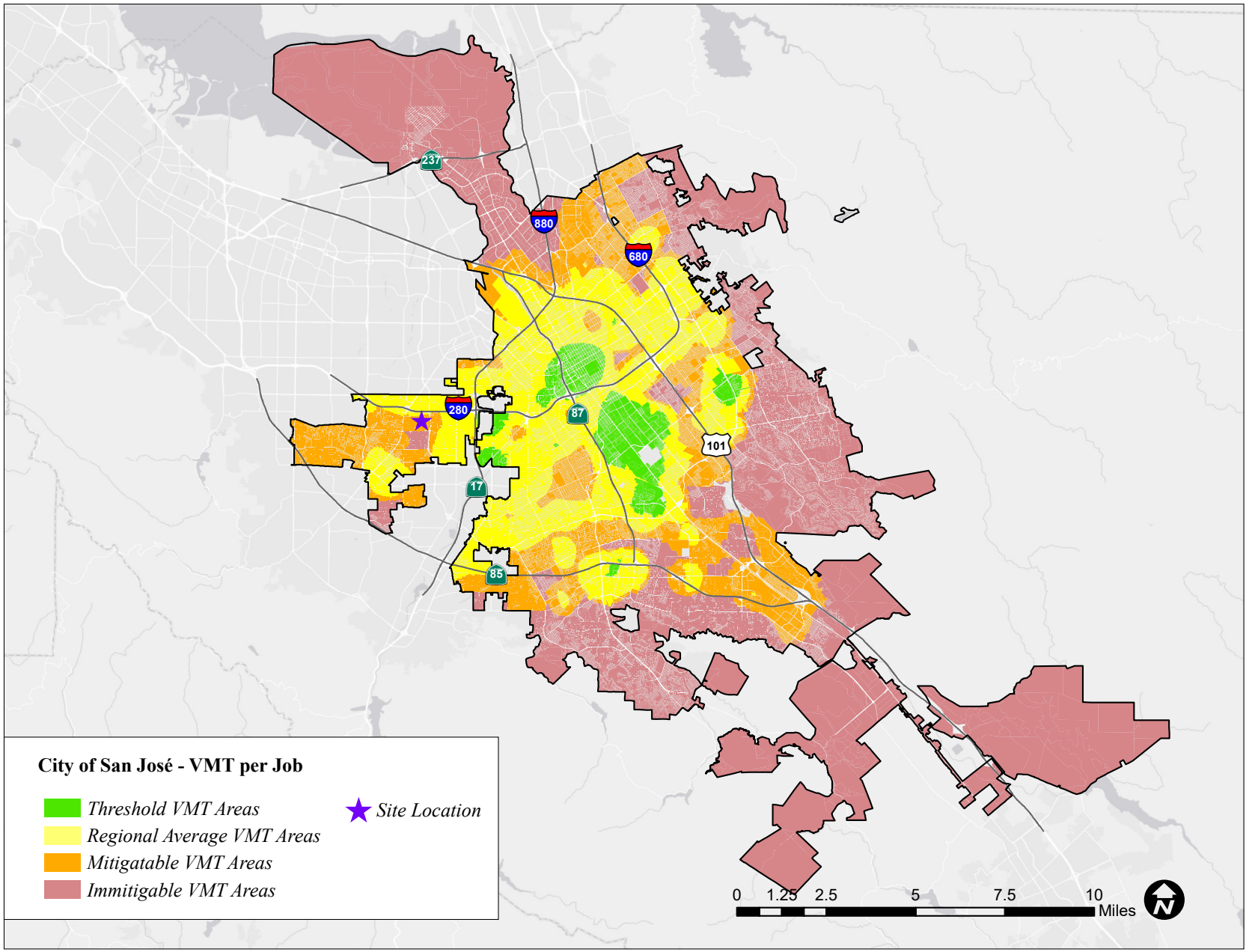


Figure 5
VMT per Employee Heat Map in San Jose

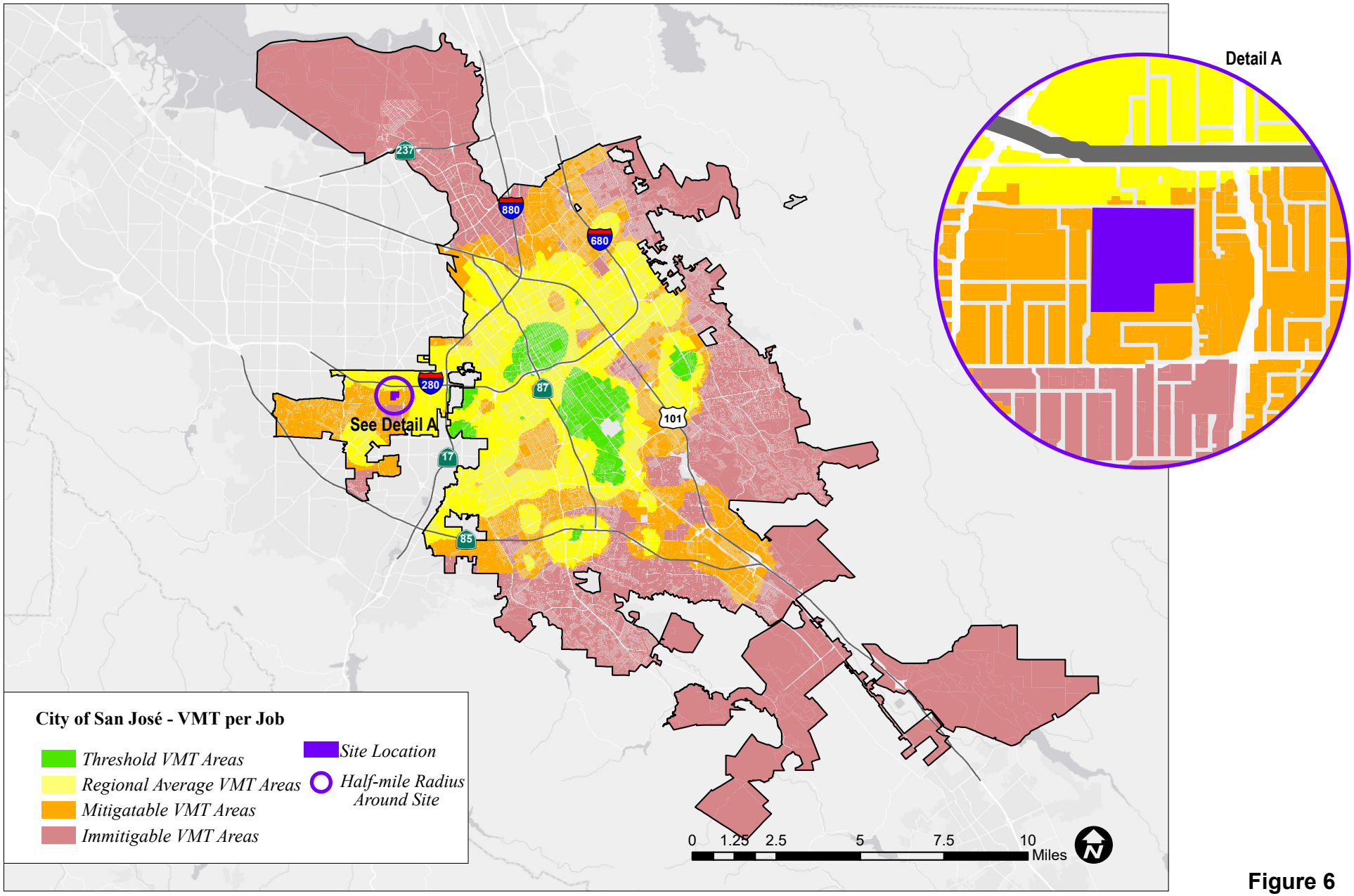


Figure 6
VMT per Employee in Project Area Heat Map

Table 4
CEQA VMT Analysis Significant Impact Criteria 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.

- Projects that include office uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee minus 15 percent, whichever is lower. Currently, the reported regional average is 14.37 VMT per capita. This equates to a significant impact threshold of 12.21 VMT per employee.

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

Project-Level VMT Analysis (School Employees)

Figure 7 presents a summary of the VMT evaluation generated by the City of San Jose's VMT Evaluation Tool for the office equivalency for school employees. Appendix A presents the VMT Evaluation Tool summary report for the project.

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.

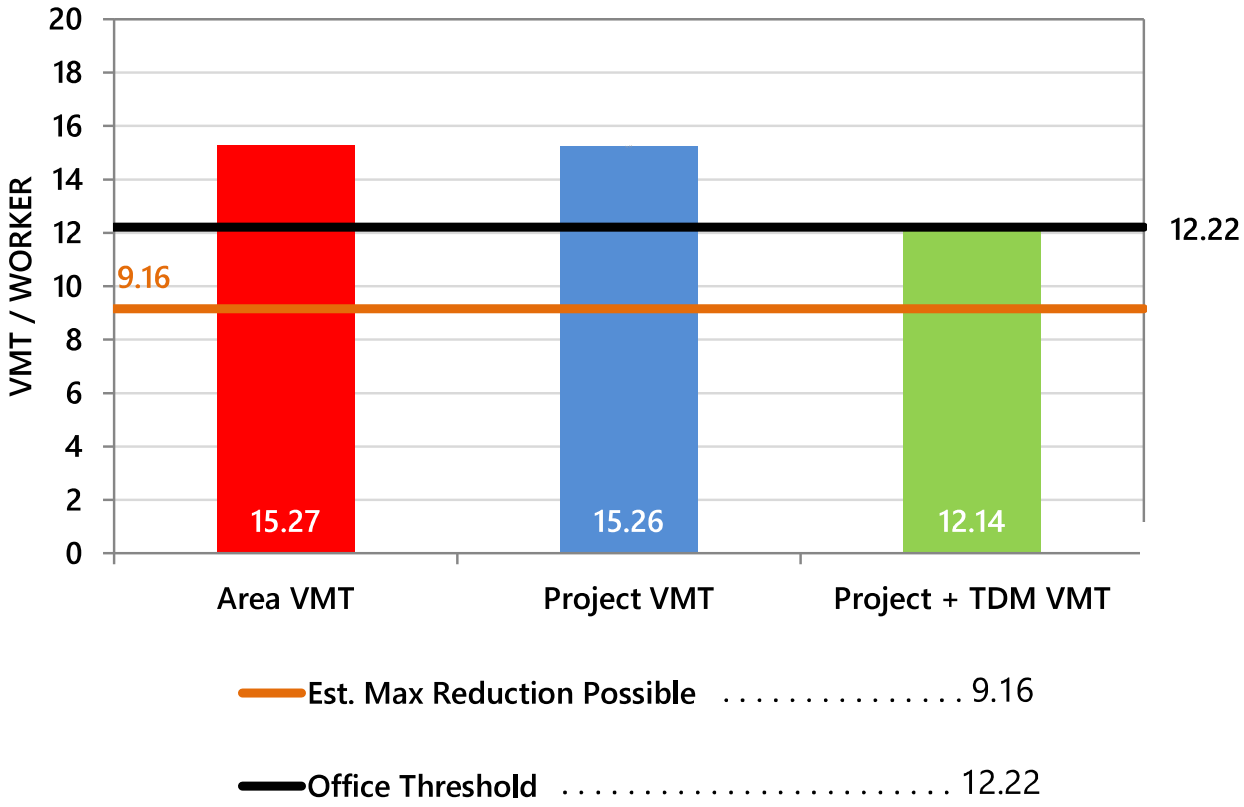


Figure 7
VMT Evaluation Tool Summary

VMT of Existing Land Uses

The results of the VMT analysis using the VMT Evaluation Tool indicate that the existing VMT for employment uses in the project vicinity is 15.27 per employee. As shown in Table 4, the current regional average VMT for employment uses is 14.37 per employee. Therefore, the existing VMT levels of employment uses in the project vicinity are greater than the regional average VMT levels.

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the regional average per-employee VMT of 14.37. Thus, the proposed project will result in a significant impact if it results in project VMT of 12.21 VMT per employee or greater.

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the additional school employees for the proposed school expansion are projected to generate VMT per employee (15.26) that exceeds the established impact threshold of 12.21 VMT per employee. Therefore, the additional staff associated with the proposed school expansion would have an impact on the transportation system based on the City's VMT impact criteria.

Mitigation Measures

Per the City's VMT tool, the project's VMT impact would be mitigated with the implementation of the following TDM measures:

- Commute Trip Reduction Marketing/Education: Implement marketing/educational campaigns that promote the use of transit, shared rides, and travel through active modes for 100% of the project employees. Strategies may include the incorporation of alternative commute options into new employee orientations, event promotions, and publications.
- Subsidized or Discounted Transit Program: Provide either partially or fully subsidized transit passes for 100% of the project employees.
- Provide Ride-Sharing Programs: Organize a program to match individuals interested in carpooling who have similar commutes for 30% of the project employees. This measure promotes the use of carpooling and reduces the number of drive-alone trips.

The implementation of the TDM measures above would reduce the projected VMT to 12.14 VMT per employee, which would reduce the project impact to less than significant. It should be noted that the selected TDM measure must be incorporated within a TDM plan for the project which may include additional TDM measures. The project will be required to submit and have approved a TDM plan. Figure 7 shows the VMT evaluation summary with mitigation generated by the City's VMT Evaluation Tool.

Student VMT Analysis Method

The evaluation of the student generated VMT was completed utilizing two separate evaluation methods that consist of a manual comparative evaluation and the use of a student distribution model. The comparative evaluation of student VMT is based on existing and anticipated student zip code data information specific to Stratford students. The student distribution model approach relies on the City's Travel Demand Forecasting (TDF) model along with trip length data for similar private and public schools. Each of the VMT evaluation methods and results are discussed below as well as within a VMT methodology memorandum included in Appendix B.

VMT per Student Thresholds of Significance

The threshold of significance for the student VMT is set as the existing VMT per student. An increase in VMT per student from existing levels is considered a project impact. If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a trip cap.

The student VMT thresholds of significance and mitigation requirements are applicable to both evaluation methods.

Comparative Student VMT Evaluation

The comparative evaluation of student VMT for the proposed increase in student enrollment consists of a comparison of the average VMT per student for existing students on the Blackford campus with the projected average VMT per student for the proposed additional Blackford campus students. Given that the proposed project consists of the expansion of an existing school for which student trip origin/destination information specific to Stratford students is available, the comparative evaluation of student VMT provides the most accurate reflection of the proposed additional students.

The average per-student trip length and resulting VMT for the existing Blackford campus students was derived utilizing zip code data provided by Stratford School administration. Average per-student trip length and resulting VMT for the proposed additional Blackford campus students was derived based on zip code data of 5th grade students at other existing Stratford middle schools from which it is anticipated that the majority of the additional Blackford middle school and high school students at the Blackford campus would originate. The existing and anticipated student data is provided in Table 5.

Existing Student VMT Calculations

The existing (baseline) per-student VMT was manually calculated based on the current 534 students zip code information and other data specific to the school's commute patterns provided by Stratford School administration for the Blackford campus. The existing student information provides an understanding of where the existing Stratford School (Blackford Campus) student trips are currently originating (service area). Student information included a list of students and their place of residence (zip code) for the current 2022-2023 school year. Siblings (students in the same household), which consist of approximately 25 percent (%) of the existing students, also was provided as part of the student information. Based on the existing student information, the total number of students and student households (accounting for siblings) from within each zip code were determined.

Based on data from other private schools, it was estimated that approximately 75% of students are dropped-off in the morning by a parent/family member on their way to work (working parent) while the remaining 25% of the students are dropped-off by a stay-at-home parent (non-working parent). During the afternoon pick-up, it is estimated that approximately 60% of the students are picked-up by a working parent/family member (coming from their workplace) and 40% are picked-up by a non-working parent (coming from home). Working parents represent two trips between home and the school while non-working parents represent 4 trips between home and the school.

It is likely that some portion of students use alternative transportation (walk, bike, or take public transportation) to travel to/from school. However, since there is no specific data on student commute method, it was conservatively assumed that all students are dropped-off/picked-up by a driving parent.

Based on the existing student information provided by Stratford, the existing average per-student VMT is estimated to be 16.4 at the Blackford Campus. Table 6 provides the estimate of existing average student VMT.

Table 5
Existing and Anticipated Student Information

	Existing Student Zip Codes		Existing Blackford Student Data			Existing 5th Grade Student Data		Anticipated Additional Blackford Student Data			
	Household Zip Codes	Zip Code Location	Number of 6-9 Grade Students in Zip Code	Number of Siblings	Total Households in Zip Code [1]	Number of 5th Grade Students in Zip Code	Number of Siblings	Number of New Blackford Students in Zip Code [2]	Total Number of Students in Zip Code	Total Number of Siblings [3]	Total Households in Zip Code [1]
1	94022	Los Altos	2	0	2			2	4	1	4
2	94024	Los Altos	10	2	9	2	0	11	21	6	18
3	94030	Millbrae	1	0	1			1	2	1	2
4	94040	Mountain View	7	1	7	1	0	7	14	4	12
5	94041	Mountain View				3	2	3	3	1	3
6	94043	Mountain View	4	2	3	4	0	7	11	3	10
7	94061	Redwood City	1	0	1			1	2	1	2
8	94070	San Carlos	1	0	1			1	2	1	2
9	94085	Sunnyvale	7	1	7	5	1	11	18	5	16
10	94086	Sunnyvale	44	21	34	22	10	60	104	31	89
11	94087	Sunnyvale	71	17	63	26	10	88	159	48	135
12	94089	Sunnyvale	14	5	12	4	1	16	30	9	26
13	94116	San Francisco	1	0	1			1	2	1	2
4	94301	Palo Alto	1	0	1			1	2	1	2
15	94306	Palo Alto	2	0	2			2	4	1	4
16	94404	Foster City	2	2	1			2	4	1	4
17	94536	Fremont				1	1	1	1	0	1
18	94538	Fremont				1	1	1	1	0	1
19	94539	Fremont	7	5	5	13	5	18	25	7	22
20	94555	Fremont	3	0	3	1	0	4	7	2	6
21	94560	Newark				1	0	1	1	0	1
22	94582	San Ramon				1	0	1	1	0	1
23	94587	Union City				1	0	1	1	0	1
24	95002	Alviso	1	0	1			1	2	1	2
25	95006	Boulder Creek	1	0	1			1	2	1	2
26	95008	Campbell	20	6	17	12	8	29	49	15	42
27	95014	Cupertino	44	15	37	16	6	55	99	30	84
28	95020	Gilroy				5	0	4	4	1	4
29	95030	Los Gatos	2	0	2	1	1	3	5	1	5
30	95032	Los Gatos	7	0	7	7	4	13	20	6	17
31	95033	Los Gatos				2	1	2	2	1	2
32	95035	Milpitas	13	2	12	37	11	45	58	17	50
33	95037	Morgan Hill				3	0	3	3	1	3
34	95050	Santa Clara	18	4	16	5	3	21	39	12	33
35	95051	Santa Clara	54	10	49	20	8	67	121	36	103
36	95054	Santa Clara	41	8	37	12	5	48	89	27	76
37	95070	Saratoga	21	2	20	8	4	26	47	14	40
38	95110	San Jose	1	0	1			1	2	1	2
39	95111	San Jose				2	1	2	2	1	2
40	95112	San Jose	1	1	1	3	2	4	5	1	5
41	95116	San Jose				2	1	2	2	1	2
42	95117	San Jose	15	4	13	4	1	17	32	10	27
43	95118	San Jose	5	2	4	8	4	12	17	5	15
44	95119	San Jose				5	4	4	4	1	4
45	95120	San Jose	5	0	5	14	3	17	22	7	19
46	95121	San Jose				1	0	1	1	0	1
47	95123	San Jose	5	1	5	11	4	14	19	6	16
48	95124	San Jose	8	2	7	20	9	25	33	10	28
49	95125	San Jose	3	0	3	6	4	8	11	3	10
50	95126	San Jose	2	0	2	3	0	4	6	2	5
51	95127	San Jose	3	2	2	2	0	4	7	2	6
52	95128	San Jose	5	0	5	3	0	7	12	4	10
53	95129	San Jose	36	8	32	8	3	40	76	23	65
54	95130	San Jose	22	6	19	7	3	26	48	14	41
55	95131	San Jose	9	1	9	5	2	13	22	7	19
56	95132	San Jose	3	0	3	12	6	14	17	5	15
57	95133	San Jose				3	1	3	3	1	3
58	95134	San Jose	2	0	2	5	0	6	8	2	7
59	95135	San Jose	4	0	4	4	2	7	11	3	10
60	95136	San Jose				10	5	9	9	3	8
61	95138	San Jose				14	4	13	13	4	11
62	95139	San Jose				2	0	2	2	1	2
63	95148	San Jose	1	1	1	4	0	4	5	1	5
64	95154	San Jose				1	0	1	1	0	1
	Excluded Zip Codes from VMT Calculations:										
	-6833		1								
	-4451		1	1							
	-4451		1	1							
65	95954	Magalia	1								
	-2633					1					
66	95303	Ballico				1	1				
67	95315	Delhi				1					
		Total:	**534**	131	465	376	141	**815**	**1,349**	405	1,147
		Percent of Siblings:		**25%**			**38%**			**30%**	

Source: Existing student information, including the number of students per zip code and number of siblings, provided by Stratford Prep staff.

[1] Total number of households was calculated based on the sibling information (it was conservatively assumed that one sibling = 0.5 household).

[2] New future Blackford students were assumed to originate from the same zip codes as the existing Blackford students and 5th grade students from other campuses currently originate from.

[3] The percent of future siblings was assumed to remain the same as the combined percentage of siblings between the existing Blackford students and the 5th grade students from other campuses.

Proposed Student VMT Calculations

The per-student VMT for the proposed additional Blackford students was manually calculated based on current Blackford campus students and other middle school student zip code information provided by school administration. The other middle school campuses consist of Stratford School sites in Milpitas, San Jose, Santa Clara, and Sunnyvale. The other middle school student information includes a list of 376 5th grade students and their place of residence (zip code) for the current 2022-2023 school year. It is anticipated that the percentage of siblings (students in the same household) would remain approximately the same as the current Blackford campus and other middle school student composition with the proposed school expansion. Based on the expected student information, the total number of students and student households (accounting for siblings) from within each zip code were determined. The percentage of existing 5th grade student households in each zip code was applied to the existing number of students at the Blackford campus and multiplied by the proposed increase in students (from 534 students to 1,349 students).

Based on the manual calculation of the proposed additional 815 students at the Blackford campus, it is estimated that the average VMT per student will increase to 18.0, which calculates to a 9.6 percent increase in average VMT per student. Therefore, the school would be required to provide mitigation measures to reduce the project student VMT by 9.6%. Table 7 provides the estimate of the projected average student VMT.

Distribution Model Student VMT Evaluation

To determine the average per-student VMT for private schools, Hexagon developed a student distribution model using data obtained for private and public schools and other socio-economic data for students. The methodology Hexagon used to evaluate project VMT per student and existing VMT per student are discussed in the VMT methodology memorandum included in Appendix B.

According to Stratford school administration, of all potential students that could attend the proposed school, approximately 90% of these students are currently attending private schools and the remaining 10% of these students are attending public schools. Based on the assumption above, the student distribution model estimates an average trip length of 8.48 miles per student for potential Blackford campus students that are currently attending other existing private and public schools.

Using the student distribution model along with the City's TDF model, it was estimated that the average trip length for students at the expanded Blackford campus would be 8.93. The per-student VMT projected to be generated by the proposed school would be approximately 5.3% above the existing per-student VMT which could be considered a VMT impact. Therefore, the school would be required to provide mitigation measures to reduce the project student VMT by 5.3%.

VMT Reduction Measures

Based on both of the VMT evaluation approaches, the proposed additional students at the Blackford campus would result in an increase in VMT for students and their parents.

However, it should be noted that the distribution model VMT evaluation consists of a general analysis based purely on estimated student trip lengths assuming that student trip making characteristics would be the same for all private schools regardless of school location. For the comparative VMT per student evaluation, a calculation of the distance between a student's zip code and the school's location is used to determine average trip length. Therefore, mode choice is not considered in the comparative VMT per student evaluation approach. Similarly, the student distribution model methodologies presumes that all

Table 6
Existing Student VMT

	Existing Blackford Student Zip Codes			Existing Blackford Student VMT			
	Household Zip Codes	Zip Code Location	Distance from Zip Code to Stratford Prep [1]	Number of 6-9 Grade Students in Zip Code	Number of Siblings	Total Households in Zip Code [2]	Total Student VMT per Zip Code [3]
1	94022	Los Altos	15	2	0	2	90
2	94024	Los Altos	10	10	2	9	240
3	94030	Millbrae	34.5	1	0	1	69
4	94040	Mountain View	10.5	7	1	7	178.5
5	94041	Mountain View	10.5				
6	94043	Mountain View	11.5	4	2	3	92
7	94061	Redwood City	21	1	0	1	42
8	94070	San Carlos	26.5	1	0	1	53
9	94085	Sunnyvale	9.5	7	1	7	161.5
10	94086	Sunnyvale	6.5	44	21	34	578.5
11	94087	Sunnyvale	5.5	71	17	63	913
12	94089	Sunnyvale	10	14	5	12	300
13	94116	San Francisco	47.5	1	0	1	95
4	94301	Palo Alto	17.5	1	0	1	35
15	94306	Palo Alto	17.5	2	0	2	105
16	94404	Foster City	29	2	2	1	58
17	94536	Fremont	24				
18	94538	Fremont	18.5				
19	94539	Fremont	18.5	7	5	5	222
20	94555	Fremont	25.5	3	0	3	204
21	94560	Newark	23				
22	94582	San Ramon	42				
23	94587	Union City	27				
24	95002	Alviso	9.5	1	0	1	19
25	95006	Boulder Creek	28	1	0	1	56
26	95008	Campbell	3.5	20	6	17	157.5
27	95014	Cupertino	8	44	15	37	776
28	95020	Gilroy	37				
29	95030	Los Gatos	8	2	0	2	48
30	95032	Los Gatos	9	7	0	7	171
31	95033	Los Gatos	14				
32	95035	Milpitas	16.5	13	2	12	528
33	95037	Morgan Hill	31				
34	95050	Santa Clara	4	18	4	16	168
35	95051	Santa Clara	4.5	54	10	49	585
36	95054	Santa Clara	7.5	41	8	37	735
37	95070	Saratoga	5	21	2	20	265
38	95110	San Jose	7	1	0	1	14
39	95111	San Jose	13				
40	95112	San Jose	8	1	1	1	16
41	95116	San Jose	10.5				
42	95117	San Jose	0.5	15	4	13	17
43	95118	San Jose	10.5	5	2	4	115.5
44	95119	San Jose	15.5				
45	95120	San Jose	15	5	0	5	195
46	95121	San Jose	12.5				
47	95123	San Jose	13.5	5	1	5	162
48	95124	San Jose	6	8	2	7	114
49	95125	San Jose	8.5	3	0	3	68
50	95126	San Jose	5.5	2	0	2	33
51	95127	San Jose	13	3	2	2	78
52	95128	San Jose	5.5	5	0	5	71.5
53	95129	San Jose	1.5	36	8	32	127.5
54	95130	San Jose	3	22	6	19	153
55	95131	San Jose	9	9	1	9	207
56	95132	San Jose	13.5	3	0	3	108
57	95133	San Jose	11				
58	95134	San Jose	11	2	0	2	66
59	95135	San Jose	17	4	0	4	187
60	95136	San Jose	10				
61	95138	San Jose	17				
62	95139	San Jose	18				
63	95148	San Jose	14.5	1	1	1	29
64	95154	San Jose	7				
			Total:	**534**	**131**	**465**	**8,707**
			Percent of Siblings:		**25%**		
			Average # of Students per Household:	**1.15**			
			Average VMT per Student (based on working/non-working parent breakdown):	**16.4**			

Source: Existing student information, including the number of students per zip code and number of siblings, provided by Stratford Prep staff.

[1] Distance from zip code to Stratford Prep (Blackford) campus obtained from Google Maps. Distance represents approximately the average distance from the zip code to the school campus.

[2] Total number of households was calculated based on the sibling information (it was conservatively assumed that one sibling = 0.5 household).

[3] Student VMT was calculated by multiplying the total number of trips by the trip distance.
It was estimated that approximately 75 percent (%) of the students are dropped-off in the morning by a parent on their way to work (working parent) while the remaining 25% of the students are dropped-off by a stay-at-home parent (non-working parent).
During pick-up, it was estimated that approximately 60% of the students would be picked-up by a working parent (coming from their workplace) and 40% by a non-working parent (coming from home).
Working parents represent 2 trips between home and school while non-working parents represent 4 trips between home and school.

Table 7
Projected Additional Student VMT

	Student Zip Codes			Existing Conditions				5th Grade		Future Projections (School Buildout)				
	Household Zip Codes	Zip Code Location	Distance from Zip Code to Stratford Prep [1]	Number of 6-9 Grade Students in Zip Code	Number of Siblings	Total Households in Zip Code [2]	Total Student VMT per Zip Code [3]	Number of 5th Grade Students in Zip Code	Number of Siblings	Number of New Blackford Students in Zip Code [4]	Total Number of Students in Zip Code	Total Number of Siblings [5]	Total Households in Zip Code [2]	Total Student VMT per Zip Code [3]
1	94022	Los Altos	15	2	0	2	90			2	4	1	4	135
2	94024	Los Altos	10	10	2	9	240	2	0	11	21	6	18	480
3	94030	Millbrae	34.5	1	0	1	69			1	2	1	2	138
4	94040	Mountain View	10.5	7	1	7	178.5	1	0	7	14	4	12	336
5	94041	Mountain View	10.5					3	2	3	3	1	3	73.5
6	94043	Mountain View	11.5	4	2	3	92	4	0	7	11	3	10	287.5
7	94061	Redwood City	21	1	0	1	42			1	2	1	2	84
8	94070	San Carlos	26.5	1	0	1	53			1	2	1	2	106
9	94085	Sunnyvale	9.5	7	1	7	161.5	5	1	11	18	5	16	389.5
10	94086	Sunnyvale	6.5	44	21	34	578.5	22	10	60	104	31	89	1527.5
11	94087	Sunnyvale	5.5	71	17	63	913	26	10	88	159	48	135	1969
12	94089	Sunnyvale	10	14	5	12	300	4	1	16	30	9	26	680
13	94116	San Francisco	47.5	1	0	1	95			1	2	1	2	190
4	94301	Palo Alto	17.5	1	0	1	35			1	2	1	2	70
15	94306	Palo Alto	17.5	2	0	2	105			2	4	1	4	157.5
16	94404	Foster City	29	2	2	1	58			2	4	1	4	261
17	94536	Fremont	24					1	1	1	1	0	1	48
18	94538	Fremont	18.5					1	1	1	1	0	1	37
19	94539	Fremont	18.5	7	5	5	222	13	5	18	25	7	22	1054.5
20	94555	Fremont	25.5	3	0	3	204	1	0	4	7	2	6	433.5
21	94560	Newark	23					1	0	1	1	0	1	46
22	94582	San Ramon	42					1	0	1	1	0	1	84
23	94587	Union City	27					1	0	1	1	0	1	54
24	95002	Alviso	9.5	1	0	1	19			1	2	1	2	38
25	95006	Boulder Creek	28	1	0	1	56			1	2	1	2	112
26	95008	Campbell	3.5	20	6	17	157.5	12	8	29	49	15	42	385
27	95014	Cupertino	8	44	15	37	776	16	6	55	99	30	84	1784
28	95020	Gilroy	37					5	0	4	4	1	4	333
29	95030	Los Gatos	8	2	0	2	48	1	1	3	5	1	5	96
30	95032	Los Gatos	9	7	0	7	171	7	4	13	20	6	17	405
31	95033	Los Gatos	14					2	1	2	2	1	2	56
32	95035	Milpitas	16.5	13	2	12	528	37	11	45	58	17	50	2161.5
33	95037	Morgan Hill	31					3	0	3	3	1	3	217
34	95050	Santa Clara	4	18	4	16	168	5	3	21	39	12	33	348
35	95051	Santa Clara	4.5	54	10	49	585	20	8	67	121	36	103	1228.5
36	95054	Santa Clara	7.5	41	8	37	735	12	5	48	89	27	76	1500
37	95070	Saratoga	5	21	2	20	265	8	4	26	47	14	40	530
38	95110	San Jose	7	1	0	1	14			1	2	1	2	28
39	95111	San Jose	13					2	1	2	2	1	2	52
40	95112	San Jose	8	1	1	1	16	3	2	4	5	1	5	96
41	95116	San Jose	10.5					2	1	2	2	1	2	42
42	95117	San Jose	0.5	15	4	13	17	4	1	17	32	10	27	36
43	95118	San Jose	10.5	5	2	4	115.5	8	4	12	17	5	15	399
44	95119	San Jose	15.5					5	4	4	4	1	4	139.5
45	95120	San Jose	15	5	0	5	195	14	3	17	22	7	19	735
46	95121	San Jose	12.5					1	0	1	1	0	1	37.5
47	95123	San Jose	13.5	5	1	5	162	11	4	14	19	6	16	580.5
48	95124	San Jose	6	8	2	7	114	20	9	25	33	10	28	444
49	95125	San Jose	8.5	3	0	3	68	6	4	8	11	3	10	212.5
50	95126	San Jose	5.5	2	0	2	33	3	0	4	6	2	5	71.5
51	95127	San Jose	13	3	2	2	78	2	0	4	7	2	6	221
52	95128	San Jose	5.5	5	0	5	71.5	3	0	7	12	4	10	148.5
53	95129	San Jose	1.5	36	8	32	127.5	8	3	40	76	23	65	256.5
54	95130	San Jose	3	22	6	19	153	7	3	26	48	14	41	327
55	95131	San Jose	9	9	1	9	207	5	2	13	22	7	19	441
56	95132	San Jose	13.5	3	0	3	108	12	6	14	17	5	15	513
57	95133	San Jose	11					3	1	3	3	1	3	77
58	95134	San Jose	11	2	0	2	66	5	0	6	8	2	7	209
59	95135	San Jose	17	4	0	4	187	4	2	7	11	3	10	425
60	95136	San Jose	10					10	5	9	9	3	8	200
61	95138	San Jose	17					14	4	13	13	4	11	510
62	95139	San Jose	18					2	0	2	2	1	2	72
63	95148	San Jose	14.5	1	1	1	29	4	0	4	5	1	5	174
64	95154	San Jose	7					1	0	1	1	0	1	14
			Total:	**534**	**131**	**465**	**8,707**	**376**	**141**	**815**	**1,349**	**405**	**1,147**	**24,297**
			Percent of Siblings:		**25%**				**38%**			**30%**		
			Average # of Students per Household:	**1.15**				**1.24**					**1.18**	
			Average VMT per Student (based on working/non-working parent breakdown):	**16.4**							**18.0**	**9.64%**	**Increase**	

Source: Existing student information, including the number of students per zip code and number of siblings, provided by Stratford Prep staff.

[1] Distance from zip code to Stratford Prep campus obtained from Google Maps. Distance represents approximately the average distance from the zip code to the school campus.

[2] Total number of households was calculated based on the sibling information (it was conservatively assumed that one sibling = 0.5 household).

[3] Student VMT was calculated by multiplying the total number of trips by the trip distance.

It was estimated that approximately 75 percent (%) of the students are dropped-off in the morning by a parent on their way to work (working parent) while the remaining 25% of the students are dropped-off by a stay-at-home parent (non-working parent).

During pick-up, it was estimated that approximately 60% of the students would be picked-up by a working parent (coming from their workplace) and 40% by a non-working parent (coming from home).
Working parents represent 2 trips between home and school while non-working parents represent 4 trips between home and school.

[4] New future Blackford students were assumed to originate from the same zip codes as the existing Blackford students and 5th grade students from other campuses currently originate from.

[5] The percent of future siblings was assumed to remain the same as the combined percentage of siblings between the existing Blackford students and the 5th grade students from other campuses.

students/parents utilize a passenger vehicle as their travel mode since the model is not capable of accounting for specific school location and the availability of surrounding mode choices.

Regardless, Stratford proposes to implement Transportation Demand Management (TDM) measures that would reduce student VMT. The proposed TDM measures and effects on student VMT are discussed below.

Proposed TDM Measures

The TDM Plan prepared by TDM Specialists, included in Appendix C, includes the following primary student VMT-reducing measures:

- *Provide School Pool Programs* – Stratford facilitates a student carpool matching form at the beginning of each year. Once the contact information for interested families are gathered, their information is sent to other families to coordinate carpooling.
- *Provide Private Shuttle/Transit Service* – Stratford will offer a van shuttle program. The school offers four morning routes and two to four afternoon routes with options for late departures.
- *Provide Voluntary Travel Behavior Change Program* – Stratford will promote sustainable development and culture by introducing a sustainability mobility curriculum as part of its environmental studies.

The proposed TDM measures would reduce the project's VMT by greater than the 9.6% identified to be needed to mitigate the project's VMT impact. Since the VMT-reducing TDM measures are components of the project, the project can be considered to have a less-than-significant VMT impact.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 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's goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multimodal transportation goals and policies that are intended to improve multimodal accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving. The project is consistent with the General Plan goals and policies for the following reasons:

- The project proposes to provide bicycle parking on site.
- Pedestrian facilities, including complete sidewalks, intersection crosswalks, and ADA ramps, are available in the project area.
- The project site is near various bus services, promoting the use of available transit services and providing the opportunity to utilize alternative modes of access other than the passenger vehicle.

Therefore, based on the project description and location, the proposed project would be consistent with the *Envision San Jose General Plan.* The project 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 (LTA) including the method by which project traffic is estimated, an evaluation of peak-hour operations at nearby intersections, an evaluation of any adverse effects to vehicle queuing at study intersections, a freeway analysis in accordance with VTA CMP requirements, site access and on-site circulation review, review of effects on bicycle, pedestrian and transit facilities, a review of neighborhood interface, and an evaluation of required parking.

Project Description

The school currently operates a private middle and high school with a total of 534 students (465 middle school and 69 high school students) on the former Blackford High School campus under a lease from the Campbell Union High School District. The school operates in compliance with a Conditional Use Permit (CUP) issued in 2004 for a prior user allowing up to 800 pre-school and kindergarten to 12th grade students plus staff on the site. The school is seeking to increase the current CUP to allow up to 1,349 private school students, including up to 725 5th-8th grade students and 624 high school students who primarily attend other Stratford School campuses. The school proposes no physical improvements to the campus, as the existing campus was originally designed for up to 1,800 students. Off-street parking is provided on campus with access from Blackford Avenue.

School Operations

Stratford School follows a typical school schedule, with class being held Monday through Friday with school hours from 8:30 am – 3:45 pm. The extended day program (which an estimated 35% of students remain) runs from 3:45 pm – 6:00 pm.

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

Trip generation typically is estimated by multiplying the Institute of Transportation Engineers (ITE) recommended trip generation rates, as provided in the ITE *Trip Generation Manual,* by the size of the

proposed development. However, because the project consists of the expansion of an existing school, the trips generated that will be generated by the proposed additional students at the Blackford campus were estimated based on trip generation rates derived from driveway counts completed at the existing Blackford school site.

Trip Generation Counts

Driveway counts at the existing school site were taken on January 25, 2023, during the school's peak drop-off/pick-up hours. Based on the trip generation counts, at the beginning of the school day (AM student drop-off period) the trip generation rate for the existing Blackford campus was calculated to be 1.67 trips per student. At the end of the school day (afternoon student pick-up period), the trip generation rates were calculated to be 0.97 trips per student.

The trip rates derived from the driveway counts were compared to trip rates for "Private School" (Land Use 532) provided in the ITE *Trip Generation Manual 11th Edition* (2021). ITE indicates trip rates of 0.79 trips per student for the AM peak-hour and 0.53 trips per student for the school PM peak-hour. The rates calculated using the driveway counts were used to estimate trip generation for the proposed increase in student enrollment since the driveway counts result in higher trip rates during the school peak hours than that of the ITE *Trip Generation Manual* and are reflective of the current and proposed Stratford student population.

Net Project Trips

The magnitude of traffic added to the roadway system by the proposed additional students was estimated by multiplying the surveyed trip generation rates by the proposed increase in student enrollment (815 students). It is estimated that the proposed school would generate 1,364 additional trips (725 inbound and 639 outbound) during the AM peak hour and 788 additional trips (397 inbound and 391 outbound) during the PM peak hour (see Table 8).

Table 8
Project Trip Generation Estimates

		Daily[2]		AM Peak Hour				PM Peak Hour[3]			
		Rate	Total	Rate	In	Out	Total	Rate	In	Out	Total
Existing											
Existing 6-9 Grade Students[1]	534 students	3.93	2,100	1.67	475	419	894	0.97	260	256	516
In/Out Split					*53.1%*	*46.9%*			*50.4%*	*49.6%*	
Proposed											
New Students[1]	815 students	3.93	3,205	1.67	725	639	1,364	0.97	397	391	788
Net New Trips			**3,205**		**725**	**639**	**1,364**		**397**	**391**	**788**

Notes:
[1] Trip generation rates based on driveway counts collected on January 25, 2023.
[2] Daily trip generation is estimated based on the sum of AM (7:00-9:00) and PM (3:15-6:30) commute trips.
[3] PM Peak Hour trip rates are based on the school's peak hour (3:30 PM-4:30 PM) and represents a conservative trip generation estimate of the roadway network.

It should be noted that traffic conditions on the roadway system are typically evaluated during the standard weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours of the adjacent street traffic since these are the peak commute hours during which most weekday traffic congestion occurs on the roadway network. The school's AM peak hour will coincide with the AM peak-hour of the adjacent street traffic. However, the afternoon (school) peak-hour will occur between 3:30 PM and 4:30 PM, prior to the adjacent street traffic PM peak-hour. The PM peak hour trip generation described

above is greater than what would be generated during the standard commute PM peak hour and therefore represents a conservative estimate of trip generation during the PM peak hour.

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 and freeway access points.

It was assumed that 75% of students are dropped-off in the morning by a parent/family member on their way to work (working parent) while the remaining 25% of the students are dropped-off by a stay-at-home parent (non-working parent). During the afternoon pick-up, it was assumed that approximately 60% of the students are picked-up by a working parent/family member (coming from their workplace) and 40% are picked-up by a non-working parent (coming from home).

The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns. Figure 9 shows the project trip distribution pattern. Figure 10 shows the project trip assignment.

Traffic Volumes

Existing Traffic Volumes

New peak-hour counts were collected at all study intersections. The new counts were compared with older counts collected in 2015, 2016, and 2018 prior to the COVID-19 pandemic to ensure there were no abnormalities (volumes lower than older counts) with the new counts. For intersections where older count data is available, the count with the higher volume is used for this analysis. The new peak-hour counts can be found in Appendix D. The new peak hour counts were compared to existing available counts and is summarized in Appendix E The existing peak hour intersection volumes are shown on Figure 11.

Background Traffic Volumes

Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The ATI sheets are contained in Appendix F. 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 background peak-hour intersection volumes are shown on Figure 12.

Background Plus Project Traffic Volumes

Project peak hour trips were added to background peak hour traffic volumes to obtain background plus project peak hour traffic volumes (see Figure 13).

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

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

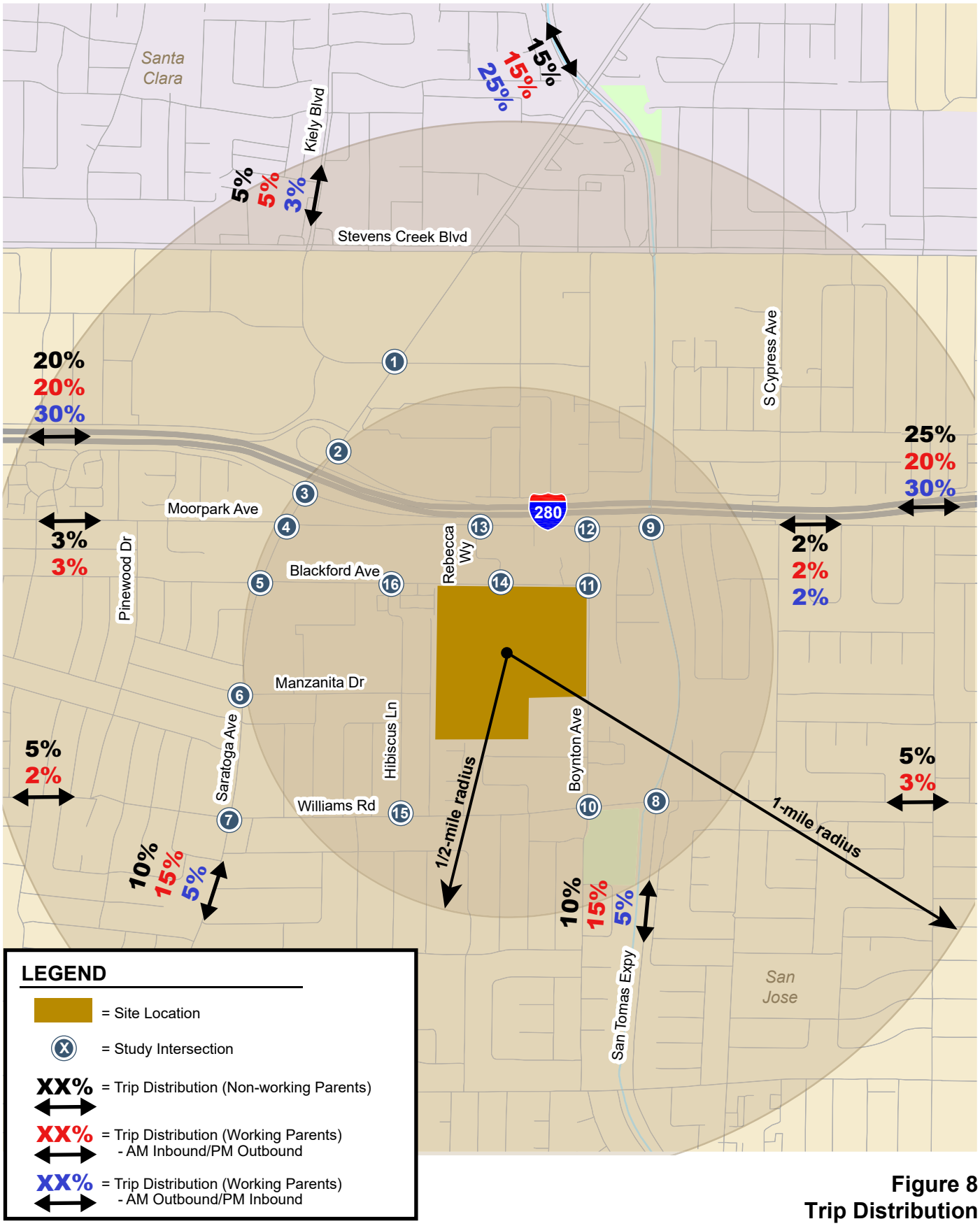
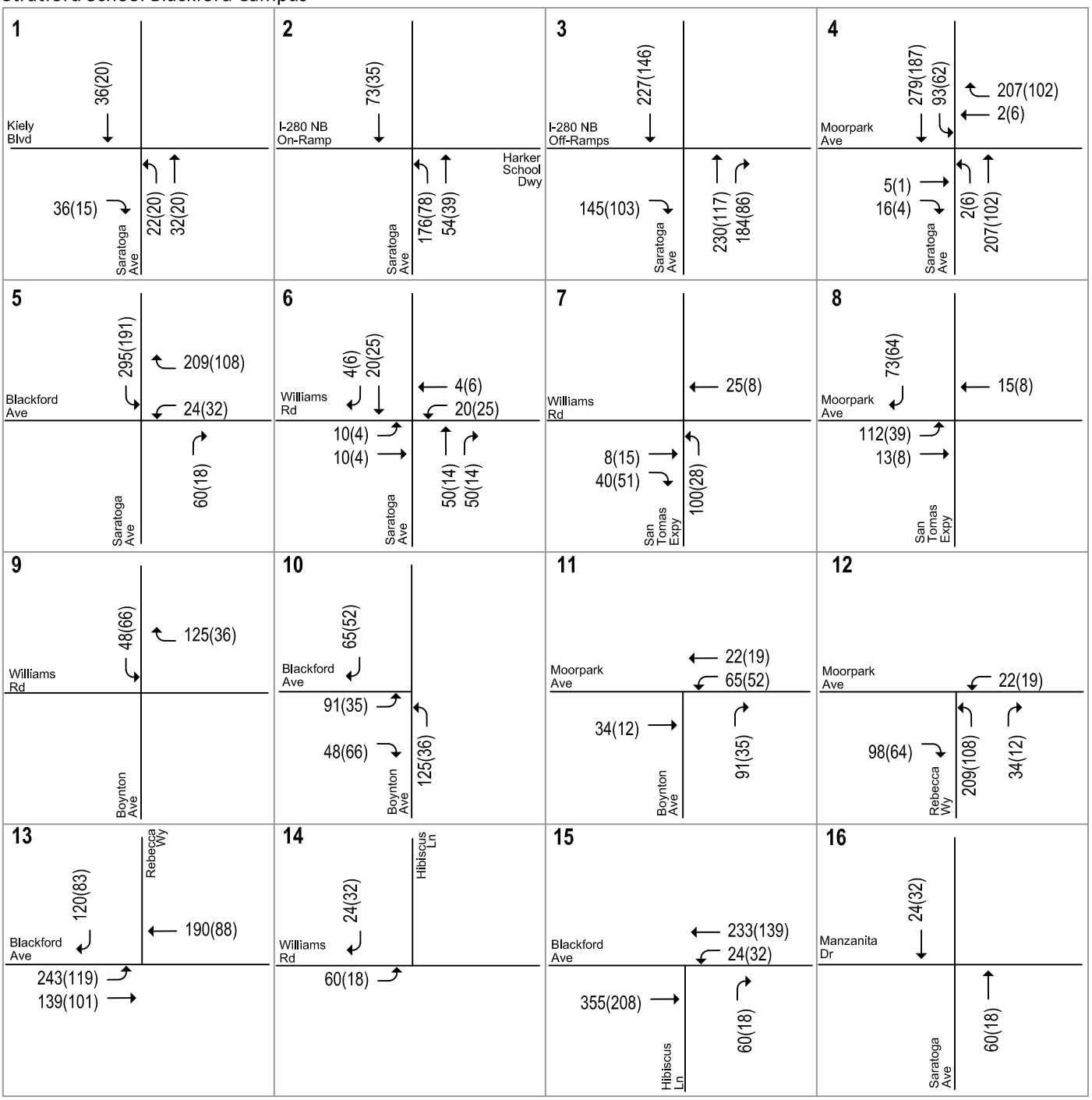


Figure 8
Trip Distribution

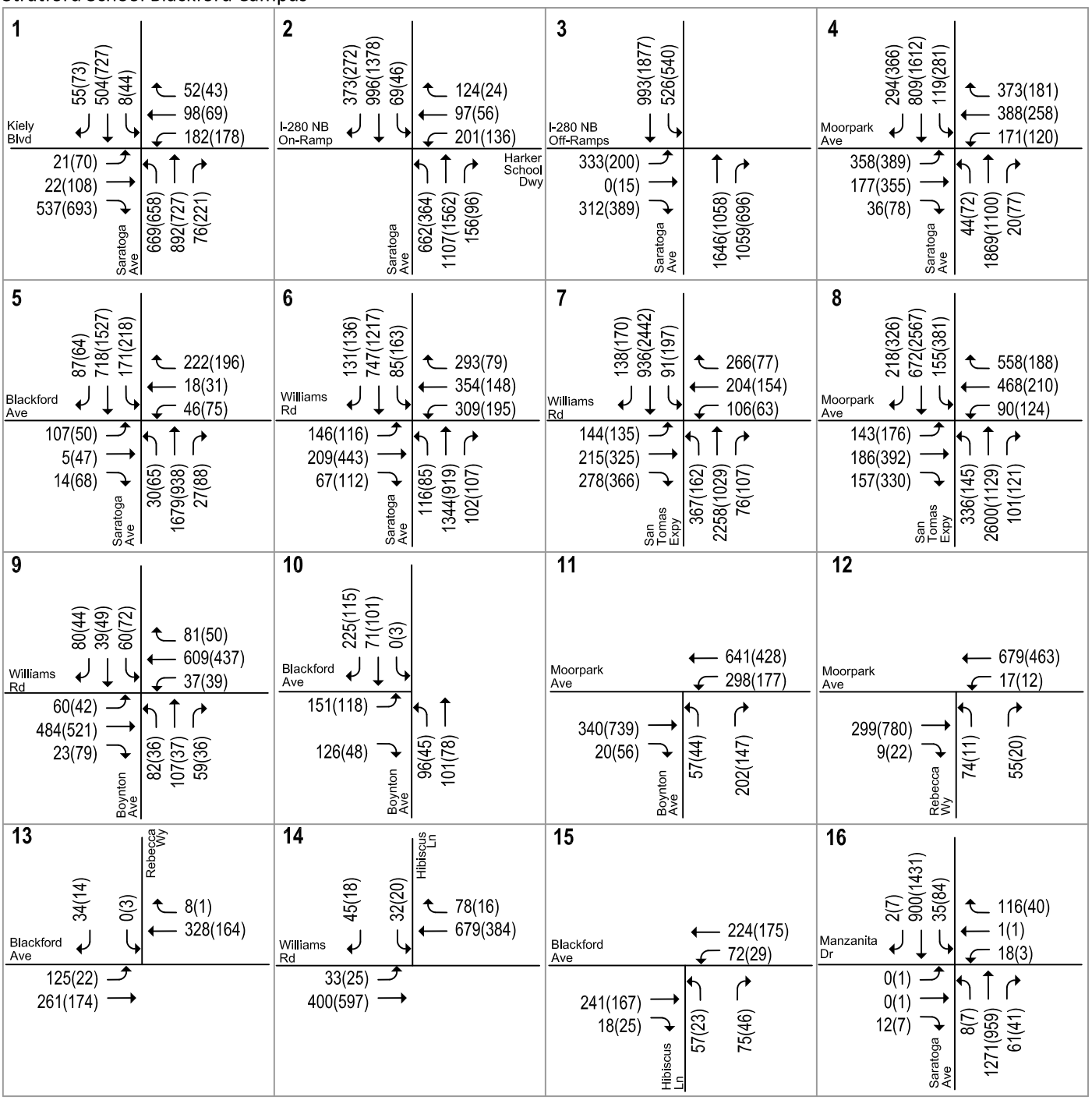
Stratford School Blackford Campus



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 9
Trip Assignment

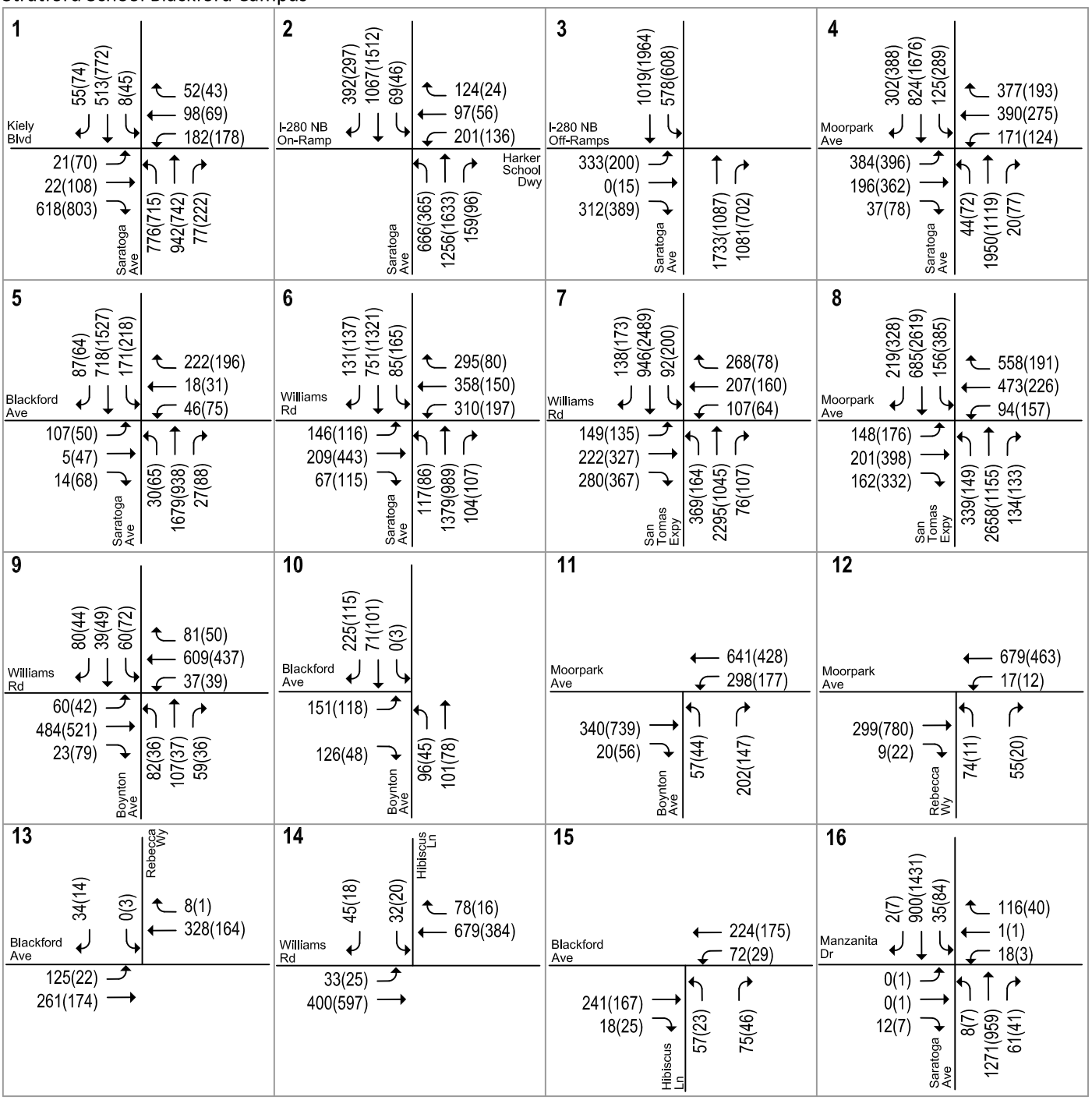


LEGEND

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

Figure 10
Existing Traffic Volumes

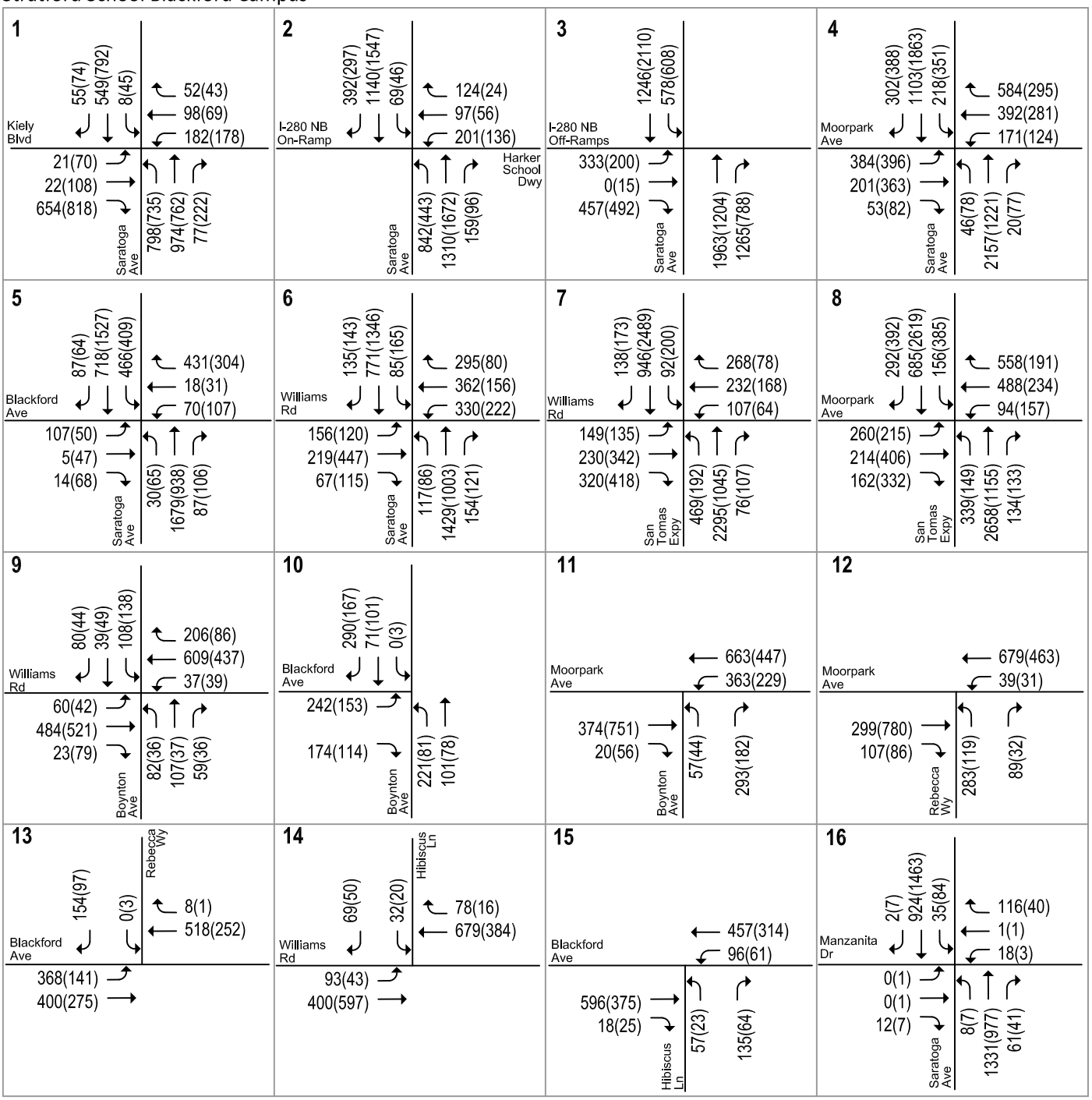
Stratford School Blackford Campus



LEGEND

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

Figure 11
Background Traffic Volumes



LEGEND

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

Figure 12
Background Plus Project Traffic Volumes

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for nine signalized intersections and seven unsignalized intersections within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgement of Public Works.

The ½-mile and 1-mile radii from the project site are shown on Figure 9. Based on the above criteria, the following City of San Jose study intersections were selected:

1. Saratoga Avenue and Kiely Boulevard (CMP) (IOZ)
2. Saratoga Avenue and I-280 Northbound off-ramp (CMP)
3. Saratoga Avenue and I-280 Southbound ramps (CMP)
4. Saratoga Avenue and Moorpark Avenue (CMP)
5. Saratoga Avenue and Blackford Avenue
6. Saratoga Avenue and William Road
7. San Tomas Expressway and Williams Road
8. San Tomas Expressway and Moorpark Avenue (CMP)
9. Boynton Avenue and Williams Road
10. Boynton Avenue and Blackford Avenue (unsignalized)
11. Boynton Avenue and Moorpark Avenue (unsignalized)
12. Rebecca Way and Moorpark Avenue (unsignalized)
13. Rebecca Way and Blackford Avenue (unsignalized)
14. Hibiscus Lane and Williams Road (unsignalized)
15. Hibiscus Lane and Blackford Avenue (unsignalized)
16. Saratoga Avenue and Manzanita Drive (unsignalized)

Data Requirements

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

- existing traffic volumes
- existing lane configurations
- signal timing and phasing
- approved and pending project trips

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 14. It is assumed in this analysis that the transportation network under

background and background plus project conditions would be the same as the existing transportation network.

Level of Service Standards and Analysis Methodologies

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 analysis methods are described below.

Signalized Intersections

Signalized study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 9.

Signalized study intersections are subject to the City of San Jose level of service standards with the exception of intersections located within Infill Opportunity Zones (IOZs). The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy. CMP designated intersections have a minimum acceptable intersection operation standard of LOS E. CMP designated intersections located within IOZs in the City of San Jose are exempt from both the City of San Jose and CMP LOS standards.

Definition of Adverse Intersection Operations Effects

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

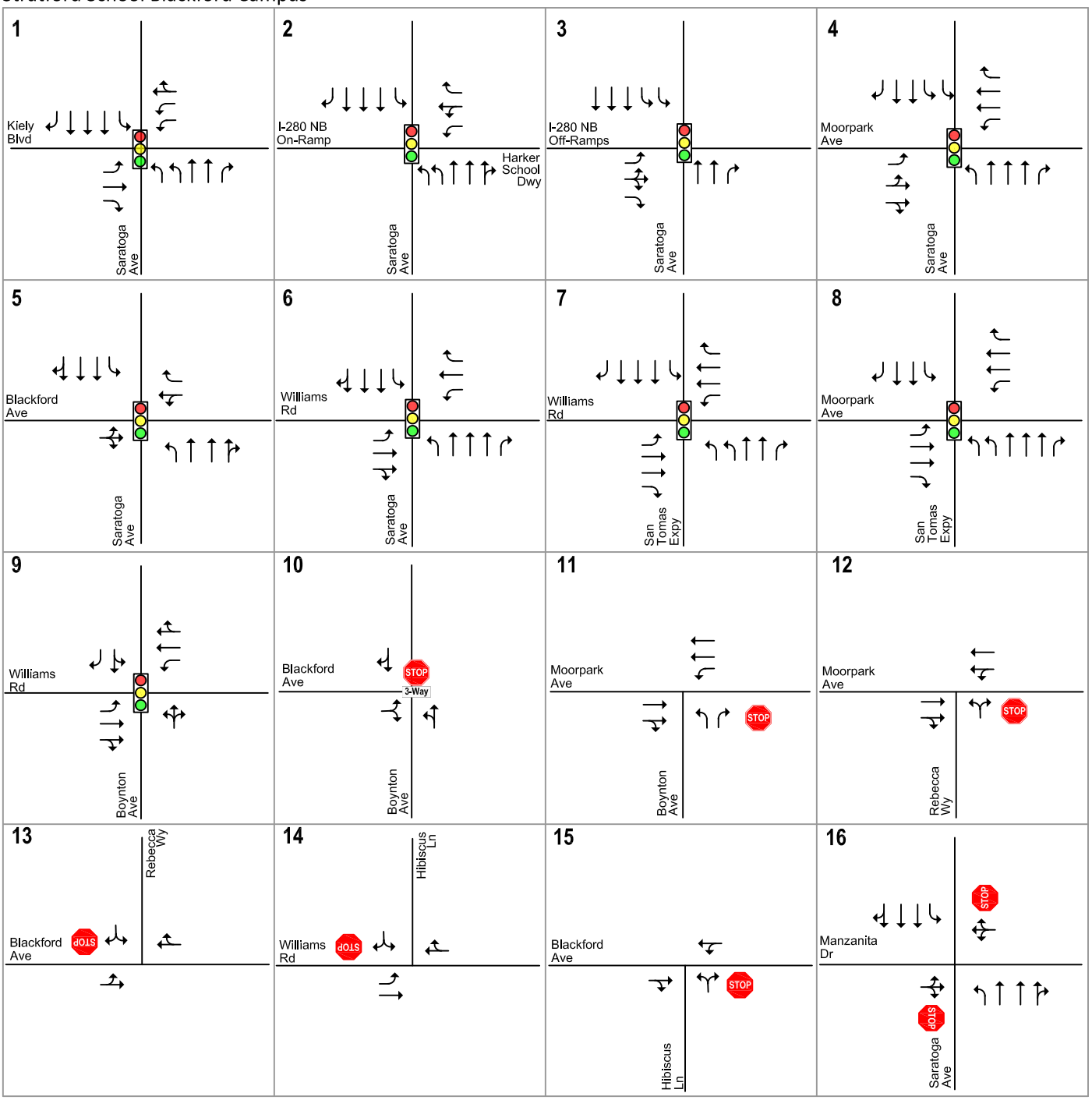
1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions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

Similarly, the VTA *TIA Guidelines*, defines an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS E or better) under background conditions to an unacceptable level under background plus project conditions, or

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

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



LEGEND

STOP 4-Way = Stop Controlled Intersection

= Signalized Intersection

STOP = Stop Controlled Approach

Figure 13
Existing Lane Configurations

Table 9
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures.

Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 10. The level of service calculation sheets are included in Appendix G.

Existing Intersection Operation Conditions

The results of the level of service analysis show that the following two intersections are currently operating at unacceptable levels of service during at least one peak hour based on the City of San Jose and CMP intersection operations standards:

- San Tomas Expressway & Williams Road (AM Peak Hour)
- San Tomas Expressway & Moorpark Avenue* (AM and PM Peak Hours)

* Denotes CMP Intersection

The remaining study intersections are currently operating at acceptable levels of service during both the AM and PM peak hours based on the Cities of San Jose and CMP LOS standards.

Background Intersection Operation Conditions

The results of the level of service analysis show that the same two intersections identified to currently operate at unacceptable levels also are projected to operate at unacceptable levels during at least one peak hour under background conditions based on the City of San Jose and CMP intersection operations standards:

- San Tomas Expressway & Williams Road (AM Peak Hour)
- San Tomas Expressway & Moorpark Avenue* (AM and PM Peak Hours)

* Denotes CMP Intersection

The remaining study intersections are projected to operate at acceptable levels of service under background conditions during both the AM and PM peak hours based on the Cities of San Jose and CMP intersection operations standards.

Background Plus Project Intersection Operation Conditions

The results of the level of service analysis show that the same two intersections are projected to operate at unacceptable LOS E or worse during at least one peak hour under background plus project conditions based on the City of San Jose and CMP intersection operations standards:

- San Tomas Expressway & Williams Road (AM Peak Hour)
- San Tomas Expressway & Moorpark Avenue* (AM and PM Peak Hours)

* Denotes CMP Intersection

The added trips as a result of the proposed project would have an adverse effect on intersection operations at only the CMP designated San Tomas Expressway & Moorpark Avenue intersection. However, the added project trips would not have an adverse effect on intersection operations at the San Tomas Expressway & Williams Road intersection per City of San Jose standards.

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effect identified under background plus project conditions. Included is a description of the adverse effect on the intersection and potential improvement measures. However, the location was found to have no feasible improvements. As the City redevelops to higher densities, the ability of intersections to achieve a certain level of service becomes less relevant to overall mobility. Therefore, the recommendations consider improvements to multi-modal transportation facilities to provide opportunities for the use of alternative modes of travel in lieu of vehicular capacity improvements at individual intersections.

8. San Tomas Expressway and Moorpark Avenue (CMP)

This intersection would operate at LOS F during both the AM and PM peak hours under background conditions. The added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations. In addition, the intersection would not be in conformance with the CMP LOS standard.

The widening of San Tomas Expressway to eight lanes between El Camino Real and Williams Road is identified in the County's Comprehensive Expressway Plan. The widening of San Tomas Expressway between Homestead Road and Stevens Creek is part of the Measure B Expressway Improvement Program. However, there is no identified schedule for the widening of San Tomas Expressway south of Stevens Creek Boulevard. There are no further improvements feasible to improve the identified adverse intersection operations.

The project applicant should work with City staff in determining an appropriate contribution towards the implementation of multi-modal improvements to the transportation system in the area surrounding the San Tomas Expressway & Moorpark Avenue intersection. The improvement of pedestrian and bicycle facilities in the area would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

Table 10
Intersection Level of Service Results

				Existing Conditions		Background Conditions					
				No Project		No Project		with Project			
Study #	Intersection	Peak Hour	Count Date	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay (sec)	Incr. in Critical V/C
1	Saratoga Avenue & Kiely Boulevard[1,2]	AM	1/23/2019	36.9	D	36.2	D	37.0	D	0.9	0.03
		PM	11/15/2018	42.9	D	44.7	D	44.8	D	0.4	0.01
2	Saratoga Avenue & I-280 NB On-Ramp[1]	AM	1/23/2019	32.9	C	32.1	C	33.5	C	-0.6	0.06
		PM	12/13/2018	22.4	C	21.6	C	22.8	C	2.1	0.03
3	Saratoga Avenue & I-280 SB Ramps[1]	AM	1/23/2019	39.7	D	43.6	D	63.0	E	48.4	0.15
		PM	12/13/2018	31.3	C	32.2	C	35.5	D	8.1	0.08
4	Saratoga Avenue & Moorpark Avenue[1]	AM	1/23/2019	45.4	D	46.0	D	54.6	D	13.8	0.17
		PM	11/15/2018	43.4	D	43.8	D	44.6	D	0.3	0.04
5	Saratoga Avenue & Blackford Avenue	AM	3/28/2019	30.8	C	30.8	C	50.8	D	27.1	0.30
		PM	3/28/2019	31.2	C	31.2	C	38.5	D	28.1	0.17
6	Saratoga Avenue & Williams Road	AM	3/28/2019	37.3	D	37.3	D	37.3	D	0.4	0.02
		PM	3/28/2019	38.2	D	37.9	D	38.6	D	1.0	0.02
7	San Tomas Expressway & Williams Road	AM	1/25/2023	**60.5**	**E**	**63.1**	**E**	**69.5**	**E**	1.9	-0.36
		PM	3/9/2017	45.1	D	45.4	D	**47.0**	**D**	0.4	0.00
8	San Tomas Expressway & Moorpark Avenue[1]	AM	1/23/2019	**109.0**	**F**	**113.8**	**F**	**120.2**	**F**	11.3	0.07
		PM	11/8/2018	**86.9**	**F**	**91.9**	**F**	**92.3**	**F**	4.8	-0.01
9	Boynton Avenue & Williams Road	AM	10/25/2016	23.1	C	23.1	C	22.3	C	-1.2	0.04
		PM	10/25/2016	19.4	B	19.4	B	21.7	C	3.3	0.04

Note:
[1] denotes a CMP intersection
[2] denotes an IOZ intersection
Bold indicates a substandard level of service.
Bold indicates an adverse effect.

Signal Warrant Analysis

The need for signalization of an unsignalized intersection is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Peak-hour traffic signal warrant checks are conducted for unsignalized study intersections that meet the 100 vehicles per hour threshold for minor streets. A peak-hour traffic signal warrant check was conducted for the following unsignalized intersections:

- Saratoga Avenue & Manzanita Drive (AM peak hour)
- Boynton Avenue & Blackford Avenue
- Boynton Avenue & Moorpark Avenue
- Rebecca Way & Moorpark Avenue
- Rebecca Way & Blackford Avenue
- Hibiscus Lane & Blackford Avenue (AM peak hour)

The peak-hour traffic signal warrant checks are included in Appendix H. Table 11 summarizes the results of the peak hour signal warrant check. The peak-hour traffic signal warrant check indicate that the peak hour signal warrant threshold is met at two study intersections as described below. The remaining intersections will not meet the signal warrant check under either peak hour under any scenario with or without the project.

Table 11
Peak Hour Signal Warrant Check

	AM Peak Hour				PM Peak Hour			
	Existing	Existing +Project	Background	Background +Project	Existing	Existing +Project	Background	Background +Project
Saratoga Avenue & Manzanita Drive	x	x	x	x				
Boynton Avenue & Blackford Avenue								
Boynton Avenue & Moorpark Avenue	x	x	x	x	x	x	x	x
Rebecca Way & Moorpark Avenue								
Rebecca Way & Blackford Avenue								
Hibiscus Lane & Blackford Avenue								

Notes:
x - warrant is met

Saratoga Avenue and Manzanita Drive

The intersection of Saratoga Avenue and Manzanita Drive currently has and is projected to have peak hour volumes that meet the signal warrant during the AM peak hour, with and without the project. The project would add 60 northbound trips and 12 southbound trips along Saratoga Avenue during the AM peak hour. No project trips would be added to the minor street approach. The project may be required to provide a fair-share contribution towards the cost of the traffic signal installation at the intersection if the City determines that the traffic signal is needed.

Boynton Avenue and Moorpark Avenue

The intersection of Boynton Avenue and Moorpark Avenue currently has and is projected to have peak hour volumes that meet the signal warrant during the AM and PM peak hours. The project would add 14 trips to the minor street approach in the AM peak hour and 35 trips to the minor street approach in the PM peak hour at the intersection. The project may be required to provide a fair-share contribution towards the cost of the traffic signal installation at the intersection if the City determines that the traffic signal is needed.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to left-turn movements. 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 for a particular left-turn 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 left-turn movement. This analysis thus provides a basis for estimating future turn pocket 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. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement.

The proposed project would add a substantial number of trips (10 or more) to left-turn movements at seven signalized intersections and six unsignalized intersections. As shown in Table 12, the queues at high-demand movements will be served by the existing queue storage space at most study

Table 12
Vehicle Queuing Analysis Summary

Measurement	Saratoga Avenue & Kiely Boulevard		Saratoga Avenue & I-280 NB Ramp		Saratoga Avenue & Moorpark Avenue		Saratoga Avenue & Blackford Avenue				San Tomas Expressway & Williams Road		San Tomas Expressway & Moorpark Avenue		Boynton Avenue & Williams Road	
	NBL		NBL		SBL		SBL		WBL[3]		NBL		EBL		SBL[3]	
	2 Lanes		2 Lanes		2 Lanes		1 Lane		1 Lane		2 Lanes		1 Lane		1 Lane	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing																
Cycle/Delay [1] (sec)	170	170	170	170	170	170	170	170	170	170	177	181	190	190	107	107
Volume (vphpl)	335	329	331	182	60	141	171	218	653	464	184	81	143	176	179	165
95th %. Queue (veh/ln.)	23	22	22	14	6	11	13	16	40	30	14	8	12	15	9	9
95th %. Queue (ft./ln) [2]	575	550	550	350	150	275	325	400	1000	750	350	200	300	375	225	225
Storage (ft./ ln.)	450	450	425	425	225	225	200	200	1000	1000	225	225	150	150	350	350
Adequate (Y/N)	**N**	**N**	**N**	Y	Y	**N**	**N**	**N**	Y	Y	**N**	Y	**N**	**N**	Y	Y
Background																
Cycle/Delay [1] (sec)	170	170	170	170	170	170	170	170	170	170	177	181	190	190	107	107
Volume (vphpl)	388	358	333	183	63	145	171	218	286	302	185	82	148	176	179	165
95th %. Queue (veh/ln.)	26	24	23	14	6	11	13	16	20	21	14	8	13	15	9	9
95th %. Queue (ft./ln) [2]	650	600	575	350	150	275	325	400	500	525	350	200	325	375	225	225
Storage (ft./ ln.)	450	450	425	425	225	225	200	200	1000	1000	225	225	150	150	350	350
Adequate (Y/N)	**N**	**N**	**N**	Y	Y	**N**	**N**	**N**	Y	Y	**N**	Y	**N**	**N**	Y	Y
Background Plus Project																
Cycle/Delay [1] (sec)	170	170	170	170	170	170	170	170	170	170	177	181	190	190	107	107
Volume (vphpl)	392	368	349	222	109	156	466	287	298	377	235	90	164	215	203	231
95th %. Queue (veh/ln.)	26	24	23	16	9	12	30	20	21	25	17	8	14	17	10	11
95th %. Queue (ft./ln) [2]	650	600	575	400	225	300	750	500	525	625	425	200	350	425	250	275
Storage (ft./ ln.)	450	450	425	425	225	225	200	200	1000	1000	225	225	150	150	350	350
Adequate (Y/N)	**N**	**N**	**N**	Y	Y	**N**	**N**	**N**	Y	Y	**N**	Y	**N**	**N**	Y	Y

Notes:

NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement.

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued.

[3] Movement is one lane, the queuing analyses was conducted for the entire approach.

Table 12 (cont.)
Vehicle Queuing Analysis Summary

Measurement	Boynton Avenue & Blackford Avenue				Boynton Avenue & Moorpark Avenue		Rebecca Way & Moorpark Avenue				Rebecca Way & Blackford Avenue		Hibiscus Lane & Williams Road		Hibiscus Lane & Blackford Avenue	
	NBL[3]		EBL[3]		WBL[3]		NBL[3]		WBL[3]		EBL[3]		EBL[3]		WBL[3]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing																
Cycle/Delay [1] (sec)	9.9	8.4	10.6	8.8	8.9	10.5	14.5	15.4	7.9	9.4	8.2	7.6	9.3	8.1	7.9	7.6
Volume (vphpl)	197	123	276	166	939	605	129	31	1082	671	386	196	33	25	204	296
95th %. Queue (veh/ln.)	2	1	2	2	5	4	2	1	5	4	3	2	1	1	2	2
95th %. Queue (ft./ln) [2]	50	25	50	50	125	100	50	25	125	100	75	50	25	25	50	50
Storage (ft./ ln.)	1000	1000	775	775	500	500	500	500	500	500	500	500	150	150	500	500
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Background																
Cycle/Delay [1] (sec)	9.9	8.4	10.6	8.8	8.9	10.5	14.5	15.4	7.9	9.4	8.2	7.6	9.3	8.1	7.9	7.6
Volume (vphpl)	197	123	276	166	939	605	129	31	696	475	386	196	33	25	204	296
95th %. Queue (veh/ln.)	2	1	2	2	5	4	2	1	4	3	3	2	1	1	2	2
95th %. Queue (ft./ln) [2]	50	25	50	50	125	100	50	25	100	75	75	50	25	25	50	50
Storage (ft./ ln.)	1000	1000	775	775	500	500	500	500	500	500	500	500	150	150	500	500
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Background Plus Project																
Cycle/Delay [1] (sec)	14.4	9.3	17	10.2	9.4	11	69.7	46.2	9.2	9.8	10.3	8	9.7	8.2	9.1	8.2
Volume (vphpl)	322	147	290	201	1004	619	180	151	718	480	475	416	93	37	375	366
95th %. Queue (veh/ln.)	3	2	4	2	6	4	7	4	4	3	3	3	1	1	3	3
95th %. Queue (ft./ln) [2]	75	50	100	50	150	100	175	100	100	75	75	75	25	25	75	75
Storage (ft./ ln.)	1000	1000	775	775	500	500	500	500	500	500	500	500	150	150	500	500
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Notes:

NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement.

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued.

[3] Movement is one lane, the queuing analyses was conducted for the entire approach.

intersections under existing, background conditions, and background plus project conditions. Locations where the vehicular queues would be deficient are discussed below.

Saratoga Avenue and Kiely Boulevard

The northbound left-turn movement queue from Saratoga Avenue to Kiely Boulevard during both peak hours currently and are projected to continue to exceed the left-turn storage capacity under existing and background conditions. The proposed project would add 8 and 20 northbound left-turns during the AM and PM peak hours, respectively. This equates to at most one vehicle during the heaviest cycles and is shown to have no measurable effect on vehicle queues for the subject turn-movement when compared to background conditions.

Saratoga Avenue and I-280 Northbound On-Ramp

The northbound left-turn movement queue from Saratoga Avenue to I-280 Northbound On-ramp during the AM peak hour currently and is projected to continue to exceed the left-turn storage capacity under existing and background conditions. The proposed project would add 32 northbound left-turns during the AM peak hour. This equates to at most one vehicle during the heaviest cycles and is shown to have no measurable effect on vehicle queues for the subject turn-movement when compared to background conditions. It should be noted that field observations indicate the queue for the left-turn movement would sometimes extend back to the upstream I-280 southbound ramps intersection.

Saratoga Avenue and Moorpark Avenue

The southbound left-turn movement queue from Saratoga Avenue to Moorpark Avenue during the PM peak hour currently and is projected to continue to exceed the left-turn storage capacity under existing and background conditions. The proposed project would add 22 southbound left-turns during the PM peak hour. This equates to at most one vehicle during the heaviest cycles and is shown to have no measurable effect on vehicle queues for the subject turn-movement when compared to background conditions.

Saratoga Avenue and Blackford Avenue

The southbound left-turn movement queue from Saratoga Avenue to Blackford Avenue during both peak hours currently and are projected to continue to exceed the left-turn storage capacity under existing and background conditions. The proposed project would add 295 and 69 southbound left-turns during the AM and PM peak hours, respectively. The addition of a large number of project-generated trips will lengthen the left-turn queue. It should be noted that if future drivers to the site notice long queues, they may choose to use Moorpark Avenue or Manzanita Drive to access the project site. Due to limited spacing between intersections, extending the length of the left-turn pocket is not feasible. Similarly, due to right-of-way constraints, widening both Saratoga Avenue and Blackford Avenue to accommodate dual left-turn lanes is not feasible. Furthermore, roadway widening to accommodate vehicular demand that inhibits the implementation of multi-modal facilities is not consistent with GP goals. The project applicant may be required to provide an in lieu fee contribution towards the implementation of multi-modal improvements in the intersection vicinity.

San Tomas Expressway and Williams Road

The northbound left-turn movement queue from San Tomas Expressway to Williams Road under during the AM peak hour currently and is projected to continue to exceed the left-turn storage capacity under existing and background conditions. The proposed project would add 100 northbound left-turns during the AM peak hour. This equates to three to four vehicles during the heaviest cycles. The northbound left-turn pockets could be extended the necessary 200 feet to serve the projected queues. However, the turn-pocket extensions would only serve to provide vehicle storage and have minimal effect on

intersection operations. Therefore, the extension of the northbound left-turn pockets at this intersection is not recommended.

San Tomas Expressway and Moorpark Avenue

The eastbound left-turn movement queue from Moorpark Avenue to San Tomas Expressway during both peak hours currently and is projected to continue to exceed the left-turn storage capacity under existing and background conditions. The proposed project would add 16 and 39 eastbound left-turns during the AM and PM peak hour, respectively. This equates to one vehicle during the heaviest cycles in the AM peak hour and two vehicles during the heaviest cycles in the PM peak hour. A "KEEP CLEAR" pavement marking is present along eastbound Moorpark Avenue to provide westbound left-turn access to Hamman Drive. Field observations show that westbound vehicles were able to find gaps in traffic to make the left turn. Similarly, the curb lane along eastbound Moorpark Avenue was observed to have been kept clear, allowing eastbound through and eastbound right-turning vehicles to proceed despite left-turning vehicles blocking the no.1 lane. The addition of project-generated trips would length the left-turn queue but would not noticeably affect traffic operations along Moorpark Avenue.

Freeway Analysis

Freeway Segment Analysis

According to CMP guidelines, an analysis of freeway segment levels of service is only 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. An adverse project effect would occur if the project would add trips greater than one percent of the capacity of a freeway segment currently operating at LOS F. Traffic volumes and capacities at the nearest freeway segments were obtained from the 2018 CMP Monitoring & Conformance Report. Freeway access to and from the project site is provided via I-280 Northbound and I-280 Southbound. A full interchange at Saratoga Avenue provides access to both directions. Therefore, a freeway capacity evaluation was conducted at the freeway segments accessible from the Saratoga Avenue interchange. The project would add trips to a freeway segment greater than one percent of the capacity at two freeway segments near the project vicinity. A freeway segment level of service analysis is presented below in Table 13.

I-280 Northbound, from Winchester Boulevard to Saratoga Avenue

In the AM peak hour, the project would add 154 project trips to the northbound (westward in the project vicinity) direction of I-280, from Winchester Boulevard to Saratoga Avenue. It should be noted that the HOV lane for this roadway segment operates at an acceptable level of service. Therefore, the project would adversely affect the mixed-flow lanes. Based on the existing traffic volume on the freeway, the project would add 109 trips to the mixed-flow lanes, an increase of 1.18% of the capacity for the mixed-flow lanes. The project applicant should coordinate with city staff to determine appropriate measures to reduce its adverse effect on the freeway segment which may include the implementation of a TDM program.

I-280 Southbound, from Winchester Boulevard to Saratoga Avenue

In the PM peak hour, the project would add 86 project trips to the southbound (eastward in the project vicinity) direction of I-280, from Saratoga Avenue to Moorpark Avenue. It should be noted that the mixed-flow lanes for this roadway segment operates at an acceptable level of service. Therefore, the project would adversely affect the HOV lane. Based on the existing traffic volume on the freeway, the project would add 18 trips to the HOV lane, an increase of 1.09% of the capacity for the HOV lane. The project applicant should coordinate with city staff to determine appropriate measures to reduce its adverse effect on the freeway segment which may include the implementation of a TDM program.

Table 13
Freeway Capacity Analysis

#	Freeway Segment		Direction	Peak Hour	Existing Plus Project Mixed-Flow Lane Avg. Speed[1]	# of Lanes	Capacity (vph)	Ex. Volume[1]	Ex+Proj Volume	Density	LOS	Project Trip Mixed-Flow Lane Total Volume	Volume	% of Capacity
1	I-280	Saratoga Avenue to Lawrence Expressway	NB	AM	17	4	9,200	4,896	4,920	**72**	**F**	32	24	0.26
			NB	PM	58	4	9,200	7,520	7,588	33	D	78	68	0.74
2	I-280	Lawrence Expressway to Saratoga Avenue	SB	AM	63	4	9,200	6,324	6,446	26	C	145	122	1.33
			SB	PM	23	4	9,200	5,008	5,032	55	E	32	24	0.26
3	I-280	Winchester Boulevard to Saratoga Avenue	NB	AM	13	4	9,200	4,024	4,133	**79**	**F**	154	**109**	**1.18**
			NB	PM	38	4	9,200	7,504	7,538	50	E	40	34	0.37
4	I-280	Saratoga Avenue to Moorpark Avenue	SB	AM	58	4	9,200	7,364	7,399	32	D	40	35	0.38
			SB	PM	18	4	9,200	5,876	5,944	**83**	**F**	86	68	0.74

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2018.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

Table 13 (cont.)
Freeway Capacity Analysis

#	Freeway Segment		Direction	Peak Hour	Existing Plus Project HOV Lane Avg. Speed[1]	# of Lanes	Capacity (vph)	Ex. Volume[1]	Ex+Proj Volume	Density	LOS	Project Trip HOV Lane Volume	% of Capacity
1	I-280	Saratoga Avenue to Lawrence Expressway	NB	AM	55	1	1,650	1,638	1,646	30	D	8	0.48
			NB	PM	69	1	1,650	1,107	1,117	16	B	10	0.61
2	I-280	Lawrence Expressway to Saratoga Avenue	SB	AM	68	1	1,650	1,180	1,203	18	B	23	1.39
			SB	PM	18	1	1,650	1,705	1,713	**95**	**F**	8	0.48
3	I-280	Winchester Boulevard to Saratoga Avenue	NB	AM	52	1	1,650	1,681	1,726	33	D	45	2.73
			NB	PM	64	1	1,650	1,377	1,383	22	C	6	0.36
4	I-280	Saratoga Avenue to Moorpark Avenue	SB	AM	69	1	1,650	1,077	1,082	16	B	5	0.30
			SB	PM	26	1	1,650	1,586	1,604	**62**	**F**	**18**	**1.09**

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2018.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

Freeway Ramp Analysis

An analysis of metered freeway on-ramps providing access to I-280 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The two freeway on-ramps that are metered in the project study area during the peak hours are:

- I-280 northbound on-ramp from Saratoga Avenue
- I-280 southbound clover on-ramp from Saratoga Avenue

Due to the large number of vehicles queued to turn onto each of the on-ramps, platooning will typically occur at the ramp meter resulting in queues. No vehicle queues at the metered ramps were observed to spillback to Saratoga Avenue.

Although the addition of project traffic to the freeway on-ramps may not result in the blocking of through traffic on Saratoga Avenue, the project traffic is projected to increase the queue length at metered on-ramps that were observed to be near capacity. The project would add at most 78 vehicles to the northbound I-280 ramp and 86 vehicles to the southbound I-280 ramp. This equates to one to two vehicles per minute and would extend the queue by one to two vehicles. The proposed project will implement a Travel Demand Management (TDM) plan. The TDM plan and its identified measures will reduce the amount of peak-hour traffic added to the roadway network, including freeway on-ramps, and reduce the project's effect on the freeway on-ramps.

Neighborhood Interface

The project does not propose to alter the existing roadway network in the vicinity of the project site. Therefore, there are no anticipated changes to existing vehicular travel patterns or usage of roadways. Blackford Avenue connects the project site and the surrounding residential communities to a major arterial at Saratoga Avenue and a connector street at Boynton Avenue. Hibiscus Lane and Rebecca Way may be used as potential cut-through routes to avoid congestion on surrounding streets. Therefore, the city requested that volume and speed data be collected and reviewed along Blackford Avenue, Hibiscus Lane, and Rebecca Way.

For the evaluation, the existing and projected daily traffic volumes with the project along each street were compared to acceptable volume thresholds for the roadway segment to determine if the projected change in traffic volume would be significant. Unlike the intersection level of service analysis methodology, which has established operational thresholds, the analyses contained in this section are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Several studies have been made regarding the indirect impacts of traffic on residential neighborhoods. The variables affecting these impacts include traffic volumes, type, or makeup, of traffic (i.e. passenger cars, trucks, motorcycles, emergency vehicles, etc.), traffic speed, perception of through traffic as a percentage of total traffic, adequacy of street alignment (i.e., horizontal and vertical curvature), accident experience, on-street parking, residential dwelling setbacks from the street, pedestrian traffic, and street pavement conditions (which would add to traffic noise as the pavement deteriorates). Other factors that may be a contributor to neighborhood nuisance levels include socio-economic status of the neighborhood, and expectations of the residents regarding traffic volumes; however, these are beyond the purview of CEQA and are provided here for informational purposes only.

Existing Roadway Characteristics

Blackford Avenue, Hibiscus Lane, and Rebecca Way are classified as a residential streets given that they serve primarily residential land uses and are narrow with parking on both sides of the street. General guidelines regarding threshold volumes pertaining to residential streets have been recommended within several studies and reference material including the Highway Capacity Manual (HCM). There is variation in these accepted threshold volumes, but in general, residential streets have the primary function of providing access to immediately adjacent land, with the secondary function of traffic movement. One lane of traffic in each direction is the standard for residential streets.

A residential (or local) street is defined by the City of San Jose as being less than 60 feet wide (48 and 56 ft. right-of-way) and average daily traffic (ADT) volumes typically ranging from 50 to 3,000 vehicles. The posted speed limit for Blackford Avenue is 30 miles per hour (mph). Similarly, the speed limit for Hibiscus Lane and Rebecca Way is 25 mph.

Roadway Volume and Speed

The effects of project traffic on Blackford Avenue, Hibiscus Lane, and Rebecca Way were evaluated based on field observations, the collection of traffic volume and speed data collected in March 2023, and projections of the additional project generated traffic. Volume and speed counts were conducted at two locations along Blackford Avenue: one just west of Hibiscus Lane and one just east of Rebecca Way. Additional volume and speed counts were collected along Hibiscus Lane, just south of Blackford Avenue and along Rebecca Way, just north of Blackford Avenue. Table 14 presents a summary of existing and projected traffic volumes and speed along each of the roadway segments studied. The roadway volume and speed data can be found in Appendix I.

The project is estimated to generate 3,205 daily trips. Based on the peak hour trip assignment, the ratio of trips along each segment was applied to the number of daily trips.

Table 14
Roadway Speed and Volume Summary

Roadway Segment	Average Daily Traffic (vehicles)	Direction	Average Daily Traffic (vehicles)	Average Speed (mph)	85th Percentile Speed (mph)	Project ADT	ADT % Increase with Project Traffic
Blackford Avenue, west of Hibiscus Lane	3,860	EB	1,985	26 mph	31 mph	1,378	36%
		WB	1,875	26 mph	32 mph		
Blackford Avenue, east of Rebecca Way	2,958	EB	1,481	29 mph	34 mph	785	27%
		WB	1,477	28 mph	33 mph		
Hibiscus Lane, south of Blackford Avenue	1,301	NB	716	17 mph	20 mph	208	16%
		SB	585	18 mph	22 mph		
Rebecca Way, north of Blackford Avenue	596	NB	413	17 mph	20 mph	834	140%
		SB	183	16 mph	20 mph		

Blackford Avenue, between Saratoga Avenue and Hibiscus Lane

Twenty-four-hour tube counts indicate that Blackford Avenue, between Saratoga Avenue and Hibiscus Lane, currently carries approximately 3,860 daily vehicles. It is estimated that the proposed project will result in the addition of 1,378 daily trips, an increase of 36 percent, to this study roadway segment.

Speed surveys conducted along Blackford Avenue, between Saratoga Avenue and Hibiscus Lane, indicate the 85th percentile speed along the roadway to be approximately 32 miles per hour (mph). The posted speed limit along the surveyed segment is 30 mph. Based on the collected data, the 85th percentile speeds along this study roadway segment exceed the posted speed limit by 2 mph.

Blackford Avenue, between Rebecca Way and Boynton Avenue

Twenty-four-hour tube counts indicate that Blackford Avenue, between Rebecca Way and Boynton Avenue, currently carries approximately 2,958 daily vehicles. It is estimated that the proposed project will result in the addition of 785 daily trips, an increase of 27 percent, to this study roadway segment.

Speed surveys conducted along Blackford Avenue, between Rebecca Way and Boynton Avenue, indicate the 85th percentile speed along the roadway to be approximately 34 miles per hour (mph). The posted speed limit along the surveyed segment is 30 mph. Based on the collected data, the 85th percentile speeds along this study roadway segment exceed the posted speed limit by 4 mph.

Hibiscus Lane, between Blackford Avenue and Williams Road

Twenty-four-hour tube counts indicate that Hibiscus Lane, between Blackford Avenue and Williams Road, currently carries approximately 1,301 daily vehicles. It is estimated that the proposed project will result in the addition of 208 daily trips, an increase of 16 percent, to this study roadway segment.

Speed surveys conducted along Hibiscus Lane, between Blackford Avenue and Williams Road, indicate the 85th percentile speed along the roadway to be approximately 22 miles per hour (mph). The speed limit along the surveyed segment is 25 mph. Based on the collected data, the 85th percentile speeds along this study roadway segment do not exceed the speed limit.

Rebecca Way, between Moorpark Avenue and Blackford Avenue

Twenty-four-hour tube counts indicate that Rebecca Way, between Moorpark Avenue and Blackford Avenue, currently carries approximately 596 daily vehicles. It is estimated that the proposed project will result in the addition of 834 daily trips, an increase of 140 percent, to this study roadway segment.

Speed surveys conducted along Rebecca Way, between Moorpark Avenue and Blackford Avenue, indicate the 85th percentile speed along the roadway to be approximately 20 miles per hour (mph). The speed limit along the surveyed segment is 25 mph. Based on the collected data, the 85th percentile speeds along this study roadway segment do not exceed the speed limit.

Recommendations

Based on the characteristics of Blackford Avenue, Hibiscus Lane, Rebecca Way, the traffic count data, and the estimated project traffic, the following conclusions can be drawn:

- Traffic volume increases as a result of the proposed project may be perceptible to residents along Blackford Avenue, Hibiscus Lane, Rebecca Way.
- As congestion and delay increase along the major thoroughfares, further traffic may spill onto Blackford Avenue, Hibiscus Lane, and Rebecca Way.

- A review of traffic volume and speed data along the subject streets indicates that projected traffic conditions would warrant comprehensive traffic calming measures per the City's Traffic Calming Policy on Blackford Avenue, Hibiscus Lane, and Rebecca Way.

To minimize the effects of the potential increases in traffic volumes due to the proposed project on Blackford Avenue, Hibiscus Lane, and Rebecca Way, there are traffic calming measures that could be considered for implementation. The following traffic calming measures could be implemented by the project per the City's recommendation and coordination with the local neighborhood association.

- A traffic circle should be implemented at the Hibiscus Lane and Manzanita Drive intersection to reduce vehicular speed and cut-through traffic.
- To minimize potential increases in traffic speeds, the project should also pursue the installation of a radar speed signs on Blackford Avenue and chokers near Hibiscus Lane and/or Rebecca Way.

Site Access and On-Site Circulation

The site access evaluation is based on the December 2022 site plan prepared by aedis architects. (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, geometric design, sight distance and operations (e.g., queuing and delay). On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. The project does not propose to modify the existing parking lot and would utilize the existing parking spaces and drive aisles for drop-off and pick-up operations.

Site Access and On-Site Circulation

Vehicular access to the project site is provided via three driveways along Blackford Avenue. During drop-off and pick-up times, the school uses the westernmost driveway (Driveway 1) and center driveway (Driveway 2) as inbound only and the easternmost driveway (Driveway 3) as outbound only. The parking lot circulation plan for drop-offs and pick-ups is shown on Figure 14.

Driveway Design and Sight Distance

The existing project site driveways are each approximately 20-26 feet wide. Driveway 1 is a full-access driveway measuring 26 feet in width, providing adequate width for simultaneous ingress and egress. Driveway 2 measures 20 feet in width and provides inbound access during the morning drop-off period only. Driveway 3 measures 20 feet in width and provides outbound access during both the morning drop-off period and afternoon pick-up period. All driveways provide adequate width for vehicular access and meet the city's requirements for driveway widths.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For Blackford Avenue, which has a speed limit of 30 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 35 mph). This means that a driver must be able to see 300 feet down Blackford Avenue to locate a sufficient gap to turn out of the project driveway. This also gives drivers traveling along Blackford Avenue adequate time to react to vehicles exiting the project driveway. No obstructions block an exiting driver's vision along either direction of Blackford Avenue. Therefore, it can be concluded that sight distance is adequate.

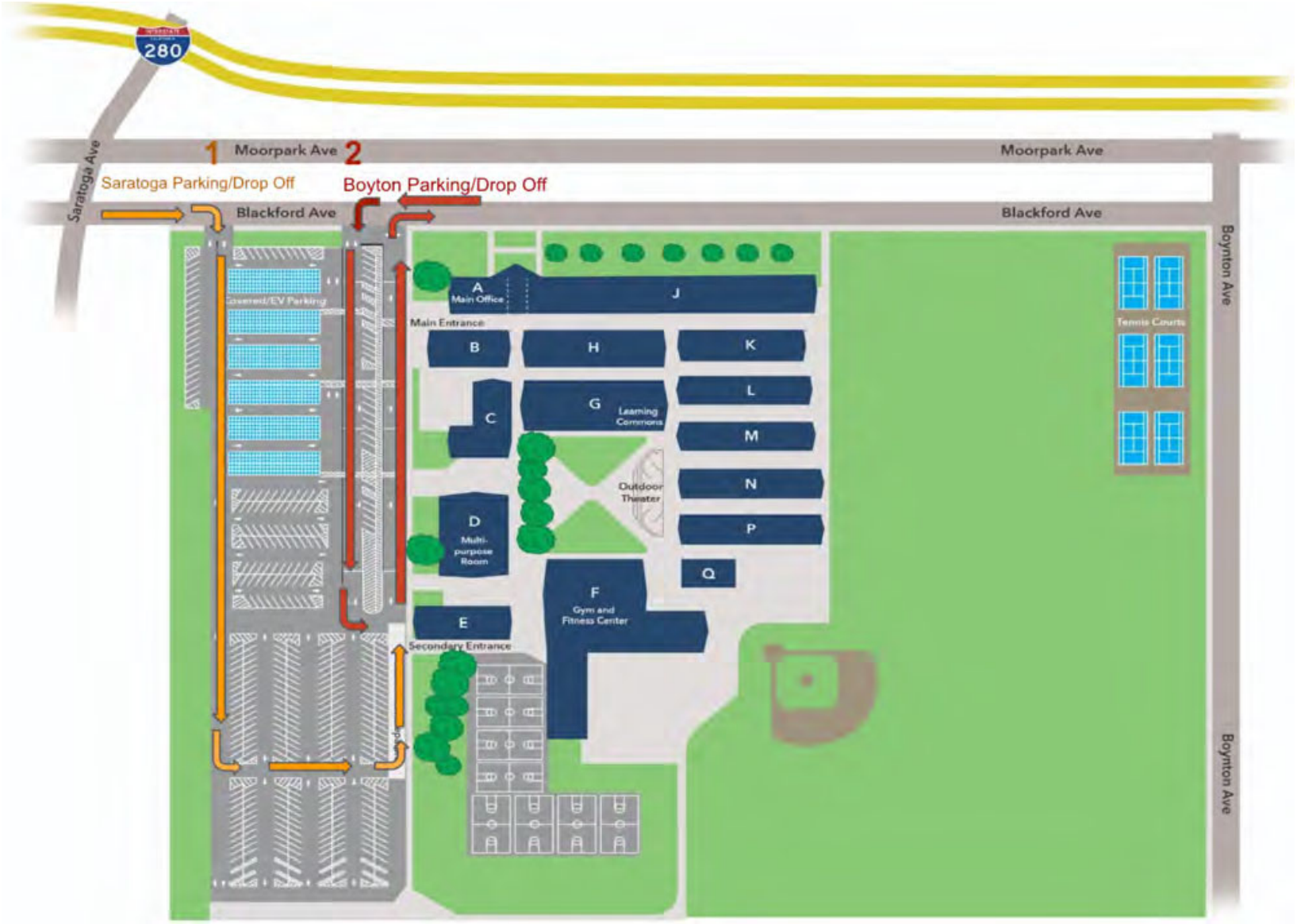


Figure 14
Site Plan Circulation

NORTH
Not to Scale

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. The on-site vehicular circulation during drop-off and pick-up hours allows all students to be dropped off or picked up at the curb. The student drop-off and pick-up area located on the east side of the parking lot removes the need for students to walk through the parking lot areas.

The City's standard minimum width for one-way drive aisles is 16 feet wide where 60-degree parking is provided. The City's standard minimum width for two-way drive aisles is 26 feet wide where 60-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. According to the existing site plan, the existing drive aisles in the parking lot measure between 20 and 21 feet wide. Therefore, the drive aisles provide adequate width for vehicles to back out of parking spaces.

Parking Stall Dimensions

The project does not propose to make any modifications to the existing parking spaces within the parking lot. According to the site plan, the existing 60-degree parking spaces measure 9 feet wide by 21 feet long. The site plan shows 15 ADA accessible parking stall measuring 10 feet wide by 21 feet long.

Truck Access and Circulation

The project site plan was reviewed for truck access including moving trucks, delivery trucks, garbage trucks, and emergency vehicles.

Moving and delivery operations would occur within the parking lot areas of the school site. Any future deliveries should occur during off-peak hours or on days when school is not in session. Emergency vehicle access is provided along Blackford Avenue.

The site plan shows a trash enclosure adjacent to the parking lot near the main entrance. Garbage collection vehicles should only pick up trash at off peak hours; either before the student drop-off period, during class hours, or after the student pick-up period ends.

Recommendation: Garbage collection activities for the trash enclosure adjacent to the parking lot should only occur during off peak hours.

Pick-up and Drop-off Operations

The project proposes up to 1,349 students and up to 140 staff members. Typical school hours would be from 8:30 am – 3:45 pm, with an extended day for some students from 3:45 pm to 6:00 pm. Arrivals at school begin at 7:50 am and last until 8:30 am. Departures from the regular school day begin at 3:45 pm and last until 4:25 pm. The project site provides 437 parking spaces in the main parking lot. A portion of the 437 spaces, 271 spaces, are exclusively available to Stratford School. The remaining parking spaces are jointly shared by the school and the Campbell Union High School District. The school's existing drop-off and pick-up operational plan is shown on Figure 14 and described below. No modifications are proposed to the operational plan.

As shown in Figure 14, during the morning drop-off period, vehicles from Saratoga Avenue enter the site using Driveway 1. These vehicles are instructed to take a larger loop around the parking lot and join the drop-off line at the curb south of the secondary entrance. Vehicles entering the site from Boynton Avenue using Driveway 2 are instructed to take a shorter loop around the parking lot and join the drop-off line north of the secondary entrance. All drop-offs utilize Driveway 3 to exit the school site.

Visitors and parked vehicles are directed using Driveway 1 to access visitor parking spots under the solar panels. These vehicles exit the school site using Driveway 1.

During the afternoon pick-up period, Driveway 2 is closed. All vehicles enter using Driveway 1 and have two options: 1) utilize the larger loop (same as drop-off) or 2) park and pick-up. For option 1, drivers will give the student's name and grade level to be called. Students are then picked up at the curb when the vehicles reach the front of the drop-off/pick-up area. If students are not yet ready, drivers are asked to take the shorter loop to rejoin the line.

Based on existing driveway counts and the estimated trip generation, the project driveways would serve 1,200 inbound trips (725 new trips and 475 existing trips) and 1,058 outbound trips (639 new trips and 419 existing trips) during the AM peak hour and 657 inbound trips (397 new trips and 260 existing trips) and 647 outbound trips (397 new trips and 260 existing trips) during the PM peak hour (see Table 15).

Table 15
Driveway Trips

		AM Peak Hour				PM Peak Hour[2]			
		Rate	In	Out	Total	Rate	In	Out	Total
Existing									
Existing 6-9 Grade Students[1]	534 students	1.67	475	419	894	0.97	260	256	516
In/Out Split			*53.1%*	*46.9%*			*50.4%*	*49.6%*	
Proposed									
New Students[1]	815 students	1.67	725	639	1,364	0.97	397	391	788
Gross Driveway Trips			**1,200**	**1,058**	**2,258**		**657**	**647**	**1,304**

Notes:
[1] Trip generation rates based on driveway counts collected on January 25, 2023.
[2] PM Peak Hour trip rates are based on the school's peak hour (3:30 PM-4:30 PM) and represents a conservative trip generation estimate of the roadway network.

The project site provides over 750 feet of curb for drop-off and pick-up operations. The drop-off/pick-up area is adequate for 30 vehicles to drop-off and pick-up students simultaneously. A second through lane is present, which allows vehicles to pull out once students are dropped off or picked up. Based on the outbound trip generation estimates (parent drop-offs in the morning and pick-ups in the afternoon), the morning peak-hour would service 1,058 drop-offs and the afternoon peak-hour would service 647 pick-ups. Assuming each drop-off or pick-up takes 30 seconds, 18 minutes are needed to service all the pick-up and drop-off operations. The school provides a 40-minute arrival period in the morning, which is adequate for drop-off operations. Similarly, the school provides a 40-minute departure period in the afternoon, providing adequate time for pick-up operations.

Parking

The project's off-street parking requirements for automobiles and bicycles are based on the City of San Jose parking standards (*San Jose Municipal Code Chapter 20.90, Table 20-190*).

Vehicle Parking

According to the City of San Jose Zoning Regulations (Table 20-190), schools (elementary K-8) are required to provide 1 parking space per teacher and employee and schools (secondary (9-12)) are required to provide 1 parking space per teacher and employee, plus one parking space per five students. Based on the City's off-street parking requirements, the school would need to provide 265

parking spaces [(140 staff X 1 per staff) + (624 high school students X .2 per student) = 264.8 = 265 spaces].

Proposed Parking Supply

The existing project site provides 437 parking spaces in the main parking lot. Of the total 471 spaces, 271 spaces are exclusively available to Stratford School and would meet the city's parking space requirement.

Bicycle Parking

The City requires one bicycle parking space for every ten full-time employees plus ten per classroom. It is unclear on how many classrooms the project would provide. Stratford will provide bike parking facilities for students, employees, faculty, staff, visitors, and guests consistent with applicable municipal code requirements as shown on the approved project plan set.

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., sidewalk closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. 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 Evaluation

All 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 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

A complete network of sidewalks and crosswalks is found within the project area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. The San Tomas Expressway & Moorpark Avenue and San Tomas Expressway & Williams Road intersections are missing truncated domes at crosswalks. Truncated domes are provided at the Hibiscus Lane/Blackford Avenue and Rebecca Way/Blackford Avenue unsignalized intersections. However, crosswalks are not provided at either intersection. The existing pedestrian facilities provide adequate connectivity between the project site and nearby bus stops and other points of interest. The project would not modify any existing pedestrian facilities along its frontage on Blackford Avenue.

Students arriving by vehicle would be dropped off and picked up along the curb within the project site parking lot. Students that walk to school would utilize existing pedestrian facilities in the vicinity. An existing walkway adjacent to Driveway 3 connects the main school entrances located near the drop-off curb to the sidewalk along Blackford Avenue.

Recommendation: City staff will determine whether the project may be required to install ADA-compliant ramps at the San Tomas Expressway/Moorpark Avenue and San Tomas Expressway/Williams Road intersections.

Recommendation: City staff will determine whether the project may be required to install marked crosswalks along Blackford Avenue at its intersections with Hibiscus Lane and Rebecca Way.

Bicycle Facilities

Existing bicycle facilities in the study area consist of bike lanes and bike routes within vicinity of the project site. Existing bicycle facilities are not present along the project frontage on Blackford Avenue. The city of San Jose has planned upgrades within the project vicinity along Moorpark Avenue to install Class IV protected bike lanes, replacing the existing Class II buffered bike lanes. The city of San Jose designates Boynton Avenue as a Class III bike route. According to the city's Better Bike Plan 2025, Boynton Avenue, from Moorpark Avenue to Payne Avenue is planned to be a Class III bike boulevard. Bike boulevards discourage cut-through motor vehicles and are designed to give bicyclists priority. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Safe Routes to School

The school will provide bicycle safety education and promote safe and alternative ways to get to school. The school will host Walk and Bike to School days throughout the year to create awareness and encourage walking and biking to school.

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, sidewalks, and curb ramps.

Transit Services

Existing bus service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by frequent routes 25 and 57. Access to bus stops for Route 57 is located along Saratoga Avenue at Blackford Avenue. Access to bus stops for Route 25 is located along Williams Road at Boynton Avenue. Since the project site is served by two bus routes, it is reasonable to assume that some students and staff would utilize transit service. It is estimated that the increase in transit demand generated by the project could be accommodated by the current available ridership capacity of light rail and the VTA bus service. Marked crosswalks and pedestrian signal heads connect the project site to bus stops along Saratoga Avenue and Williams Road. As discussed above, the project may be required to install marked crosswalks along Blackford Avenue at its intersections with Hibiscus Lane and Rebecca Way.

5. Conclusions

This report presents the results of the transportation analysis conducted for the proposed increase in student enrollment at the existing Stratford School located at 3800 Blackford Avenue in San Jose, California. The school currently operates a private middle and high school with a total of 534 students (465 middle school and 69 high school students) on the former Blackford High School campus under a lease from the Campbell Union High School District. The school operates in compliance with a Conditional Use Permit (CUP) issued in 2004 for a prior user allowing up to 800 pre-school and kindergarten to 12th grade students plus staff on the site. The school is seeking to increase the current CUP to allow up to 1,349 private school students, including up to 725 5th-8th grade students and 624 high school students who primarily attend other Stratford School campuses. The school proposes no physical improvements to the campus, as the existing campus was originally designed for up to 1,800 students.

A CEQA-required transportation analysis consisting of a project-level vehicle miles traveled (VMT) analysis and a cumulative impact analysis to demonstrate consistency with the Envision San Jose 2040 General Plan along with a supplemental local transportation analysis (LTA) was completed. The results of the analyses are summarized below.

CEQA Transportation Analysis

Project-Level VMT Analysis (School Employees)

The results of the VMT evaluation, indicate that the additional school employees for the proposed school expansion are projected to generate VMT per employee (15.26) that exceeds the established impact threshold of 12.21 VMT per employee. Therefore, the additional staff associated with the proposed school expansion would have an impact on the transportation system based on the City's VMT impact criteria.

Mitigation Measures

Per the City's VMT tool, the project's VMT impact would be mitigated with the implementation of the following TDM measures:

- Commute Trip Reduction Marketing/Education: Implement marketing/educational campaigns that promote the use of transit, shared rides, and travel through active modes for 100% of the project employees. Strategies may include the incorporation of alternative commute options into new employee orientations, event promotions, and publications.
- Subsidized or Discounted Transit Program: Provide either partially or fully subsidized transit passes for 100% of the project employees.

- Provide Ride-Sharing Programs: Organize a program to match individuals interested in carpooling who have similar commutes for 30% of the project employees. This measure promotes the use of carpooling and reduces the number of drive-alone trips.

The implementation of the TDM measures above would reduce the projected VMT to 12.14 VMT per employee, which would reduce the project impact to less than significant. It should be noted that the selected TDM measure must be incorporated within a TDM plan for the project which may include additional TDM measures. The project will be required to submit and have approved a TDM plan.

Project-Level VMT Analysis (Students)

Comparative VMT Per Student Evaluation

Based on the manual calculation of the proposed additional 815 students at the Blackford campus, it is estimated that the average VMT per student will increase to 18.0, which calculates to a 9.6 percent increase in average VMT per student. Therefore, the school would be required to provide mitigation measures to reduce the project student VMT by 9.6%.

Distribution Model Student VMT Evaluation

Using the student distribution model along with the City's TDF model, it was estimated that the average trip length for students at the expanded Blackford campus would be 8.93. The per-student VMT projected to be generated by the proposed school would be approximately 5.3% above the existing per-student VMT which could be considered a VMT impact. Therefore, the school would be required to provide mitigation measures to reduce the project student VMT by 5.3%.

Based on both of the VMT evaluation approaches, the proposed additional students at the Blackford campus would result in an impact related to the increase in VMT for students and their parents.

Proposed TDM Measures

It should be noted that the distribution model VMT evaluation consists of a general analysis based purely on estimated student trip lengths assuming that student trip making characteristics would be the same for all private schools regardless of school location. For the comparative VMT per student evaluation, a calculation of the distance between a student's zip code and the school's location is used to determine average trip length. Therefore, mode choice is not considered in the comparative VMT per student evaluation approach. Similarly, the student distribution model methodologies presumes that all students/parents utilize a passenger vehicle as their travel mode since the model is not capable of accounting for specific school location and the availability of surrounding mode choices.

Regardless, Stratford proposes to implement Transportation Demand Management (TDM) measures that would reduce student VMT. The proposed TDM measures and effects on student VMT are discussed below. The TDM Plan prepared by TDM Specialists, included in Appendix C, includes the following primary student VMT-reducing measures:

- *Provide School Pool Programs* – Stratford facilitates a student carpool matching form at the beginning of each year. Once the contact information for interested families are gathered, their information is sent to other families to coordinate carpooling.
- *Provide Private Shuttle/Transit Service* – Stratford will offer a van shuttle program. The school offers four morning routes and two to four afternoon routes with options for late departures.
- *Provide Voluntary Travel Behavior Change Program* – Stratford will promote sustainable development and culture by introducing a sustainability mobility curriculum as part of its environmental studies.

The proposed TDM measures would reduce the project's VMT by greater than the 9.6% identified to be needed to mitigate the project's VMT impact. Since the VMT-reducing TDM measures are components of the project, the project can be considered to have a less-than-significant VMT impact.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 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's goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multimodal transportation goals and policies that are intended to improve multimodal accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving. The project is consistent with the General Plan goals and policies for the following reasons:

- The project proposes to provide bicycle parking on site.
- Pedestrian facilities, including complete sidewalks, intersection crosswalks, and ADA ramps, are available in the project area.
- The project site is near various bus services, promoting the use of available transit services and providing the opportunity to utilize alternative modes of access other than the passenger vehicle.

Therefore, based on the project description and location, the proposed project would be consistent with the *Envision San Jose General Plan.* The project 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.

Local Transportation Analysis

Project Trip Generation

After applying the appropriate trip generation rates, the proposed project is estimated to generate 3,205 new daily vehicle trips, with 1,364 new trips (725 inbound and 639 outbound) occurring during the AM peak hour and 788 new trips (397 inbound and 391 outbound) occurring during the PM peak hour.

Intersection Operations Analysis Results

The results of the level of service analysis show that the added trips as a result of the proposed project would have an adverse effect on intersection operations at only the CMP designated San Tomas Expressway & Moorpark Avenue intersection.

Adverse Intersection Operations Effects and Potential Improvements

It was found that there are no feasible improvements possible at the San Tomas Expressway & Moorpark Avenue intersection. As the City redevelops to higher densities, the ability of intersections to achieve a certain level of service becomes less relevant to overall mobility. Therefore, the recommendations consider improvements to multi-modal transportation facilities to provide opportunities for the use of alternative modes of travel in lieu of vehicular capacity improvements at individual intersections.

8. San Tomas Expressway and Moorpark Avenue (CMP)

The widening of San Tomas Expressway to eight lanes between El Camino Real and Williams Road is identified in the County's Comprehensive Expressway Plan. The widening of San Tomas Expressway between Homestead Road and Stevens Creek is part of the Measure B Expressway Improvement Program. However, there is no identified schedule for the widening of San Tomas Expressway south of Stevens Creek Boulevard. There are no further improvements feasible to improve the identified adverse intersection operations.

The project applicant should work with City staff in determining an appropriate contribution towards the implementation of multi-modal improvements to the transportation system in the area surrounding the San Tomas Expressway & Moorpark Avenue intersection. The improvement of pedestrian and bicycle facilities in the area would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

Signal Warrant Analysis

The peak-hour traffic signal warrant analysis indicates that the peak hour signal warrant threshold is met at two study intersections as described below.

Saratoga Avenue and Manzanita Drive

The intersection of Saratoga Avenue and Manzanita Drive currently has and is projected to have peak hour volumes that meet the signal warrant during the AM peak hour, with and without the project. The project would add 60 northbound trips and 12 southbound trips along Saratoga Avenue during the AM peak hour. No project trips would be added to the minor street approach. The project may be required to provide a fair-share contribution towards the cost of the traffic signal installation at the intersection if the City determines that the traffic signal is needed.

Boynton Avenue and Moorpark Avenue

The intersection of Boynton Avenue and Moorpark Avenue currently has and is projected to have peak hour volumes that meet the signal warrant during the AM and PM peak hours. The project would add 14 trips to the minor street approach in the AM peak hour and 35 trips to the minor street approach in the PM peak hour at the intersection. The project may be required to provide a fair-share contribution towards the cost of the traffic signal installation at the intersection if the City determines that the traffic signal is needed.

Intersection Queuing Analysis

The queuing analysis indicates that the additional project trips generated would contribute to deficient queue storage at the location below.

Saratoga Avenue and Blackford Avenue

The southbound left-turn movement queue from Saratoga Avenue to Blackford Avenue during both peak hours currently and are projected to continue to exceed the left-turn storage capacity under existing and background conditions. The proposed project would add 295 and 69 southbound left-turns during the AM and PM peak hours, respectively. The addition of a large number of project-generated trips will lengthen the left-turn queue. It should be noted that if future drivers to the site notice long queues, they may choose to use Moorpark Avenue or Manzanita Drive to access the project site. Due to limited spacing between intersections, extending the length of the left-turn pocket is not feasible. Similarly, due to right-of-way constraints, widening both Saratoga Avenue and Blackford Avenue to

accommodate dual left-turn lanes is not feasible. Furthermore, roadway widening to accommodate vehicular demand that inhibits the implementation of multi-modal facilities is not consistent with GP goals. The project applicant may be required to provide an in-lieu fee contribution towards the implementation of multi-modal improvements in the intersection vicinity.

Freeway Analysis

Freeway Segment Analysis

The project would add trips to a freeway segment greater than one percent of the capacity at two freeway segments near the project vicinity that are currently operating at LOS F conditions. The project applicant should coordinate with city staff to determine appropriate measures to reduce its adverse effect on the freeway segment which may include the implementation of a TDM program.

Freeway Ramp Analysis

The project traffic is projected to increase the queue length at metered on-ramps that were observed to be near capacity. The proposed project will implement a Travel Demand Management (TDM) plan. The TDM plan and its identified measures will reduce the amount of peak-hour traffic added to the roadway network, including freeway on-ramps.

Neighborhood Interface

Blackford Avenue connects the project site and the surrounding residential communities to a major arterial at Saratoga Avenue and a connector street at Boynton Avenue. Hibiscus Lane and Rebecca Way may be used as potential cut-through routes to avoid congestion on surrounding streets. Therefore, the city requested that volume and speed data be collected and reviewed along Blackford Avenue, Hibiscus Lane, and Rebecca Way. Based on the characteristics of Blackford Avenue, Hibiscus Lane, Rebecca Way, the traffic count data, and the estimated project traffic, the following conclusions can be drawn:

- Traffic volume increases as a result of the proposed project may be perceptible to residents along Blackford Avenue, Hibiscus Lane, Rebecca Way.
- As congestion and delay increase along the major thoroughfares, further traffic may spill onto Blackford Avenue, Hibiscus Lane, and Rebecca Way.
- A review of traffic volume and speed data along the subject streets indicates that projected traffic conditions would warrant comprehensive traffic calming measures per the City's Traffic Calming Policy on Blackford Avenue, Hibiscus Lane, and Rebecca Way.

To minimize the effects of the potential increases in traffic volumes due to the proposed project on Blackford Avenue, Hibiscus Lane, and Rebecca Way, there are traffic calming measures that could be considered for implementation. The following traffic calming measures could be implemented by the project per the City's recommendation and coordination with the local neighborhood association.

- A traffic circle should be implemented at the Hibiscus Lane and Manzanita Drive intersection to reduce vehicular speed and cut-through traffic.
- To minimize potential increases in traffic speeds, the project should also pursue the installation of a radar speed signs on Blackford Avenue and chokers near Hibiscus Lane and/or Rebecca Way.

Site Access and On-Site Circulation

The project does not propose to modify the existing parking lot and would continue to utilize the existing parking spaces and drive aisles for drop-off and pick-up operations. A review of the current drop-off/pick-up operations plan indicates adequate site access and on-site circulation.

Parking Supply

Based on the City's off-street parking requirements, the school would need to provide 265 parking spaces [(140 staff X 1 per staff) + (624 students X .2 per student) = 264.8 = 265 spaces]. The existing project site provides 437 parking spaces in the main parking lot. Of the total 471 spaces, 271 spaces are exclusively available to Stratford School and would meet the city's parking space requirement.

The City requires one bicycle parking space for every ten full-time employees plus ten per classroom. It is unclear on how many classrooms the project would provide. Stratford will provide bike parking facilities for students, employees, faculty, staff, visitors, and guests consistent with applicable municipal code requirements as shown on the approved project plan set.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

A complete network of sidewalks and crosswalks is found within the project area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. The San Tomas Expressway & Moorpark Avenue and San Tomas Expressway & Williams Road intersections are missing truncated domes at crosswalks. Truncated domes are provided at the Hibiscus Lane/Blackford Avenue and Rebecca Way/Blackford Avenue unsignalized intersections. However, crosswalks are not provided at either intersection. The existing pedestrian facilities provide adequate connectivity between the project site and nearby bus stops and other points of interest. The project would not modify any existing pedestrian facilities along its frontage on Blackford Avenue.

Recommendations

- City staff will determine whether the project may be required to install ADA-compliant ramps at the San Tomas Expressway/Moorpark Avenue and San Tomas Expressway/Williams Road intersections.
- City staff will determine whether the project may be required to install marked crosswalks along Blackford Avenue at its intersections with Hibiscus Lane and Rebecca Way.

Bicycle Facilities

Existing bicycle facilities in the study area consist of bike lanes and bike routes within vicinity of the project site. Existing bicycle facilities are not present along the project frontage on Blackford Avenue. The city of San Jose has planned upgrades within the project vicinity along Moorpark Avenue to install Class IV protected bike lanes, replacing the existing Class II buffered bike lanes. The city of San Jose designates Boynton Avenue as a Class III bike route. According to the city's Better Bike Plan 2025, Boynton Avenue, from Moorpark Avenue to Payne Avenue is planned to be a Class III bike boulevard. Bike boulevards discourage cut-through motor vehicles and are designed to give bicyclists priority. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Services

Since the project site is served by two bus routes, it is reasonable to assume that some students and staff would utilize transit service. It is estimated that the increase in transit demand generated by the project could be accommodated by the current available ridership capacity of light rail and the VTA bus service.

Stratford School Blackford Campus

Technical Appendices

Appendix A

VMT Evaluation Tool Results

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Stratford Blackford
Location: 3800 Blackford Avenue
Parcel: 29933007 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 3/9/2023

Proposed Parking Spaces Vehicles: 530 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	10.5 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 11
- With Project Density (DU/Residential Acres in half-mile buffer) 11

Increase Development Diversity
- Existing Activity Mix Index 0.39
- With Project Activity Mix Index 0.40

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

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 17
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 17

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

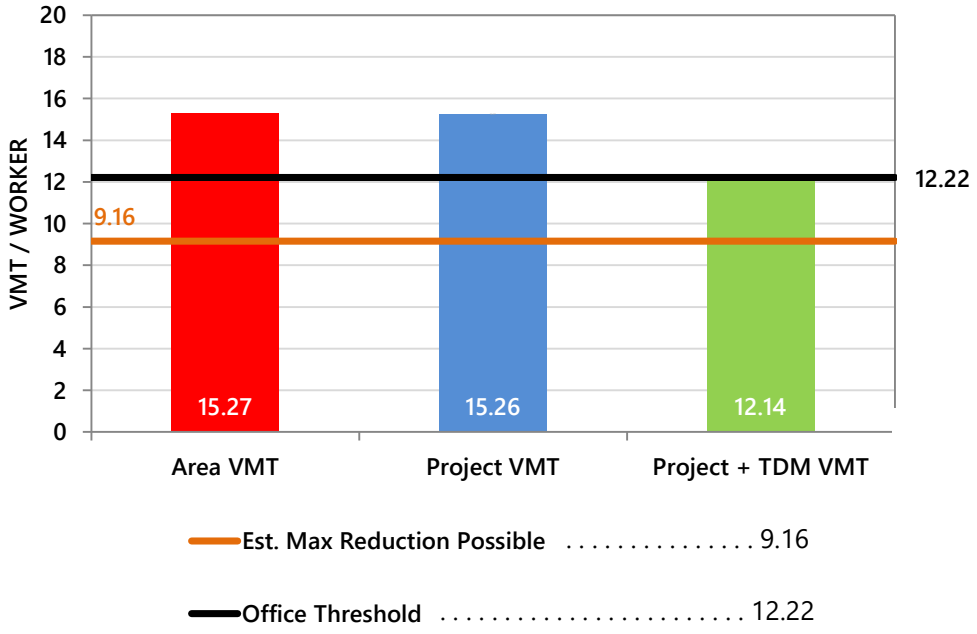
Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees . . . . . 100 %

Subsidized or Discounted Transit Program
- Percent of Transit Subsidy . . . . . 100 %

Ride-Sharing Programs
- Percent of Eligible Eemployees . . . . . 30 %

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.



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Appendix B

Student VMT Methdology Memo

Hexagon Transportation Consultants, Inc.

Memorandum

Date: January 25, 2023

To: Christy Cheung, City of San Jose

From: Robert Del Rio, Daniel Choi

Subject: Preliminary VMT Analysis for the Stratford School (Blackford Campus) in San Jose, CA

Hexagon Transportation Consultants, Inc. has conducted a VMT analysis for the proposed Stratford School (Blackford Campus) project in San Jose, CA. The purpose of this memorandum is to provide a detailed summary of the VMT methodology and the analysis findings.

Project Description

The project proposes to increase in student enrollment at the existing Stratford Preparatory School located at 3800 Blackford Avenue. The school currently operates a private middle school and high school on the former Blackford High School campus under a lease from the Campbell Union High School District. The school operates in compliance with a Conditional Use Permit (CUP) issued in 2004 for a prior user allowing up to 800 pre-school and kindergarten to grade 12 students plus staff on the site plus. Stratford is seeking to increase the current CUP private school use student cap on the former public high school campus which was originally designed for up to 1,800 to allow up to 1,349 private school students, including approximately 725 5-8 grade students and 624 high school students who primarily attend other Stratford middle school campuses. No physical improvements to the campus are proposed.

Proposed VMT Analysis Methodology

Hexagon has completed VMT analysis for the proposed additional students of the project using two separate methodologies, a manual comparative evaluation and utilizing a student distribution model utilizing student zip code data provided by Stratford. The City's Travel Demand Forecasting (TDF) model was utilized along with trip length data for similar private and public schools to complete a projection of the effects of the school expansion on VMT using a distribution model. However, the comparative evaluation of student VMT provides the most accurate reflection of the proposed additional students since the proposed project consists of the expansion of an existing school and student trip origin/destination information is available. Each of the VMT analyses is discussed in detail below.

Comparative VMT per Student Evaluation

The comparative evaluation of the student VMT for the proposed project consists of a comparison of the existing average VMT per student for existing students on campus and the anticipated average VMT per student for the proposed additional students. The average per-student trip length and resulting VMT for the existing Blackford campus students was derived utilizing zip code data provided by Stratford School. Average per-student trip length and resulting VMT for the proposed additional Blackford campus students was derived based on zip code data of 5th grade students at

other existing Stratford middle schools that may comprise the majority of the additional middle school and high school students at the Blackford campus. The student data is provided in Attachment A.

Existing Student VMT Calculations

The existing (baseline) per-student VMT was manually calculated based on current student address information and other data specific to the school's commute patterns provided by school administration. Student information includes a list of students and their place of residence (zip code) for the current 2022-2023 school year (534 students). Siblings (students in the same household), which consist of approximately 25 percent (%) of the existing students, also are identified in the student information. Based on the student information, the total number of students and student households (accounting for siblings) from within each zip code were determined. The student information provides an understanding of where the existing Stratford School (Blackford Campus) student trips are currently originating (service area).

Stratford School administration estimates that approximately 75% of students are dropped-off in the morning by a parent/family member on their way to work (working parent) while the remaining 25% of the students are dropped-off by a stay-at-home parent (non-working parent). During the afternoon pick-up, Stratford School staff estimates that approximately 60% of the students are picked-up by a working parent/family member (coming from their workplace) and 40% are picked-up by a non-working parent (coming from home). Working parents represent two trips between home and the school while non-working parents represent 4 trips between home and the school.

It is likely that some portion of students use alternative transportation (walk, bike, or take public transportation) to travel to/from school. However, since there is no specific data on student commute method, it was conservatively assumed that all students are dropped-off/picked-up by a driving parent.

Based on the student information provided by Stratford, the existing average per-student VMT is estimated to be 16.4 at the Blackford Campus.

Proposed Students VMT Calculations

The per-student VMT for the proposed additional students was manually calculated based on current 5th grade student address information and other data specific to Stratford middle school campuses provided by school administration. The middle school campuses consist of other Stratford School sites in Milpitas, San Jose, Santa Clara, and Sunnyvale. Student information includes a list of 5th grade students and their place of residence (zip code) for the current 2022-2023 school year (376 students). It is anticipated that the percentage of siblings (students in the same household) would remain approximately 25 percent (%) with the proposed school expansion. Based on the student information, the total number of students and student households (accounting for siblings) from within each zip code were determined. The student information provides an understanding of where the existing Stratford School (Middle Schools) student trips are currently originating (service area) and is used to estimate the future student projections from each zip code. The percentage of existing 5th grade student households in each zip code was applied to the existing number of students at the Blackford campus, multiplied by the proposed increase in students (from 534 students to 1,349 students).

Based on the manual calculation of projected future enrollment at the Blackford Campus, it is estimated that the average VMT per student will increase to 18.0, which calculates to a 9.6 percent increase in average VMT per student.

Distribution Model Student VMT Evaluation

Project Conditions VMT

Development of a Student Distribution Model

To determine the average per-student VMT for private schools, Hexagon developed a student distribution model using data obtained from other existing private schools in the Bay Area. Hexagon developed a regression equation based on the number of households in the higher income quartiles (income above average zonal household income), the average income for the higher income quartiles, and the distance to the school. The equation (shown below) suggests that the student distribution is positively correlated with the affluency of the area and inversely correlated with the travel distance.

$$TEMP_i = \frac{\left[HH\_34_i{}^{0.5} * (INC\_34_i/50{,}000)^3\right]}{Dist_i{}^{1.5}}$$

$$Distribution_i = \frac{TEMP_i}{\sum_k TEMP_k}$$

for:

i = i-th TAZ
k = total number of TAZs
HH_34 = number of households in income quartiles 3 and 4 (above average income level)
INC_34 = weighted average income for households in income quartiles 3 and 4
TEMP = intermediate unnormalized distribution
Dist = Distance from TAZ i to school

Note: the equation is only calculated for distances within 1 and 50 miles. It is assumed that TAZs that do not meet these criteria would not affect the overall distribution.

The average distances for students attending each school are shown in Table 1. The equation was calibrated in the City of San Jose travel demand model so the resulting average distances for a private school located at the corresponding traffic analysis zones (TAZs) would be representative. As shown in Table 1, the model's resulting estimates for the average distance of students attending a private school at each location are comparable to the actual travel distances.

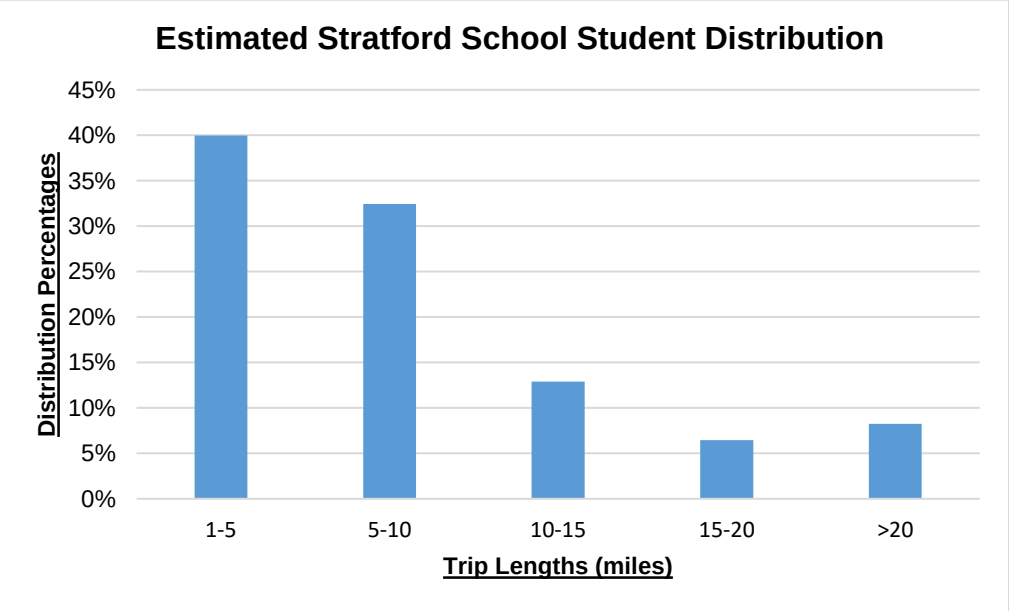
Table 1
Comparison of Actual Vs. Estimated Distances to School

School	Weighted Average Distance		
	Actual [1]	Estimated [2]	Difference
Elementary School	8.17	9.04	0.87
Middle School	8.51	8.93	0.42
High School	9.22	8.77	-0.45

Notes:
1. Actual weighted average distance based on data obtained from similar private school for school year 2017-2018.
2. Estimated distances are obtained using a distribution model developed using private school data.

Estimation of Stratford Blackford School Trip Length

The Stratford Blackford School's site would be located in TAZ 893 in the City of San Jose travel demand model. Using the private school distribution model described above, it was estimated that the average trip length for the proposed school would be 8.93 miles per trip. The estimated zonal distribution is shown on Figure 1, and the frequencies are summarized in plot below.



Existing Conditions VMT

According to the Stratford school, of all students that could attend the proposed school (see Figure 1), approximately 90% of these students are currently attending private schools and the remaining 10% of these students are attending public schools.

Private School Trip Lengths

Hexagon researched existing private schools (using www.niche.com) within Santa Clara County, along the Peninsula (north to Redwood City), and Alameda County (north to Fremont) and found approximately 200 private schools providing pre-kindergarten, kindergarten, elementary, middle and/or high school education (see Figure 2). Using the TAZ-level land use data, Hexagon applied the private school trip distribution model to each school. Based on the estimated locations of the students that would be attending the proposed Stratford school, Hexagon estimated the likelihood of each student attending each of the existing 200 private schools, and calculated a weighted average trip length of 8.89 miles per trip.

Public School Trip Lengths

Hexagon used the City of San Jose travel demand model to estimate trip distributions for public schools. Based on the estimated locations of the students that would be attending the Stratford school, Hexagon estimated the likelihood of each student attending each of the public high schools within the model area, and calculated a weighted average trip length of 4.75 miles per trip.

Average Trip Lengths

With the assumption that 90% of these students are currently attending private schools and the remaining 10% of these students are attending public schools, the weighted average existing trip length for all students that would attend the Stratford school is approximately 8.48.

Distribution Model VMT Evaluation

Utilizing the distribution model, it is estimated that the average per student trip length will increase by 5.3 % to 8.93. It should be noted that this distribution model analysis is based purely on student trip length, assuming that student trip making characteristics would be the same for all private schools at all locations. The model does not account for specific site location and surrounding mode choices, or TDM measures, and assumes that all students are making vehicular trips.

Proposed Design Features and TDM

The school will implement a TDM program that will reduce student generated VMT. The TDM plan will include several TDM measures that will likely show a reduction in trips and VMT of more than 10%. It is assumed that a one percent reduction in vehicular trips would be equivalent to a one percent reduction in VMT. Therefore, with the implementation of a TDM program, the project's VMT impact would be mitigated and result in a less than significant impact on VMT.

Figure 1
Estimated Project Site's Student Distribution

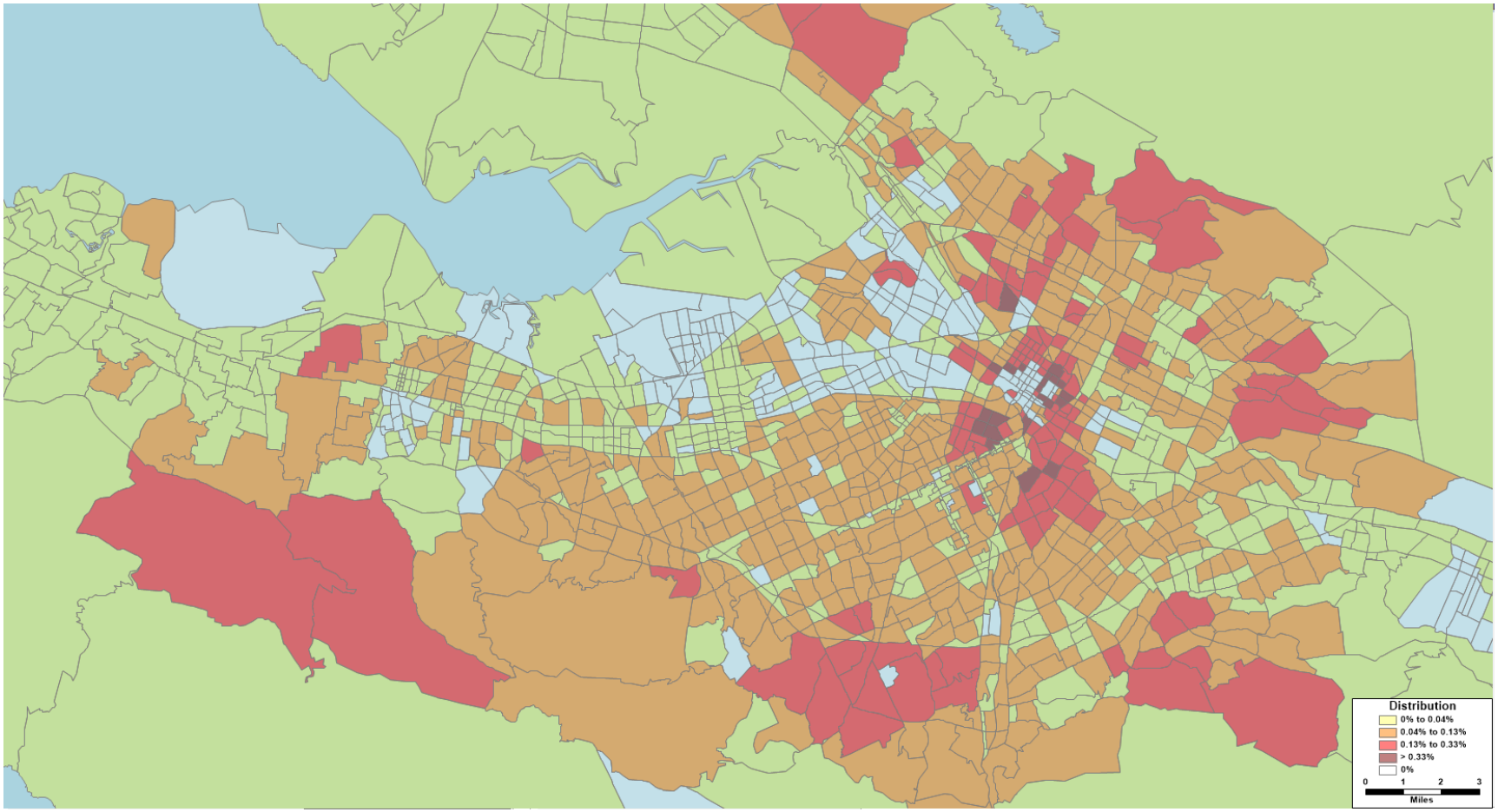
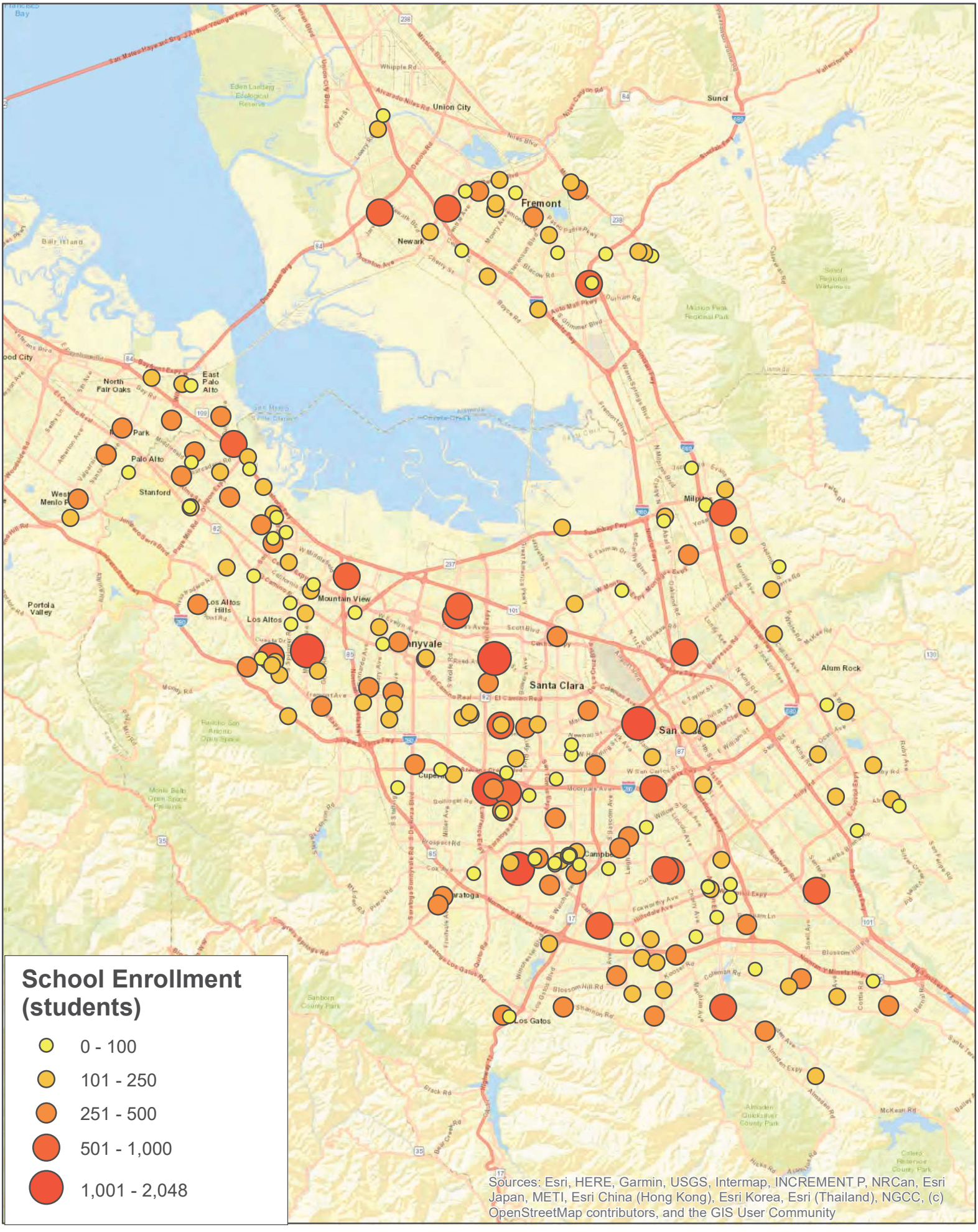


Figure 2 - Locations of Private Schools



Attachment A

Manual VMT Calculation

	Student Zip Codes			Existing Conditions				Future Projections (School Buildout)				
	Household Zip Codes	Zip Code Location	Distance from Zip Code to Stratford Prep [1]	Number of 6-9 Grade Students in Zip Code	Number of Siblings	Total Households in Zip Code [2]	Total Student VMT per Zip Code [3]	Number of New Blackford Students in Zip Code [4]	Total Number of Students in Zip Code	Total Number of Siblings [5]	Total Households in Zip Code [2]	Total Student VMT per Zip Code [3]
1	94022	Los Altos	15	2	0	2	90	2	4	1	4	135
2	94024	Los Altos	10	10	2	9	240	11	21	6	18	480
3	94030	Millbrae	34.5	1	0	1	69	1	2	1	2	138
4	94040	Mountain View	10.5	7	1	7	178.5	7	14	4	12	336
5	94041	Mountain View	10.5					3	3	1	3	73.5
6	94043	Mountain View	11.5	4	2	3	92	7	11	3	10	287.5
7	94061	Redwood City	21	1	0	1	42	1	2	1	2	84
8	94070	San Carlos	26.5	1	0	1	53	1	2	1	2	106
9	94085	Sunnyvale	9.5	7	1	7	161.5	11	18	5	16	389.5
10	94086	Sunnyvale	6.5	44	21	34	578.5	60	104	31	89	1527.5
11	94087	Sunnyvale	5.5	71	17	63	913	88	159	48	135	1969
12	94089	Sunnyvale	10	14	5	12	300	16	30	9	26	680
13	94116	San Francisco	47.5	1	0	1	95	1	2	1	2	190
4	94301	Palo Alto	17.5	1	0	1	35	1	2	1	2	70
15	94306	Palo Alto	17.5	2	0	2	105	2	4	1	4	157.5
16	94404	Foster City	29	2	2	1	58	2	4	1	4	261
17	94536	Fremont	24					1	1	0	1	48
18	94538	Fremont	18.5					1	1	0	1	37
19	94539	Fremont	18.5	7	5	5	222	18	25	7	22	1054.5
20	94555	Fremont	25.5	3	0	3	204	4	7	2	6	433.5
21	94560	Newark	23					1	1	0	1	46
22	94582	San Ramon	42					1	1	0	1	84
23	94587	Union City	27					1	1	0	1	54
24	95002	Alviso	9.5	1	0	1	19	1	2	1	2	38
25	95006	Boulder Creek	28	1	0	1	56	1	2	1	2	112
26	95008	Campbell	3.5	20	6	17	157.5	29	49	15	42	385
27	95014	Cupertino	8	44	15	37	776	55	99	30	84	1784
28	95020	Gilroy	37					4	4	1	4	333
29	95030	Los Gatos	8	2	0	2	48	3	5	1	5	96
30	95032	Los Gatos	9	7	0	7	171	13	20	6	17	405
31	95033	Los Gatos	14					2	2	1	2	56
32	95035	Milpitas	16.5	13	2	12	528	45	58	17	50	2161.5
33	95037	Morgan Hill	31					3	3	1	3	217
34	95050	Santa Clara	4	18	4	16	168	21	39	12	33	348
35	95051	Santa Clara	4.5	54	10	49	585	67	121	36	103	1228.5
36	95054	Santa Clara	7.5	41	8	37	735	48	89	27	76	1500
37	95070	Saratoga	5	21	2	20	265	26	47	14	40	530
38	95110	San Jose	7	1	0	1	14	1	2	1	2	28
39	95111	San Jose	13					2	2	1	2	52
40	95112	San Jose	8	1	1	1	16	4	5	1	5	96
41	95116	San Jose	10.5					2	2	1	2	42
42	95117	San Jose	0.5	15	4	13	17	17	32	10	27	36
43	95118	San Jose	10.5	5	2	4	115.5	12	17	5	15	399
44	95119	San Jose	15.5					4	4	1	4	139.5
45	95120	San Jose	15	5	0	5	195	17	22	7	19	735
46	95121	San Jose	12.5					1	1	0	1	37.5
47	95123	San Jose	13.5	5	1	5	162	14	19	6	16	580.5
48	95124	San Jose	6	8	2	7	114	25	33	10	28	444
49	95125	San Jose	8.5	3	0	3	68	8	11	3	10	212.5
50	95126	San Jose	5.5	2	0	2	33	4	6	2	5	71.5
51	95127	San Jose	13	3	2	2	78	4	7	2	6	221
52	95128	San Jose	5.5	5	0	5	71.5	7	12	4	10	148.5
53	95129	San Jose	1.5	36	8	32	127.5	40	76	23	65	256.5
54	95130	San Jose	3	22	6	19	153	26	48	14	41	327
55	95131	San Jose	9	9	1	9	207	13	22	7	19	441
56	95132	San Jose	13.5	3	0	3	108	14	17	5	15	513
57	95133	San Jose	11					3	3	1	3	77
58	95134	San Jose	11	2	0	2	66	6	8	2	7	209
59	95135	San Jose	17	4	0	4	187	7	11	3	10	425
60	95136	San Jose	10					9	9	3	8	200
61	95138	San Jose	17					13	13	4	11	510
62	95139	San Jose	18					2	2	1	2	72
63	95148	San Jose	14.5	1	1	1	29	4	5	1	5	174
64	95154	San Jose	7					1	1	0	1	14
	Excluded Zip Codes from VMT Calculations:											
	-6833			1								
	-4451			1	1							
	-4451			1	1							
65	95954	Magalia	213	1								
	-2633											
66	95303	Ballico	116									
67	95315	Delhi	106									
		Total:		**534**	**131**	**465**	**8,707**	**815**	**1,349**	**405**	**1,147**	**24,297**
		Percent of Siblings:			**25%**					**30%**		
		Average # of Students per Household:		**1.15**							**1.18**	
		Average VMT per Student (based on working/non-working parent breakdown):		**16.4**					**18.0**	**9.6%**	**Increase**	

Source: Existing student information, including the number of students per zip code and number of siblings, provided by Stratford Prep staff.

[1] Distance from zip code to Stratford Prep campus obtained from Google Maps. Distance represents approximately the average distance from the zip code to the school campus.

[2] Total number of households was calculated based on the sibling information (it was conservatively assumed that one sibling = 0.5 household).

[3] Student VMT was calculated by multiplying the total number of trips by the trip distance.
It was estimated that approximately 75 percent (%) of the students are dropped-off in the morning by a parent on their way to work (working parent) while the remaining 25% of the students are dropped-off by a stay-at-home parent (non-working parent).
During pick-up, it was estimated that approximately 60% of the students would be picked-up by a working parent (coming from their workplace) and 40% by a non-working parent (coming from home).
Working parents represent 2 trips between home and school while non-working parents represent 4 trips between home and school.

[4] New future Blackford students were assumed to originate from the same zip codes as the existing Blackford students and 5th grade students from other campuses currently originate from.

[4] The percent of future siblings was assumed to remain the same as the combined percentage of siblings between the existing Blackford students and the 5th grade students from other campuses.

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Appendix C

Project TDM Plan

Stratford Preparatory School

3800 Blackford Ave, San Jose

Student & Staff Transportation Demand Management Operations Plan

STRATFORD SCHOOL

Prepared by

TDM SPECIALISTS, INC.

A Transportation Demand Management Company

(408) 420-2411

March 30, 2023

TABLE OF CONTENTS

Attachments

Summary List of Stratford Preparatory School TDM Measures

TDM Specialists, Inc. Qualifications

TDM EXECUTIVE SUMMARY

1.0 INTRODUCTION

Stratford Preparatory School currently operates a private middle school and high school (grades 6-12) on the former Blackford High School campus located at 3800 Blackford Ave under a lease from the Campbell Union High School District ("CUHSD"). The school complies with a conditional use permit (CUP) issued in 2004 for a prior user allowing up to 800 preschool and kindergarten to 12th-grade students on the site plus staff. Stratford seeks to increase the current CUP private school use student cap on the former public high school campus, initially designed for up to 1,800.

The proposal will allow up to 1,349 private school students, including approximately 725 middle school students (expanded 5-8 grades) and 624 high school students (9-12 grades) who primarily attend other Stratford lower school campuses.

The city has deemed the application complete, so the project is not subject to the city's new zoning code requirements for transportation demand management (TDM) programs. However, a TDM Plan is still required to address project vehicle miles traveled (VMT) impacts as identified in the Transportation Analysis to which this TDM Plan is attached. It is prepared per the city's new Transportation Demand Management Program Guidelines to satisfy mitigation recommendations in the Transportation Analysis.

This Transportation Demand Management (TDM) Plan provides recommendations regarding TDM strategies feasible for Stratford Preparatory School's future faculty, employees, students, and parents. Executing the TDM Plan measures will increase commuter travel via walking, biking, scooter, carpooling, van/shuttle use, and transit use. The TDM Plan combines services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips, heavily promoting the school's expanded shuttle program, public transit, cycling, and ridesharing and relieving traffic congestion, parking demand, and air pollution.

The consolidated TDM Plan presents mitigation strategies for peak-hour and daily vehicle trips typically associated with private middle and high schools. It only applies to the Stratford Preparatory School campus at 3800 Blackford Avenue and no other Stratford schools.

This TDM Plan encompasses an array of alternative transportation mode-use strategies categorized in the following three sections:

I. Existing Transportation Conditions
II. General Programmatic TDM Measures
III. Student Programmatic TDM Measures
IV. Faculty, Staff, Employee Programmatic TDM Measures
V. TDM Monitoring and Reporting

Stratford Preparatory School will monitor its trip reduction activities. The first annual student/parent/faculty Travel Mode Assessment Survey will commence one year after permit approval at the academic year-end.

Below is a summary of Stratford's proposed TDM measures. Stratford's TDM point values total 15 points.

Category	Measure (ID)	TDM Point Values		
		Commute-End Uses	Home-End Uses	Stratford Prep School
Parking (Infrastructure)	[PK01] Right-size Parking Supply	1 – 20	1 – 20	
	[PK02] Provide Bike Parking Facilities	1 – 2	1 – 2	2
	[PK03] Shared Parking	1 – 2	1 – 2	1
Programmatic TDM Strategies	[TP01] Provide School Pool Programs	-	1	1
	[TP04] Provide Education, Marketing, and Outreach	1 – 2	1 – 2	2
	[TP09] Provide Private Shuttle/ Transit Service	4 - 8	4 - 8	4
	[TP11] Provide Alternative Transportation Benefits	1 – 8	1 – 8	1
	[TP13] Provide Ride-Sharing Programs	1	1	1
	[TP15] Provide Travel Behavioral Intervention	1 – 2	1 – 2	2
	[TP18] Provide Voluntary Travel Behavior Change Program	1 – 2	1 – 2	1
	Total TDM Point Range	**17 - 55**	**18 - 56**	**15**

2.0 STRATFORD PREPARATORY SCHOOL LOCATION

Stratford Preparatory School campus is in the Blackford neighborhood in San Jose. Nearby parks include Starbird Park, Parkway Park, and Murdock Park.

Stratford Preparatory School Location Map

SECTION I – EXISTING TRANSPORTATION CONDITIONS

3.0 TRANSIT INFRASTRUCTURE

Public Transportation Access

VTA bus routes within 0.50 miles of the school include routes 25 and 57. Total weekday nearby transit trips are 191. Shown on page 4 is a listing of transit resources available to the school's faculty, employees, parents, and students. Below is a map of walking routes to these nearby VTA stops. The VTA bus maps for routes 25 and 57 are on pages 6 and 7.

Walking Routes to Light Tail Station and Nearby VTA Stops

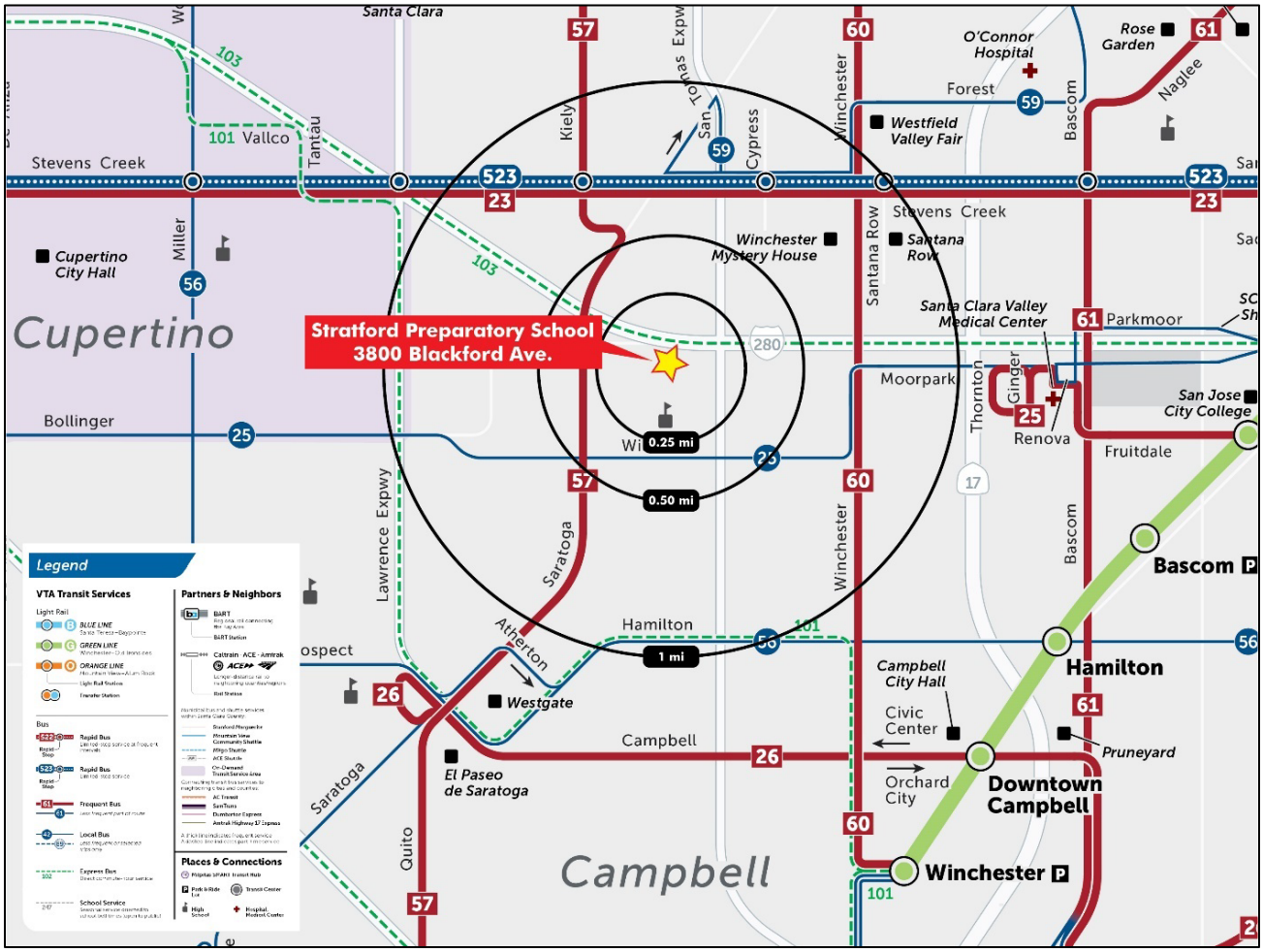
Transit Resources

Route	Span of Service	Weekday Trips	Communities Served
25 VTA	7 Days/Week 5:34 a.m. - 10:52 p.m.	76	Stelling & Stevens Creek, Bollinger & Miller, Williams & Saratoga, **Williams & Oakmont**, Winchester & Williams, Clove & Ginger, Valley Medical Center, Fruitdale & Southwest, Willow & Lincoln, Tamien Station, Keyes & 1st, Story & King, White & Story, and Alum Rock Station
57 VTA	7 Days/Week 5:58 a.m. - 10:43 p.m.	115	West Valley Transit Center, Saratoga & Campbell, Saratoga & Williams, **Saratoga & Blackford**, Kiely & Stevens Creek, Bowers & El Camino Real, Bowers & Scott, Mission College, and Old Ironsides & Tasman
Total Bus Trips/Weekday		**191**	

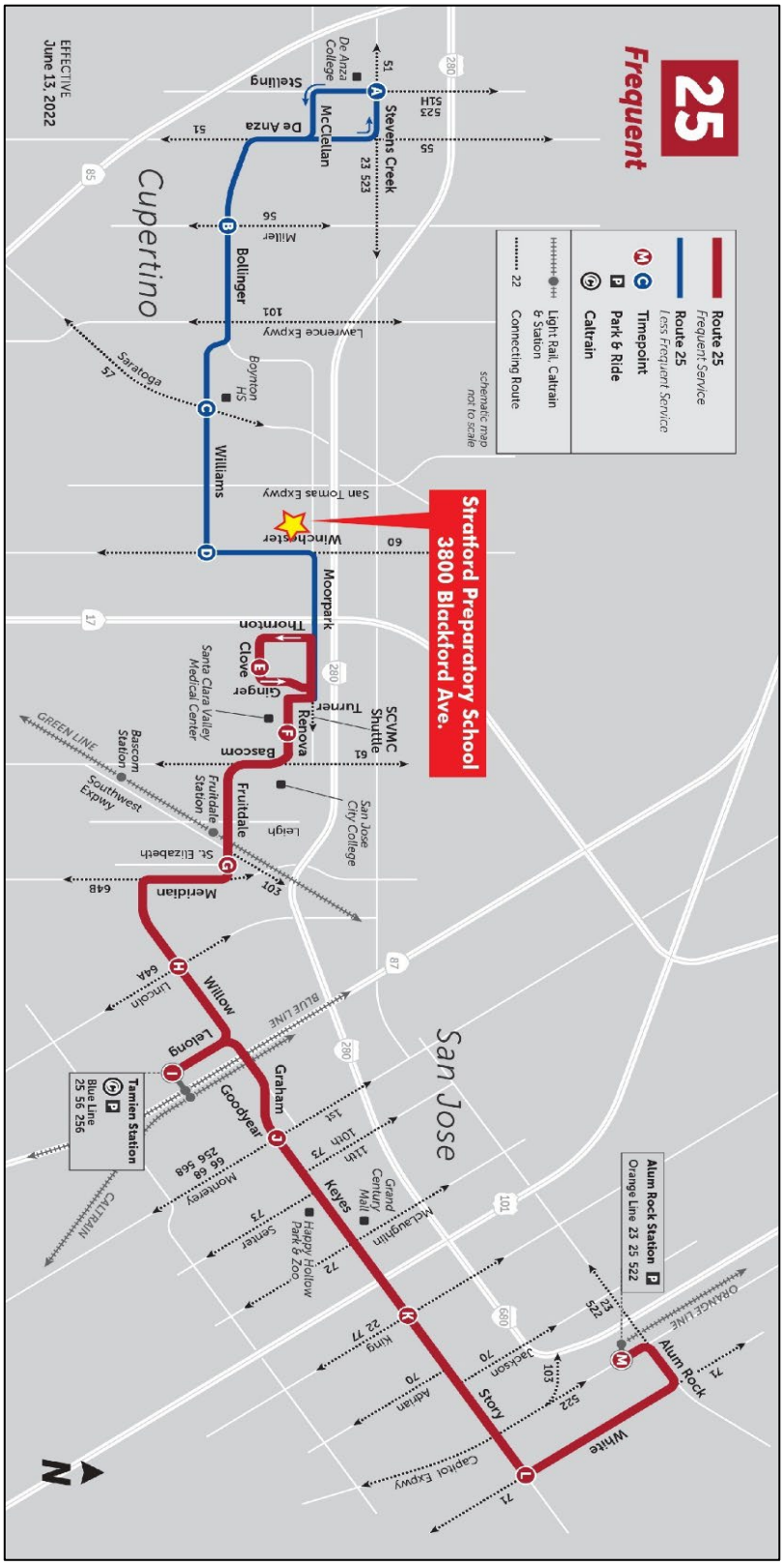
* All buses and trains are lift equipped for handicapped, elderly, or those in need.

The VTA system map below shows the various transit resources available to Stratford Preparatory School.

Downtown San Jose Transportation Authority Map

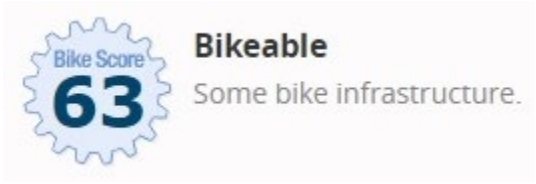


VTA Bus Route 25



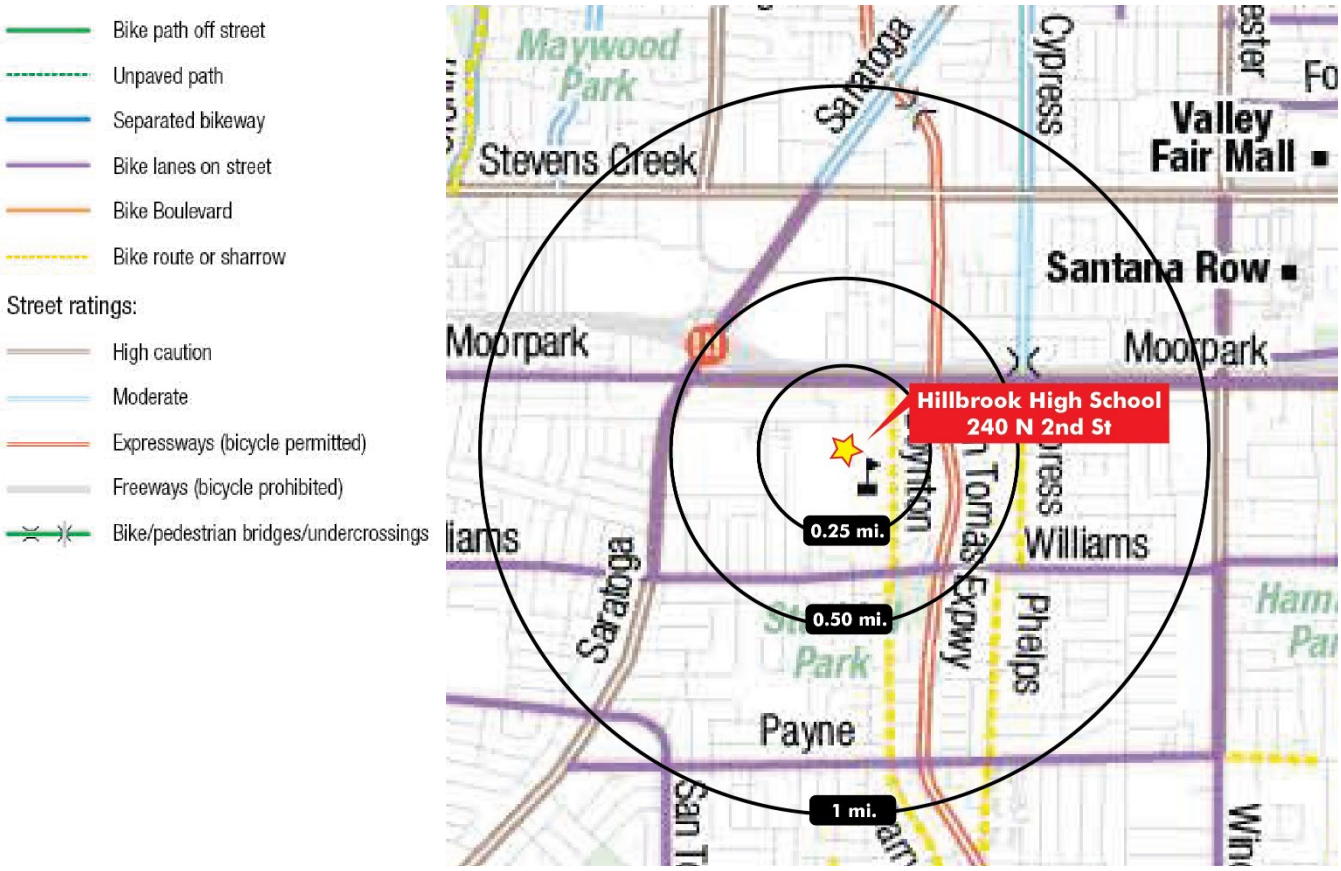
VTA Bus Route 57

Bicycle connections surrounding the project have a favorable BikeScore of 63 out of 100, indicating adequate bicycle infrastructure.



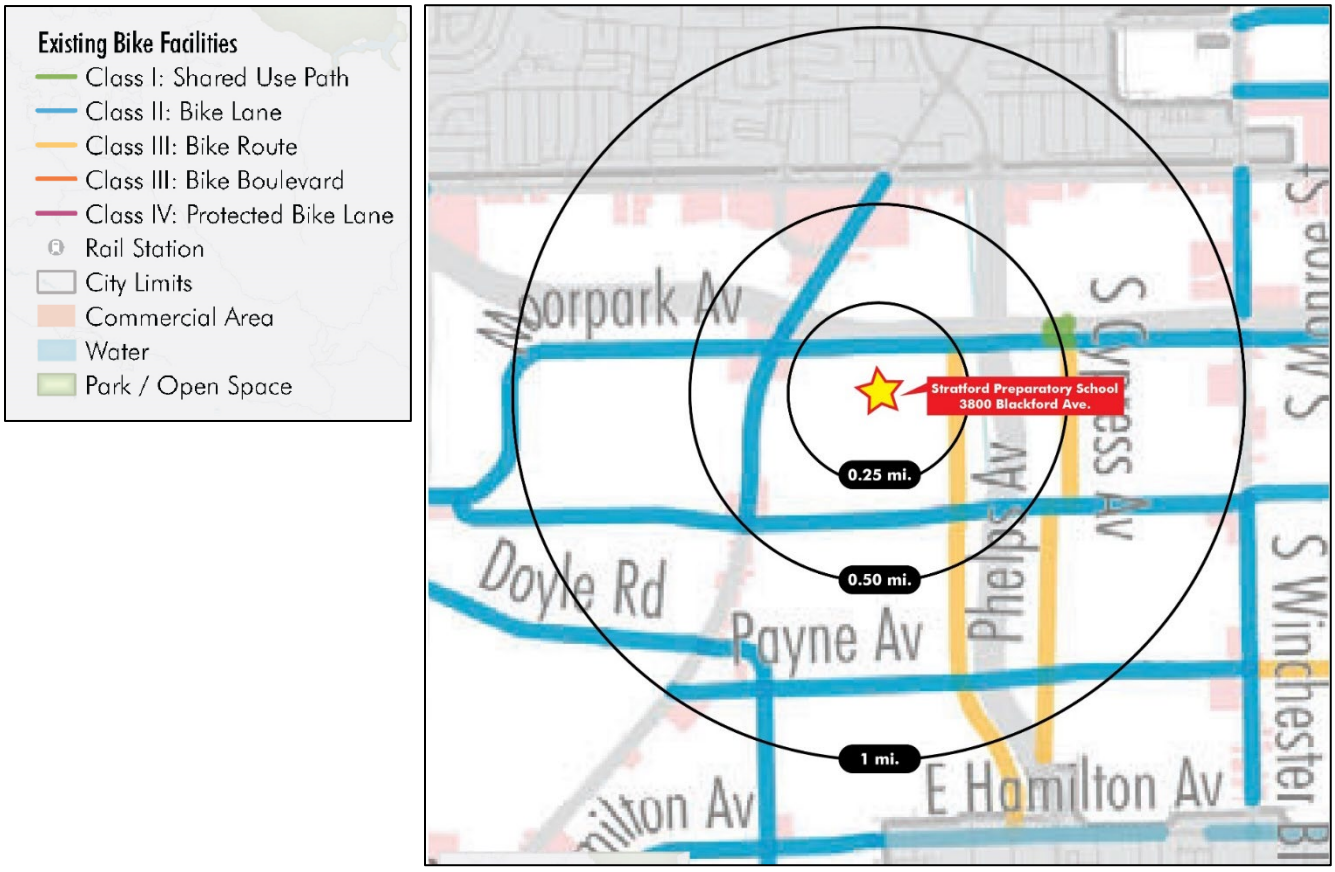
Below is a subset of the Santa Clara County VTA Bike Map.

VTA Bikeway Maps

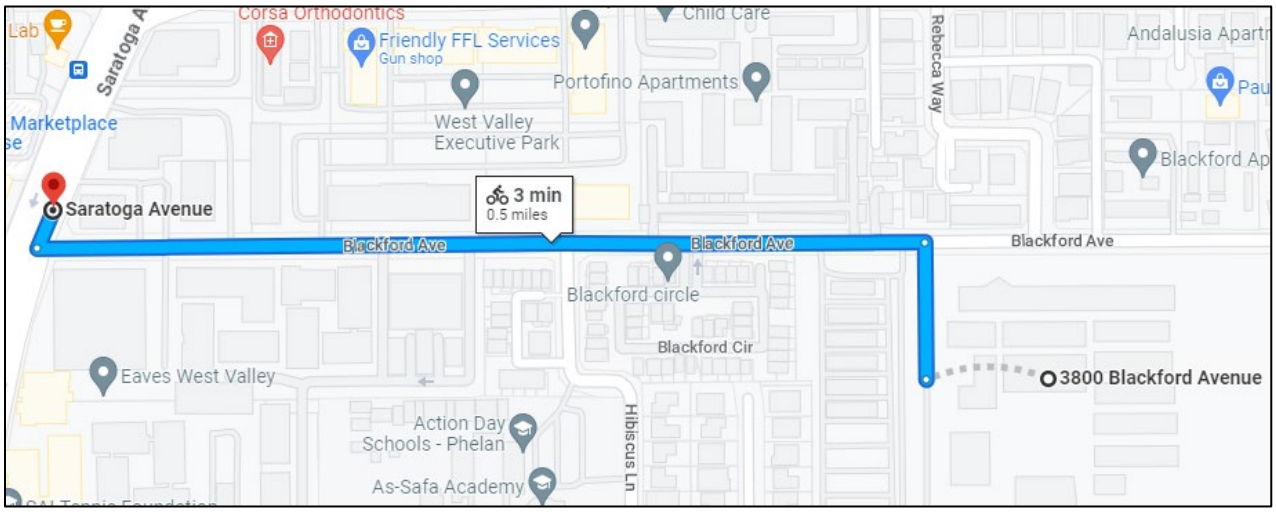


Below is the San Jose Bike Map showing the existing network infrastructure. Class II bike lanes (Moorpark, Saratoga, and Williams) and a Class III bike route surround the school site along Boynton Avenue.

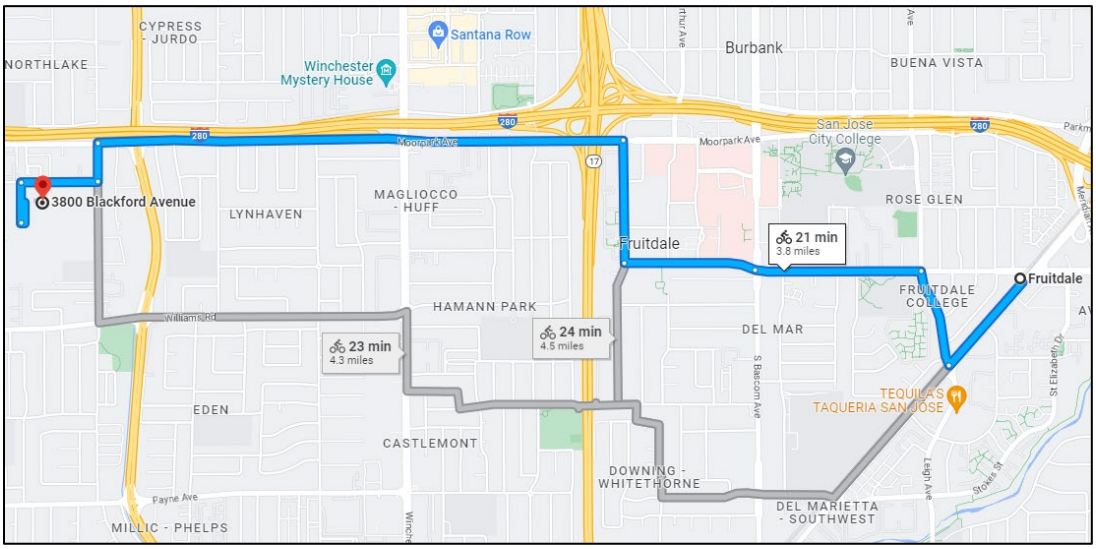
San Jose Bike Map – Existing Infrastructure



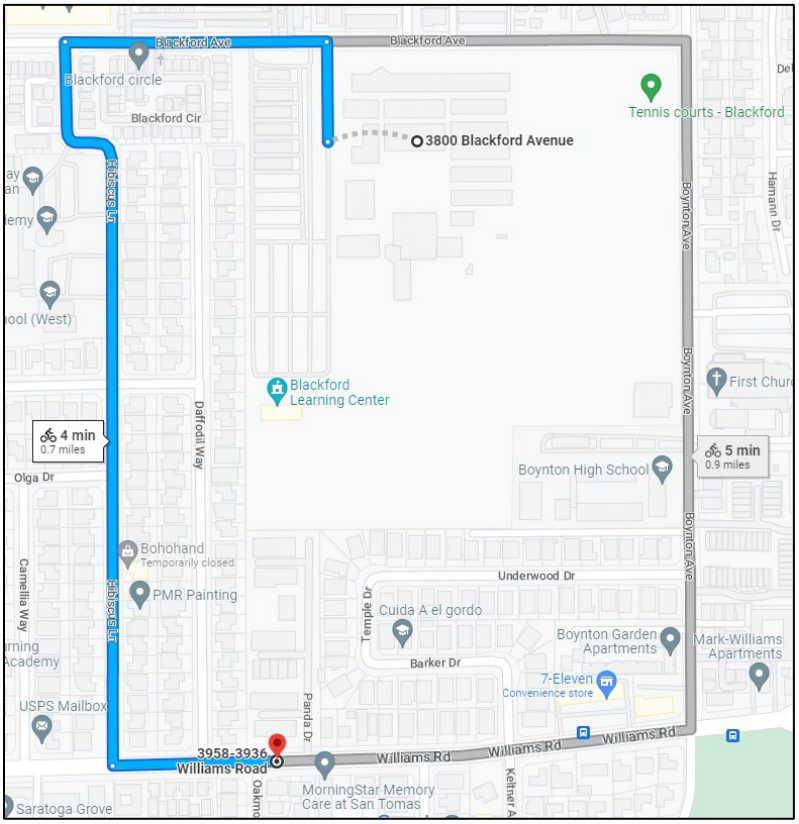
Biking from VTA bus route 57, which stops along Saratoga Avenue, is a three-minute trip of 0.50 miles from the school. Below is the bike route from VTA Bus 57 stop and the Stratford school.



A bike ride to the Fruitdale Light Rail station is approximately 3.8 miles from the school and takes 21 minutes of travel time. Below is the bike route from the Fruitdale Station and the Stratford school.



Biking from VTA bus route 25, which stops along Williams Road, is a four-minute trip 0.70 miles from the school. Below is the bike route from VTA Bus 25 stop and the Stratford school.



4.0 BICYCLE AND PEDESTRIAN INFRASTRUCTURE

The following physical infrastructure measures support commuters who use alternative transportation.

Bicycle and Pedestrian Connections

Bicycling and walking are alternatives to private automobiles. They are also zero-emission modes of transport; therefore, every trip converted from a car to a bike or walk helps our air quality. Stratford Preparatory School supports and encourages biking and walking programs. The school has easy connections to bicycle-friendly roads with dedicated lanes and bicycle routes in the neighborhood.

Stratford will provide secure short-term and long-term bicycle parking spaces and install wayfinding signage.

Bicycle Parking

Stratford will provide bike parking facilities for students, employees, faculty, staff, visitors, and guests consistent with applicable municipal code requirements as shown on the approved project plans.

On-Site Bicycle Fix-It Repair Station/Maintenance Area

Stratford will install one bicycle Fix-it station/maintenance area near the bicycle parking area. The bike Fix-it station includes an air pump, working pedestal, do-it-yourself tools, and steel braided cables for theft protection. On page 12 is an image of a Fix-it repair station.

[PK02] Provide Bike Parking Facilities – 1 Point: Provide two (2) on-site bike parking facilities.

- Short-term and long-term parking: Provide at least 2 times as many secure short-term and long-term bicycle parking spaces on site as required by zoning. Include wayfinding signage.
- Showers, changing rooms, lockers: Provide at least 2 times as many showers, changing rooms, and clothes lockers on-site as required by zoning. Include wayfinding signage.
- Bike repair station: Provide a covered area such as a bike storage room or garage on site. Tools and supplies must include, at minimum, those needed to fix a flat tire, adjust a chain, and perform other basic maintenance. Available tools must include, at minimum, a bicycle pump, wrenches, a chain tool, tire levers, hex keys/Allen wrenches, screwdrivers, and spoke wrenches. Although not required, vending machines selling items such as bike tubes, patch kits, lights, locks, hand warmers, and other bicycling gear can be paired with repair stations. Include wayfinding signage.

Bicycle Repair Fix-it Station

On-site Amenities

School amenities include a fitness center and hot meal service with snacks throughout the day. Additional amenities include lounges and a courtyard.

Students will have access to showers and clothes lockers.

5.0 TDM SITE PLAN

The TDM Site Plan below highlights the commuter elements featured at the building, including short-term and long-term bicycle parking and a transportation information kiosk. The TDM Site Plan highlights commuter elements, including short-term and long-term bike parking, a fitness center, showers, and lockers.

Stratford Preparatory School TDM Site Plan (pending map)

SECTION II – GENERAL TDM MEASURES AND PROGRAMS

6.0 TRAFFIC AND PARKING MANAGEMENT

Limited Student Parking

The school will consider limiting juniors from driving alone and parking at school to encourage alternative transit modes such as carpooling to reduce drive-alone trips.

Shared Vehicle Parking

Stratford shares on-site parking with the Campbell Union High School District with exclusive use of up to 273 spaces when the school is in operation if needed. The 273 parking spaces from 526 represent 52 percent of total parking.

[PK03] Shared Parking – 1 Point
Provide off-street automobile parking spaces that are shared among employees, residents, and/or visitors, allowing the parking spaces to be used more efficiently than if they were assigned to specific users.

- Multiple private entities: Parking spaces are shared among buildings and facilities of various private entities in an area. For example, the project can build zero parking and have a contractual agreement with an adjacent property that shares parking, or it can agree to share its on-site parking with an adjoining property.

1 Point: Provide at least 10 spaces, or 25% of the off-street parking spaces, whichever is greater, for at least one (1) of the following types of shared parking:

- On-site zoned parking
- On-site private parking shared between project uses
- Off-site private parking shared by an adjacent property
- On-site private parking shared with an adjacent property

Designated Drop-offs and Pick-ups[1]

Designated carpool and vanpool parking spaces incentivize ridesharing. Traffic flow plans allow cars to quickly enter, stack, and exit upon unloading/loading. The school staff is present and assigned specific roles in front of the school to ensure traffic flows efficiently and students safely walk to and from their cars into the school. In addition to the school leadership team and staff, we provide security guards who assist with monitoring traffic flow, assisting parents through the parking lot, and ensuring overall safety.

Depending on the arrival direction on Blackford Ave., cars enter the campus parking lot as follows (see the site and circulation plan attached):

[1] Stratford Preparatory Operations Plan

- Traffic arriving from Saratoga Avenue is directed to Entrance 1
- Traffic coming from Boyton Avenue is directed into Entrance 2

Parents have two options for morning arrival:

Car Drop-off: Using Entrances 1 and 2 for drop-off creates a large and small loop and allows more cars to access the sidewalk for drop-off. When using Entrance 1, the long drop-off loop (designated in orange), cars proceed to the back of the parking lot until they hit the traffic cones directing them left. Drivers are directed not to turn earlier, cut across the parking lot, or attempt to join the drop-off loop starting at Entrance 2. A driver is directed to pull forward if space is in front of the car along the curb. If the line is parked, students are directed to exit safely onto the sidewalk. Students may use either the Main Entrance (Building A) or Secondary Entrance (Building E). We direct traffic leaving on Blackford Ave. in both directions, towards Saratoga Ave. and Boyton Ave.

Park and Main Office: People visiting the Main Office are directed to enter the parking lot using Entrance 1 and park under the solar panels highlighted by the purple box. Visitors use the yellow crosswalk where school staff is positioned to ensure the safe crossing of the car drop-off loop. We ask parents not to park in the visitor parking spots and walk to the Main Entrance

(Building A) to visit the Office. When leaving the parking lot, visitors use Entrance 1 to exit (the same gate used to enter the parking lot) and do not join the drop-off line.

For afternoon departure, there will be only one entrance onto campus, Entrance 1. Parents will have two options for pick-up:

Car Pick-up: Entrance 1 utilizes the large loop. When school staff comes to a car, the driver is asked to announce the child's first name, last initial, and grade level, who comes to the curb for pick up. Your child will be called to the curb for pick-up. If the child is not ready and waiting at the curb when the car reaches the front of the drop-off area, we will ask the driver to revert to a shorter loop to rejoin the line. This helps the traffic to keep moving.

Park and Pick-up: If a driver prefers to pick up your child in person, the driver is welcome onto campus through the E Wing Gate. School staff will wait at a table to call the student to the gate.

7.0 PROGRAM MANAGEMENT

Commute Trip Reduction Program

Stratford may manage a Commute Trip Reduction (CTR) Program for faculty, employees, and families to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. The school will establish performance standards (trip reduction requirements). The CTR program includes strategies such as event promotions, transportation publications, transit subsidies, an emergency ride-home program, and on-site amenities.

Stratford has a designated Head of School Operations who is primarily responsible for overseeing and managing the CTR programs for the school. The Head of Operations will administer the annual commuter surveys, provide commuter information, educate students, parents, and employees, and conduct marketing and outreach.

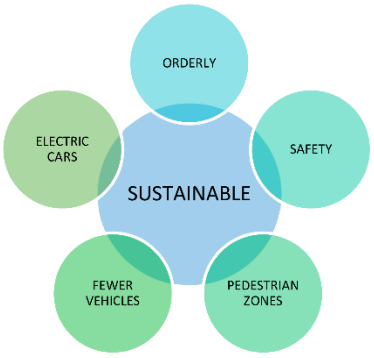
Phil Dolan
Head of School Operations
Stratford Preparatory
3800 Blackford Avenue
San Jose, CA 95117
pdolan@stratfordschools.com
408-247-4400

Outreach, Marketing, and Communications

Periodic rideshare articles or emails may be written by the Head of School Operations for internal school newsletters (if desired), with ongoing highlights of alternative commuters and their successes. In addition, internal notices and incentive promotions should attract students,

parents, and employees' attention, generate excitement about using commute alternatives and reward those who rideshare.

Sustainable Mobility Curriculum



Stratford Preparatory School may strategically promote sustainable development and culture by introducing a sustainability mobility curriculum to form part of its environmental studies. The curriculum will encourage students' health through their movement, reduce the presence of cars in front of schools, and promote sociality and autonomy to improve air quality and reduce pollution.

The curriculum may include a Green Classroom Pledge. The pledge will outline simple ways a classroom can significantly impact the environment. Although the actions may seem small and insignificant, the classroom can have a significant collective impact by working together. Students are also encouraged to help their families save energy, waste, and water at home by implementing some of the items on the pledge.[2]

Green Participation Days

Stratford may host Green Participation Days on designated dates throughout the year as part of their commute program. Families, employees, and faculty are encouraged to walk, carpool, or shuttle to school.

[TP04] Provide Education, Marketing, and Outreach – 2 Points: Provide at least (2) education, marketing, and outreach strategies to all Project students/parents/employees.

Implement a marketing campaign to provide Project students/parents/employees with information on travel options and encourage using transit, shared rides, walking, and biking. The campaign strategies may include new resident/employee orientation on alternative travel options, event promotions, educational programs, and publications.

- Provide TDM promotions such as targeted messaging and communications campaigns, incentives, giveaways, and competitions.
- Provide welcome packets with information about nearby amenities (e.g., transit centers, bike routes, schools, etc.), travel options (e.g., van shuttle service, biking, and walking, routes, and carpooling, etc.), and available transportation benefits and incentives (e.g., pre-tax transit benefits, etc.).
- Organize commuter fairs to promote local routes and services for alternative

[2] Green Education Foundation, Green Classroom Pledge

travel options.
- Organize educational programs to raise awareness, motivation, and action about travel choices.

Create a Stratford Transportation Webpage

Stratford may create its Transportation Webpage and Portal to obtain comprehensive transportation information, resources, and links, including incentives, Bay Area Spare the Air notices, transit schedules, and other related information. The parent portal, which requires login, has additional information. Below is a mock Stratford Transportation Webpage.

Mock Stratford School TDM Webpage

Guaranteed Ride Home Program

Stratford may implement a Guaranteed Ride Home (GRH) program that provides a "backup" ride to employees and students who use transit, carpool, bike/walk, or another transportation mode. For example, if an employee or student needs to leave school for an emergency, such as a sick child or other unexpected need, they will be reimbursed a portion for a taxi or ride-hailing ride (e.g., Uber or Lyft) to get them home. GRH programs are a supportive measure to encourage employees and students not to drive alone to school.

SECTION III – STUDENT PROGRAMMATIC TDM MEASURES

8.0 VANPOOL SHUTTLE PROGRAM

Stratford Van Routes

Stratford offers a van shuttle program as part of its commitment to providing access for students to the programs available at the campus, facilitating student participation in after-school activities, heightening environmental consciousness, and lessening traffic issues at our campuses during peak times. Stratford uses a third-party provider, Kids Kab, to operate the shuttle program. The program is only available for students who attend Stratford Preparatory. Stratford offers four-morning routes and two to four-afternoon routes with an option for an additional late departure.

Van shuttle routes serve Fremont Middle School, Milpitas Great Mall Parkway, Palo Alto, and San Jose Middle School campuses. The average estimated daily shuttle ridership is 20 students and is expected to grow.

TP09 Provide Direct Neighborhood, Employer, or School Shuttle Services
Provide direct neighborhood, employer, or school shuttle service for use by residents, employees, students, and/or visitors. School shuttles must serve private schools, charter schools, and neighborhood schools. Shuttle service must be provided free of charge to Project residents, employees, students, and visitors.

4 Points:

- Provide free neighborhood shuttle service to Project residents and visitors at least every 30 minutes during peak periods on weekdays and at least every 60 minutes during off-peak periods on weekdays and weekends, serving destinations within 2 miles of the project; or
- Provide free employer shuttle service to Project employees during commute periods on weekdays, serving areas with high concentrations of Project employees; or
- Work with the school district or private schools to provide new or expanded free school shuttle service to transport on-site students to/from private schools, charter schools, and/or neighborhood schools.

HOAs/Property owners must submit copies of the shuttle schedule, routes, stops, contact information of the shuttle operator, and any informational materials distributed to promote the service as attachments to their annual TDM Plan Compliance Forms.

9.0 STUDENT TRANSIT RESOURCES

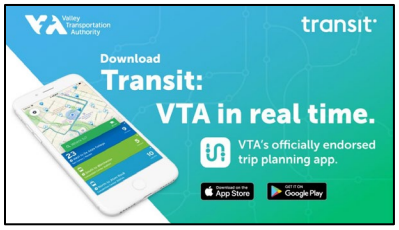
Clipper Card Discounts for Youth

Youth (ages 5-18) can receive reduced fares and access to discounted passes. Clipper card using an acceptable form of Identification. For more information on how to apply, visit the Clipper Card webpage.

Transit Planning Mobile App

The "Transit" mobile app also provides commuters with trip and route planning resources. Transit users can view real-time information such as location, departure times, and crowding data for local transit agencies like Caltrain and VTA.

In addition, the Transit app lets users preview routes using multiple transit modes and even integrates fare purchases and Lyft/Uber requests.



10.0 STUDENT BICYCLE AND SCOOTER RESOURCES

Bicycle Student Mapping

Stratford will create a map that shows students' bicycle distance from the school. Should a student be interested in biking to and from school, they could locate families in the area who are interested in logging onto the school portal app.

On-Campus Bikeshare - Conceptual

Stratford may partner with local bike-sharing companies to provide students, faculty, and staff resources for commuting, lunchtime recreation, or daytime errands. A secondary option is outsourcing bikes with a local vendor, managing availability, maintenance, and costs.

On-Campus e-Scooters - Conceptual

Stratford may partner with local e-scooter companies to provide students, faculty, and staff resources for commuting, lunchtime recreation, or daytime errands. A secondary option is outsourcing scooters with a local vendor, managing availability, maintenance, and costs.

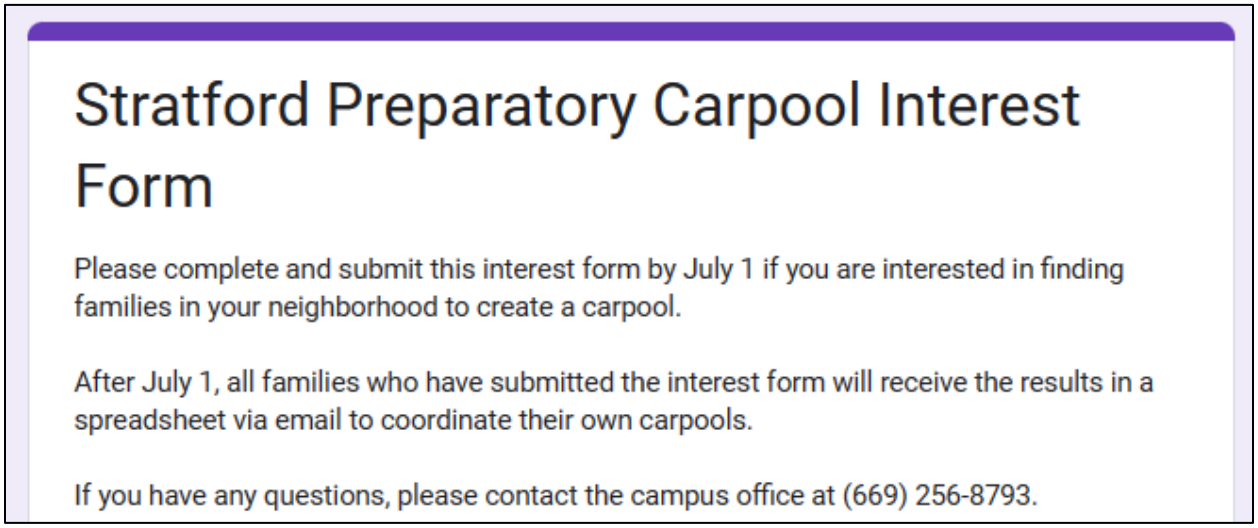
11.0 CARPOOL

The school promotes carpooling as a convenient way to travel to and from school. Carpooling has many benefits, such as savings on gas and easing the burden of commuting while minimizing the impact on the environment and congestion.

Student Carpool Facilitation

At the start of this year, families receive a Stratford Preparatory Carpool Interest Form. Once the form is completed, the spreadsheet of neighboring families is sent to allow families to coordinate their carpools. Data from this form automatically loads to a google sheet, and then families in the same city receive the data to coordinate.

Below is an image of a sample Stratford carpool matching tool.



Stratford Preparatory Carpool Interest Form

Please complete and submit this interest form by July 1 if you are interested in finding families in your neighborhood to create a carpool.

After July 1, all families who have submitted the interest form will receive the results in a spreadsheet via email to coordinate their own carpools.

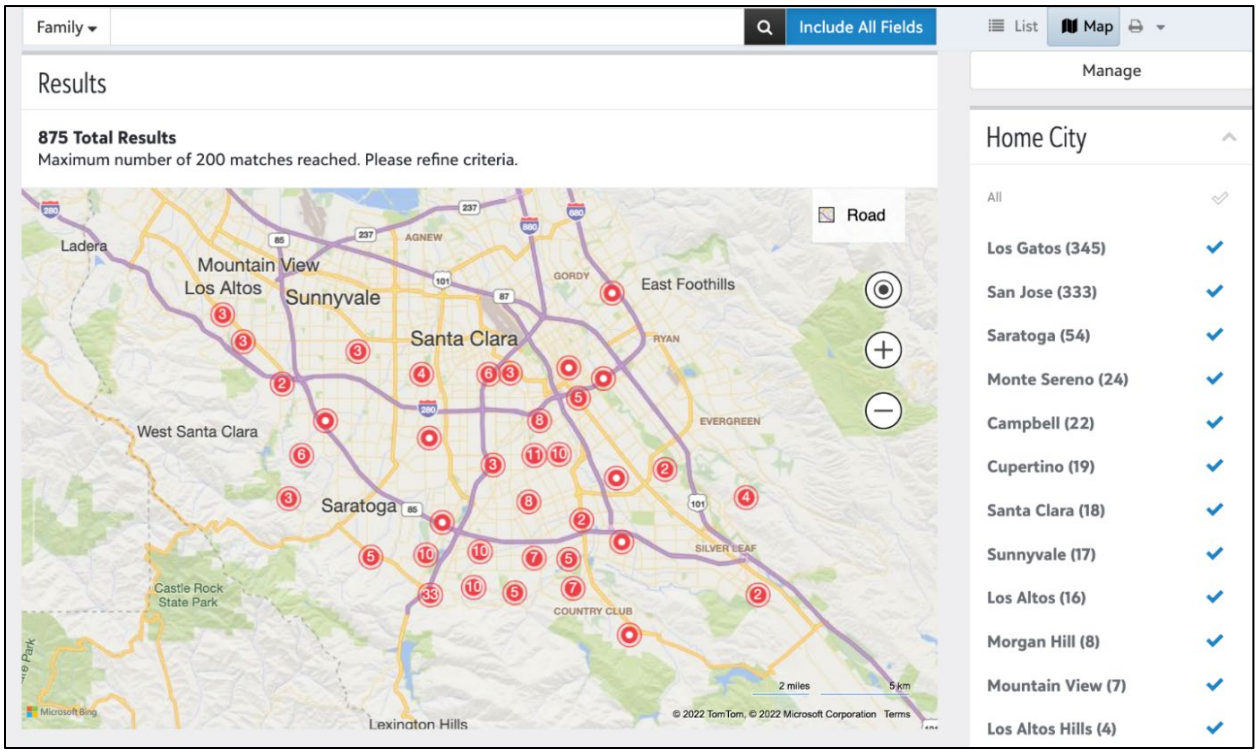
If you have any questions, please contact the campus office at (669) 256-8793.

Data collected in the Carpool form includes the following:

- Email
- Student First and Last Name
- Parent First and Last Name
- Parent Phone
- Home Address

Stratford's student carpool matching efforts may include a program called Family Maps which uses a mapping exercise to identify households that live near an active school carpool or other homes to help foster a carpool arrangement between these families. Below is a sample of a Family Map.

Sample Stratford Carpool Family Map

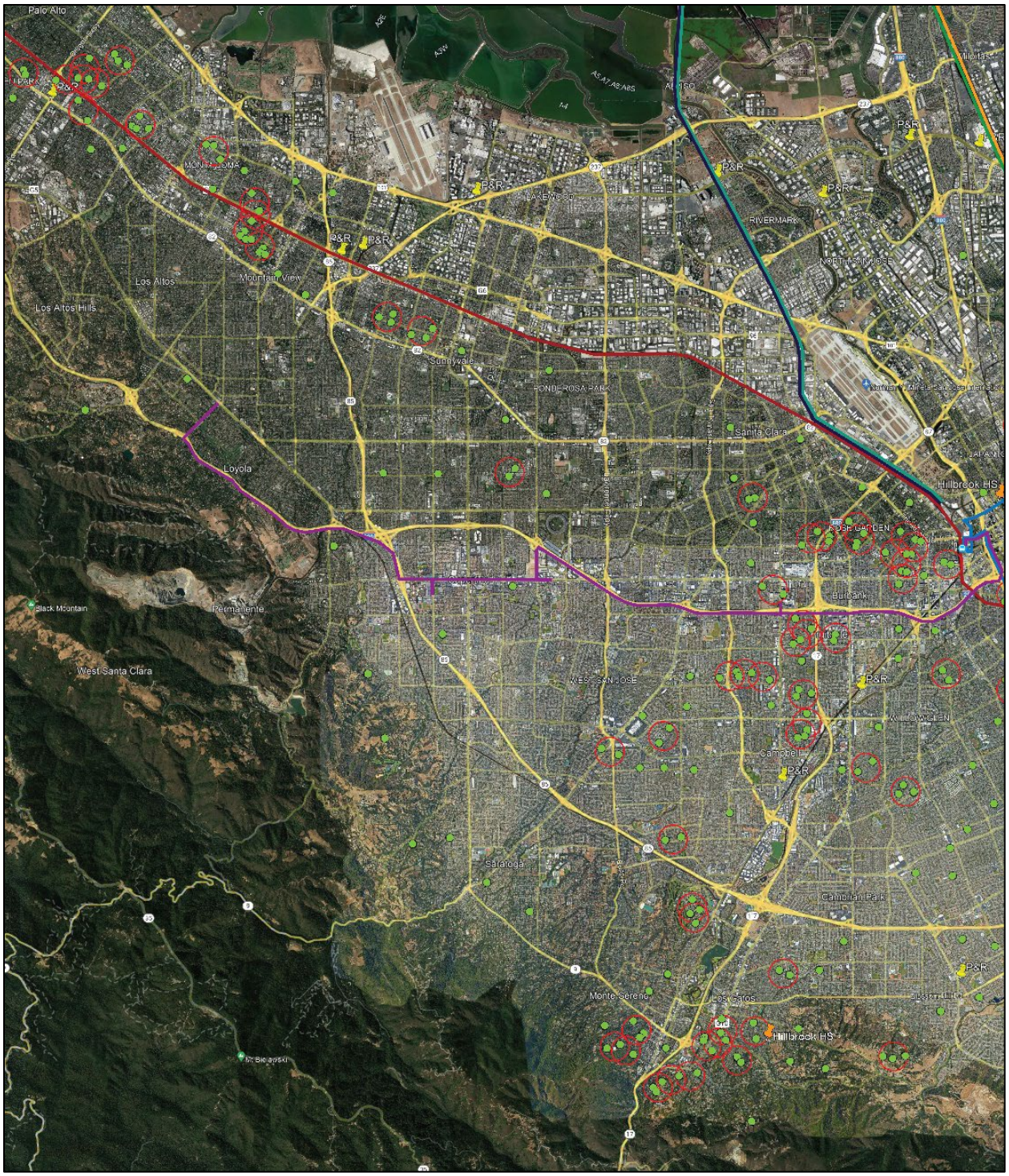


[TP01] Provide School Pool Program (1 Point)
Provide a school pool program that matches parents who transport students to/from schools without a bus program, including private schools, charter schools, and neighborhood schools. Open to all families in the project, a school pool program would encourage families to find carpools for school pick-up and drop-off and reduce the number of vehicle trips to and from schools, thereby reducing VMT.

Stratford may use GIS mapping to identify student locations near transit options, shuttles, and carpool opportunities. The following map shows clustered green dots of student residents, and the red circles represent a half-mile radius.

Shown in red is the Caltrain line, the BART lines are yellow and green, ACE Train is black, and Amtrak/Capitol Corridor is teal.

Stratford Preparatory School – Sample Student GIS location Map



12.0 WALKING, BICYCLING, AND SCOOTERS

Safe Routes to School

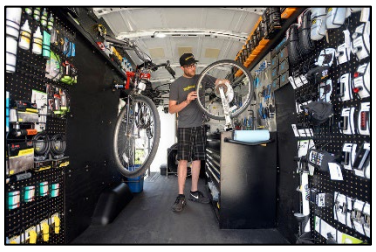
Safe Routes to School programs provide safe and direct access to schools, student training, and encouragement and information for families to reduce single-student carpools and greenhouse gas emissions.

Stratford Preparatory School will provide bike safety education and promote safe and alternative ways to get to schools, such as walking and biking.

Throughout the year, Stratford will participate in fun and host events such as Walk to School Day and Bike to School Day to create awareness.

Bicycle Tune-up Days – Conceptual

Stratford Preparatory School may host two free events during the school year with a local bicycle shop or mobile service to provide free bicycle mini-tune-up or maintenance checks for all students, faculty, and staff. Tune-up events help promote the Bike-to-School Days campaign. Mobile bike shops like Summit Bicycles, Velofix, or Bike Mobile offer these services.



SECTION IV – FACULTY & EMPLOYEE PROGRAMMATIC TDM STRATEGIES

13.0 FACULTY STAFF AND EMPLOYEES

Pre-tax Transit Benefit

Stratford offers employees a Commuter Benefit Plan, a tax-favored program allowing employees to pay for qualified commuting expenses (transportation and parking) with pre-tax dollars. The 2023 monthly pre-tax Transit limit is $300.

The Transit account can be used for expenses that include:
- Buses
- Trains
- Subways
- Ferries
- Uber Pool and Lyft Line (where available).

The 2023 monthly pre-tax Parking limit is $300. The Parking account can be used for expenses for parking near your workplace, from a location from which you commute to work (e.g., park and ride), or employer-owned parking.

[TP11] Provide Alternative Transportation Benefits - 1 Point: Provide one (1) of the following subsidies to each employee.

Provide alternative transportation benefits to Project residents/employees, including financial subsidies or pre-tax deductions for transit, vanpooling, carpooling, bike-sharing, scooter-sharing, and car-sharing trips.

- Pre-tax deduction: Allow Project employees to exclude transit or vanpooling expenses from taxable income up to the IRS limit.

Employee and Staff Carpool Matching

Stratford's online carpool matching tool allows employees to search for carpool matches with other staff or faculty. The tool enables employees to coordinate carpools to and from school, log daily trips, and provide a survey tool.

[TP13] Provide Ridesharing Programs (1 Point)

Provide a ride-matching service or platform to match Project residents/employees interested in carpooling or vanpooling with similar commute patterns.

$25 Carpool Incentive

Faculty, employees, and parents who log their commutes using the 511.org Merge platform can earn a $25 gift card for every 25 carpool trips they log. The Transportation Director will promote this resource to the school faculty, employees, and parents.

Create a Merge account and **earn 10 points per logged carpool commute trip, and a $25 reward for every 250 points earned.** Choose from a catalog of e-gift cards or donate your reward amount to a nonprofit.

511 Bay Area $400 Monthly Vanpool Subsidy

The Bay Area Vanpool Program provides qualified vanpools $400 off the monthly cost. It also helps commuters find vanpool seats, start vanpools, keep vanpools on the road with an "empty seat" subsidy, provide free bridge tolls to qualifying vanpools, and help vanpools get discounted parking. The Commuter Coordinator will promote vanpool incentives to faculty, employees, and families.

Faculty, employees, and students who use vanpool as a commuter option will receive a designated parking space.

VTA $350 Vanpool Monthly Subsidy

VTA offers vanpool groups $350 per month for vanpool expenses for vanpools that start and end within Santa Clara County.

Vanpoolers can combine this vanpool subsidy with the 511 Bay Area Vanpool Program subsidy to receive up to $750 per month discounted from their vanpool. Employee pre-tax programs also work with vanpools. The Commuter Coordinator will promote this subsidy to faculty, employees, and families.

Bay Area Commuter Benefits Program [3]

Air District Regulation 14, Rule 1, also known as the Bay Area Commuter Benefits Program, requires employers with 50 or more full-time employees to register and offer commuter benefits to their employees. This rule aims to improve air quality, reduce emissions of greenhouse gases and other air pollutants, and decrease traffic congestion in the San Francisco Bay Area by encouraging employees to commute by transit, vanpool, carpool, bicycling, walking, or telework.

Bay Area Commuter Benefits Program
Find a better way to work!

Stratford will register and maintain yearly registration and compliance with the Bay Area Commuter Benefits Program.

[3] https://511.org/employers/commuter-benefits-program

Stratford Preparatory School provides commuter benefits to its faculty, staff, and employees. Full-time employees will be encouraged to enroll in various programs to show their commitment to alternative modes of transport by carpooling, taking the Stratford school vans, biking, walking, or taking public transportation.

[TP15] Provide Travel Behavioral Intervention - 2 Points: Provide at least (2) of the following targeted behavioral interventions to all Project employees annually.

Provide targeted behavior intervention to help individuals identify their travel options and offer custom recommendations based on their work schedule, commitments before and after work, and other important factors. The program includes one-on-one counseling, personalized commute planning, experiential learning events, travel diaries, and other interventions to promote users' awareness, motivation, and actions.

- One-on-one counseling
- Personalized commute planning

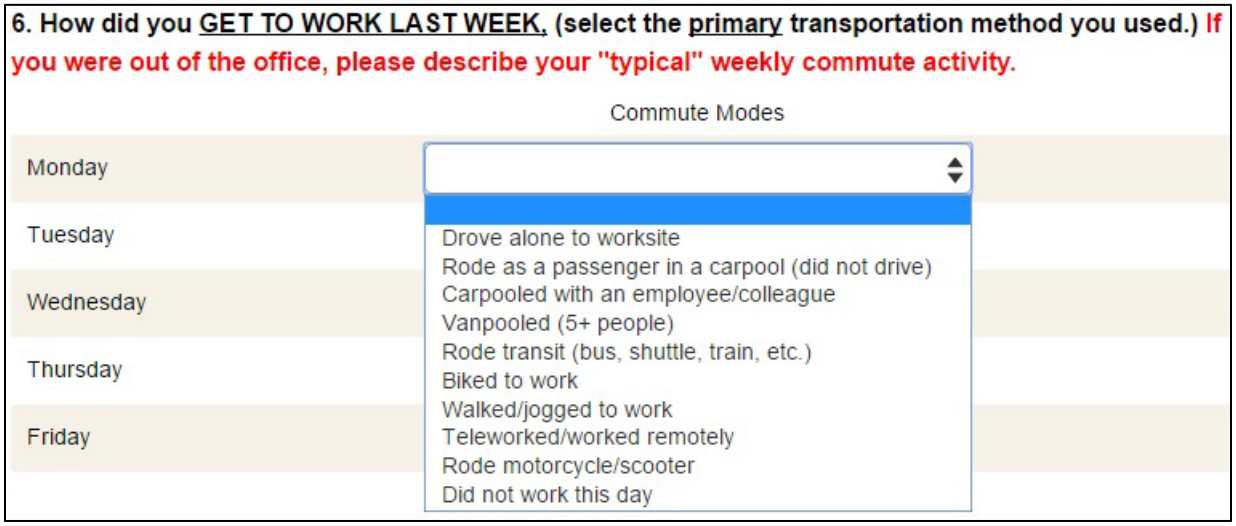
SECTION III – MONITORING AND REPORTING

A comprehensive program of TDM measures and incentives can reduce parking demand, traffic, and air pollution, creating a more sustainable school environment while freeing up valuable land for higher and better uses.

Online Employee Commuter Survey

Stratford Preparatory School shall conduct an online employee commuter survey before starting each new school year. Survey data can focus on marketing and outreach efforts to employees based on their specific commuter interests.

The survey must show how employees commute to campus daily. The academic year-end Stratford TDM Monitoring Report will include the annual employee (student and parent) travel mode survey data.



Annual Student/Parent Travel Mode Assessment Survey

Annually**,** Stratford Preparatory School will conduct an online survey of students and parents to understand better commute patterns and programs that might encourage them not to drive alone to campus. The findings of each survey will help inform the selection of strategies that may have the most significant impact on reducing future vehicle trips to campus and parking demand.

The academic year-end Stratford TDM Monitoring Report will include the annual student and parent (and employee) travel mode survey data. Below is a sample survey outcome representing possible alternative transportation use. It is estimated that faculty, employees, and students will use alternative modes of transportation and not drive alone in sufficient numbers to mitigate the projected VMT impact in the Transportation Analysis. Van shuttle ridership, drop-off/pick-up counts, and bicycle parking counts may provide additional data for the assessment.

Stratford School Non Drive-Alone Modes	Percent Goal Up To
Carpool - family drop-off	17.29%
School van shuttle	11.97%
Carpool - park on-site	5.85%
Bicycle	3.99%
Transit (bus, light rail, Caltrain)	2.66%
Walk/scooter	1.06%
Alternative transportation mode-userate	**25.53%**

[TP18] Provide Voluntary Travel Behavior Change Program - 1 Point: Provide one (1) of the following travel behavior change programs to all Project employees annually.

Provide a voluntary travel behavior change program that targets individual attitudes and behaviors towards travel and helps individuals analyze and alter their travel choice and behavior. The program features mass communication campaigns such as employee and community travel surveys, green trip competitions, employer recognition, and web-based tools that promote cost savings and pro-environmental and pro-healthy impacts of travel choices.

- Employee and community travel surveys: Investigate people's travel modes, trip purpose, trip frequency, and perceptions toward alternative travel options, routes, services, and benefits offered, etc.

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Appendix D

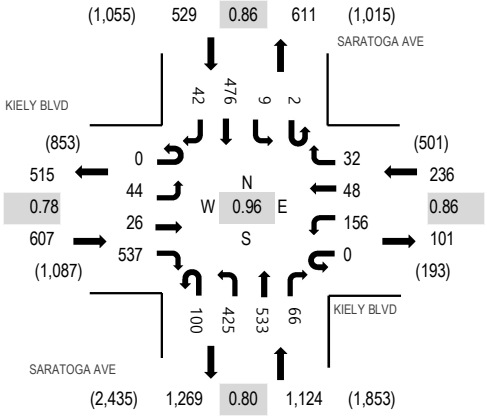
Traffic Count Data

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SARATOGA AVE & KIELY BLVD AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:35 AM - 08:50 AM

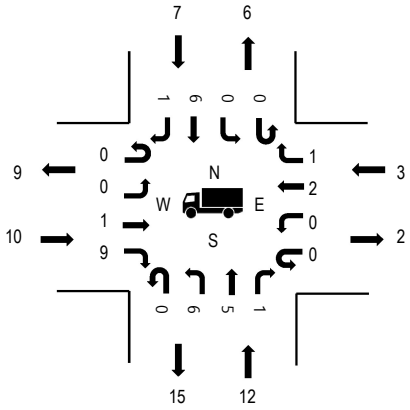
Peak Hour

Motorized Vehicles



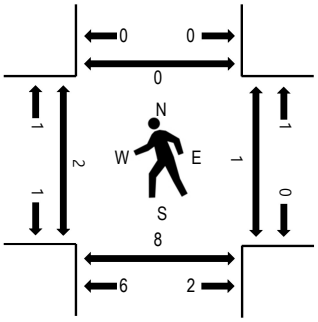
Note: Total study counts contained in parentheses.

Heavy Vehicles

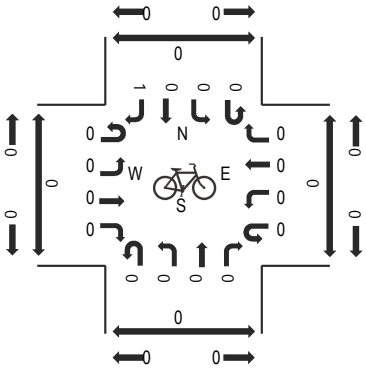


	HV%	PHF
EB	1.6%	0.78
WB	1.3%	0.86
NB	1.1%	0.80
SB	1.3%	0.86
All	1.3%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				KIELY BLVD Eastbound				SARATOGA AVE Southbound				KIELY BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	3	25	30	6	0	0	0	17	0	1	21	5	0	20	3	1	132	2,046
7:05 AM	2	13	23	7	0	0	3	32	1	0	38	1	0	11	3	3	137	2,136
7:10 AM	8	34	22	10	0	1	0	25	0	2	24	1	0	17	1	1	146	2,200
7:15 AM	7	28	18	6	0	1	1	23	0	0	32	6	0	10	1	3	136	2,260
7:20 AM	5	22	29	6	0	3	3	29	2	0	21	2	0	24	1	1	148	2,310
7:25 AM	3	9	27	1	0	2	1	43	0	2	51	3	0	25	1	0	168	2,357
7:30 AM	9	30	25	4	0	3	0	26	0	0	32	4	0	20	2	2	157	2,424
7:35 AM	8	23	26	6	0	2	0	59	0	0	45	3	0	14	3	5	194	2,446
7:40 AM	3	26	21	2	0	4	2	53	0	1	54	7	0	16	2	5	196	2,478
7:45 AM	1	18	30	8	0	6	3	45	1	1	63	1	0	29	2	2	210	2,494
7:50 AM	11	21	27	2	0	6	4	83	0	1	41	1	0	14	3	4	218	2,496
7:55 AM	15	36	41	7	0	5	1	33	0	0	35	5	0	20	3	3	204	2,446
8:00 AM	13	37	44	7	0	7	2	45	1	2	51	0	0	8	3	2	222	2,450
8:05 AM	12	47	39	3	0	2	2	40	0	0	30	2	0	15	5	4	201	
8:10 AM	3	42	33	5	0	4	1	46	0	0	46	6	0	14	4	2	206	
8:15 AM	10	32	33	4	0	3	2	41	0	2	37	6	0	8	4	4	186	
8:20 AM	4	31	44	5	0	5	1	41	0	0	45	4	0	9	2	4	195	
8:25 AM	5	35	52	9	0	6	1	49	0	1	64	1	0	7	3	2	235	
8:30 AM	4	17	35	5	0	0	2	39	0	0	49	2	0	17	7	2	179	
8:35 AM	9	48	48	9	0	4	4	39	0	0	34	5	0	17	6	3	226	
8:40 AM	8	40	74	6	0	2	2	42	0	0	18	5	0	13	1	1	212	
8:45 AM	6	39	63	4	0	0	4	39	1	3	26	5	0	14	7	1	212	
8:50 AM	5	18	45	2	0	3	2	40	1	0	26	5	0	15	4	2	168	
8:55 AM	1	21	45	8	0	4	2	42	3	2	58	6	0	11	4	1	208	
Count Total	155	692	874	132	0	73	43	971	10	18	941	86	0	368	75	58	4,496	
Peak Hour	100	425	533	66	0	44	26	537	2	9	476	42	0	156	48	32	2,496	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	1	0	0	2	7:00 AM	0	0	0	0	0	7:00 AM	1	0	0	0	1
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	1	1
7:10 AM	4	1	2	0	7	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	3	0	0	0	3	7:15 AM	0	0	1	0	1	7:15 AM	1	0	0	0	1
7:20 AM	0	2	0	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	1	1
7:25 AM	2	1	0	1	4	7:25 AM	0	0	0	1	1	7:25 AM	2	0	1	0	3
7:30 AM	2	0	1	0	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	1	0	1
7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0	7:35 AM	2	0	0	0	2
7:40 AM	1	1	0	0	2	7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	1	2	1	0	4
7:50 AM	0	1	1	0	2	7:50 AM	0	0	0	0	0	7:50 AM	2	1	0	0	3
7:55 AM	1	1	0	0	2	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	0	1	0	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	1	1	1	0	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	1	2	0	4	8:15 AM	0	0	0	0	0	8:15 AM	3	0	0	0	3
8:20 AM	1	3	1	0	5	8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	0	1
8:25 AM	0	0	1	1	2	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	1	0	0	0	1
8:35 AM	1	0	0	1	2	8:35 AM	0	0	1	0	1	8:35 AM	0	0	0	0	0
8:40 AM	3	0	0	0	3	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	2	2	0	1	5	8:45 AM	0	0	0	0	0	8:45 AM	2	0	0	1	3
8:50 AM	0	0	3	0	3	8:50 AM	0	0	2	0	2	8:50 AM	1	0	0	0	1
8:55 AM	2	1	1	0	4	8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0
Count Total	28	17	15	4	64	Count Total	1	0	5	1	7	Count Total	16	4	3	3	26
Peak Hour	12	10	7	3	32	Peak Hour	0	0	1	0	1	Peak Hour	8	2	0	1	11

ALL TRAFFIC DATA SERVICES
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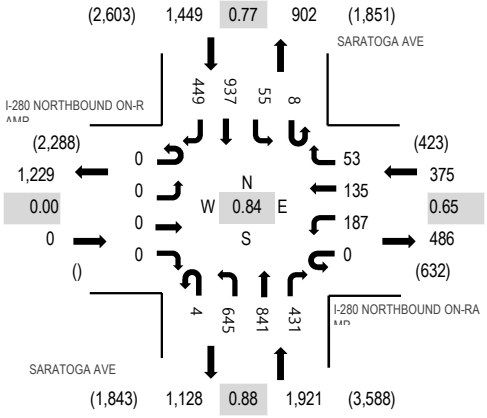
Location: 2 SARATOGA AVE & I-280 NORTHBOUND ON-RAMP AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

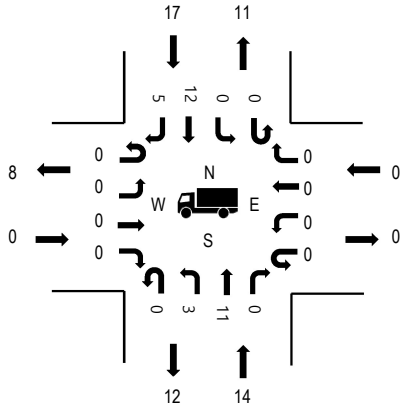
Peak Hour

Motorized Vehicles



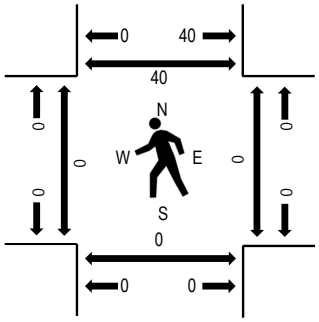
Note: Total study counts contained in parentheses.

Heavy Vehicles

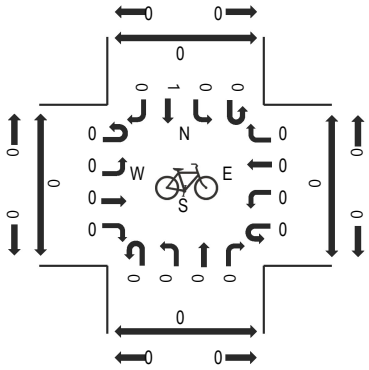


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.65
NB	0.7%	0.88
SB	1.2%	0.77
All	0.8%	0.84

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				I-280 NORTHBOUND ON-RAMP Eastbound				SARATOGA AVE Southbound				I-280 NORTHBOUND ON-RAMP Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	35	63	4	0	0	0	0	0	1	25	28	0	1	0	0	157	3,298
7:05 AM	0	28	52	10	0	0	0	0	0	0	46	47	0	0	0	1	184	3,422
7:10 AM	0	54	66	5	0	0	0	0	0	1	44	29	0	0	2	1	202	3,565
7:15 AM	1	64	53	18	0	0	0	0	0	4	24	31	0	5	1	0	201	3,601
7:20 AM	0	42	58	19	0	0	0	0	1	2	51	42	0	7	0	2	224	3,637
7:25 AM	0	38	43	44	0	0	0	0	1	3	70	54	0	6	2	4	265	3,675
7:30 AM	1	58	58	54	0	0	0	0	1	7	41	39	0	21	14	5	299	3,745
7:35 AM	0	68	44	65	0	0	0	0	0	1	52	29	0	23	20	5	307	3,695
7:40 AM	1	55	44	82	0	0	0	0	1	7	81	43	0	13	11	3	341	3,643
7:45 AM	0	36	73	76	0	0	0	0	2	16	116	44	0	29	15	4	411	3,579
7:50 AM	0	41	41	67	0	0	0	0	1	16	118	26	0	23	20	5	358	3,480
7:55 AM	1	46	75	62	0	0	0	0	0	1	74	35	0	25	19	11	349	3,361
8:00 AM	0	56	75	7	0	0	0	0	0	2	82	28	0	14	13	4	281	3,316
8:05 AM	0	50	102	5	0	0	0	0	1	0	76	47	0	26	12	8	327	
8:10 AM	0	55	78	2	0	0	0	0	1	3	48	29	0	10	7	5	238	
8:15 AM	1	54	64	5	0	0	0	0	1	0	78	31	0	2	1	0	237	
8:20 AM	0	64	83	3	0	0	0	0	0	0	66	42	0	1	2	1	262	
8:25 AM	0	62	104	3	0	0	0	0	0	2	105	56	0	0	1	2	335	
8:30 AM	0	67	80	2	0	0	0	0	0	3	56	38	0	0	2	1	249	
8:35 AM	0	75	105	5	0	0	0	0	0	0	38	30	0	0	1	1	255	
8:40 AM	0	55	107	4	0	0	0	0	0	0	68	42	0	0	0	1	277	
8:45 AM	1	67	111	7	0	0	0	0	2	0	80	44	0	0	0	0	312	
8:50 AM	0	36	90	4	0	0	0	0	1	1	75	27	0	3	2	0	239	
8:55 AM	1	41	103	9	0	0	0	0	1	0	109	35	0	4	0	1	304	
Count Total	7	1,247	1,772	562	0	0	0	0	14	70	1,623	896	0	213	145	65	6,614	
Peak Hour	4	645	841	431	0	0	0	0	8	55	937	449	0	187	135	53	3,745	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	0	0	0	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	0	2	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	3	0	3	0	6	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	6	0	0	1	7	7:15 AM	0	0	0	0	0	7:15 AM	0	0	1	0	1
7:20 AM	0	0	2	0	2	7:20 AM	0	0	1	0	1	7:20 AM	0	0	0	2	2
7:25 AM	4	0	1	0	5	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	1	0	1	0	2	7:30 AM	0	0	0	0	0	7:30 AM	0	0	1	0	1
7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	4	0	4
7:40 AM	1	0	1	0	2	7:40 AM	0	0	1	0	1	7:40 AM	0	0	3	0	3
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	6	0	6
7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	15	0	15
7:55 AM	1	0	3	0	4	7:55 AM	0	0	0	0	0	7:55 AM	0	0	9	0	9
8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	2	0	2
8:05 AM	2	0	1	0	3	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	2	0	2	0	4	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	3	0	2	0	5	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	2	0	2	0	4	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	3	0	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	2	0	2	0	4	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	2	0	1	0	3	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	2	0	1	0	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	2	0	1	0	3	8:50 AM	0	0	1	0	1	8:50 AM	0	0	0	0	0
8:55 AM	1	0	5	0	6	8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	1	1
Count Total	39	0	36	1	76	Count Total	1	0	3	0	4	Count Total	0	0	41	3	44
Peak Hour	14	0	17	0	31	Peak Hour	0	0	1	0	1	Peak Hour	0	0	40	0	40

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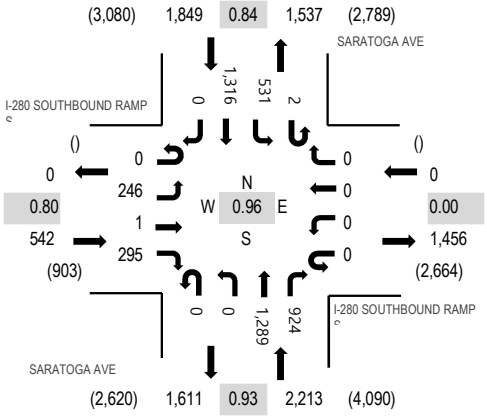
Location: 3 SARATOGA AVE & I-280 SOUTHBOUND RAMPS AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:35 AM - 08:35 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

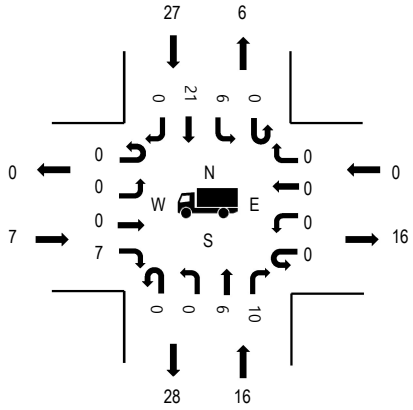
Peak Hour

Motorized Vehicles



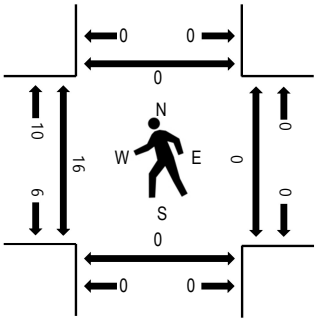
Note: Total study counts contained in parentheses.

Heavy Vehicles

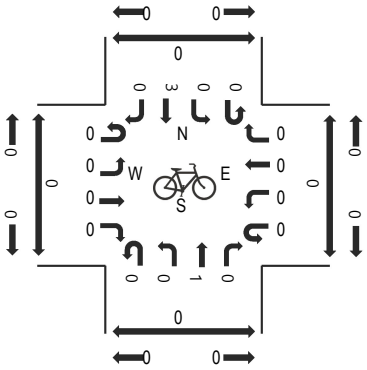


	HV%	PHF
EB	1.3%	0.80
WB	0.0%	0.00
NB	0.7%	0.93
SB	1.5%	0.84
All	1.1%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				I-280 SOUTHBOUND RAMPS Eastbound				SARATOGA AVE Southbound				I-280 SOUTHBOUND RAMPS Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	47	53	0	2	0	7	1	21	64	0	0	0	0	0	195	3,680
7:05 AM	0	0	50	57	0	7	0	8	1	18	51	0	0	0	0	0	192	3,850
7:10 AM	0	0	81	61	0	10	0	11	1	36	54	0	0	0	0	0	254	4,052
7:15 AM	0	0	73	70	0	9	0	11	1	17	56	0	0	0	0	0	237	4,178
7:20 AM	0	0	64	55	0	6	0	8	0	54	72	0	0	0	0	0	259	4,334
7:25 AM	0	0	106	74	0	20	0	9	0	19	89	0	0	0	0	0	317	4,465
7:30 AM	0	0	75	71	0	28	0	13	0	38	63	0	0	0	0	0	288	4,537
7:35 AM	0	0	103	79	0	32	0	10	0	53	89	0	0	0	0	0	366	4,604
7:40 AM	0	0	103	81	0	18	0	7	1	51	113	0	0	0	0	0	374	4,583
7:45 AM	0	0	114	71	0	46	0	9	0	23	134	0	0	0	0	0	397	4,563
7:50 AM	0	0	82	70	0	47	0	19	0	60	123	0	0	0	0	0	401	4,521
7:55 AM	0	0	91	69	0	15	0	21	0	59	145	0	0	0	0	0	400	4,439
8:00 AM	0	0	96	74	0	10	0	20	1	52	112	0	0	0	0	0	365	4,393
8:05 AM	0	0	130	68	0	5	1	21	0	35	134	0	0	0	0	0	394	
8:10 AM	0	0	115	70	0	13	0	43	0	37	102	0	0	0	0	0	380	
8:15 AM	0	0	98	81	0	16	0	46	0	46	106	0	0	0	0	0	393	
8:20 AM	0	0	97	94	0	19	0	46	0	38	96	0	0	0	0	0	390	
8:25 AM	0	0	127	78	0	14	0	25	0	46	99	0	0	0	0	0	389	
8:30 AM	0	0	133	89	0	11	0	28	0	31	63	0	0	0	0	0	355	
8:35 AM	0	0	121	70	0	24	0	23	0	38	69	0	0	0	0	0	345	
8:40 AM	0	0	112	88	0	37	1	26	0	37	53	0	0	0	0	0	354	
8:45 AM	0	0	123	82	0	13	0	19	0	41	77	0	0	0	0	0	355	
8:50 AM	0	0	102	78	0	22	0	11	0	21	85	0	0	0	0	0	319	
8:55 AM	0	0	97	67	0	18	0	18	1	41	112	0	0	0	0	0	354	
Count Total	0	0	2,340	1,750	0	442	2	459	7	912	2,161	0	0	0	0	0	8,073	
Peak Hour	0	0	1,289	924	0	246	1	295	2	531	1,316	0	0	0	0	0	4,604	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	0	4	0	6	7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0
7:05 AM	1	0	2	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	1	0	0	1
7:10 AM	0	0	5	0	5	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	4	2	4	0	10	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	3	2	3	0	8	7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	1	1
7:30 AM	0	2	0	0	2	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	2	2	0	5	7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0
7:40 AM	2	1	2	0	5	7:40 AM	0	0	1	0	1	7:40 AM	0	2	0	0	2
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	1	0	2	7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0
7:55 AM	0	1	4	0	5	7:55 AM	0	0	0	0	0	7:55 AM	0	6	0	0	6
8:00 AM	4	0	1	0	5	8:00 AM	0	0	0	0	0	8:00 AM	0	2	0	0	2
8:05 AM	2	0	2	0	4	8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	0	1
8:10 AM	3	1	2	0	6	8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0
8:15 AM	1	1	2	0	4	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	1	0	5	0	6	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	5	0	5	8:25 AM	0	0	0	0	0	8:25 AM	0	4	0	0	4
8:30 AM	1	0	1	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	1	0	0	1
8:35 AM	7	0	4	0	11	8:35 AM	0	0	0	0	0	8:35 AM	0	2	0	0	2
8:40 AM	2	2	1	0	5	8:40 AM	1	0	0	0	1	8:40 AM	0	5	0	0	5
8:45 AM	5	1	4	0	10	8:45 AM	0	0	0	0	0	8:45 AM	0	2	0	0	2
8:50 AM	3	0	1	0	4	8:50 AM	1	0	0	0	1	8:50 AM	0	3	0	0	3
8:55 AM	0	2	3	0	5	8:55 AM	2	0	0	0	2	8:55 AM	0	3	0	0	3
Count Total	43	18	59	0	120	Count Total	7	0	3	0	10	Count Total	0	32	0	1	33
Peak Hour	16	7	27	0	50	Peak Hour	1	0	3	0	4	Peak Hour	0	16	0	0	16

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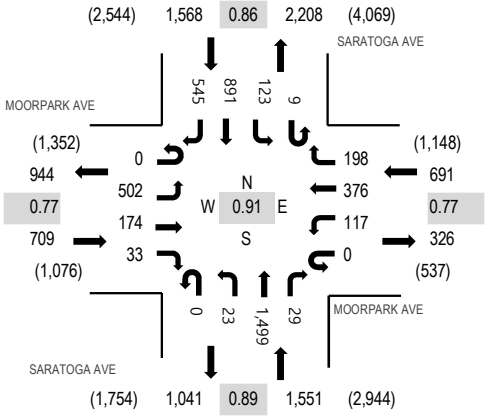
Location: 4 SARATOGA AVE & MOORPARK AVE AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:35 AM - 08:35 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

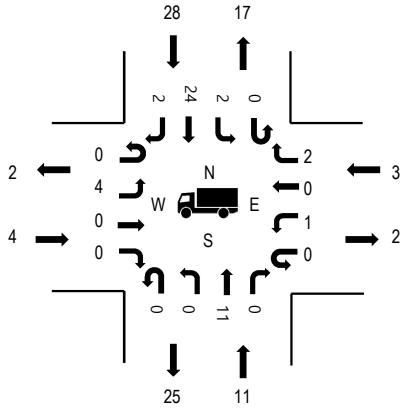
Peak Hour

Motorized Vehicles



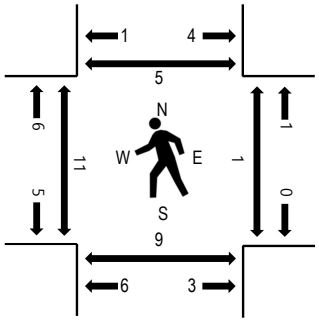
Note: Total study counts contained in parentheses.

Heavy Vehicles

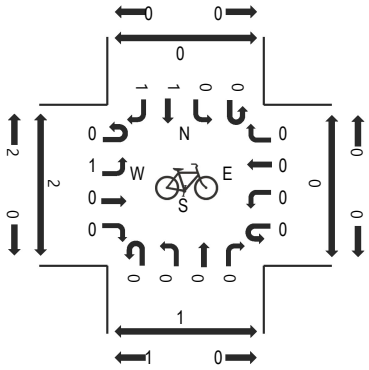


	HV%	PHF
EB	0.6%	0.77
WB	0.4%	0.77
NB	0.7%	0.89
SB	1.8%	0.86
All	1.0%	0.91

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				MOORPARK AVE Eastbound				SARATOGA AVE Southbound				MOORPARK AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	76	0	0	5	3	2	1	6	52	16	0	2	3	18	184	3,324
7:05 AM	0	2	85	0	0	11	2	1	1	4	44	7	0	0	5	10	172	3,535
7:10 AM	0	2	104	0	0	13	5	0	0	6	38	15	0	4	8	27	222	3,792
7:15 AM	0	0	96	1	0	10	2	1	0	6	37	24	0	0	7	22	206	3,987
7:20 AM	0	1	98	3	0	19	2	2	1	2	53	28	0	3	13	22	247	4,156
7:25 AM	0	2	122	3	0	20	8	0	0	6	55	30	0	4	12	23	285	4,309
7:30 AM	0	0	105	1	0	22	9	1	1	5	38	22	0	6	23	22	255	4,412
7:35 AM	0	1	128	2	0	26	9	2	0	7	55	38	0	2	24	21	315	4,519
7:40 AM	0	4	146	2	0	30	4	1	1	7	76	40	0	6	20	9	346	4,509
7:45 AM	0	4	139	3	0	41	16	2	0	6	68	57	0	6	19	8	369	4,505
7:50 AM	0	1	88	2	0	35	12	1	3	6	63	60	0	11	32	27	341	4,479
7:55 AM	0	3	90	4	0	46	10	4	3	10	79	62	0	13	43	15	382	4,440
8:00 AM	0	3	118	3	0	30	6	3	1	15	79	50	0	17	46	24	395	4,388
8:05 AM	0	1	122	5	0	61	20	6	1	13	90	52	0	11	34	13	429	
8:10 AM	0	2	114	0	0	57	24	2	0	8	85	46	0	16	48	15	417	
8:15 AM	0	0	106	1	0	52	20	4	0	14	65	47	0	10	45	11	375	
8:20 AM	0	0	155	4	0	21	11	3	0	20	85	45	0	8	24	24	400	
8:25 AM	0	1	148	2	0	48	24	4	0	13	83	32	0	6	12	15	388	
8:30 AM	0	3	145	1	0	55	18	1	0	4	63	16	0	11	29	16	362	
8:35 AM	0	1	106	0	0	57	19	5	1	11	44	15	0	11	20	15	305	
8:40 AM	0	2	157	2	0	27	9	1	0	14	70	16	0	8	17	19	342	
8:45 AM	0	1	157	4	0	29	15	2	2	14	64	16	0	4	15	20	343	
8:50 AM	0	2	131	3	0	19	14	3	0	8	59	21	0	7	13	22	302	
8:55 AM	0	3	122	1	1	16	9	3	0	14	84	25	0	5	20	27	330	
Count Total	0	39	2,858	47	1	750	271	54	16	219	1,529	780	0	171	532	445	7,712	
Peak Hour	0	23	1,499	29	0	502	174	33	9	123	891	545	0	117	376	198	4,519	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	0	4	1	7	7:00 AM	0	0	0	0	0	7:00 AM	1	1	0	0	2
7:05 AM	0	1	2	0	3	7:05 AM	0	0	0	0	0	7:05 AM	1	1	0	0	2
7:10 AM	1	0	4	1	6	7:10 AM	0	0	0	0	0	7:10 AM	0	1	0	0	1
7:15 AM	3	1	2	0	6	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	1	1	0	2	7:20 AM	0	0	1	0	1	7:20 AM	1	0	0	0	1
7:25 AM	3	0	3	0	6	7:25 AM	0	0	0	0	0	7:25 AM	1	0	0	0	1
7:30 AM	0	0	1	1	2	7:30 AM	0	0	0	0	0	7:30 AM	0	1	0	0	1
7:35 AM	1	0	4	0	5	7:35 AM	0	0	0	0	0	7:35 AM	4	1	0	0	5
7:40 AM	2	1	4	0	7	7:40 AM	0	0	1	0	1	7:40 AM	0	2	0	0	2
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	0	1	7:50 AM	2	2	0	0	4
7:55 AM	0	1	3	0	4	7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	1	2
8:00 AM	3	0	2	0	5	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	2	0	2	1	5	8:05 AM	0	0	0	0	0	8:05 AM	3	2	0	0	5
8:10 AM	2	0	2	1	5	8:10 AM	0	1	0	0	1	8:10 AM	0	1	0	0	1
8:15 AM	0	1	2	0	3	8:15 AM	0	0	0	0	0	8:15 AM	0	1	1	0	2
8:20 AM	0	1	5	1	7	8:20 AM	0	0	0	0	0	8:20 AM	0	0	2	0	2
8:25 AM	0	0	3	0	3	8:25 AM	0	0	0	0	0	8:25 AM	0	1	0	0	1
8:30 AM	1	0	1	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	3	1	0	4
8:35 AM	4	0	3	0	7	8:35 AM	0	0	0	0	0	8:35 AM	1	0	0	2	3
8:40 AM	2	0	3	0	5	8:40 AM	0	1	0	0	1	8:40 AM	0	3	1	1	5
8:45 AM	5	1	5	0	11	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	1	1
8:50 AM	3	0	0	0	3	8:50 AM	0	1	1	0	2	8:50 AM	2	2	1	2	7
8:55 AM	0	0	2	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	2	0	0	2
Count Total	34	8	58	6	106	Count Total	0	3	4	0	7	Count Total	17	24	7	7	55
Peak Hour	11	4	28	3	46	Peak Hour	0	1	2	0	3	Peak Hour	10	13	5	1	29

ALL TRAFFIC DATA SERVICES
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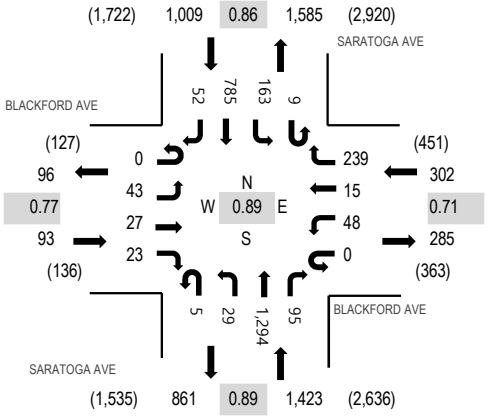
Location: 5 SARATOGA AVE & BLACKFORD AVE AM
Date: Wednesday, January 25, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

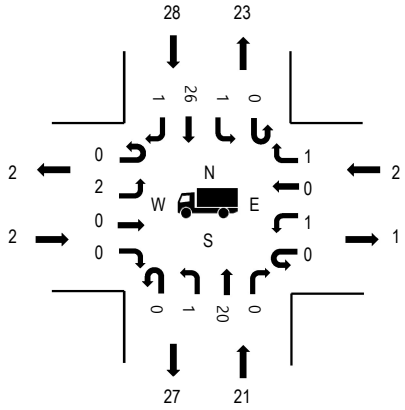
Peak Hour

Motorized Vehicles



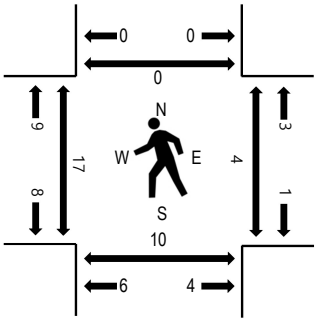
Note: Total study counts contained in parentheses.

Heavy Vehicles

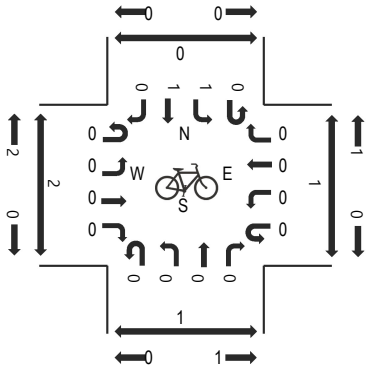


	HV%	PHF
EB	2.2%	0.77
WB	0.7%	0.71
NB	1.5%	0.89
SB	2.8%	0.86
All	1.9%	0.89

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				BLACKFORD AVE Eastbound				SARATOGA AVE Southbound				BLACKFORD AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	1	64	1	0	0	0	0	0	8	47	2	0	0	0	7	130	2,118
7:05 AM	0	0	85	0	0	0	0	2	1	1	32	2	0	0	0	9	132	2,199
7:10 AM	0	1	96	0	0	0	0	1	0	4	36	1	0	1	0	12	152	2,324
7:15 AM	0	0	88	0	0	1	1	0	0	4	42	0	0	0	1	7	144	2,415
7:20 AM	0	0	95	0	0	0	0	0	0	2	52	1	0	0	0	11	161	2,535
7:25 AM	0	0	106	0	0	0	1	0	0	4	45	0	0	2	1	6	165	2,624
7:30 AM	0	0	125	1	0	4	1	2	0	6	35	3	0	0	0	13	190	2,740
7:35 AM	2	0	106	1	0	2	2	0	0	3	65	1	0	0	1	14	197	2,770
7:40 AM	0	0	141	3	0	0	0	0	0	5	73	1	0	0	0	12	235	2,797
7:45 AM	0	0	122	4	0	4	1	1	0	3	67	5	0	4	0	7	218	2,792
7:50 AM	2	1	83	1	0	3	0	4	0	7	57	4	0	2	1	14	179	2,813
7:55 AM	1	1	78	4	0	5	3	5	0	7	84	3	0	10	0	14	215	2,824
8:00 AM	0	2	75	6	0	5	1	1	0	18	74	5	0	4	0	20	211	2,827
8:05 AM	1	0	105	7	0	6	5	2	0	9	86	10	0	8	0	18	257	
8:10 AM	1	5	91	7	0	5	5	0	1	26	69	5	0	4	1	23	243	
8:15 AM	1	2	105	12	0	5	1	2	0	29	64	5	0	5	3	30	264	
8:20 AM	0	1	100	18	0	6	3	1	1	24	72	4	0	2	1	17	250	
8:25 AM	0	5	135	14	0	3	2	0	1	12	64	7	0	4	2	32	281	
8:30 AM	1	6	92	7	0	4	1	2	0	11	47	6	0	8	4	31	220	
8:35 AM	1	0	108	2	0	1	2	4	2	5	65	2	0	6	2	24	224	
8:40 AM	0	3	122	4	0	0	2	3	2	4	65	5	0	2	1	17	230	
8:45 AM	0	2	141	6	0	3	1	5	0	11	60	0	0	1	1	8	239	
8:50 AM	0	2	113	6	0	4	1	1	0	2	49	3	0	1	0	8	190	
8:55 AM	0	1	107	6	0	1	3	2	2	12	70	0	0	3	0	11	218	
Count Total	10	33	2,483	110	0	62	36	38	10	217	1,420	75	0	67	19	365	4,945	
Peak Hour	5	29	1,294	95	0	43	27	23	9	163	785	52	0	48	15	239	2,827	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	4	1	6	7:00 AM	0	0	0	0	0	7:00 AM	1	1	0	0	2
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	2	0	4	0	6	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	2	0	3	0	5	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	2	0	2	7:20 AM	0	0	1	0	1	7:20 AM	0	0	0	0	0
7:25 AM	3	0	1	0	4	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	1	1	0	2	7:30 AM	0	0	0	0	0	7:30 AM	1	0	1	0	2
7:35 AM	3	0	3	0	6	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	2	0	3	7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1	7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	1	1
7:50 AM	1	0	0	0	1	7:50 AM	0	0	0	1	1	7:50 AM	3	3	0	0	6
7:55 AM	1	0	4	0	5	7:55 AM	0	0	0	0	0	7:55 AM	2	2	0	0	4
8:00 AM	3	0	0	0	3	8:00 AM	0	0	0	0	0	8:00 AM	1	1	0	0	2
8:05 AM	2	0	1	0	3	8:05 AM	0	0	1	0	1	8:05 AM	1	2	0	0	3
8:10 AM	2	1	2	0	5	8:10 AM	0	0	0	0	0	8:10 AM	1	1	0	0	2
8:15 AM	0	0	3	0	3	8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1
8:20 AM	0	0	6	0	6	8:20 AM	0	0	0	0	0	8:20 AM	0	2	0	0	2
8:25 AM	1	0	2	0	3	8:25 AM	0	0	0	0	0	8:25 AM	1	1	0	0	2
8:30 AM	2	0	1	1	4	8:30 AM	0	0	0	0	0	8:30 AM	4	4	0	0	8
8:35 AM	3	0	3	1	7	8:35 AM	0	0	0	0	0	8:35 AM	0	2	0	1	3
8:40 AM	3	0	3	0	6	8:40 AM	0	0	0	0	0	8:40 AM	0	1	0	1	2
8:45 AM	2	1	4	0	7	8:45 AM	0	0	0	0	0	8:45 AM	1	2	0	1	4
8:50 AM	3	0	1	0	4	8:50 AM	0	0	1	0	1	8:50 AM	1	2	0	2	5
8:55 AM	0	0	2	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	0	1
Count Total	36	3	53	3	95	Count Total	1	0	4	1	6	Count Total	18	25	1	6	50
Peak Hour	21	2	28	2	53	Peak Hour	0	0	2	0	2	Peak Hour	11	19	0	5	35

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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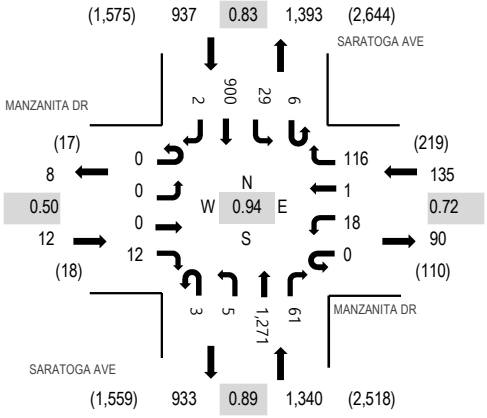
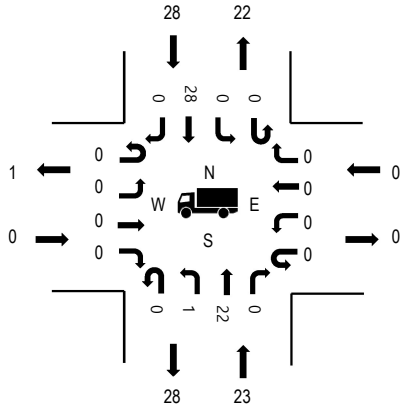
Location: 6 SARATOGA AVE & MANZANITA DR AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:10 AM - 08:25 AM

Peak Hour

Motorized Vehicles



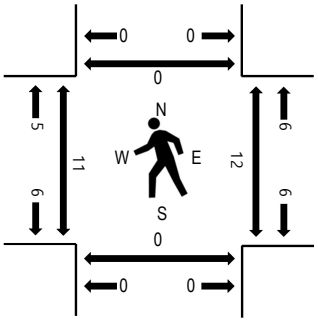
Heavy Vehicles



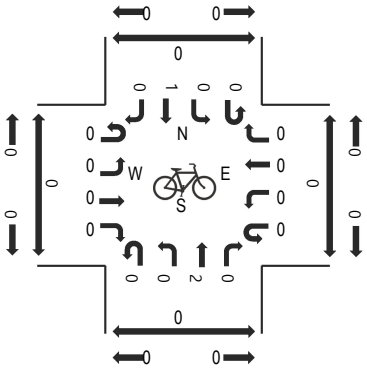
	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.72
NB	1.7%	0.89
SB	3.0%	0.83
All	2.1%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				MANZANITA DR Eastbound				SARATOGA AVE Southbound				MANZANITA DR Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	64	0	0	0	0	0	0	1	45	0	0	0	0	4	114	1,920
7:05 AM	0	1	83	0	0	0	0	1	0	2	22	0	0	1	0	5	115	2,009
7:10 AM	0	0	89	0	0	0	0	0	0	0	47	1	0	0	0	4	141	2,092
7:15 AM	0	0	87	1	0	0	0	0	0	1	40	1	0	1	0	4	135	2,153
7:20 AM	0	0	89	0	0	0	0	0	1	0	48	1	0	0	0	6	145	2,257
7:25 AM	0	0	96	0	0	0	0	1	0	0	31	0	0	1	0	10	139	2,313
7:30 AM	0	0	136	1	0	0	0	1	2	0	55	0	0	0	0	10	205	2,369
7:35 AM	0	0	115	1	0	0	0	1	2	2	64	1	0	0	0	6	192	2,348
7:40 AM	0	0	109	0	0	0	0	0	1	0	74	0	0	0	0	13	197	2,365
7:45 AM	0	0	100	0	0	1	0	0	0	0	62	1	0	0	0	8	172	2,400
7:50 AM	0	0	76	3	0	0	0	0	0	1	76	0	0	0	0	8	164	2,424
7:55 AM	0	0	78	5	0	0	0	1	2	3	100	1	0	2	0	9	201	2,421
8:00 AM	0	0	96	5	0	0	0	3	0	2	85	1	0	4	0	7	203	2,410
8:05 AM	1	0	81	6	0	0	0	2	1	4	85	0	0	4	0	14	198	
8:10 AM	0	1	112	5	0	0	0	2	1	3	68	0	0	1	0	9	202	
8:15 AM	0	2	123	3	0	0	0	1	0	2	88	0	0	3	0	17	239	
8:20 AM	0	0	105	10	0	0	0	1	0	2	72	0	0	0	0	11	201	
8:25 AM	0	0	114	9	0	0	0	1	0	2	62	0	0	0	0	7	195	
8:30 AM	1	0	108	8	0	0	0	1	0	3	51	0	0	1	0	11	184	
8:35 AM	1	1	105	2	0	0	0	0	2	3	85	0	0	2	0	8	209	
8:40 AM	0	1	149	3	0	0	0	0	0	2	69	0	0	0	0	8	232	
8:45 AM	0	0	124	2	0	0	0	0	0	2	59	0	0	1	1	7	196	
8:50 AM	1	1	97	4	0	0	0	1	0	1	51	0	0	1	0	4	161	
8:55 AM	0	1	99	3	0	0	0	0	1	3	77	0	0	0	1	5	190	
Count Total	4	8	2,435	71	0	1	0	17	13	39	1,516	7	0	22	2	195	4,330	
Peak Hour	3	5	1,271	61	0	0	0	12	6	29	900	2	0	18	1	116	2,424	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	4	0	5	7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	1	1
7:10 AM	2	0	3	0	5	7:10 AM	0	0	0	0	0	7:10 AM	0	1	0	1	2
7:15 AM	2	0	3	0	5	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	2	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	1	0	1	2
7:25 AM	3	0	1	0	4	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	2	0	1	0	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	1	0	1
7:35 AM	1	0	3	0	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	3	0	4	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	1	1
7:45 AM	1	0	0	0	1	7:45 AM	1	0	1	0	2	7:45 AM	0	0	0	1	1
7:50 AM	2	0	0	0	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	1	1
7:55 AM	1	0	4	0	5	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	2	2
8:00 AM	3	0	0	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	1	2
8:05 AM	2	0	0	0	2	8:05 AM	0	0	1	0	1	8:05 AM	0	1	0	0	1
8:10 AM	2	0	1	0	3	8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	1	2
8:15 AM	0	0	4	0	4	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:20 AM	0	0	5	0	5	8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	2	3
8:25 AM	1	0	2	0	3	8:25 AM	0	0	0	0	0	8:25 AM	0	2	0	5	7
8:30 AM	4	0	2	0	6	8:30 AM	0	0	0	0	0	8:30 AM	0	1	0	0	1
8:35 AM	1	0	3	0	4	8:35 AM	0	0	0	0	0	8:35 AM	0	1	0	0	1
8:40 AM	6	0	3	0	9	8:40 AM	2	0	0	0	2	8:40 AM	0	0	0	0	0
8:45 AM	1	0	4	0	5	8:45 AM	0	0	0	0	0	8:45 AM	0	2	0	0	2
8:50 AM	3	0	1	0	4	8:50 AM	1	0	0	0	1	8:50 AM	0	0	0	0	0
8:55 AM	0	0	1	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	1	1
Count Total	39	0	51	0	90	Count Total	5	0	2	0	7	Count Total	0	13	1	18	32
Peak Hour	23	0	28	0	51	Peak Hour	2	0	1	0	3	Peak Hour	0	11	0	12	23

ALL TRAFFIC DATA SERVICES
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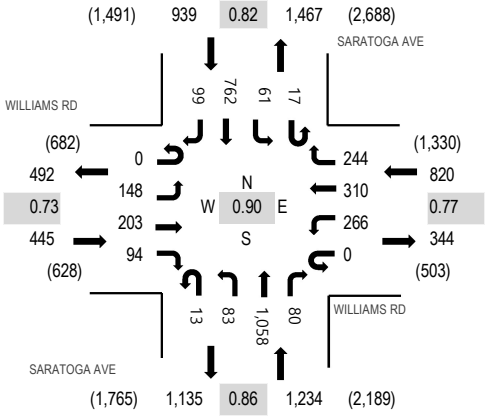
Location: 7 SARATOGA AVE & WILLIAMS RD AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

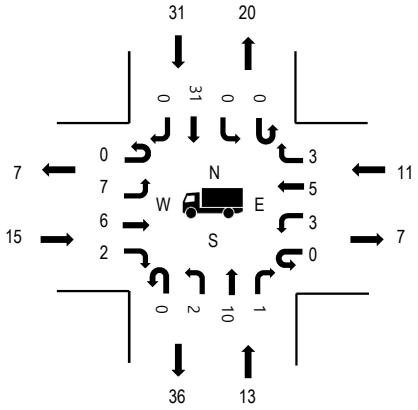
Peak Hour

Motorized Vehicles



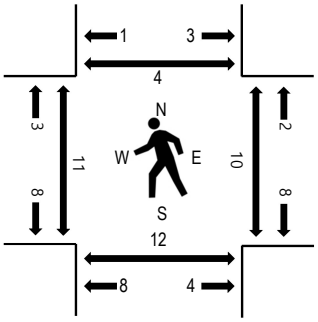
Note: Total study counts contained in parentheses.

Heavy Vehicles

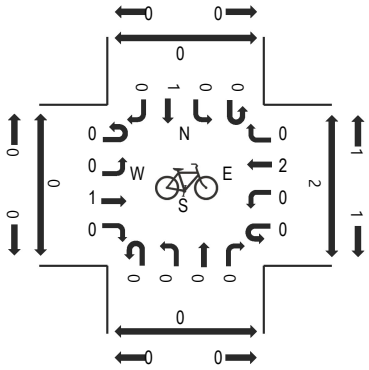


	HV%	PHF
EB	3.4%	0.73
WB	1.3%	0.77
NB	1.1%	0.86
SB	3.3%	0.82
All	2.0%	0.90

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				WILLIAMS RD Eastbound				SARATOGA AVE Southbound				WILLIAMS RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	1	46	2	0	3	3	3	0	5	23	1	0	5	5	20	117	2,316
7:05 AM	5	3	57	4	0	3	4	2	1	6	26	4	0	9	3	19	146	2,531
7:10 AM	0	1	65	1	0	14	1	3	0	2	31	3	0	4	10	15	150	2,682
7:15 AM	0	0	56	3	0	4	6	0	3	8	30	2	0	8	10	21	151	2,858
7:20 AM	1	3	61	0	0	4	2	1	0	7	19	3	0	5	6	27	139	3,032
7:25 AM	3	1	90	0	0	9	6	2	0	2	38	3	0	16	9	17	196	3,172
7:30 AM	1	1	79	4	0	8	7	3	1	9	40	4	0	8	9	31	205	3,259
7:35 AM	0	1	83	6	0	10	7	2	0	4	54	4	0	16	15	28	230	3,317
7:40 AM	2	1	85	1	0	4	7	0	1	4	46	1	0	22	29	21	224	3,392
7:45 AM	4	4	84	4	0	8	15	11	0	3	49	9	0	17	23	24	255	3,438
7:50 AM	2	8	65	3	0	4	19	9	0	3	58	4	0	17	24	17	233	3,400
7:55 AM	0	9	66	3	0	13	9	7	1	5	60	15	0	31	34	17	270	3,365
8:00 AM	1	5	90	7	0	7	17	9	2	4	91	14	0	32	34	19	332	3,322
8:05 AM	1	4	70	4	0	11	16	13	3	5	71	11	0	35	36	17	297	
8:10 AM	0	11	93	8	0	19	14	2	2	4	66	12	0	37	35	23	326	
8:15 AM	2	5	77	9	0	14	29	6	1	7	67	10	0	30	36	32	325	
8:20 AM	1	8	92	11	0	27	26	9	2	3	46	5	0	18	20	11	279	
8:25 AM	0	9	96	7	0	18	18	5	0	12	54	5	0	12	25	22	283	
8:30 AM	1	12	89	5	0	11	16	6	1	7	53	6	0	18	16	22	263	
8:35 AM	1	4	123	10	0	4	13	16	1	5	79	7	0	7	15	20	305	
8:40 AM	0	4	113	9	0	12	11	1	4	3	68	1	0	12	12	20	270	
8:45 AM	1	3	92	5	0	11	6	5	0	6	39	2	0	15	14	18	217	
8:50 AM	1	5	78	7	0	8	9	2	0	2	46	1	0	15	13	11	198	
8:55 AM	0	3	90	3	0	10	9	5	1	1	66	3	0	7	13	16	227	
Count Total	27	106	1,940	116	0	236	270	122	24	117	1,220	130	0	396	446	488	5,638	
Peak Hour	13	83	1,058	80	0	148	203	94	17	61	762	99	0	266	310	244	3,438	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	0	2	0	4	7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	2	2
7:05 AM	1	1	3	0	5	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	3	1	3	1	8	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	2	2
7:15 AM	1	2	2	1	6	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	1	1	3	7:20 AM	1	0	0	0	1	7:20 AM	2	0	0	1	3
7:25 AM	2	0	2	1	5	7:25 AM	0	0	1	0	1	7:25 AM	0	0	0	0	0
7:30 AM	1	0	1	1	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	2	3	0	6	7:35 AM	1	0	0	0	1	7:35 AM	1	0	3	0	4
7:40 AM	0	0	2	1	3	7:40 AM	0	0	0	0	0	7:40 AM	1	0	1	1	3
7:45 AM	1	1	3	2	7	7:45 AM	0	0	1	0	1	7:45 AM	2	0	1	0	3
7:50 AM	0	1	0	2	3	7:50 AM	0	0	0	0	0	7:50 AM	1	0	0	0	1
7:55 AM	1	2	2	2	7	7:55 AM	0	0	0	0	0	7:55 AM	1	0	0	3	4
8:00 AM	0	0	3	1	4	8:00 AM	0	1	0	1	2	8:00 AM	1	0	0	0	1
8:05 AM	3	0	0	0	3	8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	0	1
8:10 AM	0	4	1	1	6	8:10 AM	0	0	0	0	0	8:10 AM	1	1	1	0	3
8:15 AM	1	0	4	0	5	8:15 AM	0	0	0	0	0	8:15 AM	1	1	0	3	5
8:20 AM	0	0	3	1	4	8:20 AM	0	0	0	0	0	8:20 AM	3	3	0	0	6
8:25 AM	0	2	5	0	7	8:25 AM	0	0	0	0	0	8:25 AM	1	1	0	0	2
8:30 AM	2	2	3	1	8	8:30 AM	0	0	0	0	0	8:30 AM	0	1	0	4	5
8:35 AM	2	2	3	0	7	8:35 AM	0	0	0	0	0	8:35 AM	0	1	2	2	5
8:40 AM	3	1	4	1	9	8:40 AM	0	0	0	1	1	8:40 AM	1	2	0	0	3
8:45 AM	3	0	1	0	4	8:45 AM	0	0	0	4	4	8:45 AM	2	0	0	0	2
8:50 AM	1	0	4	0	5	8:50 AM	1	0	0	1	2	8:50 AM	1	1	0	1	3
8:55 AM	0	0	0	4	4	8:55 AM	0	1	0	0	1	8:55 AM	1	1	1	0	3
Count Total	29	21	55	21	126	Count Total	4	2	2	7	15	Count Total	20	13	9	19	61
Peak Hour	13	15	31	11	70	Peak Hour	0	1	1	2	4	Peak Hour	12	11	4	12	39

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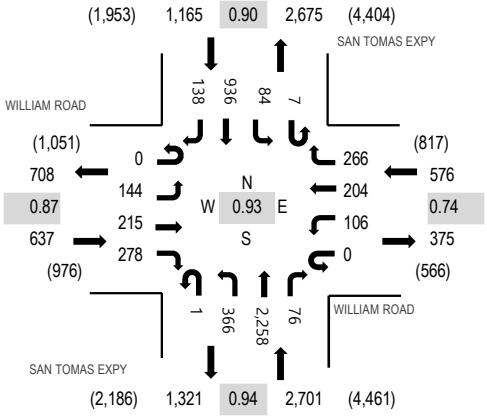
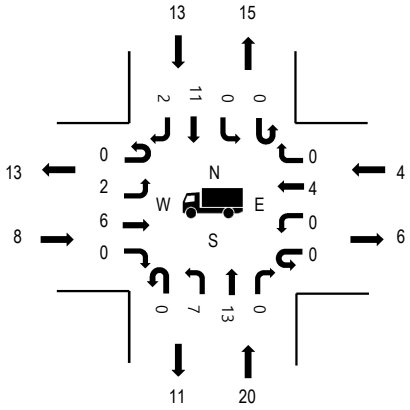
Location: 8 SAN TOMAS EXPY & WILLIAM ROAD AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

Peak Hour

Motorized Vehicles



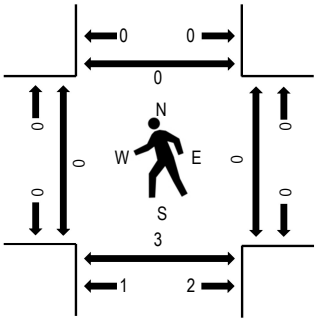
Heavy Vehicles



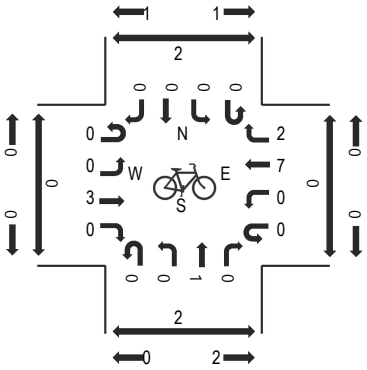
	HV%	PHF
EB	1.3%	0.87
WB	0.7%	0.74
NB	0.7%	0.94
SB	1.1%	0.90
All	0.9%	0.93

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				WILLIAM ROAD Eastbound				SAN TOMAS EXPY Southbound				WILLIAM ROAD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	6	80	0	0	6	5	10	0	1	23	5	0	0	4	2	142	3,198
7:05 AM	0	5	59	2	0	11	2	13	0	3	19	1	0	1	4	7	127	3,480
7:10 AM	0	7	86	4	0	6	3	6	0	1	50	4	0	1	4	4	176	3,799
7:15 AM	0	7	83	5	0	8	1	5	0	2	36	1	0	3	6	7	164	4,097
7:20 AM	0	16	115	5	0	4	1	15	0	2	49	3	0	1	6	3	220	4,381
7:25 AM	0	16	103	2	0	3	8	8	0	2	49	10	0	2	8	7	218	4,605
7:30 AM	0	19	139	13	0	8	9	15	0	5	55	3	0	2	5	19	292	4,812
7:35 AM	0	21	142	7	0	5	8	11	0	11	71	8	0	8	7	11	310	4,944
7:40 AM	0	23	164	6	0	6	12	25	0	5	79	8	0	6	12	17	363	5,047
7:45 AM	0	17	155	9	0	15	12	29	0	7	98	11	0	10	4	20	387	5,050
7:50 AM	0	29	166	6	0	11	9	25	0	11	94	12	0	13	19	10	405	5,079
7:55 AM	0	40	142	8	0	16	19	15	1	13	64	14	0	15	28	19	394	5,039
8:00 AM	0	33	198	1	0	8	11	19	0	6	66	13	0	12	28	29	424	5,009
8:05 AM	0	40	198	3	0	15	21	21	0	6	65	12	0	14	19	32	446	
8:10 AM	0	32	219	5	0	15	19	27	1	9	71	15	0	13	19	29	474	
8:15 AM	0	35	191	9	0	11	16	30	2	3	99	8	0	6	11	27	448	
8:20 AM	1	35	180	7	0	9	27	25	0	10	90	12	0	6	22	20	444	
8:25 AM	0	35	154	9	0	14	28	25	1	13	88	9	0	5	17	27	425	
8:30 AM	0	23	203	7	0	14	15	30	2	4	79	12	0	4	14	17	424	
8:35 AM	0	16	215	9	0	8	11	28	0	2	83	8	0	6	8	19	413	
8:40 AM	0	30	162	3	0	10	28	16	0	5	62	13	0	8	8	21	366	
8:45 AM	0	18	230	9	0	13	11	17	0	2	75	10	0	4	11	16	416	
8:50 AM	0	21	206	8	0	6	4	19	1	7	61	14	0	4	4	10	365	
8:55 AM	0	28	178	3	0	13	12	15	0	4	63	16	0	3	9	20	364	
Count Total	1	552	3,768	140	0	235	292	449	8	134	1,589	222	0	147	277	393	8,207	
Peak Hour	1	366	2,258	76	0	144	215	278	7	84	936	138	0	106	204	266	5,079	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	1	0	0	2	7:00 AM	1	1	0	0	2	7:00 AM	0	0	0	0	0
7:05 AM	2	2	0	2	6	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	1	0	0	0	1
7:15 AM	0	2	0	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	2	0	2	5	7:20 AM	0	0	0	2	2	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	0	0
7:30 AM	0	0	3	0	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	2	0	1	1	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	1	6	1	8	7:40 AM	0	1	0	0	1	7:40 AM	1	0	0	0	1
7:45 AM	0	0	2	0	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	2	2	0	0	4	7:50 AM	0	0	0	1	1	7:50 AM	0	0	0	0	0
7:55 AM	3	2	3	0	8	7:55 AM	0	0	0	1	1	7:55 AM	1	0	1	0	2
8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	0	1	8:05 AM	0	0	0	0	0
8:10 AM	1	0	1	0	2	8:10 AM	1	0	0	1	2	8:10 AM	0	0	0	0	0
8:15 AM	4	1	1	0	6	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	3	0	3	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1
8:25 AM	1	1	0	2	4	8:25 AM	0	1	0	0	1	8:25 AM	0	0	0	0	0
8:30 AM	4	0	1	0	5	8:30 AM	0	0	0	1	1	8:30 AM	2	0	0	0	2
8:35 AM	2	0	2	1	5	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	2	2	1	0	5	8:40 AM	0	0	0	2	2	8:40 AM	1	0	0	0	1
8:45 AM	1	0	1	0	2	8:45 AM	0	1	0	3	4	8:45 AM	0	0	1	0	1
8:50 AM	4	0	1	1	6	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	2	2
8:55 AM	2	1	1	0	4	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	33	17	27	11	88	Count Total	3	5	0	11	19	Count Total	7	0	2	2	11
Peak Hour	20	8	13	4	45	Peak Hour	1	3	0	9	13	Peak Hour	5	0	2	0	7

ALL TRAFFIC DATA SERVICES
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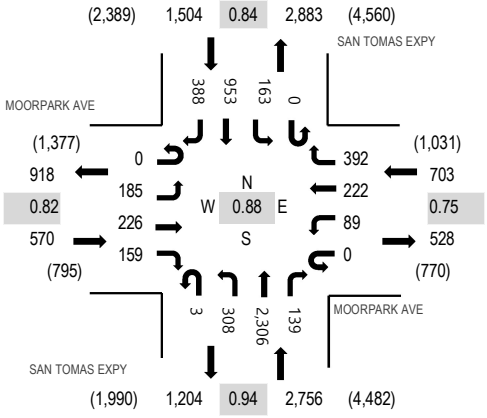
Location: 9 SAN TOMAS EXPY & MOORPARK AVE AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

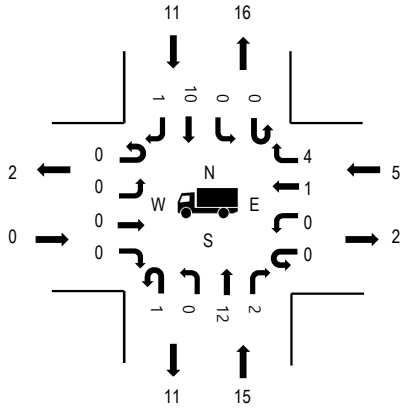
Peak Hour

Motorized Vehicles



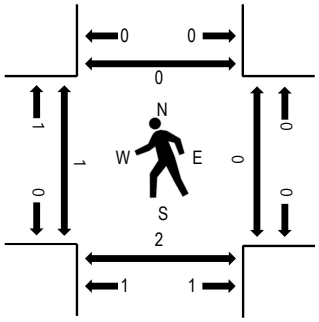
Note: Total study counts contained in parentheses.

Heavy Vehicles

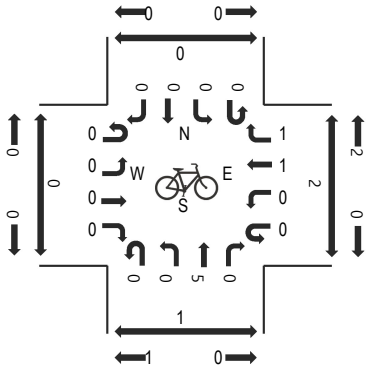


	HV%	PHF
EB	0.0%	0.82
WB	0.7%	0.75
NB	0.5%	0.94
SB	0.7%	0.84
All	0.6%	0.88

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				MOORPARK AVE Eastbound				SAN TOMAS EXPY Southbound				MOORPARK AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	9	59	2	0	1	4	5	0	4	29	6	0	0	1	6	126	3,312
7:05 AM	0	10	78	8	0	3	2	1	0	7	28	1	0	1	7	7	153	3,644
7:10 AM	0	11	72	7	0	3	1	4	0	0	37	6	0	4	3	10	158	4,022
7:15 AM	0	7	95	5	0	3	1	4	0	7	31	9	0	1	4	8	175	4,397
7:20 AM	0	26	77	3	0	3	3	4	1	3	43	9	0	4	12	16	204	4,721
7:25 AM	0	16	112	7	0	8	2	4	0	2	61	13	0	5	6	14	250	4,942
7:30 AM	0	17	130	4	0	6	8	8	0	10	46	17	0	4	16	15	281	5,193
7:35 AM	0	19	135	4	0	9	6	5	0	9	76	9	0	9	9	22	312	5,378
7:40 AM	0	14	158	9	0	18	4	7	0	9	75	18	0	11	13	13	349	5,467
7:45 AM	1	20	164	16	0	10	13	10	0	19	97	29	0	13	11	17	420	5,502
7:50 AM	1	15	138	9	0	5	13	11	0	18	99	33	0	7	16	20	385	5,533
7:55 AM	0	35	149	15	0	22	28	7	0	27	100	46	0	13	19	38	499	5,527
8:00 AM	1	36	190	22	0	14	21	11	0	7	44	39	0	11	31	31	458	5,385
8:05 AM	0	41	233	9	0	16	8	15	0	17	80	48	0	9	10	45	531	
8:10 AM	0	15	198	9	0	18	24	15	0	19	82	56	0	8	34	55	533	
8:15 AM	0	36	177	9	0	18	25	17	0	15	101	43	0	10	21	27	499	
8:20 AM	0	22	172	10	0	20	26	14	0	6	55	36	0	7	24	33	425	
8:25 AM	0	28	221	15	0	19	12	26	0	4	96	29	0	8	10	33	501	
8:30 AM	0	16	208	7	0	11	20	15	0	18	92	25	0	5	13	36	466	
8:35 AM	0	26	171	14	0	17	19	14	0	13	66	14	0	4	18	25	401	
8:40 AM	1	20	202	8	0	16	18	8	0	7	50	12	0	5	17	20	384	
8:45 AM	0	18	247	12	0	9	12	6	0	12	88	7	0	2	9	29	451	
8:50 AM	0	21	145	17	0	18	10	12	0	18	80	17	0	7	22	12	379	
8:55 AM	0	37	204	7	0	12	7	6	0	4	45	10	0	8	4	13	357	
Count Total	4	515	3,735	228	0	279	287	229	1	255	1,601	532	0	156	330	545	8,697	
Peak Hour	3	308	2,306	139	0	185	226	159	0	163	953	388	0	89	222	392	5,533	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	0	1	1	4	7:00 AM	2	0	0	0	2	7:00 AM	1	1	0	0	2
7:05 AM	3	1	0	1	5	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	1	0	0	0	1
7:15 AM	1	0	1	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	0	0	1	7:20 AM	0	1	0	0	1	7:20 AM	0	0	0	0	0
7:25 AM	0	0	3	0	3	7:25 AM	1	0	0	0	1	7:25 AM	1	1	0	0	2
7:30 AM	0	0	2	0	2	7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	0	0
7:35 AM	3	1	0	0	4	7:35 AM	0	0	0	0	0	7:35 AM	0	1	0	0	1
7:40 AM	1	1	5	0	7	7:40 AM	0	0	0	0	0	7:40 AM	1	0	0	0	1
7:45 AM	1	1	1	0	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	1	0	0	0	1	7:50 AM	1	0	0	0	1	7:50 AM	1	0	0	0	1
7:55 AM	4	0	3	1	8	7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	0	1
8:05 AM	1	0	1	0	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	1	0	0	1	2	8:10 AM	2	0	0	0	2	8:10 AM	0	0	0	2	2
8:15 AM	0	0	2	2	4	8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1
8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	0	1	8:25 AM	0	1	0	0	1
8:30 AM	2	0	3	0	5	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	1	1	3	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	4	0	0	0	4	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	1	1	8:45 AM	0	0	0	0	0
8:50 AM	2	1	0	0	3	8:50 AM	2	0	0	1	3	8:50 AM	0	0	0	0	0
8:55 AM	3	0	0	1	4	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	32	5	24	8	69	Count Total	11	1	0	3	15	Count Total	7	4	0	2	13
Peak Hour	15	0	11	5	31	Peak Hour	5	0	0	2	7	Peak Hour	3	1	0	2	6

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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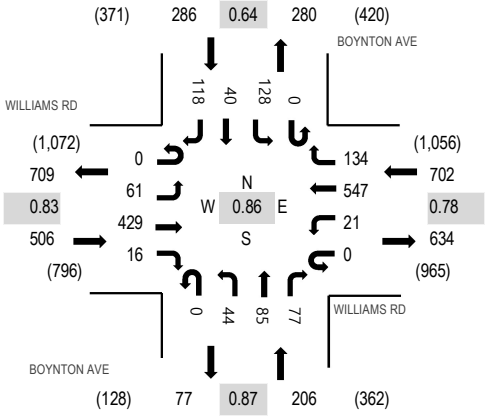
Location: 10 BOYNTON AVE & WILLIAMS RD AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:10 AM - 08:25 AM

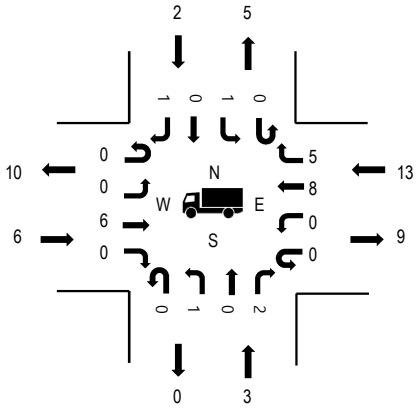
Peak Hour

Motorized Vehicles



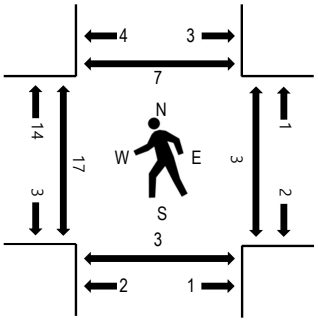
Note: Total study counts contained in parentheses.

Heavy Vehicles

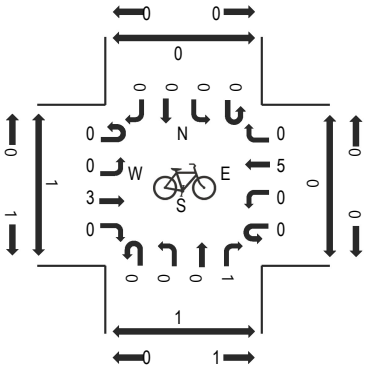


	HV%	PHF
EB	1.2%	0.83
WB	1.9%	0.78
NB	1.5%	0.87
SB	0.7%	0.64
All	1.4%	0.86

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	BOYNTON AVE Northbound				WILLIAMS RD Eastbound				BOYNTON AVE Southbound				WILLIAMS RD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	5	4	3	0	1	18	2	0	0	0	1	0	0	14	2	50	946
7:05 AM	0	2	5	3	0	0	20	3	0	1	0	2	0	0	7	1	44	1,044
7:10 AM	0	4	4	4	0	1	12	0	0	0	1	7	0	1	16	0	50	1,164
7:15 AM	0	4	1	3	0	2	9	2	0	1	0	4	0	0	13	1	40	1,279
7:20 AM	0	4	3	3	0	0	16	0	0	3	1	4	0	0	23	2	59	1,400
7:25 AM	0	5	3	5	0	0	9	3	0	4	3	3	0	1	28	4	68	1,507
7:30 AM	0	3	9	2	0	4	27	3	0	2	0	2	0	0	25	3	80	1,597
7:35 AM	0	2	5	4	0	2	30	0	0	1	0	6	0	5	32	2	89	1,649
7:40 AM	0	3	8	7	0	0	34	3	0	2	2	6	0	0	36	1	102	1,677
7:45 AM	0	4	8	7	0	4	33	1	0	7	4	4	0	1	31	5	109	1,700
7:50 AM	0	3	3	6	0	1	39	1	0	4	0	5	0	1	51	4	118	1,679
7:55 AM	0	6	3	8	0	2	26	1	0	5	9	13	0	1	59	4	137	1,673
8:00 AM	0	2	10	5	0	4	30	0	0	6	2	14	0	3	65	7	148	1,639
8:05 AM	0	3	11	11	0	8	35	2	0	11	0	10	0	2	65	6	164	
8:10 AM	0	1	8	4	0	1	53	2	0	7	3	10	0	2	63	11	165	
8:15 AM	0	4	6	5	0	6	45	1	0	18	5	13	0	2	38	18	161	
8:20 AM	0	4	9	4	0	6	32	4	0	19	6	9	0	5	42	26	166	
8:25 AM	0	5	8	7	0	9	33	0	0	19	7	15	0	1	36	18	158	
8:30 AM	0	2	5	7	0	8	33	1	0	12	1	13	0	1	38	11	132	
8:35 AM	0	5	5	8	0	4	34	2	0	14	3	7	0	2	25	8	117	
8:40 AM	0	5	9	5	0	8	36	1	0	6	0	5	0	0	34	16	125	
8:45 AM	0	4	5	2	0	5	26	1	0	6	2	4	0	3	17	13	88	
8:50 AM	0	2	12	5	0	3	28	3	0	4	1	4	0	6	32	12	112	
8:55 AM	0	4	6	8	0	0	22	1	0	7	0	1	0	4	34	16	103	
Count Total	0	86	150	126	0	79	680	37	0	159	50	162	0	41	824	191	2,585	
Peak Hour	0	44	85	77	0	61	429	16	0	128	40	118	0	21	547	134	1,700	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	1	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	2	0	0	2
7:05 AM	0	4	0	0	4	7:05 AM	0	0	0	0	0	7:05 AM	0	3	0	0	3
7:10 AM	1	0	1	1	3	7:10 AM	0	0	0	0	0	7:10 AM	0	1	0	1	2
7:15 AM	0	2	0	0	2	7:15 AM	0	1	0	0	1	7:15 AM	0	0	0	0	0
7:20 AM	0	2	0	1	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	1	1
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	1	0	0	1
7:35 AM	0	1	0	0	1	7:35 AM	0	1	0	0	1	7:35 AM	1	1	0	1	3
7:40 AM	0	1	1	1	3	7:40 AM	0	0	0	0	0	7:40 AM	1	1	1	2	5
7:45 AM	0	1	0	1	2	7:45 AM	0	0	0	0	0	7:45 AM	0	3	3	0	6
7:50 AM	0	1	0	1	2	7:50 AM	0	0	0	0	0	7:50 AM	0	2	0	1	3
7:55 AM	2	0	2	1	5	7:55 AM	0	0	0	1	1	7:55 AM	1	1	2	0	4
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	0	1
8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	1	0	1
8:10 AM	0	1	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1
8:15 AM	0	1	0	3	4	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	0	1	8:20 AM	2	4	0	1	7
8:25 AM	0	1	0	3	4	8:25 AM	0	0	0	0	0	8:25 AM	0	3	0	0	3
8:30 AM	0	0	0	2	2	8:30 AM	0	1	0	0	1	8:30 AM	0	2	0	0	2
8:35 AM	1	1	0	1	3	8:35 AM	0	1	0	2	3	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	2	3	8:40 AM	0	2	0	1	3
8:45 AM	0	0	0	1	1	8:45 AM	1	0	0	2	3	8:45 AM	0	0	0	1	1
8:50 AM	0	0	0	2	2	8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0
8:55 AM	1	0	0	1	2	8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	0	1
Count Total	5	17	4	20	46	Count Total	2	5	0	8	15	Count Total	6	28	9	9	52
Peak Hour	3	6	2	13	24	Peak Hour	1	3	0	5	9	Peak Hour	4	18	7	3	32

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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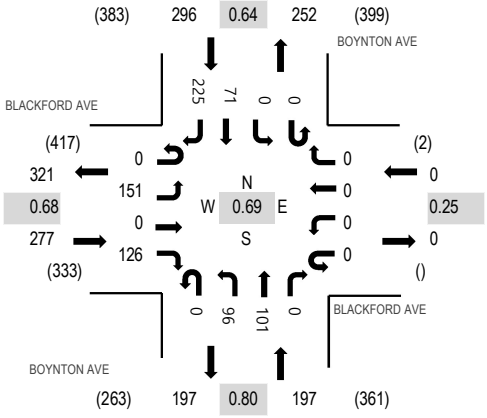
Location: 11 BOYNTON AVE & BLACKFORD AVE AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:10 AM - 08:25 AM

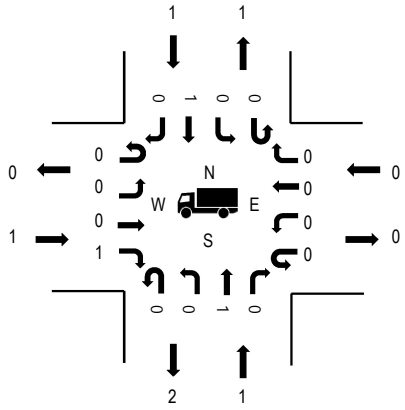
Peak Hour

Motorized Vehicles



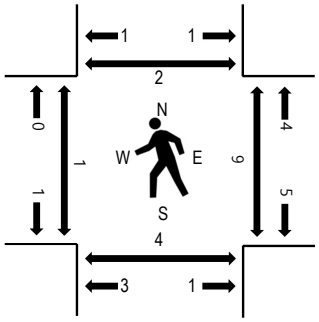
Note: Total study counts contained in parentheses.

Heavy Vehicles

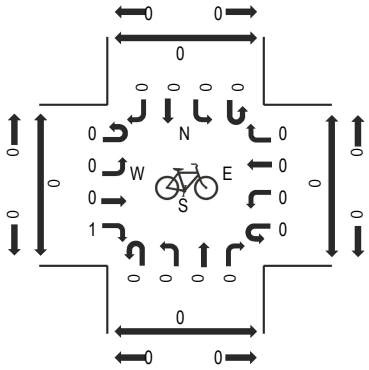


	HV%	PHF
EB	0.4%	0.68
WB	0.0%	0.25
NB	0.5%	0.80
SB	0.3%	0.64
All	0.4%	0.69

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	BOYNTON AVE Northbound				BLACKFORD AVE Eastbound				BOYNTON AVE Southbound				BLACKFORD AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	5	10	0	0	0	0	0	0	0	0	4	0	1	0	0	20	327
7:05 AM	0	0	9	0	0	1	0	2	0	0	5	1	0	0	0	0	18	354
7:10 AM	0	2	9	0	0	1	0	2	0	0	2	1	0	0	1	0	18	410
7:15 AM	0	2	12	0	0	4	0	0	0	0	5	1	0	0	0	0	24	482
7:20 AM	0	0	6	0	0	0	0	3	0	0	1	4	0	0	0	0	14	551
7:25 AM	0	4	11	0	0	1	0	3	0	0	4	3	0	0	0	0	26	633
7:30 AM	0	6	9	0	0	5	0	1	0	0	3	2	0	0	0	0	26	691
7:35 AM	0	4	7	0	0	3	0	1	0	0	0	6	0	0	0	0	21	743
7:40 AM	0	1	9	0	0	5	0	3	0	0	4	7	0	0	0	0	29	759
7:45 AM	0	1	12	0	0	7	0	4	0	0	6	9	0	0	0	0	39	770
7:50 AM	0	4	8	0	0	14	0	8	0	0	8	9	0	0	0	0	51	764
7:55 AM	0	5	7	0	0	7	0	2	0	0	6	14	0	0	0	0	41	751
8:00 AM	0	2	3	0	0	11	0	6	0	0	7	18	0	0	0	0	47	752
8:05 AM	0	7	8	0	0	17	0	10	0	0	5	27	0	0	0	0	74	
8:10 AM	0	11	9	0	0	16	0	14	0	0	9	31	0	0	0	0	90	
8:15 AM	0	15	8	0	0	17	0	17	0	0	5	31	0	0	0	0	93	
8:20 AM	0	16	8	0	0	15	0	15	0	0	10	32	0	0	0	0	96	
8:25 AM	0	14	7	0	0	15	0	23	0	0	4	21	0	0	0	0	84	
8:30 AM	0	8	10	0	0	14	0	20	0	0	5	21	0	0	0	0	78	
8:35 AM	0	4	9	0	0	9	0	3	0	0	4	8	0	0	0	0	37	
8:40 AM	0	9	12	0	0	9	0	4	0	0	2	4	0	0	0	0	40	
8:45 AM	0	6	11	0	0	4	0	3	0	0	6	3	0	0	0	0	33	
8:50 AM	0	6	14	0	0	2	0	2	0	0	5	9	0	0	0	0	38	
8:55 AM	0	11	10	0	0	4	0	6	0	0	4	7	0	0	0	0	42	
Count Total	0	143	218	0	0	181	0	152	0	0	110	273	0	1	1	0	1,079	
Peak Hour	0	96	101	0	0	151	0	126	0	0	71	225	0	0	0	0	770	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	1	0	2	7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	1	1
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	1	1
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	1	0	1	2
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	2	0	1	3
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	2	0	0	2
7:40 AM	0	1	0	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	5	1	2	8
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	1	1
7:50 AM	0	1	0	0	1	7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	0	0	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	1	1
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	2	0	0	2	4
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	1	0	1	1	3
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	3	4
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	2	0	0	1	3
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	1	0	0	1
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	2	3	2	0	7	Count Total	1	2	0	0	3	Count Total	6	12	3	16	37
Peak Hour	1	1	1	0	3	Peak Hour	0	1	0	0	1	Peak Hour	4	1	2	9	16

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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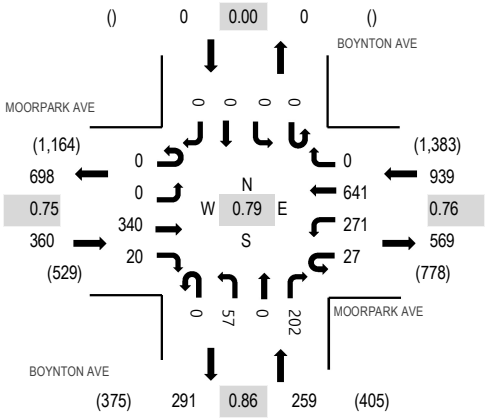
Location: 12 BOYNTON AVE & MOORPARK AVE AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

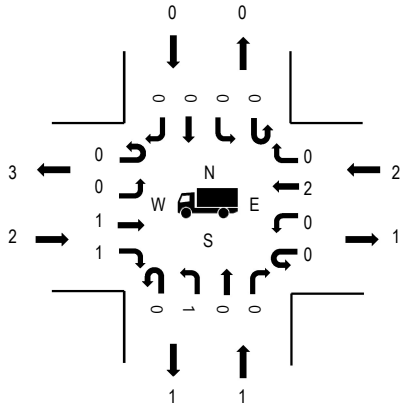
Peak Hour

Motorized Vehicles



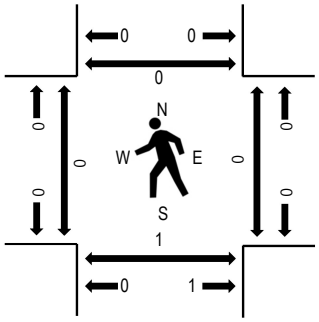
Note: Total study counts contained in parentheses.

Heavy Vehicles

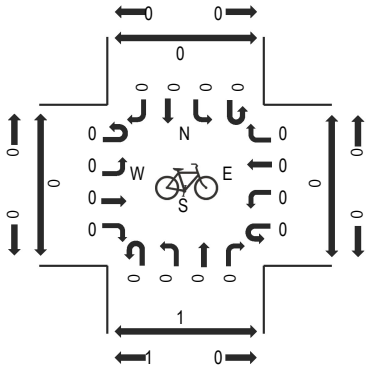


	HV%	PHF
EB	0.6%	0.75
WB	0.2%	0.76
NB	0.4%	0.86
SB	0.0%	0.00
All	0.3%	0.79

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	BOYNTON AVE Northbound				MOORPARK AVE Eastbound				BOYNTON AVE Southbound				MOORPARK AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	7	0	2	0	0	8	0	0	0	0	0	0	4	14	0	35	835
7:05 AM	0	3	0	5	0	0	4	3	0	0	0	0	0	3	17	0	35	942
7:10 AM	0	10	0	1	0	0	5	1	0	0	0	0	0	2	19	0	38	1,067
7:15 AM	0	11	0	6	0	0	6	4	0	0	0	0	0	2	18	0	47	1,191
7:20 AM	0	4	0	2	0	0	6	0	0	0	0	0	0	5	37	0	54	1,314
7:25 AM	0	7	0	1	0	0	14	3	0	0	0	0	0	4	36	0	65	1,396
7:30 AM	0	8	0	8	0	0	10	0	0	0	0	0	0	5	39	0	70	1,471
7:35 AM	0	6	0	5	0	0	13	0	0	0	0	0	0	5	44	0	73	1,514
7:40 AM	0	5	0	10	0	0	18	2	0	0	0	0	0	9	35	0	79	1,543
7:45 AM	0	7	0	11	0	0	24	2	0	0	0	0	4	14	39	0	101	1,558
7:50 AM	0	7	0	15	0	0	13	2	0	0	0	0	5	14	44	0	100	1,524
7:55 AM	0	3	0	12	0	0	20	3	0	0	0	0	9	21	70	0	138	1,533
8:00 AM	0	4	0	10	0	0	26	1	0	0	0	0	7	15	79	0	142	1,482
8:05 AM	0	1	0	23	0	0	34	2	0	0	0	0	1	27	72	0	160	
8:10 AM	0	4	0	20	0	0	29	2	0	0	0	0	0	44	63	0	162	
8:15 AM	0	4	0	22	0	0	38	4	0	0	0	0	0	40	62	0	170	
8:20 AM	0	2	0	18	0	0	37	2	0	0	0	0	0	29	48	0	136	
8:25 AM	0	6	0	23	0	0	44	0	0	0	0	0	0	24	43	0	140	
8:30 AM	0	4	0	19	0	0	29	2	0	0	0	0	0	23	36	0	113	
8:35 AM	0	9	0	14	0	0	22	0	0	0	0	0	0	12	45	0	102	
8:40 AM	0	6	0	15	0	0	24	0	0	0	0	0	1	8	40	0	94	
8:45 AM	0	6	0	8	0	0	21	3	0	0	0	0	0	5	24	0	67	
8:50 AM	0	9	0	5	0	0	29	1	0	0	0	0	0	14	51	0	109	
8:55 AM	0	10	0	7	0	0	15	3	0	0	0	0	0	6	46	0	87	
Count Total	0	143	0	262	0	0	489	40	0	0	0	0	27	335	1,021	0	2,317	
Peak Hour	0	57	0	202	0	0	340	20	0	0	0	0	27	271	641	0	1,558	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	1	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	0	0	2	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	0	0
7:25 AM	0	1	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	2	0	0	0	2
7:40 AM	0	1	0	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	0	1
8:05 AM	1	0	0	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	1	1	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	0	1	8:55 AM	0	0	0	0	0
Count Total	2	4	0	5	11	Count Total	1	1	0	1	3	Count Total	4	0	0	0	4
Peak Hour	1	2	0	2	5	Peak Hour	0	0	0	0	0	Peak Hour	2	0	0	0	2

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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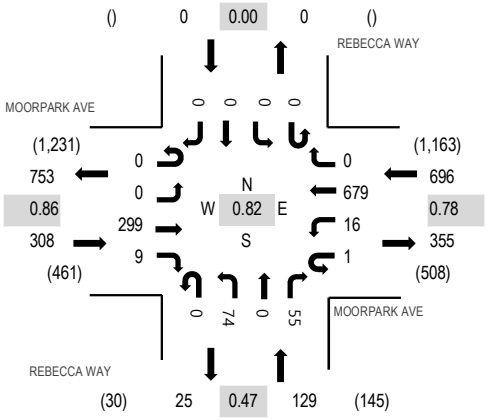
Location: 13 REBECCA WAY & MOORPARK AVE AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

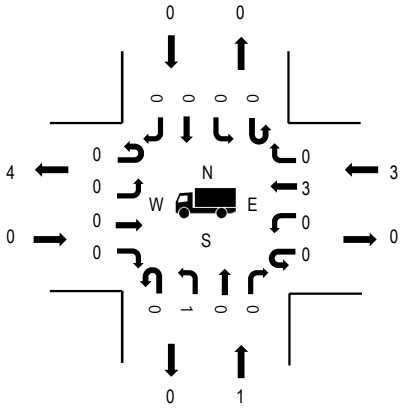
Peak Hour

Motorized Vehicles



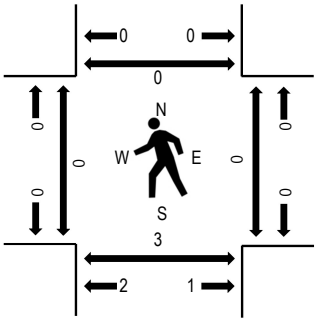
Note: Total study counts contained in parentheses.

Heavy Vehicles

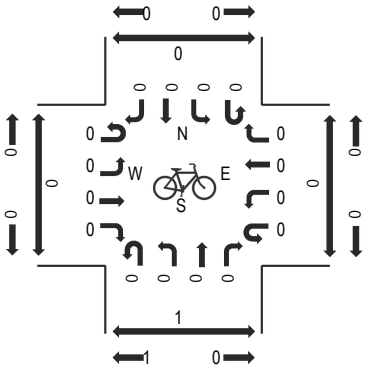


	HV%	PHF
EB	0.0%	0.86
WB	0.4%	0.78
NB	0.8%	0.47
SB	0.0%	0.00
All	0.4%	0.82

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	REBECCA WAY Northbound				MOORPARK AVE Eastbound				REBECCA WAY Southbound				MOORPARK AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	0	1	0	0	2	1	0	0	0	0	0	0	22	0	28	648
7:05 AM	0	1	0	0	0	0	6	0	0	0	0	0	0	0	20	0	27	732
7:10 AM	0	3	0	0	0	0	7	0	0	0	0	0	0	0	28	0	38	820
7:15 AM	0	3	0	0	0	0	6	0	0	0	0	0	0	0	27	0	36	900
7:20 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	39	0	46	975
7:25 AM	0	0	0	0	0	0	15	0	0	0	0	0	0	0	45	0	60	1,028
7:30 AM	0	1	0	0	0	0	10	0	0	0	0	0	0	0	48	0	59	1,085
7:35 AM	0	1	0	0	0	0	13	0	0	0	0	0	0	0	49	0	63	1,105
7:40 AM	0	1	0	0	0	0	18	0	0	0	0	0	0	0	38	0	57	1,124
7:45 AM	0	0	0	1	0	0	24	0	0	0	0	0	0	0	47	0	72	1,133
7:50 AM	0	3	0	2	0	0	17	1	0	0	0	0	0	0	52	0	75	1,115
7:55 AM	0	0	0	0	0	0	17	0	0	0	0	0	0	0	70	0	87	1,129
8:00 AM	0	11	0	2	0	0	23	2	0	0	0	0	0	1	73	0	112	1,121
8:05 AM	0	6	0	3	0	0	32	1	0	0	0	0	0	2	71	0	115	
8:10 AM	0	3	0	7	0	0	30	1	0	0	0	0	0	2	75	0	118	
8:15 AM	0	10	0	12	0	0	21	0	0	0	0	0	0	5	63	0	111	
8:20 AM	0	9	0	11	0	0	32	1	0	0	0	0	0	0	46	0	99	
8:25 AM	0	20	0	6	0	0	34	1	0	0	0	0	0	4	52	0	117	
8:30 AM	0	7	0	7	0	0	23	1	0	0	0	0	0	0	41	0	79	
8:35 AM	0	3	0	3	0	0	24	0	0	0	0	0	0	1	51	0	82	
8:40 AM	0	2	0	1	0	0	22	1	0	0	0	0	1	1	38	0	66	
8:45 AM	0	1	0	0	0	0	19	1	0	0	0	0	0	1	32	0	54	
8:50 AM	0	0	0	2	0	0	28	0	0	0	0	0	0	1	58	0	89	
8:55 AM	0	0	0	0	0	0	19	1	0	0	0	0	0	0	59	0	79	
Count Total	0	87	0	58	0	0	449	12	0	0	0	0	1	18	1,144	0	1,769	
Peak Hour	0	74	0	55	0	0	299	9	0	0	0	0	1	16	679	0	1,133	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	1	1	7:00 AM	0	0	0	0	0	7:00 AM	0	1	0	0	1
7:05 AM	0	0	0	1	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	1	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	2	0	0	0	2
7:35 AM	0	2	0	0	2	7:35 AM	0	0	0	0	0	7:35 AM	3	0	0	0	3
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	0	1
8:05 AM	1	0	0	1	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	1	0	0	0	1
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	1	0	1
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	0	1	8:55 AM	0	0	0	0	0
Count Total	1	3	0	5	9	Count Total	0	1	0	0	1	Count Total	11	1	1	0	13
Peak Hour	1	0	0	3	4	Peak Hour	0	0	0	0	0	Peak Hour	4	0	0	0	4

ALL TRAFFIC DATA SERVICES
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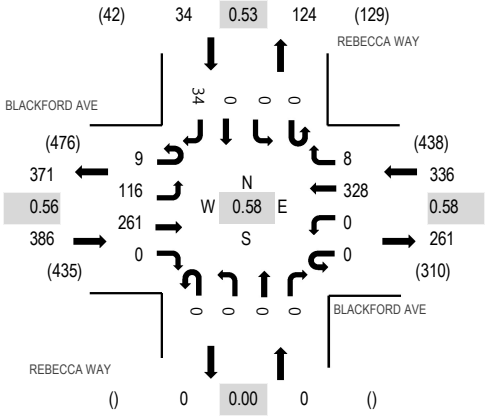
Location: 14 REBECCA WAY & BLACKFORD AVE AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

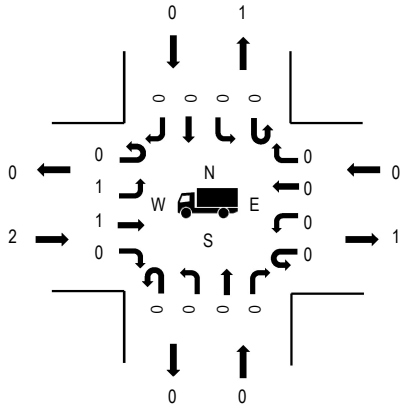
Peak Hour

Motorized Vehicles



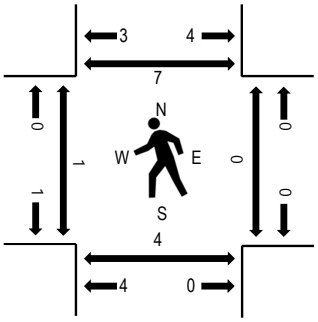
Note: Total study counts contained in parentheses.

Heavy Vehicles

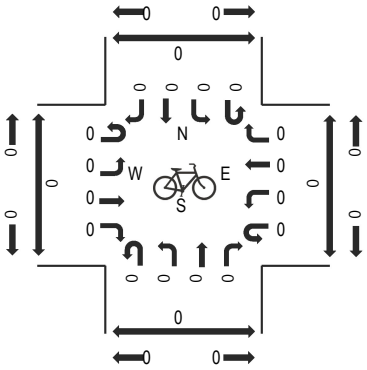


	HV%	PHF
EB	0.5%	0.56
WB	0.0%	0.58
NB	0.0%	0.00
SB	0.0%	0.53
All	0.3%	0.58

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	REBECCA WAY Northbound				BLACKFORD AVE Eastbound				REBECCA WAY Southbound				BLACKFORD AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	0	0	1	2	0	0	1	0	0	0	0	10	0	14	181
7:05 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	4	219
7:10 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	1	6	288
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5	369
7:20 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	8	476
7:25 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	10	582
7:30 AM	0	0	0	0	1	0	6	0	0	0	0	1	0	0	8	1	17	674
7:35 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	12	0	14	728
7:40 AM	0	0	0	0	0	0	5	0	0	0	0	1	0	0	8	0	14	744
7:45 AM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	11	0	20	756
7:50 AM	0	0	0	0	0	1	20	0	0	0	0	2	0	0	15	0	38	755
7:55 AM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	21	0	31	737
8:00 AM	0	0	0	0	1	9	15	0	0	0	0	4	0	0	23	0	52	734
8:05 AM	0	0	0	0	1	8	27	0	0	0	0	4	0	0	32	1	73	
8:10 AM	0	0	0	0	1	11	30	0	0	0	0	4	0	0	40	1	87	
8:15 AM	0	0	0	0	1	24	30	0	0	0	0	7	0	0	48	2	112	
8:20 AM	0	0	0	0	2	21	33	0	0	0	0	4	0	0	54	0	114	
8:25 AM	0	0	0	0	2	27	33	0	0	0	0	6	0	0	32	2	102	
8:30 AM	0	0	0	0	0	9	31	0	0	0	0	1	0	0	30	0	71	
8:35 AM	0	0	0	0	1	4	13	0	0	0	0	1	0	0	10	1	30	
8:40 AM	0	0	0	0	0	2	10	0	0	0	0	1	0	0	12	1	26	
8:45 AM	0	0	0	0	0	1	7	0	0	1	0	1	0	0	8	1	19	
8:50 AM	0	0	0	0	0	0	5	0	0	0	0	1	0	0	14	0	20	
8:55 AM	0	0	0	0	0	0	9	0	0	0	0	1	0	0	18	0	28	
Count Total	0	0	0	0	10	118	307	0	0	3	0	39	0	0	427	11	915	
Peak Hour	0	0	0	0	9	116	261	0	0	0	0	34	0	0	328	8	756	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	1	1	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	1	0	0	0	1
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	2	0	0	0	2
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	0	0	7:35 AM	2	2	1	3	8
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	1	0	1
7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	1	1	0	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1
8:05 AM	0	1	0	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	2	0	0	0	2
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	1	0	1
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	2	0	1	0	3
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	3	0	0	0	3
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	1	0	0	0	1
Count Total	0	3	1	1	5	Count Total	0	0	0	0	0	Count Total	13	3	9	3	28
Peak Hour	0	2	0	0	2	Peak Hour	0	0	0	0	0	Peak Hour	4	1	7	0	12

ALL TRAFFIC DATA SERVICES
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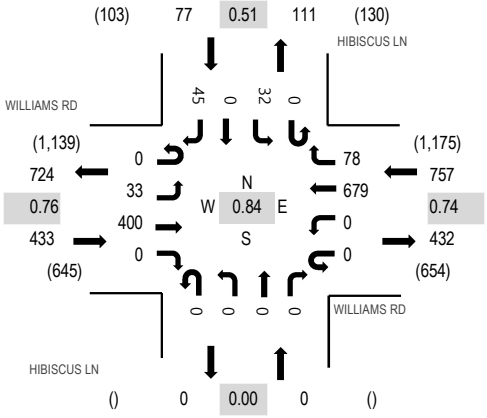
Location: 15 HIBISCUS LN & WILLIAMS RD AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

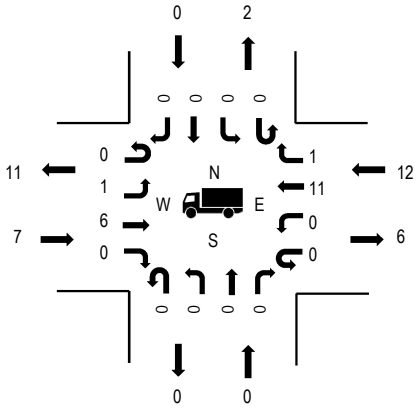
Peak Hour

Motorized Vehicles



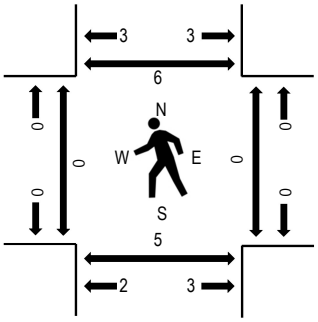
Note: Total study counts contained in parentheses.

Heavy Vehicles

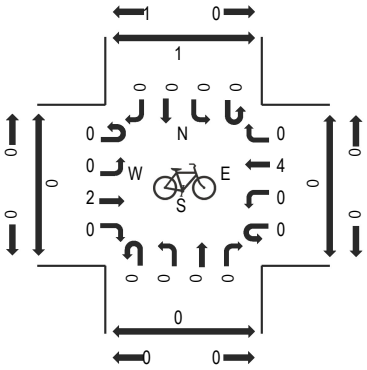


	HV%	PHF
EB	1.6%	0.76
WB	1.6%	0.74
NB	0.0%	0.00
SB	0.0%	0.51
All	1.5%	0.84

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	HIBISCUS LN Northbound				WILLIAMS RD Eastbound				HIBISCUS LN Southbound				WILLIAMS RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	0	0	0	21	0	0	1	0	0	0	0	28	1	51	776
7:05 AM	0	0	0	0	0	0	15	0	0	2	0	1	0	0	22	0	40	855
7:10 AM	0	0	0	0	0	0	5	0	0	1	0	1	0	0	19	0	26	939
7:15 AM	0	0	0	0	0	0	11	0	0	0	0	2	0	0	30	3	46	1,030
7:20 AM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	37	1	51	1,121
7:25 AM	0	0	0	0	0	1	14	0	0	1	0	0	0	0	37	4	57	1,175
7:30 AM	0	0	0	0	0	0	22	0	0	1	0	2	0	0	32	1	58	1,215
7:35 AM	0	0	0	0	0	0	27	0	0	2	0	2	0	0	46	1	78	1,241
7:40 AM	0	0	0	0	0	0	19	0	0	0	0	0	0	0	49	1	69	1,254
7:45 AM	0	0	0	0	0	1	35	0	0	2	0	2	0	0	60	2	102	1,267
7:50 AM	0	0	0	0	0	2	18	0	0	2	0	3	0	0	50	1	76	1,222
7:55 AM	0	0	0	0	0	4	20	0	0	0	0	10	0	0	77	11	122	1,213
8:00 AM	0	0	0	0	0	1	30	0	0	4	0	3	0	0	78	14	130	1,147
8:05 AM	0	0	0	0	0	6	28	0	0	7	0	5	0	0	69	9	124	
8:10 AM	0	0	0	0	0	0	30	0	0	7	0	8	0	0	59	13	117	
8:15 AM	0	0	0	0	0	5	51	0	0	4	0	7	0	0	60	10	137	
8:20 AM	0	0	0	0	0	4	39	0	0	3	0	1	0	0	52	6	105	
8:25 AM	0	0	0	0	0	5	38	0	0	0	0	0	0	0	51	3	97	
8:30 AM	0	0	0	0	0	2	36	0	0	1	0	1	0	0	40	4	84	
8:35 AM	0	0	0	0	0	3	41	0	0	2	0	4	0	0	39	2	91	
8:40 AM	0	0	0	0	0	0	34	0	0	0	0	1	0	0	44	3	82	
8:45 AM	0	0	0	0	0	0	21	0	0	1	0	2	0	0	33	0	57	
8:50 AM	0	0	0	0	0	2	25	0	0	3	0	1	0	0	33	3	67	
8:55 AM	0	0	0	0	0	0	16	0	0	1	0	2	0	0	36	1	56	
Count Total	0	0	0	0	0	36	609	0	0	45	0	58	0	0	1,081	94	1,923	
Peak Hour	0	0	0	0	0	33	400	0	0	32	0	45	0	0	679	78	1,267	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	1	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	2	0	2
7:05 AM	0	4	0	0	4	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	2	3	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	1	1
7:15 AM	0	1	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	1	0	1
7:20 AM	0	2	0	1	3	7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	1	0	1	0	2
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	5	0	2	2	9
7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1
7:40 AM	0	1	0	0	1	7:40 AM	0	0	0	0	0	7:40 AM	3	0	2	0	5
7:45 AM	0	1	0	2	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	0	2	3	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	3	3	7:55 AM	0	0	0	1	1	7:55 AM	0	0	2	0	2
8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1	8:00 AM	1	0	0	0	1
8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1
8:10 AM	0	1	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	2	0	2
8:15 AM	0	1	0	1	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	2	0	1	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1	8:30 AM	0	1	0	0	1	8:30 AM	2	0	0	0	2
8:35 AM	0	1	0	1	2	8:35 AM	0	0	0	1	1	8:35 AM	0	0	2	0	2
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	2	2	8:40 AM	1	0	1	0	2
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	2	2	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	3	3	8:55 AM	0	0	0	0	0	8:55 AM	0	0	1	0	1
Count Total	0	18	0	18	36	Count Total	0	2	0	7	9	Count Total	16	0	16	3	35
Peak Hour	0	7	0	12	19	Peak Hour	0	2	0	4	6	Peak Hour	5	0	7	0	12

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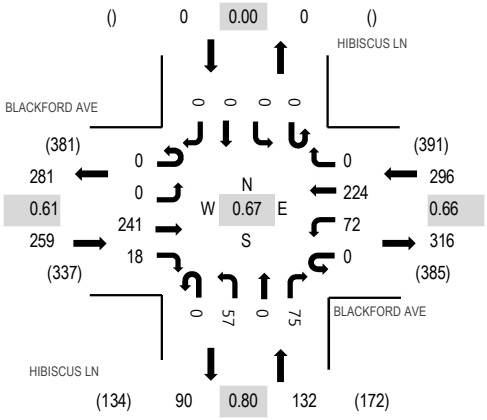
Location: 16 HIBISCUS LN & BLACKFORD AVE AM
Date: Wednesday, January 25, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

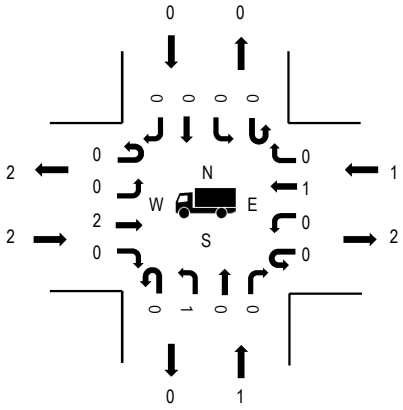
Peak Hour

Motorized Vehicles



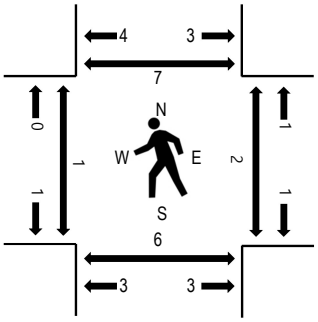
Note: Total study counts contained in parentheses.

Heavy Vehicles

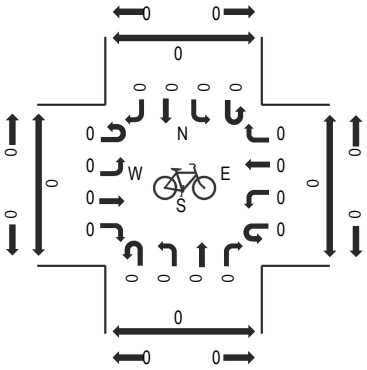


	HV%	PHF
EB	0.8%	0.61
WB	0.3%	0.66
NB	0.8%	0.80
SB	0.0%	0.00
All	0.6%	0.67

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	HIBISCUS LN Northbound				BLACKFORD AVE Eastbound				HIBISCUS LN Southbound				BLACKFORD AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	1	0	0	3	2	0	0	0	0	0	1	5	0	12	233
7:05 AM	0	6	0	0	0	0	1	1	0	0	0	0	0	1	4	0	13	279
7:10 AM	0	1	0	1	0	0	3	1	0	0	0	0	0	1	5	0	12	328
7:15 AM	0	0	0	0	0	0	1	4	0	0	0	0	0	0	3	0	8	392
7:20 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	2	5	0	12	468
7:25 AM	0	4	0	0	0	0	2	3	0	0	0	0	0	3	4	0	16	529
7:30 AM	0	3	0	1	0	0	6	1	0	0	0	0	0	1	7	0	19	614
7:35 AM	0	2	0	1	0	0	1	3	0	0	0	0	0	4	12	0	23	660
7:40 AM	0	2	0	1	0	0	9	0	0	0	0	0	0	2	7	0	21	676
7:45 AM	0	2	0	1	0	0	7	0	0	0	0	0	0	6	5	0	21	687
7:50 AM	0	3	0	5	0	0	9	2	0	0	0	0	0	4	10	0	33	681
7:55 AM	0	8	0	4	0	0	9	1	0	0	0	0	0	10	11	0	43	676
8:00 AM	0	11	0	6	0	0	14	2	0	0	0	0	0	9	16	0	58	667
8:05 AM	0	4	0	6	0	0	26	3	0	0	0	0	0	6	17	0	62	
8:10 AM	0	5	0	5	0	0	31	7	0	0	0	0	0	11	17	0	76	
8:15 AM	0	5	0	9	0	0	40	1	0	0	0	0	0	5	24	0	84	
8:20 AM	0	4	0	5	0	0	31	0	0	0	0	0	0	3	30	0	73	
8:25 AM	0	4	0	14	0	0	38	0	0	0	0	0	0	6	39	0	101	
8:30 AM	0	3	0	7	0	0	20	1	0	0	0	0	0	9	25	0	65	
8:35 AM	0	4	0	8	0	0	7	1	0	0	0	0	0	0	19	0	39	
8:40 AM	0	4	0	5	0	0	9	0	0	0	0	0	0	3	11	0	32	
8:45 AM	0	0	0	2	0	0	5	1	0	0	0	0	0	0	7	0	15	
8:50 AM	0	1	0	3	0	0	8	4	0	0	0	0	0	3	9	0	28	
8:55 AM	0	2	0	5	1	0	14	3	0	0	0	0	0	3	6	0	34	
Count Total	0	82	0	90	1	0	295	41	0	0	0	0	0	93	298	0	900	
Peak Hour	0	57	0	75	0	0	241	18	0	0	0	0	0	72	224	0	687	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	1	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	1	0	1
7:30 AM	0	1	0	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	1	0	0	0	1
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	1	1	1	3
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	1	0	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	3	0	3
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	0	0	1	2	8:30 AM	0	0	0	0	0	8:30 AM	1	0	0	0	1
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	2	0	1	1	4
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	1	0	2	0	3
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	0	1
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	1	0	0	0	1
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	1	4	0	2	7	Count Total	0	0	0	0	0	Count Total	8	1	8	2	19
Peak Hour	1	2	0	1	4	Peak Hour	0	0	0	0	0	Peak Hour	6	1	7	2	16

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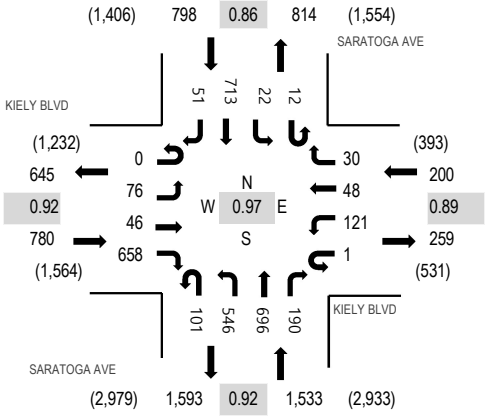
Location: 1 SARATOGA AVE & KIELY BLVD PM
Date: Wednesday, January 25, 2023
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

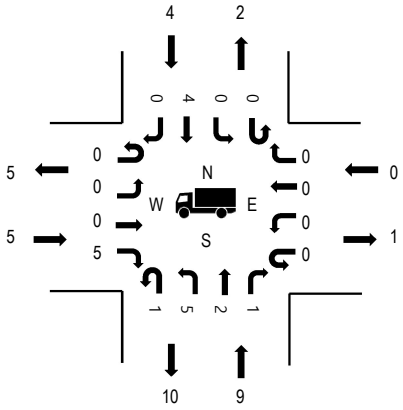
Peak Hour

Motorized Vehicles



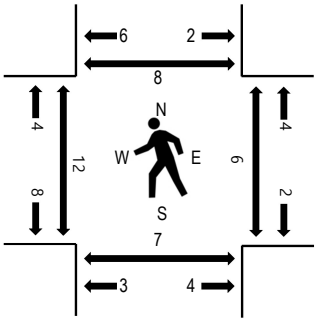
Note: Total study counts contained in parentheses.

Heavy Vehicles

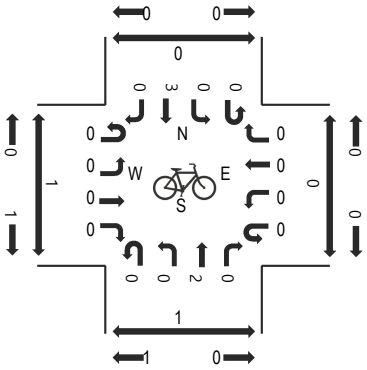


	HV%	PHF
EB	0.6%	0.92
WB	0.0%	0.89
NB	0.6%	0.92
SB	0.5%	0.86
All	0.5%	0.97

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				KIELY BLVD Eastbound				SARATOGA AVE Southbound				KIELY BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	8	35	54	17	0	5	2	34	0	1	20	2	0	10	2	7	197	3,007
4:05 PM	6	53	62	17	0	8	8	57	0	0	36	3	0	8	1	5	264	3,085
4:10 PM	8	36	53	24	0	5	3	47	0	1	41	3	0	11	2	4	238	3,069
4:15 PM	6	42	55	15	0	3	1	51	1	1	46	6	0	10	3	2	242	3,132
4:20 PM	7	31	54	15	0	5	10	62	1	3	48	10	0	11	3	3	263	3,192
4:25 PM	5	48	37	13	0	10	4	56	0	2	29	3	0	8	3	4	222	3,175
4:30 PM	4	41	57	16	0	6	2	45	1	2	51	8	0	4	1	2	240	3,209
4:35 PM	1	46	49	16	0	5	10	50	2	1	56	3	0	19	7	2	267	3,229
4:40 PM	6	29	42	13	0	0	9	52	0	2	61	6	0	12	3	4	239	3,241
4:45 PM	9	61	55	18	0	3	4	73	0	0	31	5	0	6	2	6	273	3,303
4:50 PM	6	37	35	14	0	6	3	69	2	2	65	5	0	15	2	2	263	3,288
4:55 PM	8	55	66	12	0	4	3	61	0	2	69	5	0	6	6	2	299	3,311
5:00 PM	6	35	54	10	0	9	5	66	0	0	65	4	0	15	5	1	275	3,289
5:05 PM	5	44	48	12	0	3	3	63	1	1	49	2	0	13	3	1	248	
5:10 PM	8	49	61	20	0	8	4	69	2	3	59	6	0	8	1	3	301	
5:15 PM	10	54	57	17	0	3	1	59	2	2	81	5	0	5	2	4	302	
5:20 PM	4	37	53	17	0	5	5	51	1	0	48	6	1	11	2	5	246	
5:25 PM	9	48	52	20	0	6	6	50	1	2	41	3	0	11	4	3	256	
5:30 PM	14	43	52	20	0	11	2	52	1	0	37	4	0	16	6	2	260	
5:35 PM	9	51	48	16	0	10	2	46	2	3	77	4	0	7	3	1	279	
5:40 PM	8	45	63	19	0	4	6	54	0	2	76	6	0	10	4	4	301	
5:45 PM	5	36	67	13	0	5	5	42	0	5	57	4	0	8	9	2	258	
5:50 PM	15	49	75	14	0	8	4	45	2	2	54	2	0	11	3	2	286	
5:55 PM	13	42	71	18	0	10	3	63	2	2	44	0	0	6	3	0	277	
Count Total	180	1,047	1,320	386	0	142	105	1,317	21	39	1,241	105	1	241	80	71	6,296	
Peak Hour	101	546	696	190	0	76	46	658	12	22	713	51	1	121	48	30	3,311	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	3	1	0	1	5
4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	3	1	0	0	4	4:10 PM	0	0	0	1	1	4:10 PM	0	0	2	3	5
4:15 PM	2	1	2	1	6	4:15 PM	1	0	0	0	1	4:15 PM	1	3	0	1	5
4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	2	0	0	2	4
4:25 PM	2	3	0	0	5	4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1
4:30 PM	2	0	2	0	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	2	0	0	0	2
4:40 PM	1	0	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	1	2	0	0	3
4:45 PM	4	2	0	0	6	4:45 PM	1	0	0	0	1	4:45 PM	0	1	2	0	3
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	1	1	0	0	2
4:55 PM	2	0	0	0	2	4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	1	3	0	0	4
5:05 PM	0	0	0	0	0	5:05 PM	0	0	1	0	1	5:05 PM	2	0	0	1	3
5:10 PM	2	1	0	0	3	5:10 PM	1	0	0	0	1	5:10 PM	0	1	1	1	3
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	2	3	1	0	6
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	0	1	5:25 PM	1	0	1	0	2	5:25 PM	0	4	0	0	4
5:30 PM	1	3	0	0	4	5:30 PM	0	0	0	0	0	5:30 PM	0	0	2	0	2
5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	3	4
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	1	1	3	1	6
5:45 PM	2	0	2	0	4	5:45 PM	0	0	0	0	0	5:45 PM	2	1	0	0	3
5:50 PM	1	1	1	0	3	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	3	0	0	4	5:55 PM	0	0	0	0	0	5:55 PM	0	1	0	0	1
Count Total	26	16	8	1	51	Count Total	4	0	3	1	8	Count Total	18	23	12	14	67
Peak Hour	9	5	4	0	18	Peak Hour	2	0	3	0	5	Peak Hour	8	13	8	6	35

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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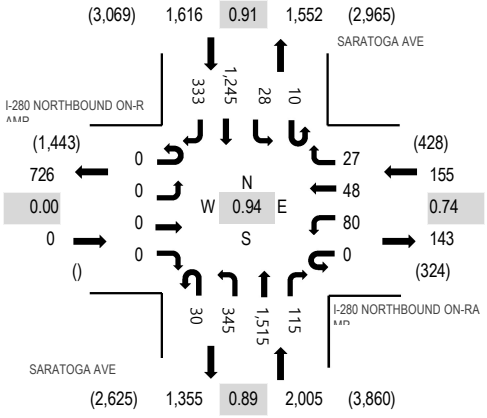
Location: 2 SARATOGA AVE & I-280 NORTHBOUND ON-RAMP PM
Date: Wednesday, January 25, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:35 PM - 05:50 PM

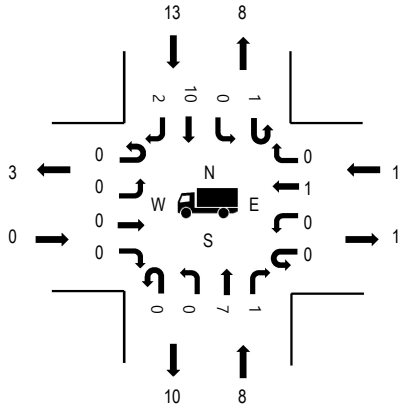
Peak Hour

Motorized Vehicles



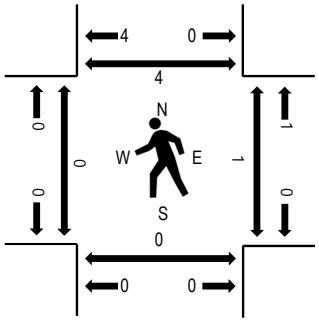
Note: Total study counts contained in parentheses.

Heavy Vehicles

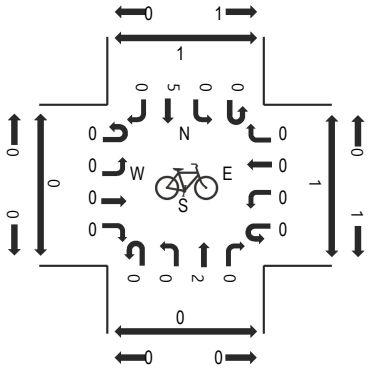


	HV%	PHF
EB	0.0%	0.00
WB	0.6%	0.74
NB	0.4%	0.89
SB	0.8%	0.91
All	0.6%	0.94

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				I-280 NORTHBOUND ON-RAMP Eastbound				SARATOGA AVE Southbound				I-280 NORTHBOUND ON-RAMP Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	35	123	23	0	0	0	0	0	1	66	10	0	18	14	5	295	3,581
4:05 PM	2	29	107	10	0	0	0	0	0	1	77	21	0	28	9	4	288	3,611
4:10 PM	1	42	117	12	0	0	0	0	2	3	103	19	0	8	6	0	313	3,630
4:15 PM	0	12	127	11	0	0	0	0	0	4	91	29	0	13	10	6	303	3,618
4:20 PM	0	29	112	10	0	0	0	0	1	3	105	29	0	10	3	5	307	3,654
4:25 PM	1	27	89	12	0	0	0	0	0	0	67	17	0	10	3	3	229	3,661
4:30 PM	2	37	110	18	0	0	0	0	0	3	81	31	0	13	7	2	304	3,724
4:35 PM	1	31	109	12	0	0	0	0	0	3	98	32	0	0	1	2	289	3,674
4:40 PM	1	25	118	17	0	0	0	0	1	7	81	35	0	17	16	2	320	3,704
4:45 PM	0	23	109	8	0	0	0	0	2	5	107	23	0	18	4	8	307	3,747
4:50 PM	1	21	103	9	0	0	0	0	3	3	116	31	0	4	5	3	299	3,763
4:55 PM	1	24	139	5	0	0	0	0	0	1	116	25	0	13	2	1	327	3,758
5:00 PM	2	16	110	8	0	0	0	0	1	7	133	32	0	8	5	3	325	3,776
5:05 PM	0	36	103	1	0	0	0	0	0	0	119	30	0	7	8	3	307	
5:10 PM	0	30	125	4	0	0	0	0	2	1	107	25	0	4	1	2	301	
5:15 PM	5	36	139	5	0	0	0	0	0	1	117	30	0	4	1	1	339	
5:20 PM	4	22	132	6	0	0	0	0	0	2	104	32	0	7	4	1	314	
5:25 PM	1	30	131	8	0	0	0	0	1	2	89	22	0	2	4	2	292	
5:30 PM	5	26	101	10	0	0	0	0	1	2	81	18	0	8	2	0	254	
5:35 PM	3	30	128	9	0	0	0	0	0	1	111	32	0	3	1	1	319	
5:40 PM	3	16	141	15	0	0	0	0	3	6	125	38	0	7	6	3	363	
5:45 PM	5	27	145	16	0	0	0	0	1	1	88	26	0	7	3	4	323	
5:50 PM	1	44	118	11	0	0	0	0	0	4	71	19	0	12	8	6	294	
5:55 PM	1	32	142	22	0	0	0	0	1	1	100	29	0	11	5	1	345	
Count Total	40	680	2,878	262	0	0	0	0	19	62	2,353	635	0	232	128	68	7,357	
Peak Hour	30	345	1,515	115	0	0	0	0	10	28	1,245	333	0	80	48	27	3,776	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	2	0	2	4:00 PM	0	0	0	1	1	4:00 PM	0	0	5	0	5
4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	12	0	12
4:10 PM	3	0	0	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	3	0	3
4:15 PM	2	0	4	0	6	4:15 PM	0	0	0	1	1	4:15 PM	0	0	8	0	8
4:20 PM	3	0	0	1	4	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	2	0	1	0	3	4:25 PM	0	0	0	0	0	4:25 PM	0	0	4	0	4
4:30 PM	1	0	3	1	5	4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	1	0	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	1	2
4:45 PM	4	0	0	0	4	4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	1	1
4:50 PM	1	0	2	0	3	4:50 PM	0	0	0	0	0	4:50 PM	0	0	5	0	5
4:55 PM	2	0	0	0	2	4:55 PM	1	0	1	0	2	4:55 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	2	0	2	5:05 PM	0	0	0	0	0
5:10 PM	1	0	2	0	3	5:10 PM	1	0	1	0	2	5:10 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	1	0	1	5:15 PM	0	0	1	0	1
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	1	2
5:30 PM	1	0	2	0	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	1	2
5:35 PM	0	0	2	0	2	5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	0	0
5:45 PM	3	0	2	0	5	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	2	0	2
5:55 PM	1	0	4	1	6	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	28	0	25	3	56	Count Total	5	0	6	2	13	Count Total	0	0	44	4	48
Peak Hour	8	0	13	1	22	Peak Hour	2	0	5	0	7	Peak Hour	0	0	5	2	7

ALL TRAFFIC DATA SERVICES
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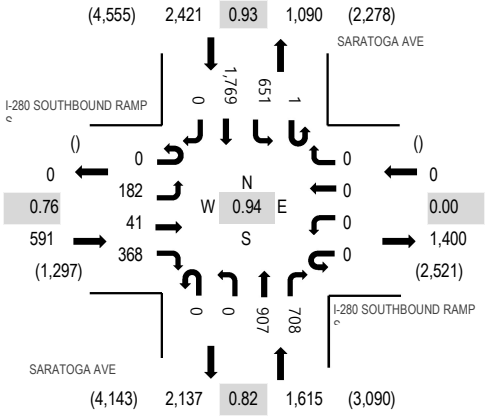
Location: 3 SARATOGA AVE & I-280 SOUTHBOUND RAMPS PM
Date: Wednesday, January 25, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

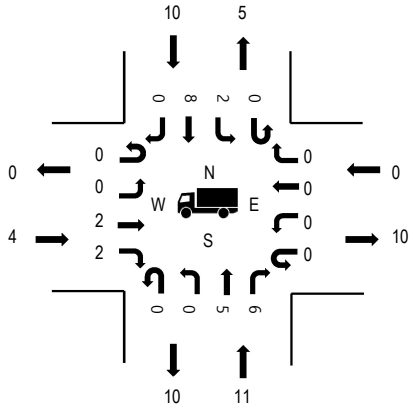
Peak Hour

Motorized Vehicles



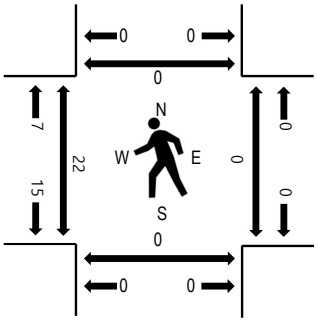
Note: Total study counts contained in parentheses.

Heavy Vehicles

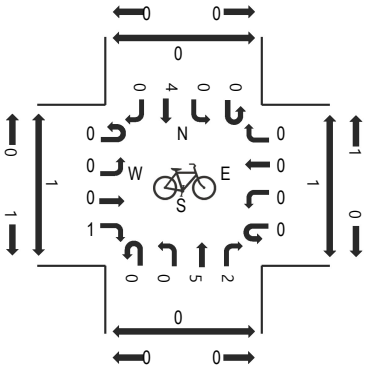


	HV%	PHF
EB	0.7%	0.76
WB	0.0%	0.00
NB	0.7%	0.82
SB	0.4%	0.93
All	0.5%	0.94

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				I-280 SOUTHBOUND RAMPS Eastbound				SARATOGA AVE Southbound				I-280 SOUTHBOUND RAMPS Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	80	48	0	29	2	32	0	56	123	0	0	0	0	0	370	4,387
4:05 PM	0	0	53	42	0	24	1	33	1	43	146	0	0	0	0	0	343	4,425
4:10 PM	0	0	84	67	0	15	1	23	1	53	158	0	0	0	0	0	402	4,454
4:15 PM	0	0	80	63	0	13	0	23	0	38	142	0	0	0	0	0	359	4,448
4:20 PM	0	0	78	40	0	17	0	29	1	44	115	0	0	0	0	0	324	4,544
4:25 PM	0	0	51	41	0	25	3	40	0	53	130	0	0	0	0	0	343	4,600
4:30 PM	0	0	93	47	0	16	9	35	1	37	139	0	0	0	0	0	377	4,601
4:35 PM	0	0	68	34	0	2	1	21	0	43	139	0	0	0	0	0	308	4,552
4:40 PM	0	0	79	63	0	33	16	49	1	51	96	0	0	0	0	0	388	4,622
4:45 PM	0	0	48	55	0	19	10	41	0	75	138	0	0	0	0	0	386	4,627
4:50 PM	0	0	63	60	0	13	7	32	0	66	126	0	0	0	0	0	367	4,579
4:55 PM	0	0	79	83	0	8	0	23	0	60	167	0	0	0	0	0	420	4,592
5:00 PM	0	0	72	71	0	19	3	26	0	64	153	0	0	0	0	0	408	4,555
5:05 PM	0	0	54	65	0	11	0	38	0	85	119	0	0	0	0	0	372	
5:10 PM	0	0	88	68	0	14	2	32	0	57	135	0	0	0	0	0	396	
5:15 PM	0	0	101	85	0	9	1	17	0	59	183	0	0	0	0	0	455	
5:20 PM	0	0	99	66	0	18	2	28	1	26	140	0	0	0	0	0	380	
5:25 PM	0	0	84	44	0	16	3	30	0	31	136	0	0	0	0	0	344	
5:30 PM	0	0	34	30	0	22	5	41	0	52	144	0	0	0	0	0	328	
5:35 PM	0	0	89	40	0	14	6	23	0	35	171	0	0	0	0	0	378	
5:40 PM	0	0	96	41	0	19	2	37	0	41	157	0	0	0	0	0	393	
5:45 PM	0	0	90	35	0	29	2	40	1	30	111	0	0	0	0	0	338	
5:50 PM	0	0	85	38	0	28	3	38	2	38	148	0	0	0	0	0	380	
5:55 PM	0	0	73	43	0	34	0	40	1	36	156	0	0	0	0	0	383	
Count Total	0	0	1,821	1,269	0	447	79	771	10	1,173	3,372	0	0	0	0	0	8,942	
Peak Hour	0	0	907	708	0	182	41	368	1	651	1,769	0	0	0	0	0	4,627	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	2	1	2	0	5	4:00 PM	0	0	2	0	2	4:00 PM	0	1	0	0	1
4:05 PM	2	2	1	0	5	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	3	0	0	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	4	0	0	4
4:15 PM	1	1	4	0	6	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	2	1	1	0	4	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	1	0	1	4:25 PM	0	1	0	0	1
4:30 PM	0	1	2	0	3	4:30 PM	1	0	0	0	1	4:30 PM	0	4	0	0	4
4:35 PM	2	0	1	0	3	4:35 PM	1	0	0	0	1	4:35 PM	0	5	0	1	6
4:40 PM	5	0	1	0	6	4:40 PM	0	0	0	0	0	4:40 PM	0	1	0	0	1
4:45 PM	1	3	0	0	4	4:45 PM	0	0	0	0	0	4:45 PM	0	4	0	0	4
4:50 PM	2	0	2	0	4	4:50 PM	1	0	0	0	1	4:50 PM	0	1	0	0	1
4:55 PM	2	1	1	0	4	4:55 PM	2	0	1	0	3	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	1	0	0	1
5:10 PM	1	0	2	0	3	5:10 PM	0	1	1	0	2	5:10 PM	0	0	0	1	1
5:15 PM	0	0	1	0	1	5:15 PM	0	0	1	0	1	5:15 PM	0	6	0	0	6
5:20 PM	3	0	1	0	4	5:20 PM	1	0	0	0	1	5:20 PM	0	6	0	0	6
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	2	0	0	2
5:30 PM	0	0	1	0	1	5:30 PM	1	0	0	0	1	5:30 PM	0	1	0	0	1
5:35 PM	1	0	2	0	3	5:35 PM	0	0	0	0	0	5:35 PM	0	1	0	0	1
5:40 PM	0	0	0	0	0	5:40 PM	2	0	0	0	2	5:40 PM	0	0	0	0	0
5:45 PM	2	1	1	0	4	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	0	3	0	4	5:55 PM	1	0	0	0	1	5:55 PM	0	3	0	0	3
Count Total	31	11	27	0	69	Count Total	10	1	7	0	18	Count Total	0	42	0	2	44
Peak Hour	11	4	10	0	25	Peak Hour	7	1	4	0	12	Peak Hour	0	23	0	1	24

ALL TRAFFIC DATA SERVICES
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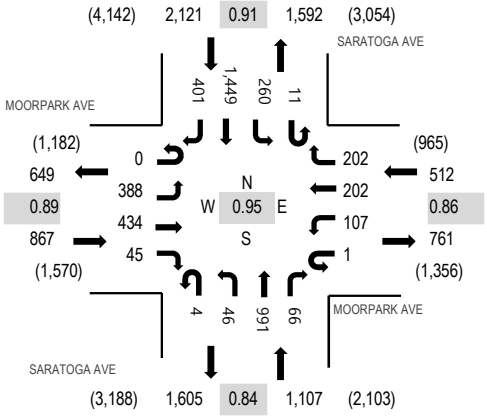
Location: 4 SARATOGA AVE & MOORPARK AVE PM
Date: Wednesday, January 25, 2023
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

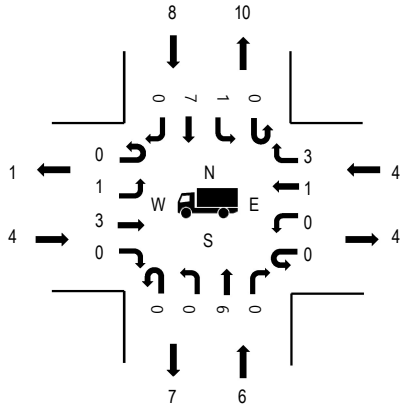
Peak Hour

Motorized Vehicles



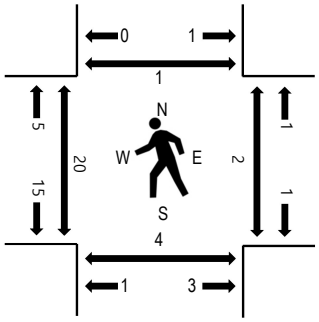
Note: Total study counts contained in parentheses.

Heavy Vehicles

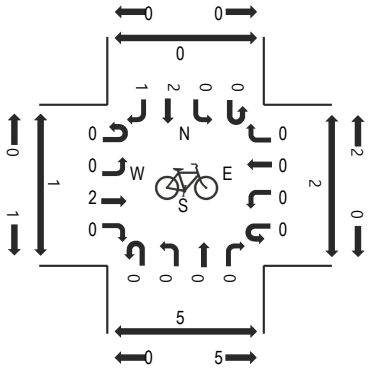


	HV%	PHF
EB	0.5%	0.89
WB	0.8%	0.86
NB	0.5%	0.84
SB	0.4%	0.91
All	0.5%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				MOORPARK AVE Eastbound				SARATOGA AVE Southbound				MOORPARK AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	7	88	2	0	34	21	3	4	22	97	22	0	8	13	9	330	4,184
4:05 PM	0	2	61	4	0	28	25	7	6	25	115	36	0	10	11	11	341	4,230
4:10 PM	0	4	99	2	0	14	13	2	3	22	143	24	0	10	16	20	372	4,240
4:15 PM	2	6	94	2	0	31	30	3	1	21	130	32	0	6	8	10	376	4,261
4:20 PM	4	8	86	4	0	26	24	7	1	14	108	17	0	4	13	13	329	4,316
4:25 PM	3	3	45	3	0	34	32	6	0	24	109	25	0	10	16	10	320	4,380
4:30 PM	3	7	98	2	0	17	7	0	0	26	138	20	0	8	21	17	364	4,449
4:35 PM	2	4	60	3	0	22	17	2	3	20	113	27	0	5	13	20	311	4,405
4:40 PM	0	3	87	7	0	52	29	7	1	20	107	16	0	8	11	12	360	4,489
4:45 PM	0	1	50	2	0	46	31	7	4	27	126	26	0	6	12	23	361	4,548
4:50 PM	0	1	43	5	0	38	25	7	2	24	104	20	0	8	20	19	316	4,553
4:55 PM	1	3	98	9	0	37	23	3	2	29	132	36	0	4	10	17	404	4,607
5:00 PM	0	1	94	2	0	40	41	2	1	12	130	34	0	2	6	11	376	4,596
5:05 PM	1	10	72	5	0	48	32	3	1	21	88	25	0	12	17	16	351	
5:10 PM	0	2	89	2	0	43	28	6	3	25	130	29	0	6	17	13	393	
5:15 PM	0	3	123	4	0	21	21	3	0	14	154	34	0	13	18	23	431	
5:20 PM	1	4	86	9	0	40	36	5	0	14	117	38	1	9	10	23	393	
5:25 PM	1	5	92	2	0	31	44	1	0	21	115	21	0	12	25	19	389	
5:30 PM	0	1	30	2	0	21	44	5	1	24	110	34	0	17	21	10	320	
5:35 PM	0	7	84	11	0	16	25	6	2	31	129	44	0	12	18	10	395	
5:40 PM	0	2	82	11	0	28	43	2	1	32	142	39	0	7	6	24	419	
5:45 PM	0	6	85	6	0	30	56	5	0	10	95	32	0	5	23	13	366	
5:50 PM	0	2	56	3	0	33	41	4	0	27	107	35	0	8	31	23	370	
5:55 PM	0	6	78	5	0	22	32	2	1	23	134	38	0	9	24	19	393	
Count Total	18	98	1,880	107	0	752	720	98	37	528	2,873	704	1	199	380	385	8,780	
Peak Hour	4	46	991	66	0	388	434	45	11	260	1,449	401	1	107	202	202	4,607	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	1	1	0	3	4:00 PM	0	0	2	0	2	4:00 PM	1	2	2	0	5
4:05 PM	1	2	2	0	5	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	1	2
4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	1	0	1	2
4:15 PM	1	0	3	0	4	4:15 PM	0	1	0	0	1	4:15 PM	3	3	0	3	9
4:20 PM	2	1	1	1	5	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	2	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2	4:30 PM	1	1	0	0	2	4:30 PM	1	1	3	0	5
4:35 PM	1	1	1	0	3	4:35 PM	1	0	0	0	1	4:35 PM	0	5	4	4	13
4:40 PM	3	1	0	0	4	4:40 PM	0	0	0	0	0	4:40 PM	1	6	1	0	8
4:45 PM	0	1	2	1	4	4:45 PM	0	0	0	0	0	4:45 PM	2	0	0	1	3
4:50 PM	1	1	2	1	5	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1
4:55 PM	1	0	1	0	2	4:55 PM	0	0	1	0	1	4:55 PM	1	2	0	0	3
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	2	0	0	2
5:05 PM	0	1	0	0	1	5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0
5:10 PM	1	0	1	0	2	5:10 PM	0	1	0	0	1	5:10 PM	2	0	0	1	3
5:15 PM	0	0	1	1	2	5:15 PM	0	0	0	0	0	5:15 PM	1	6	0	0	7
5:20 PM	0	1	1	1	3	5:20 PM	0	0	1	0	1	5:20 PM	2	5	1	2	10
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	1	3	0	0	4
5:30 PM	0	1	1	1	3	5:30 PM	0	0	0	0	0	5:30 PM	1	1	0	0	2
5:35 PM	1	0	1	1	3	5:35 PM	0	0	0	0	0	5:35 PM	0	1	0	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	1	0	0	1	5:40 PM	1	1	0	1	3
5:45 PM	2	1	2	0	5	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	0	1	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	1	0	1	2
Count Total	18	12	25	7	62	Count Total	2	4	5	0	11	Count Total	17	41	12	15	85
Peak Hour	6	4	8	4	22	Peak Hour	0	2	3	0	5	Peak Hour	9	21	1	4	35

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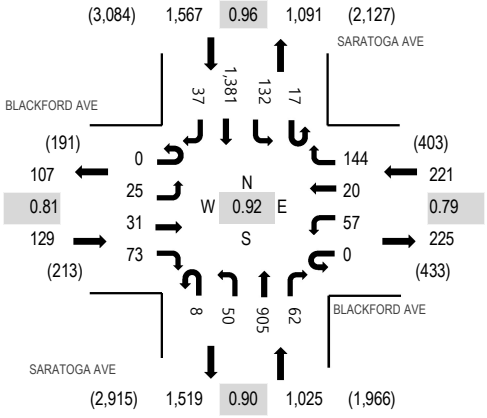
Location: 5 SARATOGA AVE & BLACKFORD AVE PM
Date: Wednesday, January 25, 2023
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

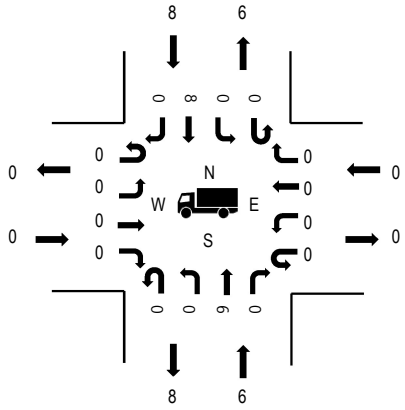
Peak Hour

Motorized Vehicles



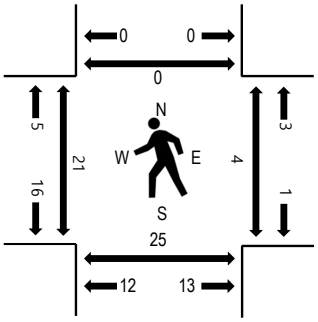
Note: Total study counts contained in parentheses.

Heavy Vehicles

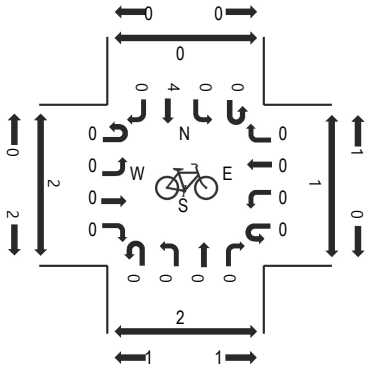


	HV%	PHF
EB	0.0%	0.81
WB	0.0%	0.79
NB	0.6%	0.90
SB	0.5%	0.96
All	0.5%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				BLACKFORD AVE Eastbound				SARATOGA AVE Southbound				BLACKFORD AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	1	3	73	7	0	4	1	6	2	14	87	5	0	4	4	15	226	2,735
4:05 PM	0	0	61	8	0	1	1	1	3	9	123	4	0	3	1	13	228	2,743
4:10 PM	0	2	82	2	0	0	1	1	3	16	130	3	0	2	0	21	263	2,761
4:15 PM	0	0	93	8	0	1	3	5	0	5	107	4	0	3	3	9	241	2,762
4:20 PM	0	0	75	6	0	2	0	2	1	15	84	1	0	3	0	14	203	2,808
4:25 PM	0	0	68	1	0	2	2	1	6	10	121	5	0	2	4	9	231	2,847
4:30 PM	0	4	74	6	0	2	2	5	1	9	124	4	0	1	1	13	246	2,852
4:35 PM	2	3	55	0	0	1	1	0	3	9	87	5	0	3	0	7	176	2,802
4:40 PM	2	6	77	3	0	7	2	6	3	8	84	0	0	5	2	11	216	2,889
4:45 PM	0	3	72	3	0	2	3	5	2	9	121	1	0	5	1	6	233	2,922
4:50 PM	0	1	54	4	0	3	4	3	2	17	124	1	0	0	3	5	221	2,917
4:55 PM	1	10	81	7	0	2	0	8	1	10	118	2	0	1	0	10	251	2,942
5:00 PM	0	5	74	5	0	2	4	11	0	4	113	1	0	4	2	9	234	2,931
5:05 PM	0	6	83	6	0	2	1	4	2	14	96	2	0	8	5	17	246	
5:10 PM	0	1	80	7	0	2	4	10	1	16	120	3	0	4	3	13	264	
5:15 PM	1	4	90	6	0	0	1	4	0	15	144	2	0	3	2	15	287	
5:20 PM	0	2	86	5	0	4	5	7	0	8	108	1	0	6	0	10	242	
5:25 PM	3	3	77	4	0	0	1	3	1	8	115	4	0	3	3	11	236	
5:30 PM	1	1	26	5	0	1	2	7	2	14	124	2	0	2	0	9	196	
5:35 PM	1	4	90	4	0	2	2	3	4	13	117	7	0	5	1	10	263	
5:40 PM	0	2	82	3	0	2	3	5	0	5	122	2	0	12	0	11	249	
5:45 PM	1	5	80	5	0	5	0	8	2	11	83	10	0	5	1	12	228	
5:50 PM	0	7	56	5	0	3	8	3	4	14	121	1	0	4	3	17	246	
5:55 PM	1	7	71	3	0	0	2	2	3	14	127	1	0	3	2	4	240	
Count Total	14	79	1,760	113	0	50	53	110	46	267	2,700	71	0	91	41	271	5,666	
Peak Hour	8	50	905	62	0	25	31	73	17	132	1,381	37	0	57	20	144	2,942	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	0	1	0	2	4:00 PM	0	0	2	0	2	4:00 PM	1	1	0	0	2
4:05 PM	1	0	1	0	2	4:05 PM	0	0	0	0	0	4:05 PM	2	0	0	0	2
4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	1	0	1	2
4:15 PM	2	0	2	0	4	4:15 PM	0	0	1	0	1	4:15 PM	3	3	0	2	8
4:20 PM	1	0	1	0	2	4:20 PM	0	0	0	0	0	4:20 PM	4	3	0	1	8
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	2	0	0	0	2
4:30 PM	1	0	1	0	2	4:30 PM	0	0	0	0	0	4:30 PM	2	3	0	1	6
4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	5	5	0	1	11
4:40 PM	3	0	0	1	4	4:40 PM	0	0	0	0	0	4:40 PM	3	1	0	1	5
4:45 PM	0	0	1	0	1	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	1	2
4:50 PM	2	0	2	0	4	4:50 PM	0	0	0	0	0	4:50 PM	2	0	0	0	2
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	1	1	0	1	3
5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	3	0	0	1	4
5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	1	0	1	5:10 PM	0	0	1	0	1	5:10 PM	1	0	0	0	1
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	2	2	0	0	4
5:20 PM	1	0	1	0	2	5:20 PM	0	0	1	0	1	5:20 PM	3	4	0	1	8
5:25 PM	0	0	0	0	0	5:25 PM	0	0	2	0	2	5:25 PM	6	4	0	1	11
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	1	0	0	1	2
5:35 PM	1	0	1	0	2	5:35 PM	0	0	0	0	0	5:35 PM	2	3	0	0	5
5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	3	2	0	0	5
5:45 PM	1	0	2	0	3	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	5	6	0	0	11
5:55 PM	1	1	1	0	3	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	20	1	18	1	40	Count Total	0	0	7	0	7	Count Total	52	40	0	13	105
Peak Hour	6	0	8	0	14	Peak Hour	0	0	4	0	4	Peak Hour	27	23	0	5	55

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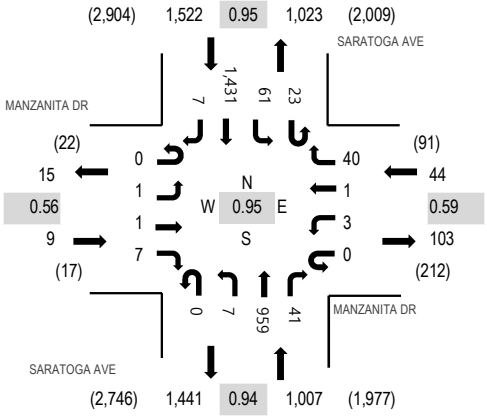
Location: 6 SARATOGA AVE & MANZANITA DR PM
Date: Wednesday, January 25, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

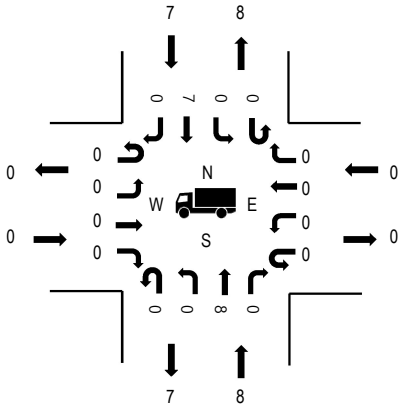
Peak Hour

Motorized Vehicles



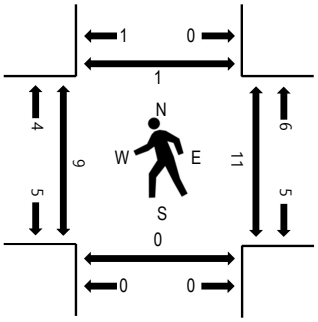
Note: Total study counts contained in parentheses.

Heavy Vehicles

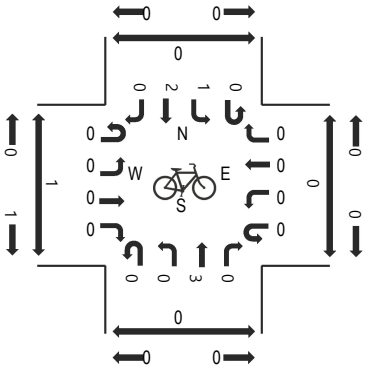


	HV%	PHF
EB	0.0%	0.56
WB	0.0%	0.59
NB	0.8%	0.94
SB	0.5%	0.95
All	0.6%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				MANZANITA DR Eastbound				SARATOGA AVE Southbound				MANZANITA DR Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	1	0	74	4	0	0	1	1	1	8	107	0	0	1	0	2	200	2,407
4:05 PM	0	0	96	2	0	0	0	0	2	7	122	1	0	1	0	7	238	2,426
4:10 PM	0	0	74	3	0	0	0	2	1	2	119	0	0	0	0	5	206	2,407
4:15 PM	0	1	72	5	0	0	0	0	1	4	101	1	0	1	0	6	192	2,412
4:20 PM	1	0	80	1	0	0	0	1	0	6	95	0	0	1	0	3	188	2,471
4:25 PM	0	0	78	3	0	1	0	0	3	8	122	0	0	0	0	5	220	2,469
4:30 PM	0	1	75	5	0	0	0	0	1	6	115	0	0	1	0	1	205	2,466
4:35 PM	0	0	47	3	0	0	0	0	1	3	86	1	0	1	0	5	147	2,468
4:40 PM	0	0	92	0	0	0	0	1	0	5	82	0	0	0	0	0	180	2,524
4:45 PM	0	0	68	2	0	0	0	0	2	10	130	0	0	1	0	3	216	2,561
4:50 PM	0	1	94	5	0	0	0	0	3	6	117	0	0	0	0	2	228	2,556
4:55 PM	0	1	78	3	0	0	1	0	2	6	95	0	0	0	0	1	187	2,567
5:00 PM	0	0	81	2	0	0	0	1	5	3	123	2	0	0	0	2	219	2,582
5:05 PM	0	1	98	1	0	0	1	0	1	9	103	1	0	0	0	4	219	
5:10 PM	0	0	69	3	0	0	0	1	1	2	132	2	0	0	0	1	211	
5:15 PM	0	0	98	2	0	0	0	0	2	4	144	0	0	0	0	1	251	
5:20 PM	0	0	72	3	0	0	0	1	0	1	102	1	0	1	1	4	186	
5:25 PM	0	0	81	1	0	0	0	0	2	1	127	0	0	1	0	4	217	
5:30 PM	0	1	55	4	0	0	0	2	2	7	135	0	0	0	0	1	207	
5:35 PM	0	2	71	6	0	0	0	1	1	5	112	0	0	0	0	5	203	
5:40 PM	0	3	82	4	0	0	0	1	2	7	115	0	0	1	0	2	217	
5:45 PM	0	0	91	7	0	0	0	0	3	6	98	0	0	0	0	6	211	
5:50 PM	0	0	92	3	0	0	0	0	1	7	128	1	0	0	0	7	239	
5:55 PM	0	0	69	5	0	1	0	0	3	9	112	0	0	0	0	3	202	
Count Total	2	11	1,887	77	0	2	3	12	40	132	2,722	10	0	10	1	80	4,989	
Peak Hour	0	7	959	41	0	1	1	7	23	61	1,431	7	0	3	1	40	2,582	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

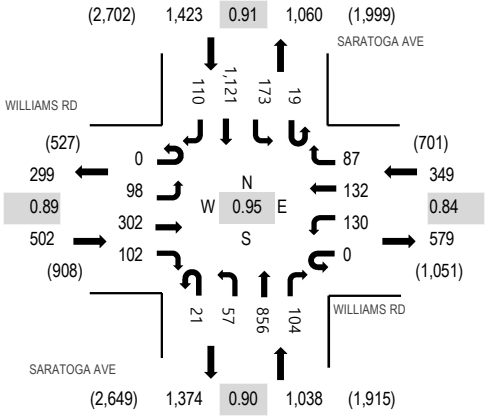
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	2	0	1	0	3	4:00 PM	0	0	2	0	2	4:00 PM	0	1	0	0	1
4:05 PM	2	0	1	0	3	4:05 PM	0	0	0	0	0	4:05 PM	0	1	0	2	3
4:10 PM	3	0	0	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	1	0	0	1
4:15 PM	2	0	2	0	4	4:15 PM	0	0	1	0	1	4:15 PM	0	2	0	3	5
4:20 PM	2	0	1	0	3	4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	1	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	1	1
4:30 PM	1	0	1	0	2	4:30 PM	1	0	1	0	2	4:30 PM	0	1	0	4	5
4:35 PM	2	0	0	0	2	4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	1	1
4:40 PM	2	0	1	0	3	4:40 PM	0	0	0	0	0	4:40 PM	0	2	0	0	2
4:45 PM	0	0	1	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	3	3
4:50 PM	2	0	2	0	4	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	1	1
4:55 PM	0	0	1	0	1	4:55 PM	1	0	0	0	1	4:55 PM	0	0	0	1	1
5:00 PM	1	0	0	0	1	5:00 PM	0	0	1	0	1	5:00 PM	0	2	0	0	2
5:05 PM	1	0	0	0	1	5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	2	2
5:10 PM	0	0	1	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1
5:15 PM	0	0	1	0	1	5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	0	1	5:20 PM	1	0	0	0	1	5:20 PM	0	2	0	0	2
5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1	5:25 PM	0	4	0	1	5
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:35 PM	1	0	1	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	0	2	0	3	5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	3	3
5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	1	1	3	5
5:55 PM	1	0	1	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	1	1
Count Total	26	0	18	0	44	Count Total	7	0	7	0	14	Count Total	0	18	1	28	47
Peak Hour	8	0	7	0	15	Peak Hour	3	0	3	0	6	Peak Hour	0	10	1	11	22

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 SARATOGA AVE & WILLIAMS RD PM
Date: Wednesday, January 25, 2023
Peak Hour: 04:50 PM - 05:50 PM
Peak 15-Minutes: 05:35 PM - 05:50 PM

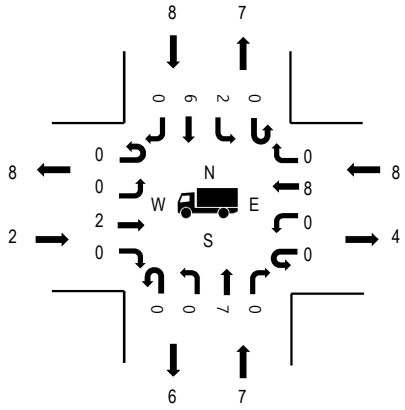
Peak Hour

Motorized Vehicles



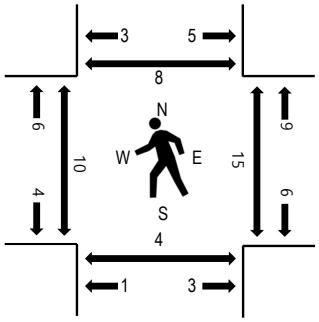
Note: Total study counts contained in parentheses.

Heavy Vehicles

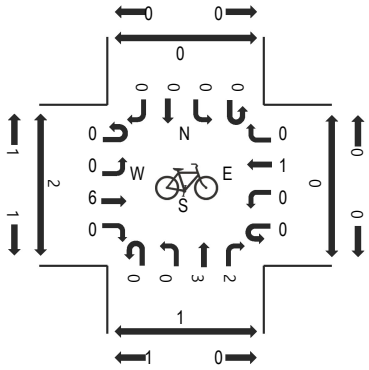


	HV%	PHF
EB	0.4%	0.89
WB	2.3%	0.84
NB	0.7%	0.90
SB	0.6%	0.91
All	0.8%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Northbound				WILLIAMS RD Eastbound				SARATOGA AVE Southbound				WILLIAMS RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	1	4	56	1	0	8	21	2	2	13	85	7	0	7	9	7	223	2,967
4:05 PM	2	0	63	11	0	10	25	2	0	9	105	11	0	10	6	5	259	2,996
4:10 PM	2	4	58	10	0	8	17	4	4	14	76	2	0	13	13	11	236	3,045
4:15 PM	0	4	55	8	0	15	24	4	1	12	89	3	0	12	11	9	247	3,089
4:20 PM	1	3	68	9	0	12	21	6	2	14	85	5	0	17	7	6	256	3,112
4:25 PM	0	3	65	7	0	7	19	8	4	13	74	4	0	13	8	4	229	3,103
4:30 PM	4	4	76	15	0	9	19	2	0	8	116	4	0	9	6	11	283	3,161
4:35 PM	1	2	43	4	0	3	6	6	0	1	84	3	0	3	3	6	165	3,122
4:40 PM	1	8	63	5	0	10	26	10	2	19	67	2	0	15	13	12	253	3,222
4:45 PM	3	4	51	8	0	5	20	8	1	10	102	7	0	15	18	9	261	3,289
4:50 PM	2	7	79	7	0	15	28	8	2	17	85	9	0	10	9	8	286	3,312
4:55 PM	4	8	69	6	0	6	30	14	0	20	72	9	0	13	9	9	269	3,287
5:00 PM	2	1	63	4	0	10	23	9	0	10	91	8	0	10	12	9	252	3,259
5:05 PM	1	9	108	12	0	8	19	8	2	14	100	10	0	8	5	4	308	
5:10 PM	1	2	60	7	0	6	32	7	6	19	105	10	0	14	8	3	280	
5:15 PM	1	3	63	6	0	9	21	6	0	13	102	12	0	9	16	9	270	
5:20 PM	0	8	57	12	0	8	26	10	0	13	79	9	0	9	10	6	247	
5:25 PM	2	4	67	12	0	7	25	6	2	11	117	7	0	10	7	10	287	
5:30 PM	2	5	52	9	0	8	27	7	1	17	79	6	0	12	16	3	244	
5:35 PM	2	4	62	10	0	10	27	12	1	19	75	7	0	16	12	8	265	
5:40 PM	1	1	105	6	0	4	19	3	3	8	130	10	0	12	10	8	320	
5:45 PM	3	5	71	13	0	7	25	12	2	12	86	13	0	7	18	10	284	
5:50 PM	1	5	65	7	0	3	22	4	1	12	106	9	0	10	10	6	261	
5:55 PM	1	4	63	4	0	12	24	4	1	14	70	6	0	15	16	7	241	
Count Total	38	102	1,582	193	0	200	546	162	37	312	2,180	173	0	269	252	180	6,226	
Peak Hour	21	57	856	104	0	98	302	102	19	173	1,121	110	0	130	132	87	3,312	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

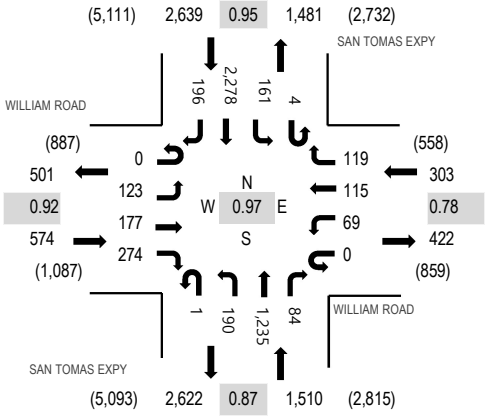
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	3	0	0	0	3	4:00 PM	0	0	2	0	2	4:00 PM	1	2	2	1	6
4:05 PM	0	0	2	1	3	4:05 PM	0	0	0	0	0	4:05 PM	2	2	0	2	6
4:10 PM	0	1	0	1	2	4:10 PM	0	0	0	0	0	4:10 PM	0	1	0	2	3
4:15 PM	1	0	2	1	4	4:15 PM	0	0	0	0	0	4:15 PM	1	0	1	2	4
4:20 PM	1	0	1	0	2	4:20 PM	0	0	1	1	2	4:20 PM	1	0	0	3	4
4:25 PM	0	0	1	0	1	4:25 PM	0	1	0	0	1	4:25 PM	1	1	0	2	4
4:30 PM	1	0	1	0	2	4:30 PM	0	0	1	0	1	4:30 PM	0	3	0	2	5
4:35 PM	2	1	0	0	3	4:35 PM	0	0	0	0	0	4:35 PM	0	1	1	1	3
4:40 PM	2	1	2	1	6	4:40 PM	0	0	0	0	0	4:40 PM	1	1	1	2	5
4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	1	2	2	5
4:50 PM	1	0	2	1	4	4:50 PM	0	0	0	0	0	4:50 PM	1	2	0	1	4
4:55 PM	1	1	0	0	2	4:55 PM	1	0	0	0	1	4:55 PM	0	1	1	1	3
5:00 PM	0	0	1	1	2	5:00 PM	2	1	0	0	3	5:00 PM	1	0	1	1	3
5:05 PM	1	0	0	0	1	5:05 PM	1	1	0	0	2	5:05 PM	0	1	0	0	1
5:10 PM	0	0	1	0	1	5:10 PM	0	0	0	0	0	5:10 PM	1	1	0	3	5
5:15 PM	0	0	1	1	2	5:15 PM	0	1	0	1	2	5:15 PM	0	2	0	0	2
5:20 PM	1	0	0	0	1	5:20 PM	1	0	0	0	1	5:20 PM	1	0	2	0	3
5:25 PM	0	0	0	0	0	5:25 PM	0	2	0	0	2	5:25 PM	0	3	0	2	5
5:30 PM	0	1	0	2	3	5:30 PM	0	1	0	0	1	5:30 PM	0	0	4	0	4
5:35 PM	1	0	2	1	4	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	2	3
5:40 PM	2	0	0	2	4	5:40 PM	0	0	0	0	0	5:40 PM	0	1	0	2	3
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	3	4
5:50 PM	1	0	1	0	2	5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0
5:55 PM	2	1	1	0	4	5:55 PM	0	0	0	0	0	5:55 PM	0	1	0	2	3
Count Total	21	6	19	12	58	Count Total	5	8	4	2	19	Count Total	12	25	15	36	88
Peak Hour	7	2	8	8	25	Peak Hour	5	6	0	1	12	Peak Hour	5	12	8	15	40

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 SAN TOMAS EXPY & WILLIAM ROAD PM
Date: Wednesday, January 25, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:25 PM - 05:40 PM

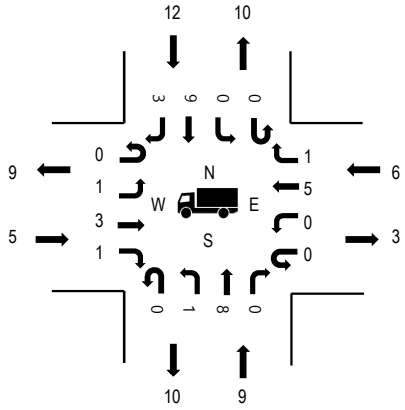
Peak Hour

Motorized Vehicles



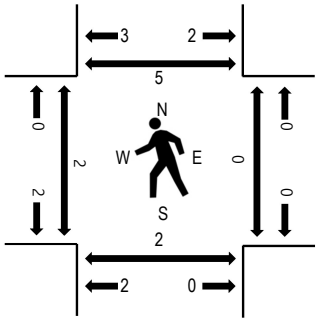
Note: Total study counts contained in parentheses.

Heavy Vehicles

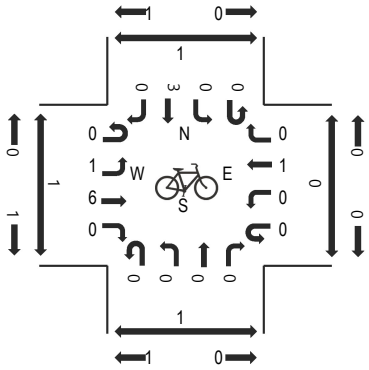


	HV%	PHF
EB	0.9%	0.92
WB	2.0%	0.78
NB	0.6%	0.87
SB	0.5%	0.95
All	0.6%	0.97

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				WILLIAM ROAD Eastbound				SAN TOMAS EXPY Southbound				WILLIAM ROAD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	7	88	10	0	4	13	21	2	12	178	10	0	5	8	8	366	4,552
4:05 PM	0	9	59	5	0	9	9	23	0	11	173	9	0	11	5	7	330	4,535
4:10 PM	0	19	83	7	0	9	13	16	1	10	143	13	0	3	5	9	331	4,637
4:15 PM	0	10	98	8	0	4	15	15	0	13	224	17	0	6	11	9	430	4,751
4:20 PM	0	7	92	7	0	2	17	24	0	9	164	16	0	8	13	4	363	4,726
4:25 PM	0	13	100	7	0	11	15	22	0	10	176	10	0	8	4	2	378	4,795
4:30 PM	2	7	86	4	0	8	17	19	1	19	191	12	0	3	11	9	389	4,857
4:35 PM	0	7	81	7	0	11	7	14	0	12	214	14	0	6	6	7	386	4,884
4:40 PM	0	7	87	10	0	8	11	23	0	9	151	16	0	8	7	8	345	4,931
4:45 PM	0	10	114	8	0	7	8	17	0	13	190	12	0	2	11	6	398	5,026
4:50 PM	0	14	100	6	0	8	6	23	0	15	228	20	0	6	9	11	446	5,003
4:55 PM	0	17	90	7	0	6	16	24	0	5	201	9	0	3	6	6	390	4,988
5:00 PM	0	19	74	5	0	16	18	20	0	22	123	19	0	6	15	12	349	5,019
5:05 PM	0	10	113	7	0	11	10	22	1	19	201	16	0	7	6	9	432	
5:10 PM	0	20	134	9	0	5	20	28	1	7	181	19	0	3	10	8	445	
5:15 PM	1	23	111	7	0	14	18	38	1	14	131	24	0	5	9	9	405	
5:20 PM	0	12	88	9	0	9	15	19	0	21	221	15	0	8	4	11	432	
5:25 PM	0	21	111	8	0	9	16	22	0	5	206	13	0	4	13	12	440	
5:30 PM	0	19	94	6	0	14	14	19	1	13	183	11	0	13	18	11	416	
5:35 PM	0	12	93	5	0	17	13	19	0	19	209	18	0	10	8	10	433	
5:40 PM	0	13	113	7	0	7	23	23	0	8	204	20	0	2	6	14	440	
5:45 PM	0	23	95	11	0	7	31	22	0	17	133	10	0	7	12	7	375	
5:50 PM	0	7	97	9	0	12	8	14	1	21	232	12	0	5	5	8	431	
5:55 PM	0	18	107	11	0	4	30	25	0	12	179	15	0	3	11	6	421	
Count Total	3	324	2,308	180	0	212	363	512	9	316	4,436	350	0	142	213	203	9,571	
Peak Hour	1	190	1,235	84	0	123	177	274	4	161	2,278	196	0	69	115	119	5,026	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	1	1	1	0	3
4:05 PM	2	0	0	0	2	4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	1	0	0	2	4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0
4:20 PM	1	2	1	0	4	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	2	0	3	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	2	1	4	4:30 PM	0	2	0	0	2	4:30 PM	0	0	0	0	0
4:35 PM	1	1	1	1	4	4:35 PM	0	0	0	0	0	4:35 PM	3	1	0	0	4
4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	3	2	0	5
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	1	1	3	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	3	0	1	0	4	4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	0	1
5:00 PM	1	0	0	0	1	5:00 PM	0	1	1	0	2	5:00 PM	1	1	0	0	2
5:05 PM	1	0	1	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	1	1	2	5:10 PM	0	2	1	0	3	5:10 PM	1	1	0	0	2
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1	5:15 PM	0	0	1	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	2	0	0	2	5:20 PM	0	0	4	0	4
5:25 PM	0	0	3	1	4	5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0
5:30 PM	3	0	2	2	7	5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0
5:35 PM	1	2	3	1	7	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	1	1	0	0	2
5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	0	1	5:45 PM	2	2	0	0	4
5:50 PM	0	1	2	0	3	5:50 PM	0	0	1	1	2	5:50 PM	0	0	4	0	4
5:55 PM	0	0	1	0	1	5:55 PM	0	0	0	1	1	5:55 PM	0	0	1	0	1
Count Total	16	11	22	9	58	Count Total	1	10	5	3	19	Count Total	9	10	14	0	33
Peak Hour	9	5	12	6	32	Peak Hour	0	7	3	1	11	Peak Hour	3	3	6	0	12

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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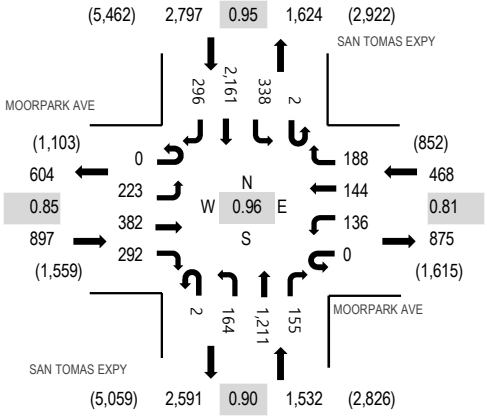
Location: 9 SAN TOMAS EXPY & MOORPARK AVE PM
Date: Wednesday, January 25, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:20 PM - 05:35 PM

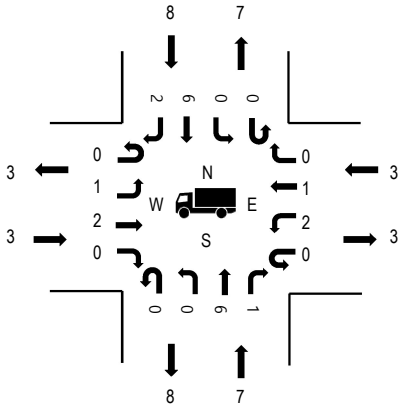
Peak Hour

Motorized Vehicles



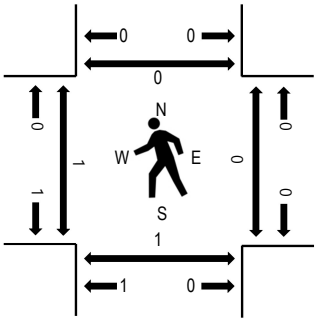
Note: Total study counts contained in parentheses.

Heavy Vehicles

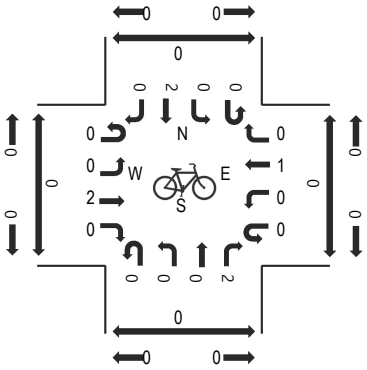


	HV%	PHF
EB	0.3%	0.85
WB	0.6%	0.81
NB	0.5%	0.90
SB	0.3%	0.95
All	0.4%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS EXPY Northbound				MOORPARK AVE Eastbound				SAN TOMAS EXPY Southbound				MOORPARK AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	1	10	79	16	0	16	21	25	0	24	123	16	0	12	11	7	361	5,005
4:05 PM	0	4	76	9	0	13	11	19	0	24	178	12	0	14	10	11	381	5,032
4:10 PM	1	12	92	10	0	6	22	15	0	9	133	21	0	3	18	11	353	5,163
4:15 PM	0	9	48	11	0	21	32	18	0	26	188	21	0	10	7	13	404	5,260
4:20 PM	0	12	107	10	0	10	15	19	0	28	194	19	0	3	8	12	437	5,337
4:25 PM	1	12	63	11	0	13	29	23	1	38	147	20	0	10	17	13	398	5,415
4:30 PM	0	11	90	15	0	13	11	22	0	27	245	13	0	4	9	14	474	5,463
4:35 PM	0	16	86	12	0	11	23	17	0	26	165	11	0	8	15	11	401	5,508
4:40 PM	0	5	87	14	0	11	19	16	0	36	191	22	0	16	15	11	443	5,570
4:45 PM	0	20	115	15	0	6	39	23	1	22	171	22	0	7	9	23	473	5,617
4:50 PM	0	11	61	17	0	16	34	20	0	28	178	25	0	10	11	11	422	5,632
4:55 PM	0	12	102	11	0	6	24	23	0	21	211	28	0	4	5	11	458	5,679
5:00 PM	0	12	76	10	0	23	35	33	0	17	124	20	0	15	7	16	388	5,694
5:05 PM	1	11	120	13	0	20	24	16	0	28	216	26	0	10	6	21	512	
5:10 PM	0	16	121	13	0	12	32	26	0	29	161	14	0	12	5	9	450	
5:15 PM	0	12	81	19	0	20	36	14	0	33	186	33	0	13	17	17	481	
5:20 PM	0	13	130	19	0	13	24	22	0	22	209	23	0	11	12	17	515	
5:25 PM	0	15	52	15	0	21	36	28	0	37	152	33	0	17	22	18	446	
5:30 PM	0	12	134	10	0	11	24	30	0	29	219	19	0	3	15	13	519	
5:35 PM	0	21	90	19	0	27	57	24	0	36	133	20	0	14	8	14	463	
5:40 PM	0	7	102	13	0	18	25	20	1	34	200	32	0	15	5	18	490	
5:45 PM	0	14	108	8	0	16	49	30	1	27	162	28	0	9	22	14	488	
5:50 PM	1	15	72	10	0	27	34	24	0	24	183	26	0	13	22	18	469	
5:55 PM	0	16	125	6	0	15	6	25	0	22	216	22	0	4	3	13	473	
Count Total	5	298	2,217	306	0	365	662	532	4	647	4,285	526	0	237	279	336	10,699	
Peak Hour	2	164	1,211	155	0	223	382	292	2	338	2,161	296	0	136	144	188	5,694	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	2	1	0	0	3	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1
4:05 PM	2	0	0	0	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	2	0	0	0	2	4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	1	1
4:15 PM	0	0	1	0	1	4:15 PM	0	0	2	0	2	4:15 PM	0	2	0	0	2
4:20 PM	1	1	0	0	2	4:20 PM	1	2	0	0	3	4:20 PM	0	0	0	1	1
4:25 PM	1	2	1	0	4	4:25 PM	0	0	0	0	0	4:25 PM	0	0	1	0	1
4:30 PM	0	1	2	0	3	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	2	0	1	0	3	4:35 PM	0	1	0	0	1	4:35 PM	1	0	1	0	2
4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	2	0	0	0	2
4:50 PM	0	0	2	1	3	4:50 PM	0	0	0	0	0	4:50 PM	2	0	0	0	2
4:55 PM	3	1	0	0	4	4:55 PM	0	0	1	0	1	4:55 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0
5:05 PM	2	0	1	0	3	5:05 PM	0	0	0	0	0	5:05 PM	0	1	0	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	1	1	0	2	5:15 PM	0	0	0	0	0
5:20 PM	0	0	2	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	2	1	3	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	2	1	0	0	3	5:30 PM	1	0	0	1	2	5:30 PM	0	0	0	0	0
5:35 PM	3	1	1	2	7	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1
5:50 PM	0	0	0	0	0	5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	20	9	16	4	49	Count Total	4	5	5	1	15	Count Total	6	5	2	2	15
Peak Hour	7	3	8	3	21	Peak Hour	2	2	2	1	7	Peak Hour	1	1	0	0	2

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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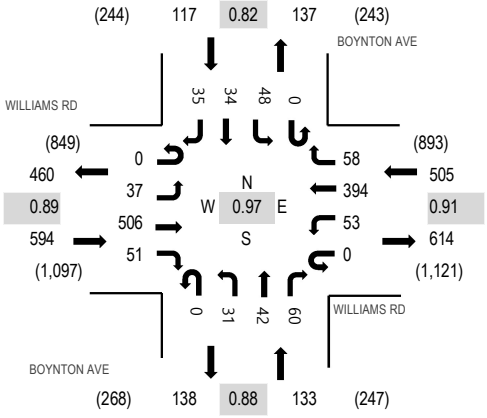
Location: 10 BOYNTON AVE & WILLIAMS RD PM
Date: Wednesday, January 25, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

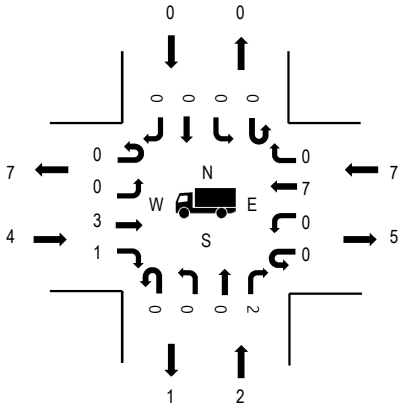
Peak Hour

Motorized Vehicles



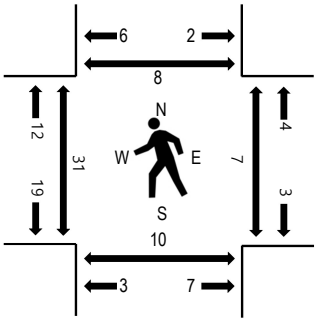
Note: Total study counts contained in parentheses.

Heavy Vehicles

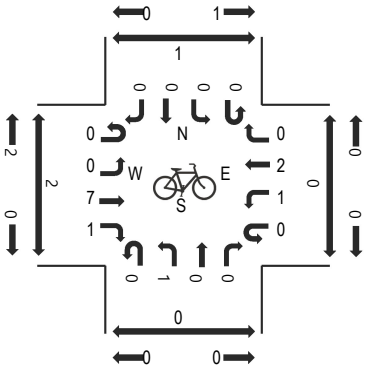


	HV%	PHF
EB	0.7%	0.89
WB	1.4%	0.91
NB	1.5%	0.88
SB	0.0%	0.82
All	1.0%	0.97

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	BOYNTON AVE Northbound				WILLIAMS RD Eastbound				BOYNTON AVE Southbound				WILLIAMS RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	2	3	5	0	1	33	5	0	5	1	4	0	4	27	1	91	1,132
4:05 PM	0	5	5	1	0	3	26	4	0	9	2	3	0	1	14	1	74	1,156
4:10 PM	0	0	3	3	0	5	41	5	0	1	3	4	0	5	34	5	109	1,177
4:15 PM	0	2	5	4	0	5	30	5	0	1	0	3	0	4	30	5	94	1,202
4:20 PM	0	0	4	4	0	0	41	2	0	5	5	5	0	2	30	5	103	1,213
4:25 PM	0	2	3	2	0	2	34	1	0	3	4	4	0	4	21	2	82	1,220
4:30 PM	0	3	4	4	0	3	44	4	0	0	4	5	0	2	24	3	100	1,271
4:35 PM	0	2	1	2	0	5	22	4	0	3	4	3	0	4	17	4	71	1,271
4:40 PM	0	6	2	7	0	1	35	3	0	1	3	3	0	6	24	2	93	1,316
4:45 PM	0	3	4	5	0	2	39	6	0	6	5	2	0	4	22	1	99	1,331
4:50 PM	0	5	1	5	0	3	39	7	0	6	1	7	0	5	36	4	119	1,342
4:55 PM	0	2	4	1	0	3	36	4	0	4	4	4	0	3	31	1	97	1,323
5:00 PM	0	2	3	5	0	1	41	5	0	5	5	1	0	4	39	4	115	1,349
5:05 PM	0	3	5	2	0	2	33	7	0	5	1	8	0	3	21	5	95	
5:10 PM	0	1	1	4	0	6	62	2	0	4	1	1	0	4	45	3	134	
5:15 PM	0	5	3	5	0	6	42	3	0	3	0	0	0	7	24	7	105	
5:20 PM	0	2	6	1	0	0	39	6	0	4	2	3	0	9	33	5	110	
5:25 PM	0	4	4	7	0	7	43	5	0	4	5	5	0	5	42	2	133	
5:30 PM	0	2	2	5	0	1	36	4	0	3	2	3	0	2	32	8	100	
5:35 PM	0	2	3	9	0	3	43	2	0	3	2	2	0	6	35	6	116	
5:40 PM	0	3	3	9	0	5	43	0	0	3	2	1	0	4	32	3	108	
5:45 PM	0	2	3	3	0	2	46	6	0	2	9	5	0	3	27	2	110	
5:50 PM	0	2	6	3	0	3	32	6	0	5	3	3	0	2	29	6	100	
5:55 PM	0	3	3	7	0	1	46	5	0	7	2	3	0	4	35	7	123	
Count Total	0	63	81	103	0	70	926	101	0	92	70	82	0	97	704	92	2,481	
Peak Hour	0	31	42	60	0	37	506	51	0	48	34	35	0	53	394	58	1,349	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

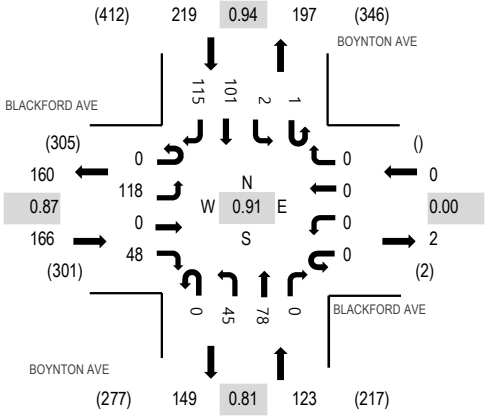
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	0	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	1	0	3	0	4
4:05 PM	1	0	1	0	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	2	2
4:10 PM	0	1	0	0	1	4:10 PM	1	0	0	0	1	4:10 PM	0	1	0	2	3
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	2	0	0	2
4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	0	0
4:25 PM	0	2	0	0	2	4:25 PM	1	0	0	0	1	4:25 PM	0	2	0	0	2
4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1	4:30 PM	0	3	0	0	3
4:35 PM	0	1	0	1	2	4:35 PM	0	0	0	0	0	4:35 PM	0	2	2	2	6
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	4	2	6
4:45 PM	0	1	1	0	2	4:45 PM	0	0	0	0	0	4:45 PM	1	3	0	3	7
4:50 PM	0	0	0	2	2	4:50 PM	0	0	0	0	0	4:50 PM	4	7	0	0	11
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	1	1	1	0	3
5:00 PM	0	1	0	0	1	5:00 PM	0	1	0	0	1	5:00 PM	3	4	0	0	7
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	6	0	0	6
5:10 PM	0	0	0	1	1	5:10 PM	1	2	0	0	3	5:10 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	1	5	0	0	6
5:20 PM	0	0	0	0	0	5:20 PM	0	2	0	0	2	5:20 PM	1	4	0	0	5
5:25 PM	0	0	0	0	0	5:25 PM	0	2	0	0	2	5:25 PM	0	3	0	0	3
5:30 PM	1	1	0	2	4	5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	3	3	5:35 PM	0	0	0	0	0	5:35 PM	0	1	1	1	3
5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	1	1	5:40 PM	0	3	0	0	3
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	1	5	1	5	12
5:50 PM	0	2	0	0	2	5:50 PM	0	1	0	1	2	5:50 PM	4	1	3	1	9
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	4	0	4
Count Total	4	10	2	12	28	Count Total	3	9	0	4	16	Count Total	17	54	19	18	108
Peak Hour	2	4	0	7	13	Peak Hour	1	8	0	3	12	Peak Hour	10	33	9	7	59

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 BOYNTON AVE & BLACKFORD AVE PM
Date: Wednesday, January 25, 2023
Peak Hour: 04:50 PM - 05:50 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

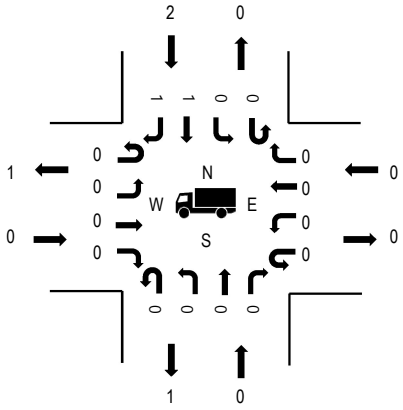
Peak Hour

Motorized Vehicles



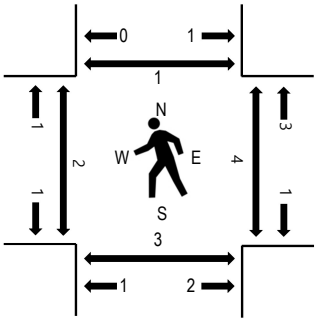
Note: Total study counts contained in parentheses.

Heavy Vehicles

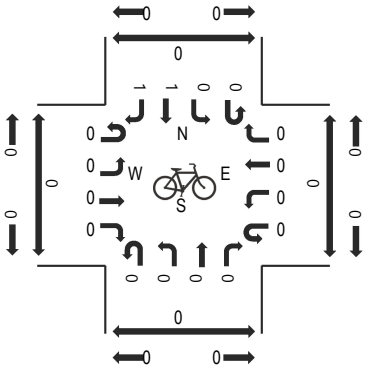


	HV%	PHF
EB	0.0%	0.87
WB	0.0%	0.00
NB	0.0%	0.81
SB	0.9%	0.94
All	0.4%	0.91

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	BOYNTON AVE Northbound				BLACKFORD AVE Eastbound				BOYNTON AVE Southbound				BLACKFORD AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	1	3	0	0	6	0	8	0	0	7	11	0	0	0	0	36	424
4:05 PM	0	1	7	0	0	8	0	3	0	0	8	14	0	0	0	0	41	427
4:10 PM	0	1	8	0	0	9	0	0	0	0	5	10	0	0	0	0	33	431
4:15 PM	0	3	8	0	0	5	0	4	0	0	2	12	0	0	0	0	34	438
4:20 PM	0	5	3	0	0	6	0	4	0	0	15	9	0	0	0	0	42	455
4:25 PM	0	3	7	0	0	14	0	3	0	0	5	14	0	0	0	0	46	455
4:30 PM	0	2	4	0	0	6	0	6	0	0	8	4	0	0	0	0	30	455
4:35 PM	0	2	3	0	0	9	0	3	0	0	7	5	0	0	0	0	29	455
4:40 PM	1	2	5	0	0	2	0	2	0	0	6	4	0	0	0	0	22	480
4:45 PM	0	4	5	0	0	5	0	5	0	0	5	6	0	0	0	0	30	496
4:50 PM	0	3	7	0	0	12	0	1	0	0	9	10	0	0	0	0	42	508
4:55 PM	0	1	10	0	0	5	0	4	0	0	12	7	0	0	0	0	39	505
5:00 PM	0	6	3	0	0	11	0	2	0	0	10	7	0	0	0	0	39	506
5:05 PM	0	7	4	0	0	10	0	5	0	1	6	12	0	0	0	0	45	
5:10 PM	0	1	6	0	0	14	0	4	0	0	6	9	0	0	0	0	40	
5:15 PM	0	5	11	0	0	12	0	4	0	0	8	11	0	0	0	0	51	
5:20 PM	0	6	8	0	0	7	0	4	0	0	6	11	0	0	0	0	42	
5:25 PM	0	3	6	0	0	9	0	5	0	0	10	13	0	0	0	0	46	
5:30 PM	0	0	4	0	0	6	0	6	1	0	8	5	0	0	0	0	30	
5:35 PM	0	10	8	0	0	13	0	3	0	0	8	12	0	0	0	0	54	
5:40 PM	0	3	6	0	0	12	0	6	0	0	5	6	0	0	0	0	38	
5:45 PM	0	0	5	0	0	7	0	4	0	1	13	12	0	0	0	0	42	
5:50 PM	0	6	2	0	0	4	0	6	0	0	8	13	0	0	0	0	39	
5:55 PM	0	0	8	0	0	12	0	5	0	0	2	13	0	0	0	0	40	
Count Total	1	75	141	0	0	204	0	97	1	2	179	230	0	0	0	0	930	
Peak Hour	0	45	78	0	0	118	0	48	1	2	101	115	0	0	0	0	508	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

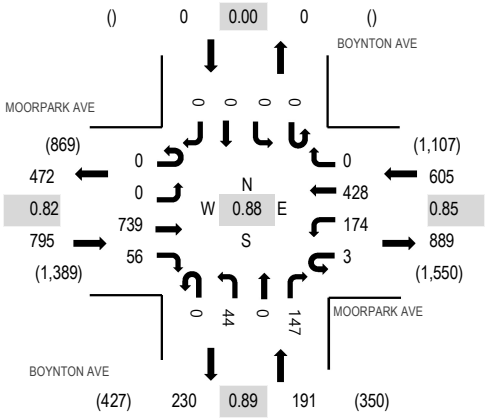
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	1	1
4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	3	3
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1	5:25 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	2	1	0	2	5
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	1	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	1	1
Count Total	0	0	4	0	4	Count Total	1	1	2	0	4	Count Total	3	5	1	9	18
Peak Hour	0	0	2	0	2	Peak Hour	0	0	2	0	2	Peak Hour	3	2	1	4	10

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 BOYNTON AVE & MOORPARK AVE PM
Date: Wednesday, January 25, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:35 PM - 05:50 PM

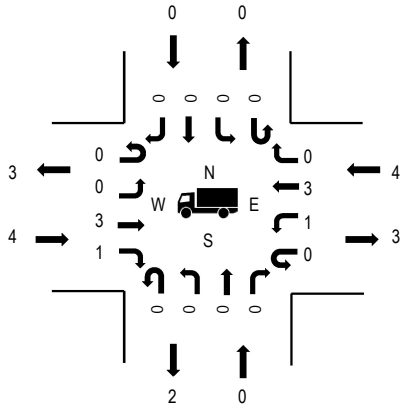
Peak Hour

Motorized Vehicles



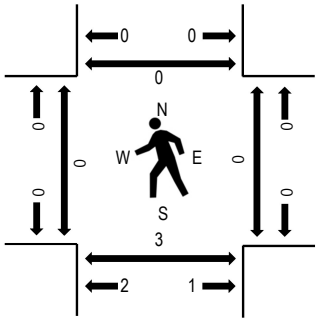
Note: Total study counts contained in parentheses.

Heavy Vehicles

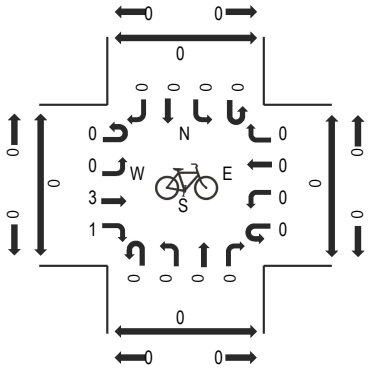


	HV%	PHF
EB	0.5%	0.82
WB	0.7%	0.85
NB	0.0%	0.89
SB	0.0%	0.00
All	0.5%	0.88

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	BOYNTON AVE Northbound				MOORPARK AVE Eastbound				BOYNTON AVE Southbound				MOORPARK AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	2	0	9	0	0	40	5	0	0	0	0	0	13	25	0	94	1,255
4:05 PM	0	3	0	12	0	0	34	6	0	0	0	0	0	14	15	0	84	1,295
4:10 PM	0	3	0	13	0	0	32	3	0	0	0	0	0	13	36	0	100	1,316
4:15 PM	0	6	0	6	0	0	53	1	0	0	0	0	0	14	26	0	106	1,324
4:20 PM	0	2	0	8	0	0	45	9	0	0	0	0	0	18	22	0	104	1,351
4:25 PM	0	2	0	19	0	0	43	3	0	0	0	0	0	14	28	0	109	1,375
4:30 PM	0	4	0	6	0	0	43	5	0	0	0	0	0	7	31	0	96	1,416
4:35 PM	0	2	0	11	0	0	38	4	0	0	0	0	0	6	36	0	97	1,449
4:40 PM	0	2	0	5	0	0	56	5	0	0	0	0	0	5	29	0	102	1,506
4:45 PM	0	3	0	5	0	0	50	4	0	0	0	0	0	11	44	0	117	1,532
4:50 PM	0	5	0	14	0	0	53	3	0	0	0	0	0	16	29	0	120	1,586
4:55 PM	0	6	0	11	0	0	55	4	0	0	0	0	0	14	36	0	126	1,586
5:00 PM	0	2	0	15	0	0	74	6	0	0	0	0	0	14	23	0	134	1,591
5:05 PM	0	3	0	10	0	0	43	3	0	0	0	0	0	15	31	0	105	
5:10 PM	0	3	0	19	0	0	50	5	0	0	0	0	0	7	24	0	108	
5:15 PM	0	8	0	13	0	0	51	3	0	0	0	0	0	20	38	0	133	
5:20 PM	0	3	0	9	0	0	64	2	0	0	0	0	0	14	36	0	128	
5:25 PM	0	5	0	11	0	0	61	7	0	0	0	0	2	15	49	0	150	
5:30 PM	0	3	0	10	0	0	69	1	0	0	0	0	1	12	33	0	129	
5:35 PM	0	5	0	15	0	0	72	10	0	0	0	0	0	12	40	0	154	
5:40 PM	0	1	0	15	0	0	67	4	0	0	0	0	0	10	31	0	128	
5:45 PM	0	2	0	11	0	0	80	9	0	0	0	0	0	24	45	0	171	
5:50 PM	0	3	0	5	0	0	51	5	0	0	0	0	0	17	39	0	120	
5:55 PM	0	6	0	14	0	0	57	1	0	0	0	0	0	14	39	0	131	
Count Total	0	84	0	266	0	0	1,281	108	0	0	0	0	3	319	785	0	2,846	
Peak Hour	0	44	0	147	0	0	739	56	0	0	0	0	3	174	428	0	1,591	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

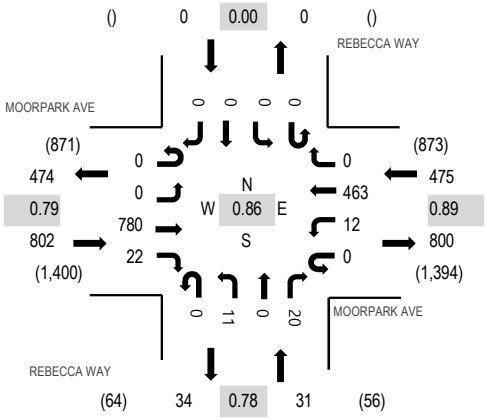
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	1	0	0	0	1
4:05 PM	0	1	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0
4:20 PM	0	2	0	0	2	4:20 PM	1	1	0	0	2	4:20 PM	0	0	0	0	0
4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1	4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	2	2	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	0	1
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	1	1	5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	1	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	1	0	0	0	1
5:35 PM	0	1	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	2	0	0	0	2
5:40 PM	0	0	0	2	2	5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0
5:45 PM	0	2	0	0	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	11	0	6	17	Count Total	1	6	0	4	11	Count Total	5	0	0	0	5
Peak Hour	0	4	0	4	8	Peak Hour	0	4	0	0	4	Peak Hour	3	0	0	0	3

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

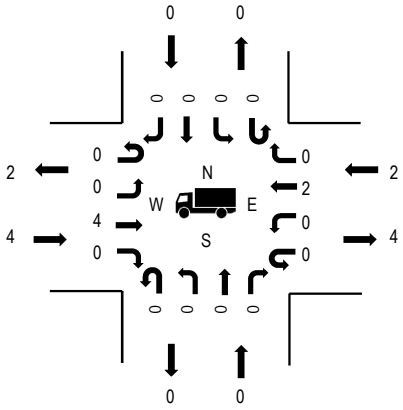
Location: 13 REBECCA WAY & MOORPARK AVE PM
Date: Wednesday, January 25, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:35 PM - 05:50 PM

Peak Hour

Motorized Vehicles



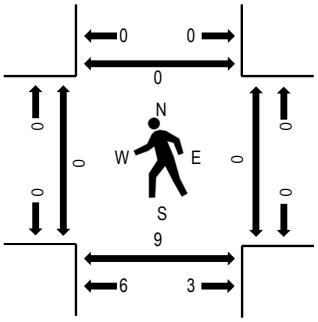
Heavy Vehicles



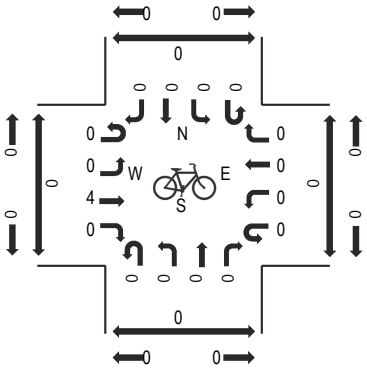
	HV%	PHF
EB	0.5%	0.79
WB	0.4%	0.89
NB	0.0%	0.78
SB	0.0%	0.00
All	0.5%	0.86

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	REBECCA WAY Northbound				MOORPARK AVE Eastbound				REBECCA WAY Southbound				MOORPARK AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	2	0	1	1	0	46	3	0	0	0	0	0	0	29	0	82	1,021
4:05 PM	0	3	0	2	0	0	35	1	0	0	0	0	0	1	18	0	60	1,037
4:10 PM	0	0	0	1	0	0	43	1	0	0	0	0	0	2	37	0	84	1,074
4:15 PM	0	1	0	2	0	0	48	1	0	0	0	0	0	0	29	0	81	1,061
4:20 PM	0	1	0	1	1	0	52	1	0	0	0	0	0	2	23	0	81	1,082
4:25 PM	0	0	0	1	0	0	50	1	0	0	0	0	0	0	34	0	86	1,108
4:30 PM	0	1	0	1	0	0	46	0	0	0	0	0	0	0	34	0	82	1,151
4:35 PM	0	0	0	1	0	0	37	1	0	0	0	0	0	0	38	0	77	1,176
4:40 PM	0	0	0	1	0	0	58	1	0	0	0	0	0	1	32	0	93	1,223
4:45 PM	0	2	0	1	0	0	55	1	0	0	0	0	0	3	40	0	102	1,247
4:50 PM	0	0	0	3	0	0	52	4	0	0	0	0	0	1	30	0	90	1,285
4:55 PM	0	0	0	0	0	0	57	2	0	0	0	0	0	3	41	0	103	1,296
5:00 PM	0	1	0	2	0	0	72	0	0	0	0	0	0	1	22	0	98	1,308
5:05 PM	0	1	0	0	0	0	56	0	0	0	0	0	0	0	40	0	97	
5:10 PM	0	0	0	4	0	0	41	0	0	0	0	0	0	1	25	0	71	
5:15 PM	0	0	0	2	0	0	54	1	0	0	0	0	0	1	44	0	102	
5:20 PM	0	3	0	1	0	0	61	1	0	0	0	0	0	2	39	0	107	
5:25 PM	0	1	0	2	0	0	77	2	0	0	0	0	0	1	46	0	129	
5:30 PM	0	1	0	2	0	0	60	0	0	0	0	0	0	1	43	0	107	
5:35 PM	0	0	0	1	0	0	83	2	0	0	0	0	0	1	37	0	124	
5:40 PM	0	0	0	1	0	0	73	3	0	0	0	0	0	1	39	0	117	
5:45 PM	0	0	0	2	0	0	89	4	0	0	0	0	0	0	45	0	140	
5:50 PM	0	2	0	2	0	0	48	7	0	0	0	0	0	2	40	0	101	
5:55 PM	0	2	0	1	0	0	66	2	0	0	0	0	0	1	43	0	115	
Count Total	0	21	0	35	2	0	1,359	39	0	0	0	0	0	25	848	0	2,329	
Peak Hour	0	11	0	20	0	0	780	22	0	0	0	0	0	12	463	0	1,308	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	0	1
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	1	0	0	1	4:15 PM	1	0	1	0	2
4:20 PM	0	2	0	0	2	4:20 PM	0	0	0	0	0	4:20 PM	1	0	0	0	1
4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	1	0	2	0	3
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	1	0	1
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1	5:10 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	1	0	0	0	1
5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	1	0	0	0	1
5:35 PM	0	1	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	0	1
5:40 PM	0	0	0	1	1	5:40 PM	0	1	0	0	1	5:40 PM	2	0	0	0	2
5:45 PM	0	2	0	0	2	5:45 PM	0	0	0	0	0	5:45 PM	2	0	0	0	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1
Count Total	0	9	0	3	12	Count Total	0	6	0	0	6	Count Total	14	0	4	0	18
Peak Hour	0	4	0	2	6	Peak Hour	0	4	0	0	4	Peak Hour	9	0	0	0	9

ALL TRAFFIC DATA SERVICES
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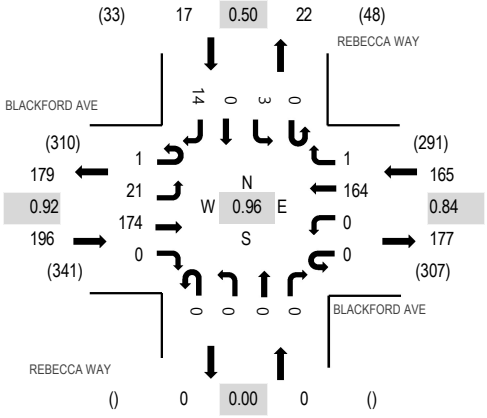
Location: 14 REBECCA WAY & BLACKFORD AVE PM
Date: Wednesday, January 25, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

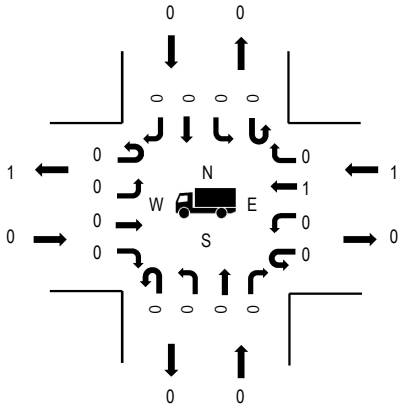
Peak Hour

Motorized Vehicles



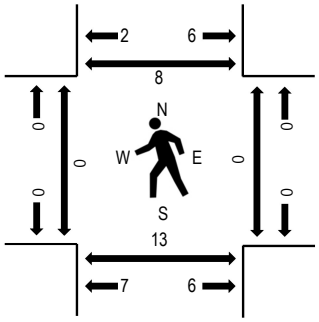
Note: Total study counts contained in parentheses.

Heavy Vehicles

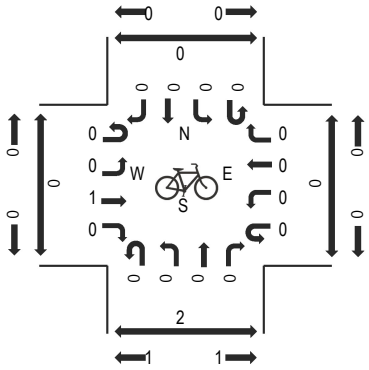


	HV%	PHF
EB	0.0%	0.92
WB	0.6%	0.84
NB	0.0%	0.00
SB	0.0%	0.50
All	0.3%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	REBECCA WAY Northbound				BLACKFORD AVE Eastbound				REBECCA WAY Southbound				BLACKFORD AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	0	0	3	15	0	0	0	0	1	0	0	10	0	29	287
4:05 PM	0	0	0	0	0	4	10	0	0	0	0	1	0	0	13	1	29	289
4:10 PM	0	0	0	0	0	1	10	0	0	0	0	2	0	0	9	1	23	291
4:15 PM	0	0	0	0	1	2	8	0	0	1	0	2	0	0	11	3	28	300
4:20 PM	0	0	0	0	0	1	12	0	0	0	0	0	0	0	12	2	27	302
4:25 PM	0	0	0	0	1	1	15	0	0	0	0	0	0	0	19	0	36	311
4:30 PM	0	0	0	0	0	1	10	0	0	0	0	0	0	0	4	1	16	305
4:35 PM	0	0	0	0	0	1	10	0	0	0	0	0	0	0	6	1	18	314
4:40 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	9	333
4:45 PM	0	0	0	0	0	0	7	0	0	0	0	3	0	0	8	0	18	354
4:50 PM	0	0	0	0	0	1	14	0	0	1	0	3	0	0	13	1	33	365
4:55 PM	0	0	0	0	0	0	11	0	0	0	0	2	0	0	7	1	21	369
5:00 PM	0	0	0	0	0	3	16	0	0	0	0	0	0	0	12	0	31	378
5:05 PM	0	0	0	0	0	1	12	0	0	0	0	0	0	0	18	0	31	
5:10 PM	0	0	0	0	0	2	19	0	0	0	0	1	0	0	10	0	32	
5:15 PM	0	0	0	0	0	0	15	0	0	0	0	0	0	0	15	0	30	
5:20 PM	0	0	0	0	0	2	12	0	0	0	0	2	0	0	20	0	36	
5:25 PM	0	0	0	0	1	2	12	0	0	0	0	1	0	0	14	0	30	
5:30 PM	0	0	0	0	0	1	14	0	0	0	0	2	0	0	7	1	25	
5:35 PM	0	0	0	0	0	2	15	0	0	1	0	1	0	0	18	0	37	
5:40 PM	0	0	0	0	0	0	19	0	0	1	0	0	0	0	10	0	30	
5:45 PM	0	0	0	0	0	3	11	0	0	0	0	1	0	0	14	0	29	
5:50 PM	0	0	0	0	0	5	11	0	0	1	0	5	0	0	15	0	37	
5:55 PM	0	0	0	0	0	0	18	0	0	0	0	1	0	0	11	0	30	
Count Total	0	0	0	0	3	36	302	0	0	5	0	28	0	0	279	12	665	
Peak Hour	0	0	0	0	1	21	174	0	0	3	0	14	0	0	164	1	378	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	3	0	1	0	4
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	2	0	2	0	4
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	2	0	1	0	3
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	1	1	2	0	4
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	1	0	1	0	2
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	2	0	2
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	1	1	0	0	2
4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	1	1	4:55 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	2	0	1	0	3
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	2	0	0	0	2
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	1	0	1	0	2
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	2	0	1	0	3
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	0	1
5:40 PM	0	0	0	1	1	5:40 PM	0	0	0	0	0	5:40 PM	4	0	2	0	6
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	1	0	2	0	3
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	1	0	0	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	1	0	0	1	5:55 PM	1	0	1	0	2
Count Total	0	0	0	2	2	Count Total	0	1	0	1	2	Count Total	25	3	18	0	46
Peak Hour	0	0	0	1	1	Peak Hour	0	1	0	0	1	Peak Hour	15	0	8	0	23

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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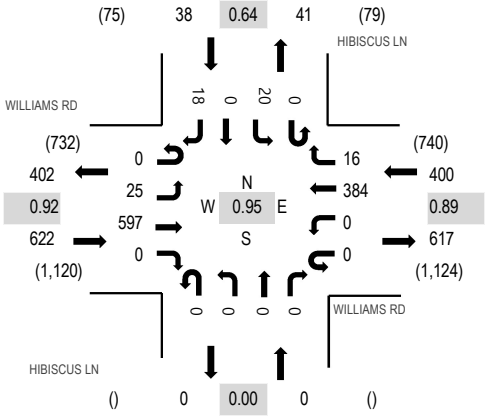
Location: 15 HIBISCUS LN & WILLIAMS RD PM
Date: Wednesday, January 25, 2023
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:35 PM - 05:50 PM

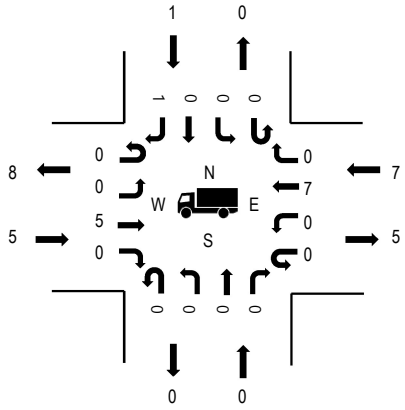
Peak Hour

Motorized Vehicles



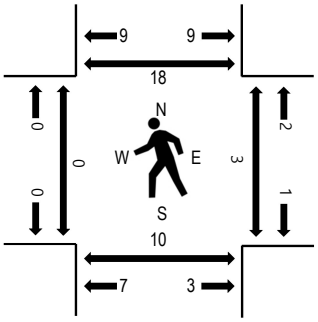
Note: Total study counts contained in parentheses.

Heavy Vehicles

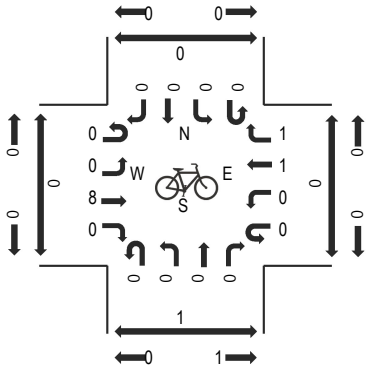


	HV%	PHF
EB	0.8%	0.92
WB	1.8%	0.89
NB	0.0%	0.00
SB	2.6%	0.64
All	1.2%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	HIBISCUS LN Northbound				WILLIAMS RD Eastbound				HIBISCUS LN Southbound				WILLIAMS RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	0	0	1	37	0	0	2	0	1	0	0	18	3	62	884
4:05 PM	0	0	0	0	0	2	41	0	0	3	0	1	0	0	17	0	64	904
4:10 PM	0	0	0	0	0	1	40	0	0	1	0	0	0	0	40	1	83	930
4:15 PM	0	0	0	0	1	1	42	0	0	3	0	1	0	0	29	6	83	940
4:20 PM	0	0	0	0	0	0	44	0	0	1	0	1	0	0	31	0	77	946
4:25 PM	0	0	0	0	0	4	36	0	0	1	0	1	0	0	22	2	66	960
4:30 PM	0	0	0	0	0	2	42	0	0	3	0	0	0	0	24	1	72	988
4:35 PM	0	0	0	0	0	0	20	0	0	4	0	2	0	0	25	0	51	997
4:40 PM	0	0	0	0	0	3	49	0	0	4	0	3	0	0	26	3	88	1,045
4:45 PM	0	0	0	0	0	2	42	0	0	2	0	1	0	0	29	2	78	1,042
4:50 PM	0	0	0	0	0	0	44	0	0	1	0	0	0	0	30	3	78	1,059
4:55 PM	0	0	0	0	0	5	39	0	0	2	0	2	0	0	33	1	82	1,060
5:00 PM	0	0	0	0	0	1	51	0	0	2	0	0	0	0	28	0	82	1,051
5:05 PM	0	0	0	0	0	1	54	0	0	2	0	0	0	0	31	2	90	
5:10 PM	0	0	0	0	0	2	60	0	0	2	0	0	0	0	28	1	93	
5:15 PM	0	0	0	0	0	2	48	0	0	1	0	2	0	0	34	2	89	
5:20 PM	0	0	0	0	0	5	47	0	0	3	0	3	0	0	29	4	91	
5:25 PM	0	0	0	0	0	5	46	0	0	1	0	0	0	0	40	2	94	
5:30 PM	0	0	0	0	0	0	52	0	0	1	0	1	0	0	27	0	81	
5:35 PM	0	0	0	0	0	1	51	0	0	1	0	1	0	0	43	2	99	
5:40 PM	0	0	0	0	0	0	47	0	0	3	0	3	0	0	32	0	85	
5:45 PM	0	0	0	0	0	1	57	0	0	2	0	3	0	0	32	0	95	
5:50 PM	0	0	0	0	0	2	45	0	0	0	0	3	0	0	27	2	79	
5:55 PM	0	0	0	0	0	0	44	0	0	1	0	0	0	0	27	1	73	
Count Total	0	0	0	0	1	41	1,078	0	0	46	0	29	0	0	702	38	1,935	
Peak Hour	0	0	0	0	0	25	597	0	0	20	0	18	0	0	384	16	1,060	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:05 PM	0	0	0	1	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	3	0	3
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	1	1	4:20 PM	0	0	2	0	2
4:25 PM	0	0	0	0	0	4:25 PM	0	2	0	0	2	4:25 PM	2	0	3	0	5
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	2	0	0	0	2
4:35 PM	0	1	0	1	2	4:35 PM	0	0	0	0	0	4:35 PM	1	0	0	0	1
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	3	0	1	0	4
4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	4	0	4
4:55 PM	0	1	1	0	2	4:55 PM	0	0	0	0	0	4:55 PM	1	0	2	0	3
5:00 PM	0	1	0	0	1	5:00 PM	0	2	0	0	2	5:00 PM	1	0	3	0	4
5:05 PM	0	0	0	1	1	5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1	5:10 PM	2	0	2	0	4
5:15 PM	0	0	0	1	1	5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	3	0	0	0	3
5:25 PM	0	0	0	0	0	5:25 PM	0	1	0	0	1	5:25 PM	0	0	3	1	4
5:30 PM	0	1	0	2	3	5:30 PM	0	1	0	0	1	5:30 PM	3	0	3	0	6
5:35 PM	0	0	0	2	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	2	1	3
5:40 PM	0	0	0	1	1	5:40 PM	0	1	0	0	1	5:40 PM	1	0	0	0	1
5:45 PM	0	1	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	2	1	3
5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	1	1	5:50 PM	0	0	1	0	1
5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	10	1	12	23	Count Total	0	10	0	4	14	Count Total	20	0	32	3	55
Peak Hour	0	5	1	7	13	Peak Hour	0	8	0	2	10	Peak Hour	11	0	18	3	32

ALL TRAFFIC DATA SERVICES
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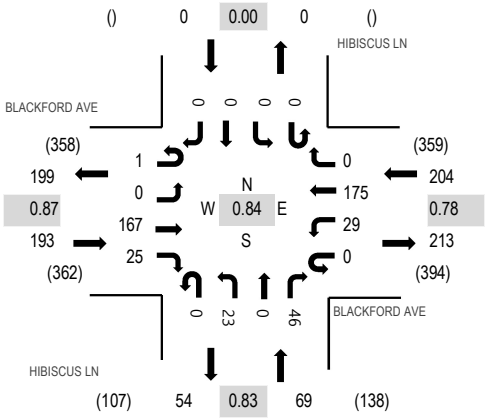
Location: 16 HIBISCUS LN & BLACKFORD AVE PM
Date: Wednesday, January 25, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

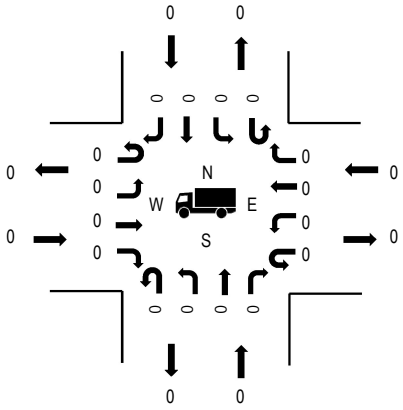
Peak Hour

Motorized Vehicles



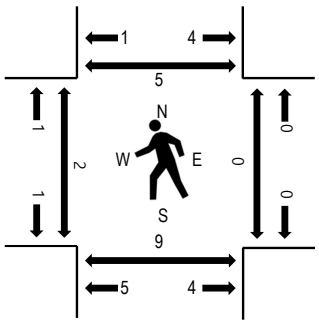
Note: Total study counts contained in parentheses.

Heavy Vehicles

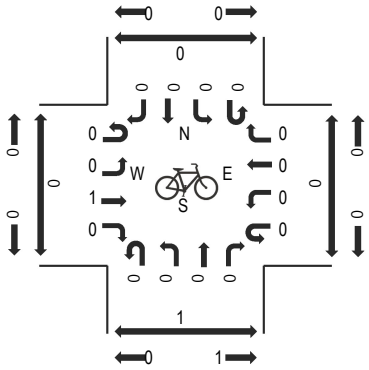


	HV%	PHF
EB	0.0%	0.87
WB	0.0%	0.78
NB	0.0%	0.83
SB	0.0%	0.00
All	0.0%	0.84

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	HIBISCUS LN Northbound				BLACKFORD AVE Eastbound				HIBISCUS LN Southbound				BLACKFORD AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	3	0	0	0	0	16	2	0	0	0	0	1	1	14	0	37	393
4:05 PM	0	1	0	4	0	0	13	5	0	0	0	0	0	3	12	0	38	403
4:10 PM	0	2	0	6	0	0	8	3	0	0	0	0	0	1	22	0	42	413
4:15 PM	0	3	0	4	0	0	13	3	0	0	0	0	0	3	7	0	33	414
4:20 PM	0	2	0	1	0	0	18	1	0	0	0	0	0	2	15	0	39	419
4:25 PM	0	0	0	4	0	0	10	4	0	0	0	0	0	3	16	0	37	425
4:30 PM	0	4	0	2	0	0	10	2	0	0	0	0	0	1	10	0	29	415
4:35 PM	0	2	0	2	0	0	3	0	0	0	0	0	0	1	9	0	17	409
4:40 PM	0	4	0	3	1	0	13	1	0	0	0	0	0	3	6	0	31	438
4:45 PM	0	1	0	4	0	0	7	3	0	0	0	0	0	3	8	0	26	435
4:50 PM	0	2	0	7	0	0	16	3	0	0	0	0	0	1	6	0	35	452
4:55 PM	0	3	0	5	0	0	11	3	0	0	0	0	0	1	6	0	29	464
5:00 PM	0	1	0	3	1	0	16	3	0	0	0	0	0	4	19	0	47	466
5:05 PM	0	3	0	4	0	0	14	5	0	0	0	0	0	2	20	0	48	
5:10 PM	0	1	0	4	0	0	17	1	0	0	0	0	0	5	15	0	43	
5:15 PM	0	0	0	5	0	0	15	1	0	0	0	0	0	1	16	0	38	
5:20 PM	0	1	0	5	0	0	18	3	0	0	0	0	0	4	14	0	45	
5:25 PM	0	2	0	3	0	0	9	2	0	0	0	0	0	1	10	0	27	
5:30 PM	0	2	0	2	0	0	12	1	0	0	0	0	0	0	6	0	23	
5:35 PM	0	4	0	6	0	0	10	1	0	0	0	0	0	4	21	0	46	
5:40 PM	0	1	0	4	0	0	14	1	0	0	0	0	0	1	7	0	28	
5:45 PM	0	3	0	5	0	0	13	4	0	0	0	0	0	3	15	0	43	
5:50 PM	0	2	0	4	0	0	21	3	0	0	0	0	0	2	15	0	47	
5:55 PM	0	3	0	1	0	0	8	0	0	0	0	0	0	2	17	0	31	
Count Total	0	50	0	88	2	0	305	55	0	0	0	0	1	52	306	0	859	
Peak Hour	0	23	0	46	1	0	167	25	0	0	0	0	0	29	175	0	466	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	1	0	2	0	3
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	1	0	0	0	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	3	0	1	2	6
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	1	0	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	3	0	0	0	3
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	1	1	4:55 PM	1	0	1	0	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	3	0	0	0	3
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	2	2	1	0	5
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	1	0	1	0	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	2	0	1	0	3
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	0	1	5:45 PM	1	0	1	0	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	1	0	0	1	Count Total	0	1	0	1	2	Count Total	20	2	11	2	35
Peak Hour	0	0	0	0	0	Peak Hour	0	1	0	0	1	Peak Hour	10	2	5	0	17

Appendix E

Traffic Volume Comparison

Intersection Number: 1
Traffix Node Number: 3103
Intersection Name: Saratoga Avenue & Kiely Boulevard
Peak Hour: AMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	42	476	11	32	48	156	66	533	525	537	26	44	2496
1/23/2019 Count	55	504	8	52	98	182	76	892	669	537	22	21	3116
Difference	*-13*	*-28*	*3*	*-20*	*-50*	*-26*	*-10*	*-359*	*-144*	*0*	*4*	*23*	*-620*
% Difference	*-24%*	*-6%*	*38%*	*-38%*	*-51%*	*-14%*	*-13%*	*-40%*	*-22%*	*0%*	*18%*	*110%*	*-20%*

Intersection Number: 2
Traffix Node Number: 3038
Intersection Name: Saratoga Avenue & I-280 NB On-Ramp
Peak Hour: AMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	449	937	63	53	135	187	431	841	649	0	0	0	3745
1/23/2019 Count	373	996	69	124	97	201	156	1107	662	0	0	0	3785
Difference	*76*	*-59*	*-6*	*-71*	*38*	*-14*	*275*	*-266*	*-13*				*-40*
% Difference	*20%*	*-6%*	*-9%*	*-57%*	*39%*	*-7%*	*176%*	*-24%*	*-2%*				*-1%*

Intersection Number: 3
Traffix Node Number: 3039
Intersection Name: Saratoga Avenue & I-280 SB Ramps
Peak Hour: AMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	0	1316	533	0	0	0	924	1289	0	295	1	246	4604
1/23/2019 Count	0	993	526	0	0	0	1059	1646	0	312	0	333	4869
Difference		*323*	*7*				*-135*	*-357*		*-17*		*-87*	*-265*
% Difference		*33%*	*1%*				*-13%*	*-22%*		*-5%*		*-26%*	*-5%*

Intersection Number: 4
Traffix Node Number: 3113
Intersection Name: Saratoga Avenue & Moorpark Avenue
Peak Hour: AMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	545	891	132	198	376	117	29	1499	23	33	174	502	4519
1/23/2019 Count	294	809	119	373	388	171	20	1869	44	36	177	358	4658
Difference	*251*	*82*	*13*	*-175*	*-12*	*-54*	*9*	*-370*	*-21*	*-3*	*-3*	*144*	*-139*
% Difference	*85%*	*10%*	*11%*	*-47%*	*-3%*	*-32%*	*45%*	*-20%*	*-48%*	*-8%*	*-2%*	*40%*	*-3%*

Intersection Number: 5
Traffix Node Number: 3307
Intersection Name: Saratoga Avenue & Blackford Avenue
Peak Hour: AMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	52	785	172	239	15	48	95	1294	34	23	27	43	2827
3/28/2019 Count	87	718	171	222	18	46	27	1679	30	14	5	107	3124
Difference	*-35*	*67*	*1*	*17*	*-3*	*2*	*68*	*-385*	*4*	*9*	*22*	*-64*	*-297*
% Difference	*-40%*	*9%*	*1%*	*8%*	*-17%*	*4%*	*252%*	*-23%*	*13%*	*64%*	*440%*	*-60%*	*-10%*

Intersection Number: 7
Traffix Node Number: 3793
Intersection Name: Saratoga Avenue & Williams Road
Peak Hour: AMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	99	762	78	244	310	266	80	1058	96	94	203	148	3438
3/28/2019 Count	131	747	85	293	354	309	102	1344	116	67	209	146	3903
Difference	*-32*	*15*	*-7*	*-49*	*-44*	*-43*	*-22*	*-286*	*-20*	*27*	*-6*	*2*	*-465*
% Difference	*-24%*	*2%*	*-8%*	*-17%*	*-12%*	*-14%*	*-22%*	*-21%*	*-17%*	*40%*	*-3%*	*1%*	*-12%*

Intersection Number: 8
Traffix Node Number: 5427
Intersection Name: San Tomas Expwy & Williams Road
Peak Hour: AMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	138	936	91	266	204	106	76	2258	367	278	215	144	5079
3/9/2017 Count	107	841	88	195	298	115	62	2349	245	265	226	141	4932
Difference	*31*	*95*	*3*	*71*	*-94*	*-9*	*14*	*-91*	*122*	*13*	*-11*	*3*	*147*
% Difference	*29%*	*11%*	*3%*	*36%*	*-32%*	*-8%*	*23%*	*-4%*	*50%*	*5%*	*-5%*	*2%*	*3%*

Intersection Number: 9
Traffix Node Number: 5406
Intersection Name: San Tomas Expwy & Moorpark Avenue
Peak Hour: AMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	388	953	163	392	222	89	139	2306	311	159	226	185	5533
1/23/2019 Count	218	672	155	558	468	90	101	2600	336	157	186	143	5684
Difference	*170*	*281*	*8*	*-166*	*-246*	*-1*	*38*	*-294*	*-25*	*2*	*40*	*42*	*-151*
% Difference	*78%*	*42%*	*5%*	*-30%*	*-53%*	*-1%*	*38%*	*-11%*	*-7%*	*1%*	*22%*	*29%*	*-3%*

Intersection Number: 10
Traffix Node Number: 3343
Intersection Name: Boynton Avenue & Williams Road
Peak Hour: AMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	118	40	128	134	547	21	77	85	44	16	429	61	1700
10/25/2016 Count	80	39	60	81	609	37	59	107	82	23	484	60	1721
Difference	*38*	*1*	*68*	*53*	*-62*	*-16*	*18*	*-22*	*-38*	*-7*	*-55*	*1*	*-21*
% Difference	*48%*	*3%*	*113%*	*65%*	*-10%*	*-43%*	*31%*	*-21%*	*-46%*	*-30%*	*-11%*	*2%*	*-1%*

Intersection Number: 1
Traffix Node Number: 3103
Intersection Name: Saratoga Avenue & Kiely Boulevard
Peak Hour: PMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	51	713	34	30	48	122	190	696	647	658	46	76	3311
11/15/2018 Count	73	727	44	43	69	178	221	727	658	693	108	70	3611
Difference	*-22*	*-14*	*-10*	*-13*	*-21*	*-56*	*-31*	*-31*	*-11*	*-35*	*-62*	*6*	*-300*
% Difference	*-30%*	*-2%*	*-23%*	*-30%*	*-30%*	*-31%*	*-14%*	*-4%*	*-2%*	*-5%*	*-57%*	*9%*	*-8%*

Intersection Number: 2
Traffix Node Number: 3038
Intersection Name: Saratoga Avenue & I-280 NB On-Ramp
Peak Hour: PMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	333	1245	38	27	48	80	115	1515	375	0	0	0	3776
12/13/2018 Count	272	1378	46	24	56	136	96	1562	364	0	0	0	3934
Difference	*61*	*-133*	*-8*	*3*	*-8*	*-56*	*19*	*-47*	*11*				*-158*
% Difference	*22%*	*-10%*	*-17%*	*13%*	*-14%*	*-41%*	*20%*	*-3%*	*3%*				*-4%*

Intersection Number: 3
Traffix Node Number: 3039
Intersection Name: Saratoga Avenue & I-280 SB Ramps
Peak Hour: PMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	0	1769	652	0	0	0	708	907	0	368	41	182	4627
12/13/2018 Count	0	1877	540	0	0	0	696	1058	0	389	15	200	4775
Difference		*-108*	*112*				*12*	*-151*		*-21*	*26*	*-18*	*-148*
% Difference		*-6%*	*21%*				*2%*	*-14%*		*-5%*	*173%*	*-9%*	*-3%*

Intersection Number: 4
Traffix Node Number: 3113
Intersection Name: Saratoga Avenue & Moorpark Avenue
Peak Hour: PMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	401	1449	271	202	202	108	66	991	50	45	434	388	4607
11/15/2018 Count	366	1612	281	181	258	120	77	1100	72	78	355	389	4889
Difference	*35*	*-163*	*-10*	*21*	*-56*	*-12*	*-11*	*-109*	*-22*	*-33*	*79*	*-1*	*-282*
% Difference	*10%*	*-10%*	*-4%*	*12%*	*-22%*	*-10%*	*-14%*	*-10%*	*-31%*	*-42%*	*22%*	*0%*	*-6%*

Intersection Number: 5
Traffix Node Number: 3307
Intersection Name: Saratoga Avenue & Blackford Avenue
Peak Hour: PMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	37	1381	149	144	20	57	62	905	58	73	31	25	2942
3/28/2019 Count	64	1527	218	196	31	75	88	938	65	68	47	50	3367
Difference	*-27*	*-146*	*-69*	*-52*	*-11*	*-18*	*-26*	*-33*	*-7*	*5*	*-16*	*-25*	*-425*
% Difference	*-42%*	*-10%*	*-32%*	*-27%*	*-35%*	*-24%*	*-30%*	*-4%*	*-11%*	*7%*	*-34%*	*-50%*	*-13%*

Intersection Number: 7
Traffix Node Number: 3793
Intersection Name: Saratoga Avenue & Williams Road
Peak Hour: PMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	110	1121	192	87	132	130	104	856	78	102	302	98	3312
3/28/2019 Count	136	1217	163	79	148	195	107	919	85	112	443	116	3720
Difference	*-26*	*-96*	*29*	*8*	*-16*	*-65*	*-3*	*-63*	*-7*	*-10*	*-141*	*-18*	*-408*
% Difference	*-19%*	*-8%*	*18%*	*10%*	*-11%*	*-33%*	*-3%*	*-7%*	*-8%*	*-9%*	*-32%*	*-16%*	*-11%*

Intersection Number: 8
Traffix Node Number: 5427
Intersection Name: San Tomas Expwy & Williams Road
Peak Hour: PMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	196	2278	165	119	115	69	84	1235	191	274	177	123	5026
3/9/2017 Count	170	2442	197	77	154	63	107	1029	162	366	325	135	5227
Difference	*26*	*-164*	*-32*	*42*	*-39*	*6*	*-23*	*206*	*29*	*-92*	*-148*	*-12*	*-201*
% Difference	*15%*	*-7%*	*-16%*	*55%*	*-25%*	*10%*	*-21%*	*20%*	*18%*	*-25%*	*-46%*	*-9%*	*-4%*

Intersection Number: 9
Traffix Node Number: 5406
Intersection Name: San Tomas Expwy & Moorpark Avenue
Peak Hour: PMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	296	2161	340	188	144	136	155	1211	166	292	382	223	5694
11/8/2018 Count	326	2567	381	188	210	124	121	1129	145	330	392	176	6089
Difference	*-30*	*-406*	*-41*	*0*	*-66*	*12*	*34*	*82*	*21*	*-38*	*-10*	*47*	*-395*
% Difference	*-9%*	*-16%*	*-11%*	*0%*	*-31%*	*10%*	*28%*	*7%*	*14%*	*-12%*	*-3%*	*27%*	*-6%*

Intersection Number: 10
Traffix Node Number: 3343
Intersection Name: Boynton Avenue & Williams Road
Peak Hour: PMCounts

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
1/25/2023 Count	35	34	48	58	394	53	60	42	31	51	506	37	1349
10/25/2016 Count	44	49	72	50	437	39	36	37	36	79	521	42	1442
Difference	*-9*	*-15*	*-24*	*8*	*-43*	*14*	*24*	*5*	*-5*	*-28*	*-15*	*-5*	*-93*
% Difference	*-20%*	*-31%*	*-33%*	*16%*	*-10%*	*36%*	*67%*	*14%*	*-14%*	*-35%*	*-3%*	*-12%*	*-6%*

Appendix F

San Jose Approved Trips Inventory

AM PROJECT TRIPS

02/23/2023

Intersection of : NB 280 From Saratoga Rp & Saratoga Av

Traffix Node Number : 3038

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
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	202	0	0	56	21	0	0	0	0	0	0
21-040082 TA (3-02236) Mixed Use 3800 Blackford Avenue (Stratford School)	0	9	0	0	51	16	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	4	21	3	0	4	1	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	96	0	0	63	18	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	10	0	0	2	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	22	0	0	2	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**4**	**360**	**3**	**0**	**178**	**56**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	178	56
EAST	0	0	0
SOUTH	4	360	3
WEST	0	0	0

PM PROJECT TRIPS

02/23/2023

Intersection of : NB 280 From Saratoga Rp & Saratoga Av

Traffix Node Number : 3038

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
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	136	0	0	148	61	0	0	0	0	0	0
21-040082 TA (3-02236) Mixed Use 3800 Blackford Avenue (Stratford School)	0	39	0	0	-13	-2	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	1	7	0	0	18	3	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	54	0	0	85	22	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	5	0	0	9	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	3	0	0	20	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	2	0	0	0	0	0	0	0

TOTAL:	**1**	**246**	**0**	**0**	**269**	**84**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	269	84
EAST	0	0	0
SOUTH	1	246	0
WEST	0	0	0

AM PROJECT TRIPS

02/23/2023

Intersection of : SB 280 From Saratoga Rp & SB 280 To Saratoga Rp & Saratoga Av

Traffix Node Number : 3039

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
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	71	0	24	32	0	58	0	0	0	0	0
21-040082 TA (3-02236) Mixed Use 3800 Blackford Avenue (Stratford School)	0	-2	0	45	6	0	3	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	33	22	4	7	0	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	22	0	48	15	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	10	0	0	2	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	22	0	0	2	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**0**	**156**	**22**	**121**	**64**	**0**	**61**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	121	64	0
EAST	0	0	0
SOUTH	0	156	22
WEST	61	0	0

PM PROJECT TRIPS

02/23/2023

Intersection of : SB 280 From Saratoga Rp & SB 280 To Saratoga Rp & Saratoga Av

Traffix Node Number : 3039

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
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	61	0	76	72	0	36	0	0	0	0	0
21-040082 TA (3-02236) Mixed Use 3800 Blackford Avenue (Stratford School)	0	3	0	-4	-9	0	8	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	10	6	8	31	0	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	9	0	60	25	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	5	0	0	9	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	3	0	0	20	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	2	0	0	0	0	0	0	0

TOTAL:	**0**	**93**	**6**	**140**	**150**	**0**	**44**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	140	150	0
EAST	0	0	0
SOUTH	0	93	6
WEST	44	0	0

AM PROJECT TRIPS

02/23/2023

Intersection of : S Kiely Bl & Saratoga Av

Traffix Node Number : 3103

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
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	202	0	0	36	0	10	0	0	42	0	0
21-040082 TA (3-02236) Mixed Use 3800 Blackford Avenue (Stratford School)	9	0	0	0	0	0	0	0	67	0	0	0
NSJ LEGACY NORTH SAN JOSE	11	18	1	0	5	0	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	96	0	0	0	0	0	0	0	81	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	10	0	0	2	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	22	0	0	2	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**116**	**252**	**1**	**0**	**45**	**0**	**10**	**0**	**148**	**42**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	45	0
EAST	42	0	0
SOUTH	116	252	1
WEST	10	0	148

PM PROJECT TRIPS

02/23/2023

Intersection of : S Kiely Bl & Saratoga Av

Traffix Node Number : 3103

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
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	136	0	0	86	0	10	0	0	124	0	0
21-040082 TA (3-02236) Mixed Use 3800 Blackford Avenue (Stratford School)	39	0	0	0	0	0	0	0	-16	0	0	0
NSJ LEGACY NORTH SAN JOSE	3	5	1	1	14	1	0	0	3	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	54	0	0	0	0	0	0	0	107	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	5	0	0	9	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	3	0	0	20	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	2	0	0	0	0	0	0	0

TOTAL:	**96**	**151**	**1**	**1**	**131**	**1**	**10**	**0**	**94**	**124**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	1	131	1
EAST	124	0	0
SOUTH	96	151	1
WEST	10	0	94

AM PROJECT TRIPS

02/23/2023

Intersection of : Moorpark Av & Saratoga Av

Traffix Node Number : 3113

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
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	52	0	0	27	6	12	0	0	0	0	7
NSJ LEGACY NORTH SAN JOSE	0	42	0	2	7	2	15	8	1	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	18	0	4	7	4	0	0	0	0	0	4
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	6	0	0	1	1	3	3	0	0	1	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	15	0	0	1	1	8	8	0	0	1	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**0**	**133**	**0**	**6**	**43**	**14**	**38**	**19**	**1**	**0**	**2**	**11**

	LEFT	THRU	RIGHT
NORTH	6	43	14
EAST	0	2	11
SOUTH	0	133	0
WEST	38	19	1

PM PROJECT TRIPS

02/23/2023

Intersection of : Moorpark Av & Saratoga Av

Traffix Node Number : 3113

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
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	48	0	0	59	13	10	0	0	0	0	3
NSJ LEGACY NORTH SAN JOSE	0	7	0	4	30	4	3	3	0	4	7	8
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	5	0	4	13	8	0	0	0	0	0	4
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	4	0	0	6	3	2	2	0	0	3	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	2	0	0	14	6	1	1	0	0	6	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	1	0	0	1	1	1	1	0	0	1	0

TOTAL:	**0**	**67**	**0**	**8**	**123**	**35**	**17**	**7**	**0**	**4**	**17**	**15**

	LEFT	**THRU**	**RIGHT**
NORTH	8	123	35
EAST	4	17	15
SOUTH	0	67	0
WEST	17	7	0

AM PROJECT TRIPS

02/23/2023

Intersection of : Blackford Av & Saratoga Av

Traffix Node Number : 3307

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
19-100137 TA (3-13455) Retail/Commercial 3800 Blackford Avenue (Stratford School)	0	13	0	0	13	0	0	0	0	0	0	0
TOTAL:	**0**	**13**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	13	0
EAST	0	0	0
SOUTH	0	13	0
WEST	0	0	0

PM PROJECT TRIPS

02/23/2023

Intersection of : Blackford Av & Saratoga Av

Traffix Node Number : 3307

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
19-100137 TA (3-13455) Retail/Commercial 3800 Blackford Avenue (Stratford School)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

AM PROJECT TRIPS

02/23/2023

Intersection of : Saratoga Av & Williams Rd

Traffix Node Number : 3793

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
18-130695 TA (3-22138) Residential 3800 Blackford Avenue (Stratford School)	2	4	0	0	2	0	0	0	4	0	0	0
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	42	0	0	17	0	0	0	0	0	0	0
19-100137 TA (3-13455) Retail/Commercial 3800 Blackford Avenue (Stratford School)	0	14	0	0	13	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	1	35	2	0	4	0	0	0	0	1	4	2
TOTAL:	**3**	**95**	**2**	**0**	**36**	**0**	**0**	**0**	**4**	**1**	**4**	**2**

	LEFT	THRU	RIGHT
NORTH	0	36	0
EAST	1	4	2
SOUTH	3	95	2
WEST	0	0	4

PM PROJECT TRIPS

02/23/2023

Intersection of : Saratoga Av & Williams Rd

Traffix Node Number : 3793

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
18-130695 TA (3-22138) Residential 3800 Blackford Avenue (Stratford School)	1	3	0	0	4	0	0	0	3	0	0	0
18-144688 TA (3-00848) Mixed Use 3800 Blackford Avenue (Stratford School)	0	28	0	0	45	0	0	0	0	0	0	0
19-100137 TA (3-13455) Retail/Commercial 3800 Blackford Avenue (Stratford School)	0	33	0	0	26	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	6	0	2	29	1	0	0	0	2	2	1
TOTAL:	**1**	**70**	**0**	**2**	**104**	**1**	**0**	**0**	**3**	**2**	**2**	**1**

	LEFT	THRU	RIGHT
NORTH	2	104	1
EAST	2	2	1
SOUTH	1	70	0
WEST	0	0	3

AM PROJECT TRIPS

02/23/2023

Intersection of : Moorpark Av & San Tomas Ex

Traffix Node Number : 5406

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
NSJ LEGACY NORTH SAN JOSE	2	34	1	1	6	1	5	4	2	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	1	24	0	0	7	0	0	0	3	0	3	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	10	0	0	0	0	3	0	2	1	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	22	0	0	0	0	8	0	2	1	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**3**	**58**	**33**	**1**	**13**	**1**	**5**	**15**	**5**	**4**	**5**	**0**

	LEFT	THRU	RIGHT
NORTH	1	13	1
EAST	4	5	0
SOUTH	3	58	33
WEST	5	15	5

PM PROJECT TRIPS

02/23/2023

Intersection of : Moorpark Av & San Tomas Ex

Traffix Node Number : 5406

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
NSJ LEGACY NORTH SAN JOSE	1	21	2	4	35	2	0	0	0	2	6	3
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	3	5	0	0	17	0	0	2	2	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	5	0	0	0	0	2	0	9	3	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	3	0	0	0	0	1	0	20	6	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	2	0	0	0	0	1	0	2	1	0

TOTAL:	**4**	**26**	**12**	**4**	**52**	**2**	**0**	**6**	**2**	**33**	**16**	**3**

	LEFT	THRU	RIGHT
NORTH	4	52	2
EAST	33	16	3
SOUTH	4	26	12
WEST	0	6	2

AM PROJECT TRIPS

02/23/2023

Intersection of : San Tomas Ex & Williams Rd

Traffix Node Number : 5427

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
NSJ LEGACY NORTH SAN JOSE	2	18	0	1	8	0	4	7	2	1	3	1
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	19	0	0	2	0	1	0	0	0	0	1
TOTAL:	**2**	**37**	**0**	**1**	**10**	**0**	**5**	**7**	**2**	**1**	**3**	**2**

	LEFT	THRU	RIGHT
NORTH	1	10	0
EAST	1	3	2
SOUTH	2	37	0
WEST	5	7	2

PM PROJECT TRIPS

02/23/2023

Intersection of : San Tomas Ex & Williams Rd

Traffix Node Number : 5427

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
NSJ LEGACY NORTH SAN JOSE	2	13	0	2	30	2	0	2	1	1	6	1
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	3	0	1	17	1	0	0	0	0	0	0
TOTAL:	**2**	**16**	**0**	**3**	**47**	**3**	**0**	**2**	**1**	**1**	**6**	**1**

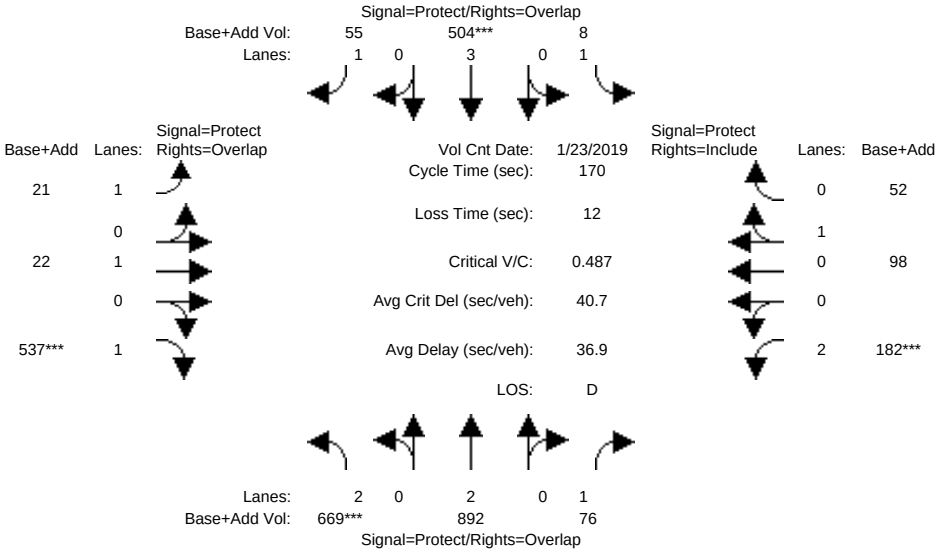
	LEFT	THRU	RIGHT
NORTH	3	47	3
EAST	1	6	1
SOUTH	2	16	0
WEST	0	2	1

Appendix G

Level of Service Calculation Sheets

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

Intersection #1: KIELY/SARATOGA

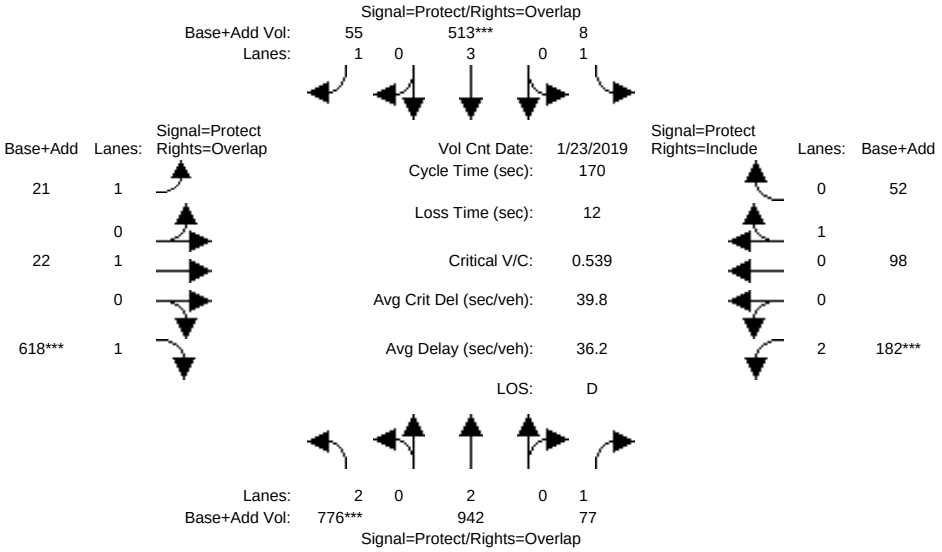


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 8:00-9:00AM												
Base Vol:	669	892	76	8	504	55	21	22	537	182	98	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:	669	892	76	8	504	55	21	22	537	182	98	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	669	892	76	8	504	55	21	22	537	182	98	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:	669	892	76	8	504	55	21	22	537	182	98	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	669	892	76	8	504	55	21	22	537	182	98	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:	669	892	76	8	504	55	21	22	537	182	98	52
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	3.00	1.00	1.00	1.00	1.00	2.00	0.63	0.37
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1206	640
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.04	0.00	0.09	0.03	0.01	0.01	0.31	0.06	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.44	0.52	0.64	0.09	0.18	0.29	0.11	0.19	0.63	0.12	0.21	0.21
Volume/Cap:	0.49	0.45	0.07	0.05	0.49	0.11	0.11	0.06	0.49	0.49	0.39	0.39
Uniform Del:	34.4	25.1	11.3	70.4	62.5	44.7	68.9	55.9	16.8	70.1	58.1	58.1
IncremntDel:	0.3	0.2	0.0	0.1	0.4	0.1	0.3	0.1	0.3	1.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.6	25.2	11.3	70.5	62.8	44.8	69.2	56.0	17.2	71.1	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	25.2	11.3	70.5	62.8	44.8	69.2	56.0	17.2	71.1	58.8	58.8
LOS by Move:	C	C	B	E	E	D	E	E	B	E	E	E
HCM2kAvgQ:	14	14	2	0	8	2	1	1	16	6	7	7

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

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

Intersection #1: KIELY/SARATOGA

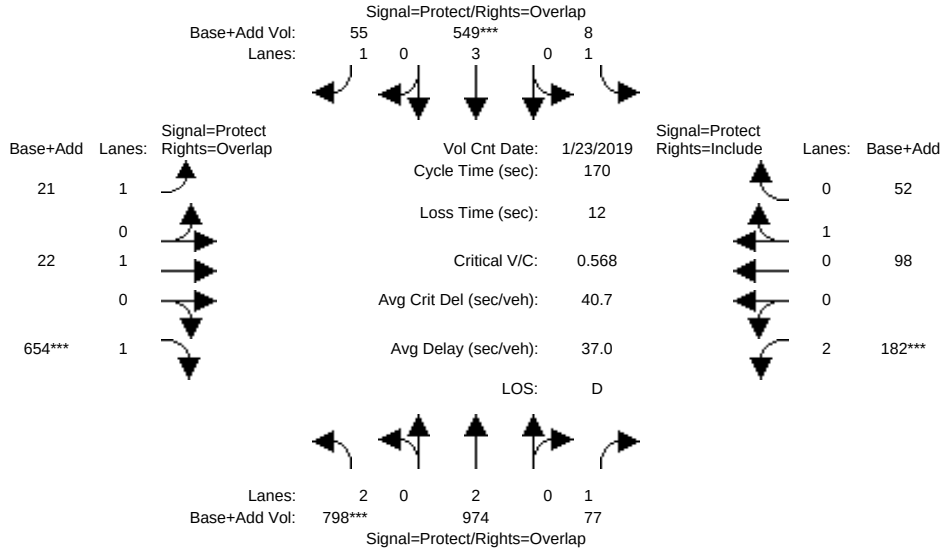


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 8:00-9:00AM												
Base Vol:	776	942	77	8	513	55	21	22	618	182	98	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:	776	942	77	8	513	55	21	22	618	182	98	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	776	942	77	8	513	55	21	22	618	182	98	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:	776	942	77	8	513	55	21	22	618	182	98	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	776	942	77	8	513	55	21	22	618	182	98	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:	776	942	77	8	513	55	21	22	618	182	98	52
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	3.00	1.00	1.00	1.00	1.00	2.00	0.63	0.37
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1206	640
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.04	0.00	0.09	0.03	0.01	0.01	0.35	0.06	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.46	0.54	0.64	0.09	0.17	0.27	0.10	0.20	0.66	0.11	0.20	0.20
Volume/Cap:	0.54	0.46	0.07	0.05	0.54	0.12	0.12	0.06	0.54	0.54	0.40	0.40
Uniform Del:	33.2	24.4	11.4	70.9	64.8	46.8	69.3	55.3	15.6	71.9	58.8	58.8
IncremntDel:	0.4	0.2	0.0	0.1	0.6	0.1	0.3	0.1	0.5	1.7	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.7	24.6	11.4	71.0	65.4	46.9	69.6	55.4	16.1	73.7	59.5	59.5
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:	33.7	24.6	11.4	71.0	65.4	46.9	69.6	55.4	16.1	73.7	59.5	59.5
LOS by Move:	C	C	B	E	E	D	E	E	B	E	E	E
HCM2kAvgQ:	17	15	2	0	8	2	1	1	18	6	7	7

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

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

Intersection #1: KIELY/SARATOGA

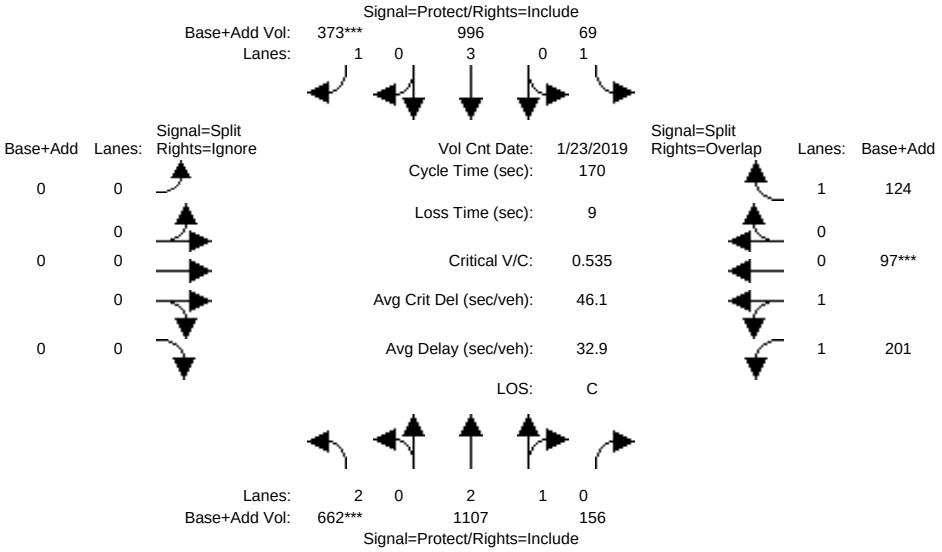


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 8:00-9:00AM												
Base Vol:	776	942	77	8	513	55	21	22	618	182	98	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:	776	942	77	8	513	55	21	22	618	182	98	52
Added Vol:	22	32	0	0	36	0	0	0	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	798	974	77	8	549	55	21	22	654	182	98	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:	798	974	77	8	549	55	21	22	654	182	98	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	798	974	77	8	549	55	21	22	654	182	98	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:	798	974	77	8	549	55	21	22	654	182	98	52
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	3.00	1.00	1.00	1.00	1.00	2.00	0.63	0.37
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1206	640
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.04	0.00	0.10	0.03	0.01	0.01	0.37	0.06	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.45	0.53	0.63	0.09	0.17	0.28	0.11	0.21	0.66	0.10	0.21	0.21
Volume/Cap:	0.57	0.48	0.07	0.05	0.57	0.11	0.11	0.05	0.57	0.57	0.39	0.39
Uniform Del:	34.9	25.2	12.0	71.5	64.9	46.1	68.8	53.4	15.9	72.8	58.0	58.0
IncremntDel:	0.6	0.2	0.0	0.2	0.8	0.1	0.3	0.1	0.7	2.4	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.5	25.4	12.1	71.6	65.7	46.2	69.1	53.5	16.5	75.2	58.7	58.7
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:	35.5	25.4	12.1	71.6	65.7	46.2	69.1	53.5	16.5	75.2	58.7	58.7
LOS by Move:	D	C	B	E	E	D	E	D	B	E	E	E
HCM2kAvgQ:	18	15	2	0	9	2	1	1	20	6	7	7

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

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

Intersection #2: 280/SARATOGA (N)

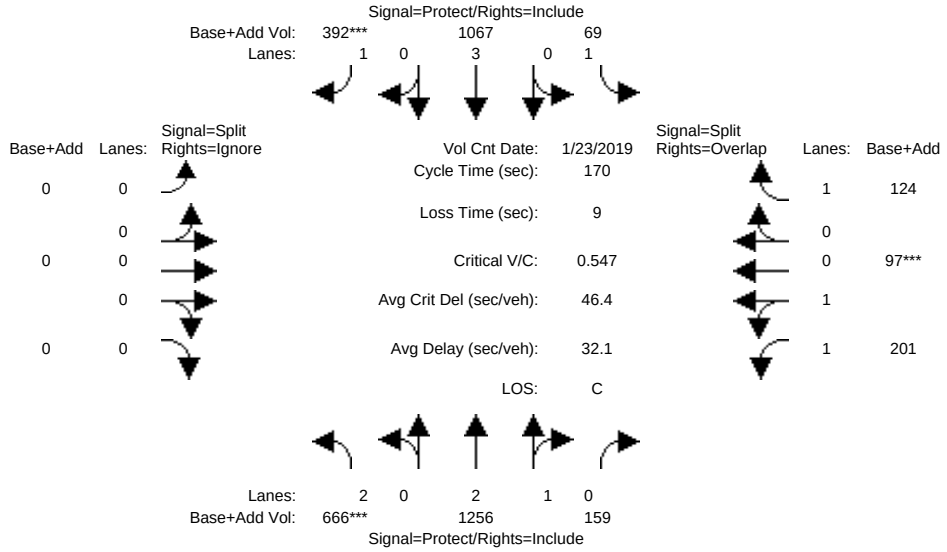


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	662	1107	156	69	996	373	0	0	0	201	97	124
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:	662	1107	156	69	996	373	0	0	0	201	97	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	662	1107	156	69	996	373	0	0	0	201	97	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	662	1107	156	69	996	373	0	0	0	201	97	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	662	1107	156	69	996	373	0	0	0	201	97	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	662	1107	156	69	996	373	0	0	0	201	97	124
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	0.92	1.00	0.92
Lanes:	2.00	2.60	0.40	1.00	3.00	1.00	0.00	0.00	0.00	1.38	0.62	1.00
Final Sat.:	3150	4944	697	1750	5700	1750	0	0	0	2423	1169	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.22	0.04	0.17	0.21	0.00	0.00	0.00	0.08	0.08	0.07
Crit Moves:	****					****					****	
Green/Cycle:	0.39	0.67	0.67	0.12	0.40	0.40	0.00	0.00	0.00	0.16	0.16	0.28
Volume/Cap:	0.53	0.33	0.33	0.32	0.44	0.53	0.00	0.00	0.00	0.53	0.53	0.25
Uniform Del:	39.6	12.0	12.0	68.1	37.2	39.1	0.0	0.0	0.0	66.2	66.2	47.7
IncremntDel:	0.5	0.1	0.1	0.9	0.1	0.8	0.0	0.0	0.0	1.0	1.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	40.1	12.1	12.1	68.9	37.4	39.9	0.0	0.0	0.0	67.2	67.2	47.9
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:	40.1	12.1	12.1	68.9	37.4	39.9	0.0	0.0	0.0	67.2	67.2	47.9
LOS by Move:	D	B	B	E	D	D	A	A	A	E	E	D
HCM2kAvgQ:	16	9	9	3	12	15	0	0	0	8	8	5

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

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

Intersection #2: 280/SARATOGA (N)

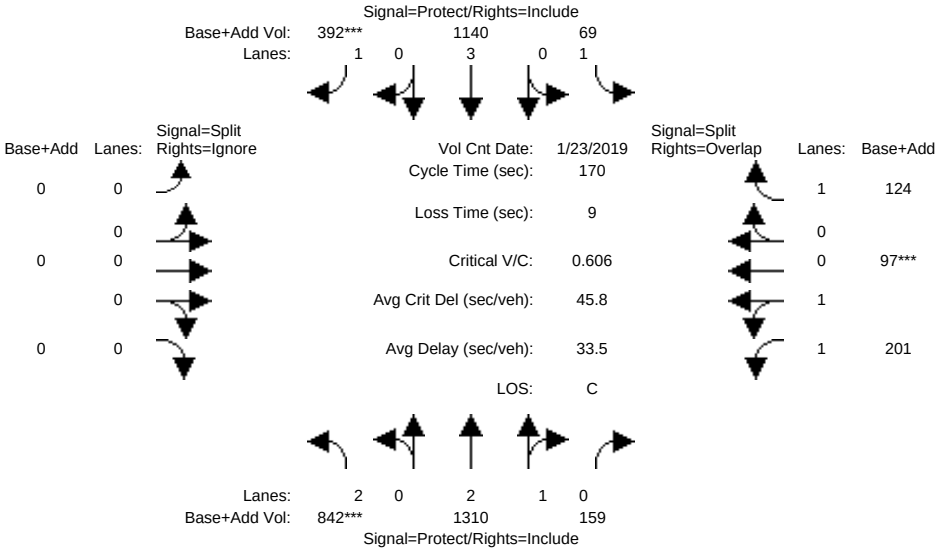


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	666	1256	159	69	1067	392	0	0	0	201	97	124
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:	666	1256	159	69	1067	392	0	0	0	201	97	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	666	1256	159	69	1067	392	0	0	0	201	97	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	666	1256	159	69	1067	392	0	0	0	201	97	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	666	1256	159	69	1067	392	0	0	0	201	97	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	666	1256	159	69	1067	392	0	0	0	201	97	124
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	0.92	1.00	0.92
Lanes:	2.00	2.64	0.36	1.00	3.00	1.00	0.00	0.00	0.00	1.38	0.62	1.00
Final Sat.:	3150	5011	634	1750	5700	1750	0	0	0	2423	1169	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.25	0.04	0.19	0.22	0.00	0.00	0.00	0.08	0.08	0.07
Crit Moves:	****					****					****	
Green/Cycle:	0.39	0.68	0.68	0.11	0.41	0.41	0.00	0.00	0.00	0.15	0.15	0.26
Volume/Cap:	0.55	0.37	0.37	0.35	0.46	0.55	0.00	0.00	0.00	0.55	0.55	0.27
Uniform Del:	40.6	11.4	11.4	69.7	36.5	38.2	0.0	0.0	0.0	66.7	66.7	49.6
IncremntDel:	0.5	0.1	0.1	1.1	0.1	0.9	0.0	0.0	0.0	1.2	1.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	41.1	11.4	11.4	70.8	36.6	39.1	0.0	0.0	0.0	67.9	67.9	49.9
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:	41.1	11.4	11.4	70.8	36.6	39.1	0.0	0.0	0.0	67.9	67.9	49.9
LOS by Move:	D	B	B	E	D	D	A	A	A	E	E	D
HCM2kAvgQ:	16	10	10	3	13	16	0	0	0	8	8	5

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

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

Intersection #2: 280/SARATOGA (N)

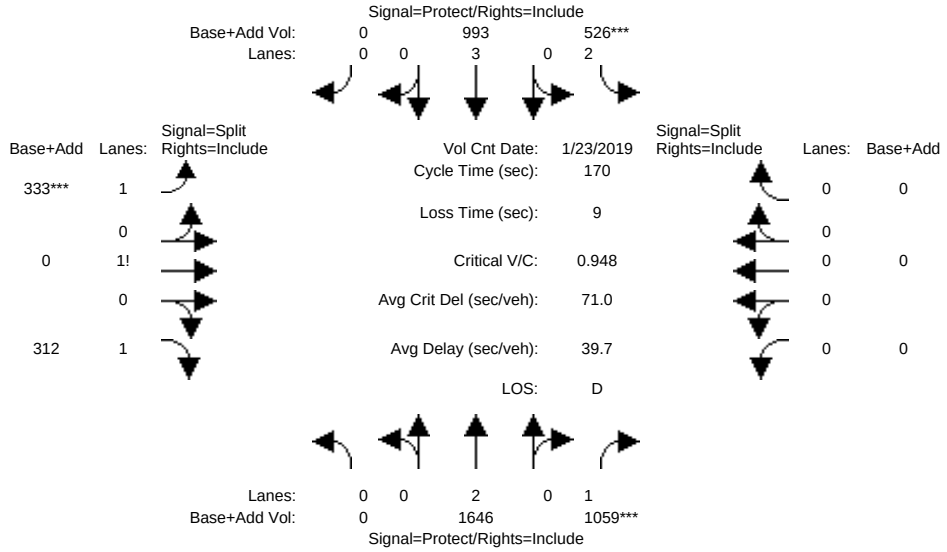


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	666	1256	159	69	1067	392	0	0	0	201	97	124
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:	666	1256	159	69	1067	392	0	0	0	201	97	124
Added Vol:	176	54	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	842	1310	159	69	1140	392	0	0	0	201	97	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	842	1310	159	69	1140	392	0	0	0	201	97	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	842	1310	159	69	1140	392	0	0	0	201	97	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	842	1310	159	69	1140	392	0	0	0	201	97	124
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	0.92	1.00	0.92
Lanes:	2.00	2.65	0.35	1.00	3.00	1.00	0.00	0.00	0.00	1.38	0.62	1.00
Final Sat.:	3150	5036	611	1750	5700	1750	0	0	0	2423	1169	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.26	0.26	0.04	0.20	0.22	0.00	0.00	0.00	0.08	0.08	0.07
Crit Moves:	****					****					****	
Green/Cycle:	0.44	0.70	0.70	0.11	0.37	0.37	0.00	0.00	0.00	0.14	0.14	0.25
Volume/Cap:	0.61	0.37	0.37	0.36	0.54	0.61	0.00	0.00	0.00	0.61	0.61	0.29
Uniform Del:	36.3	10.4	10.4	70.0	42.2	43.6	0.0	0.0	0.0	69.1	69.1	51.8
IncremntDel:	0.8	0.1	0.1	1.1	0.3	1.7	0.0	0.0	0.0	2.2	2.2	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.0	10.4	10.4	71.1	42.5	45.2	0.0	0.0	0.0	71.2	71.2	52.2
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:	37.0	10.4	10.4	71.1	42.5	45.2	0.0	0.0	0.0	71.2	71.2	52.2
LOS by Move:	D	B	B	E	D	D	A	A	A	E	E	D
HCM2kAvgQ:	20	10	10	3	15	17	0	0	0	8	8	6

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

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

Intersection #3: 280/SARATOGA (S)

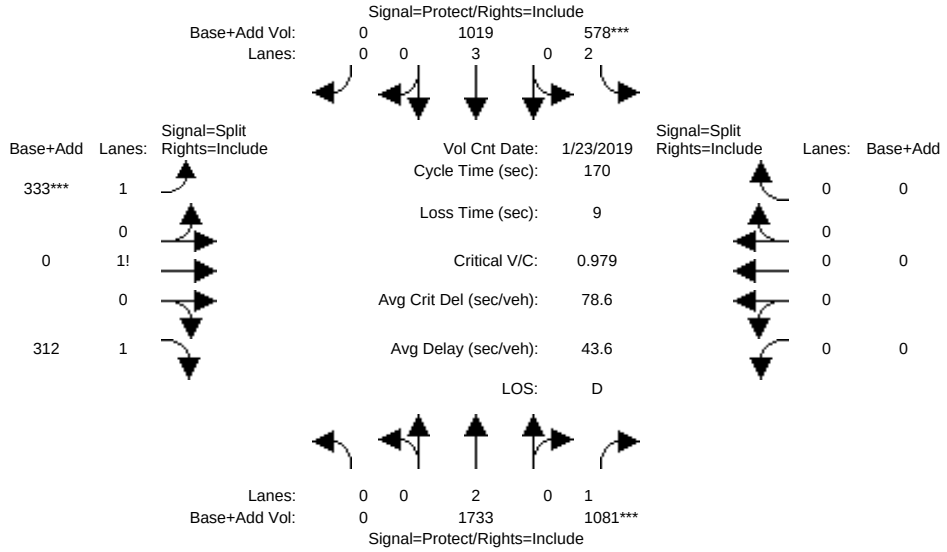


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	0	1646	1059	526	993	0	333	0	312	0	0	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:	0	1646	1059	526	993	0	333	0	312	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1646	1059	526	993	0	333	0	312	0	0	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:	0	1646	1059	526	993	0	333	0	312	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1646	1059	526	993	0	333	0	312	0	0	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:	0	1646	1059	526	993	0	333	0	312	0	0	0
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	2.00	1.00	2.00	3.00	0.00	1.52	0.00	1.48	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2653	0	2597	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.61	0.17	0.17	0.00	0.13	0.00	0.12	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.64	0.64	0.18	0.81	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.95	0.95	0.21	0.00	0.95	0.00	0.91	0.00	0.00	0.00
Uniform Del:	0.0	19.6	28.1	69.3	3.5	0.0	73.2	0.0	72.7	0.0	0.0	0.0
IncremntDel:	0.0	0.8	16.0	25.7	0.0	0.0	22.5	0.0	15.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.4	44.1	95.0	3.6	0.0	95.6	0.0	88.2	0.0	0.0	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:	0.0	20.4	44.1	95.0	3.6	0.0	95.6	0.0	88.2	0.0	0.0	0.0
LOS by Move:	A	C	D	F	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	26	57	20	4	0	16	0	15	0	0	0

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

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

Intersection #3: 280/SARATOGA (S)

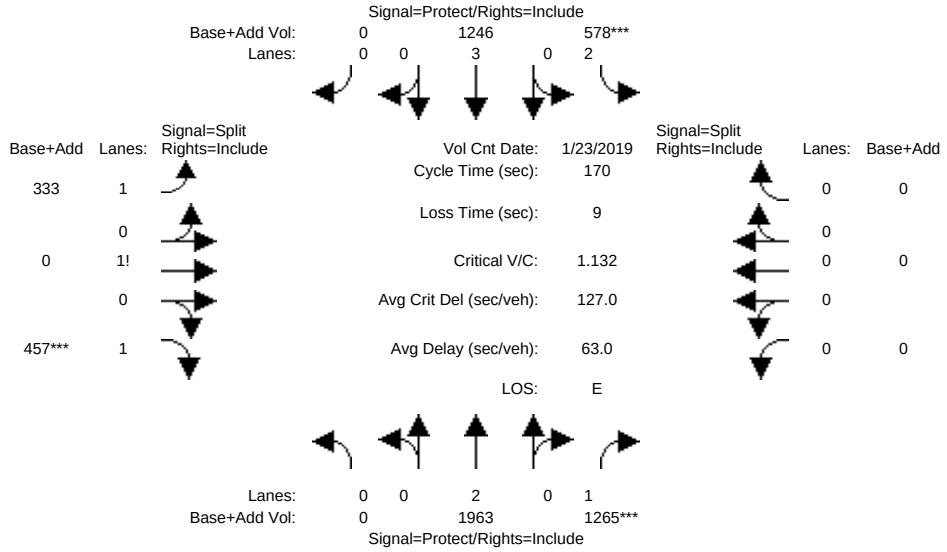


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	0	1733	1081	578	1019	0	333	0	312	0	0	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:	0	1733	1081	578	1019	0	333	0	312	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1733	1081	578	1019	0	333	0	312	0	0	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:	0	1733	1081	578	1019	0	333	0	312	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1733	1081	578	1019	0	333	0	312	0	0	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:	0	1733	1081	578	1019	0	333	0	312	0	0	0
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	2.00	1.00	2.00	3.00	0.00	1.52	0.00	1.48	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2653	0	2597	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.62	0.18	0.18	0.00	0.13	0.00	0.12	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.63	0.63	0.19	0.82	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.98	0.98	0.22	0.00	0.98	0.00	0.94	0.00	0.00	0.00
Uniform Del:	0.0	21.2	30.2	68.7	3.4	0.0	73.9	0.0	73.4	0.0	0.0	0.0
IncremntDel:	0.0	1.1	21.9	31.5	0.0	0.0	29.6	0.0	20.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.4	52.2	100.2	3.4	0.0	103.4	0.0	93.8	0.0	0.0	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:	0.0	22.4	52.2	100.2	3.4	0.0	103.4	0.0	93.8	0.0	0.0	0.0
LOS by Move:	A	C	D	F	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	29	62	23	4	0	16	0	15	0	0	0

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

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

Intersection #3: 280/SARATOGA (S)

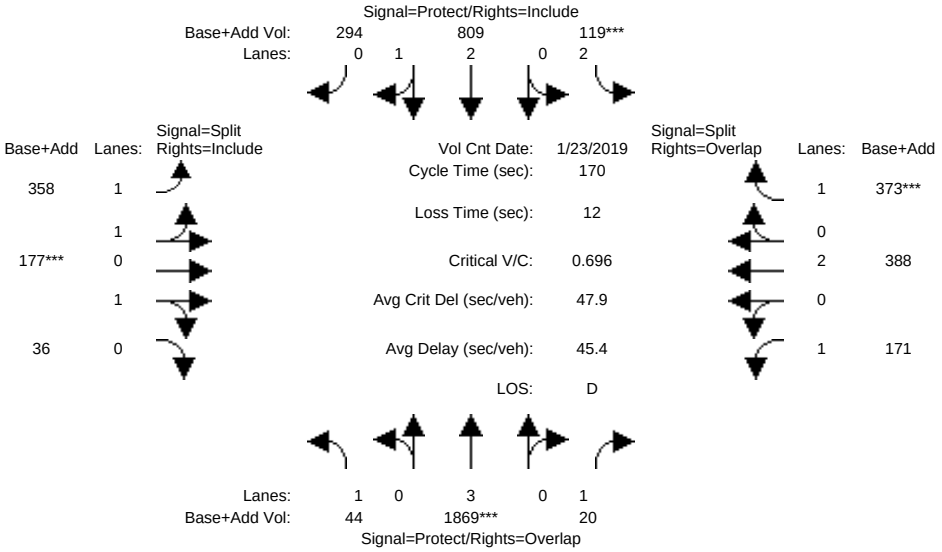


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	0	1733	1081	578	1019	0	333	0	312	0	0	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:	0	1733	1081	578	1019	0	333	0	312	0	0	0
Added Vol:	0	230	184	0	227	0	0	0	145	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1963	1265	578	1246	0	333	0	457	0	0	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:	0	1963	1265	578	1246	0	333	0	457	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1963	1265	578	1246	0	333	0	457	0	0	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:	0	1963	1265	578	1246	0	333	0	457	0	0	0
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	2.00	1.00	2.00	3.00	0.00	1.42	0.00	1.58	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2488	0	2762	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.72	0.18	0.22	0.00	0.13	0.00	0.17	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.64	0.64	0.16	0.80	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.00	0.81	1.13	1.13	0.27	0.00	0.92	0.00	1.13	0.00	0.00	0.00
Uniform Del:	0.0	22.9	30.7	71.2	4.3	0.0	71.5	0.0	72.6	0.0	0.0	0.0
IncremntDel:	0.0	2.1	70.8	81.3	0.0	0.0	14.3	0.0	76.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.1	101.5	152.6	4.3	0.0	85.8	0.0	149.0	0.0	0.0	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:	0.0	25.1	101.5	152.6	4.3	0.0	85.8	0.0	149.0	0.0	0.0	0.0
LOS by Move:	A	C	F	F	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	36	88	26	5	0	16	0	24	0	0	0

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

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

Intersection #4: MOORPARK/SARATOGA

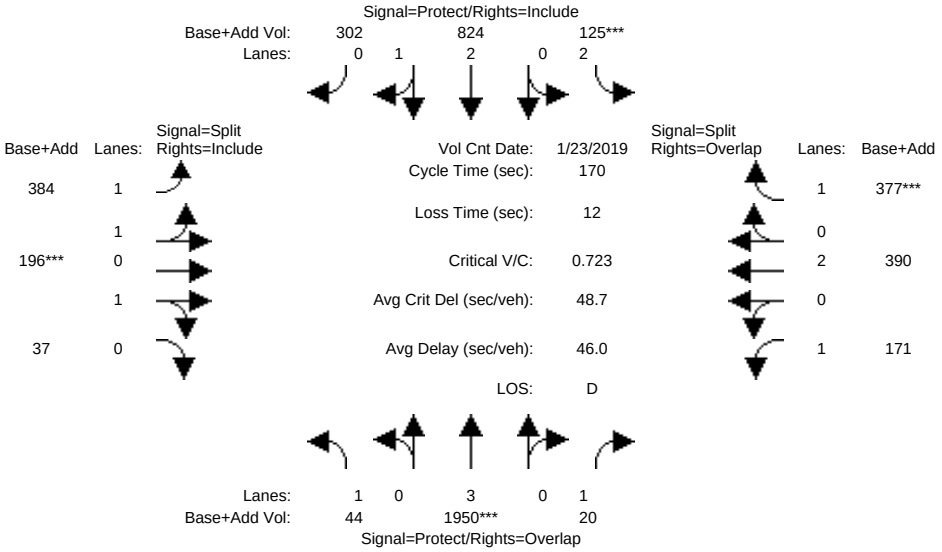


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	44	1869	20	119	809	294	358	177	36	171	388	373
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:	44	1869	20	119	809	294	358	177	36	171	388	373
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1869	20	119	809	294	358	177	36	171	388	373
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:	44	1869	20	119	809	294	358	177	36	171	388	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1869	20	119	809	294	358	177	36	171	388	373
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:	44	1869	20	119	809	294	358	177	36	171	388	373
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:	1.00	3.00	1.00	2.00	2.15	0.85	1.93	0.88	0.19	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	4087	1485	3374	1668	339	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.01	0.04	0.20	0.20	0.11	0.11	0.11	0.10	0.10	0.21
Crit Moves:		****		****				****				****
Green/Cycle:	0.09	0.47	0.72	0.05	0.43	0.43	0.15	0.15	0.15	0.25	0.25	0.30
Volume/Cap:	0.28	0.70	0.02	0.70	0.46	0.46	0.70	0.70	0.70	0.40	0.41	0.71
Uniform Del:	72.1	35.4	6.8	79.0	33.9	33.9	68.3	68.3	68.3	53.4	53.7	52.7
IncremntDel:	1.0	0.8	0.0	11.9	0.1	0.1	2.6	2.6	2.6	0.6	0.3	4.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.1	36.2	6.8	90.9	34.0	34.0	71.0	71.0	71.0	54.0	54.0	57.1
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:	73.1	36.2	6.8	90.9	34.0	34.0	71.0	71.0	71.0	54.0	54.0	57.1
LOS by Move:	E	D	A	F	C	C	E	E	E	D	D	E
HCM2kAvgQ:	2	25	0	4	13	13	11	11	11	8	8	18

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

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

Intersection #4: MOORPARK/SARATOGA

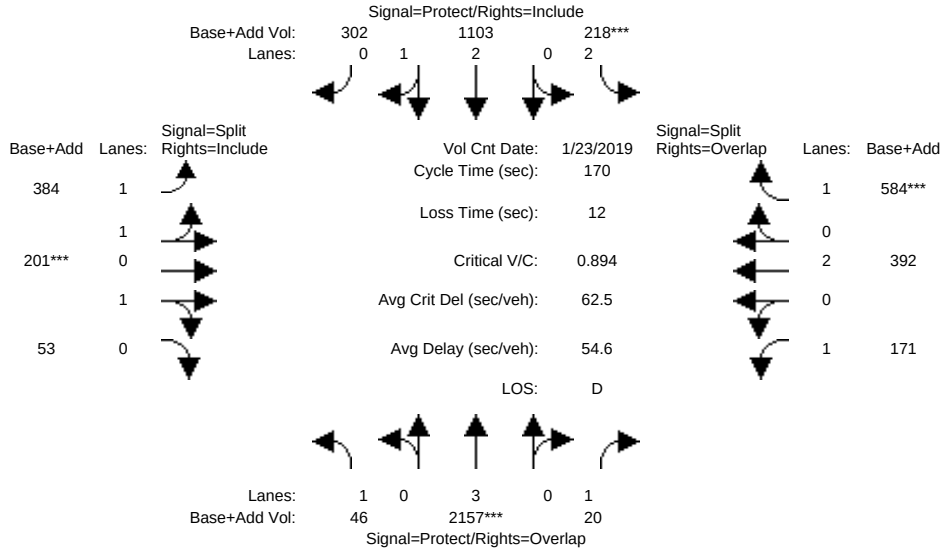


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	44	1950	20	125	824	302	384	196	37	171	390	377
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:	44	1950	20	125	824	302	384	196	37	171	390	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1950	20	125	824	302	384	196	37	171	390	377
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:	44	1950	20	125	824	302	384	196	37	171	390	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1950	20	125	824	302	384	196	37	171	390	377
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:	44	1950	20	125	824	302	384	196	37	171	390	377
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:	1.00	3.00	1.00	2.00	2.15	0.85	1.92	0.90	0.18	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	4077	1494	3351	1711	323	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.01	0.04	0.20	0.20	0.11	0.11	0.11	0.10	0.10	0.22
Crit Moves:		****		****				****				****
Green/Cycle:	0.09	0.47	0.71	0.05	0.44	0.44	0.16	0.16	0.16	0.24	0.24	0.30
Volume/Cap:	0.28	0.72	0.02	0.72	0.46	0.46	0.72	0.72	0.72	0.41	0.43	0.73
Uniform Del:	72.3	35.9	7.0	79.1	33.6	33.6	68.0	68.0	68.0	54.3	54.6	53.7
IncremntDel:	1.0	1.0	0.0	14.0	0.1	0.1	3.1	3.1	3.1	0.6	0.3	5.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.3	36.9	7.0	93.1	33.7	33.7	71.1	71.1	71.1	54.9	54.9	58.9
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:	73.3	36.9	7.0	93.1	33.7	33.7	71.1	71.1	71.1	54.9	54.9	58.9
LOS by Move:	E	D	A	F	C	C	E	E	E	D	D	E
HCM2kAvgQ:	2	26	0	4	14	14	12	12	12	8	8	18

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

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

Intersection #4: MOORPARK/SARATOGA

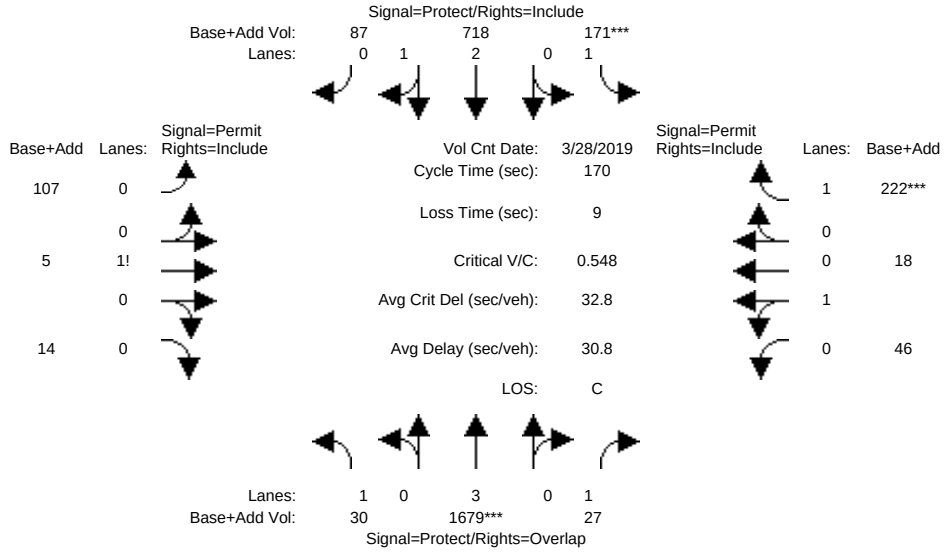


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	44	1950	20	125	824	302	384	196	37	171	390	377
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:	44	1950	20	125	824	302	384	196	37	171	390	377
Added Vol:	2	207	0	93	279	0	0	5	16	0	2	207
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2157	20	218	1103	302	384	201	53	171	392	584
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:	46	2157	20	218	1103	302	384	201	53	171	392	584
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2157	20	218	1103	302	384	201	53	171	392	584
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:	46	2157	20	218	1103	302	384	201	53	171	392	584
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:	1.00	3.00	1.00	2.00	2.31	0.69	1.85	0.89	0.26	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	4394	1203	3240	1696	447	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.01	0.07	0.25	0.25	0.12	0.12	0.12	0.10	0.10	0.33
Crit Moves:		****		****				****				****
Green/Cycle:	0.07	0.42	0.72	0.08	0.43	0.43	0.13	0.13	0.13	0.30	0.30	0.37
Volume/Cap:	0.37	0.89	0.02	0.89	0.58	0.58	0.89	0.89	0.89	0.33	0.35	0.89
Uniform Del:	75.4	45.5	6.8	77.7	36.8	36.8	72.6	72.6	72.6	46.7	47.0	50.1
IncremntDel:	1.9	4.7	0.0	31.2	0.4	0.4	13.7	13.7	13.7	0.4	0.2	14.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.3	50.2	6.8	108.9	37.2	37.2	86.2	86.2	86.2	47.1	47.2	64.8
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:	77.3	50.2	6.8	108.9	37.2	37.2	86.2	86.2	86.2	47.1	47.2	64.8
LOS by Move:	E	D	A	F	D	D	F	F	F	D	D	E
HCM2kAvgQ:	2	34	0	8	18	18	14	14	14	7	7	31

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

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

Intersection #5: BLACKFORD/SARATOGA

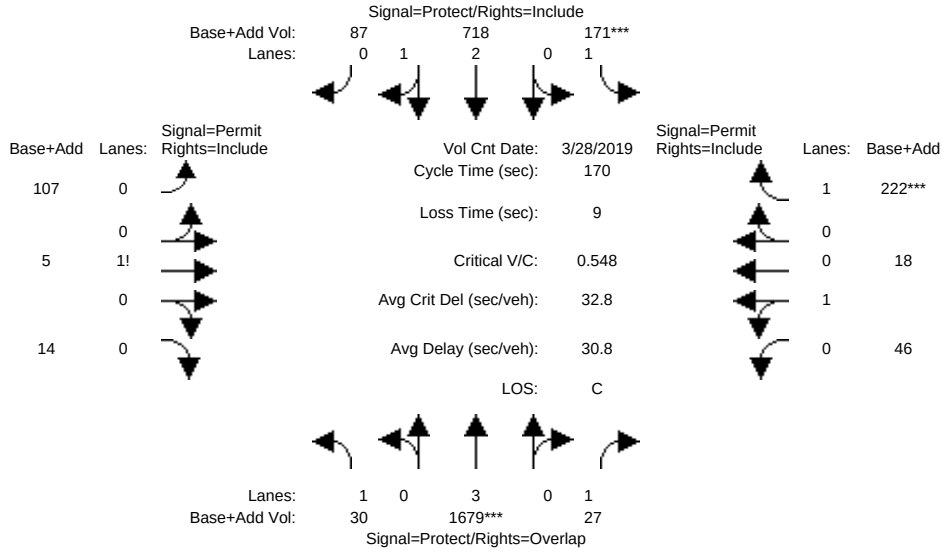


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 7:45-8:45AM												
Base Vol:	30	1679	27	171	718	87	107	5	14	46	18	222
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	1679	27	171	718	87	107	5	14	46	18	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1679	27	171	718	87	107	5	14	46	18	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1679	27	171	718	87	107	5	14	46	18	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1679	27	171	718	87	107	5	14	46	18	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1679	27	171	718	87	107	5	14	46	18	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	0.85	0.04	0.11	0.74	0.26	1.00
Final Sat.:	1750	5700	1750	1750	5037	610	1491	70	195	1286	503	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.10	0.14	0.14	0.07	0.07	0.07	0.04	0.04	0.13
Crit Moves:		****		****								****
Green/Cycle:	0.16	0.54	0.54	0.18	0.56	0.56	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.11	0.55	0.03	0.55	0.26	0.26	0.31	0.31	0.31	0.15	0.15	0.55
Uniform Del:	61.0	25.8	18.5	63.6	19.6	19.6	54.1	54.1	54.1	52.1	52.1	57.5
IncremntDel:	0.2	0.2	0.0	2.1	0.0	0.0	0.4	0.4	0.4	0.2	0.2	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.1	26.0	18.5	65.7	19.7	19.7	54.5	54.5	54.5	52.2	52.2	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	26.0	18.5	65.7	19.7	19.7	54.5	54.5	54.5	52.2	52.2	59.1
LOS by Move:	E	C	B	E	B	B	D	D	D	D	D	E
HCM2kAvgQ:	1	18	1	9	7	7	6	6	6	3	3	11

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

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

Intersection #5: BLACKFORD/SARATOGA

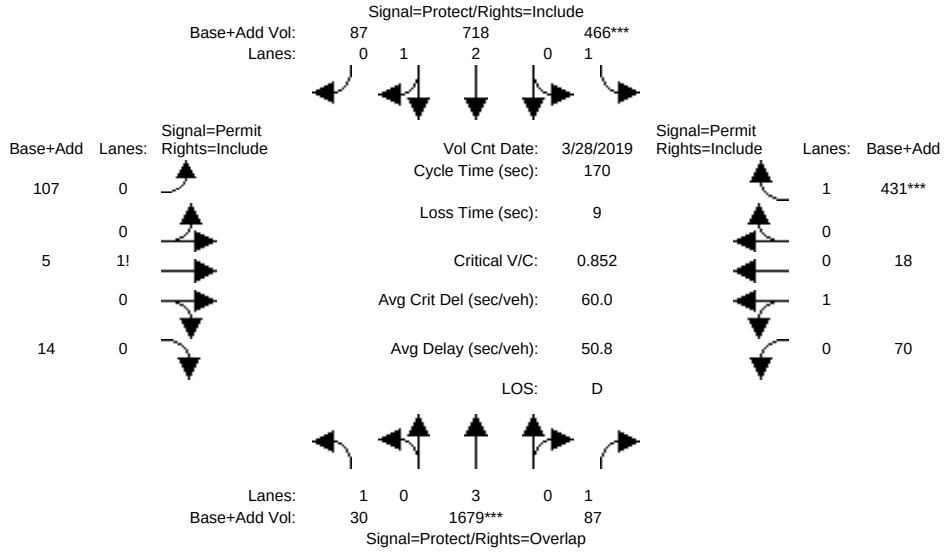


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 7:45-8:45AM												
Base Vol:	30	1679	27	171	718	87	107	5	14	46	18	222
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	1679	27	171	718	87	107	5	14	46	18	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1679	27	171	718	87	107	5	14	46	18	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1679	27	171	718	87	107	5	14	46	18	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1679	27	171	718	87	107	5	14	46	18	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1679	27	171	718	87	107	5	14	46	18	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	0.85	0.04	0.11	0.74	0.26	1.00
Final Sat.:	1750	5700	1750	1750	5037	610	1491	70	195	1286	503	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.10	0.14	0.14	0.07	0.07	0.07	0.04	0.04	0.13
Crit Moves:		****		****								****
Green/Cycle:	0.16	0.54	0.54	0.18	0.56	0.56	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.11	0.55	0.03	0.55	0.26	0.26	0.31	0.31	0.31	0.15	0.15	0.55
Uniform Del:	61.0	25.8	18.5	63.6	19.6	19.6	54.1	54.1	54.1	52.1	52.1	57.5
IncremntDel:	0.2	0.2	0.0	2.1	0.0	0.0	0.4	0.4	0.4	0.2	0.2	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.1	26.0	18.5	65.7	19.7	19.7	54.5	54.5	54.5	52.2	52.2	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	26.0	18.5	65.7	19.7	19.7	54.5	54.5	54.5	52.2	52.2	59.1
LOS by Move:	E	C	B	E	B	B	D	D	D	D	D	E
HCM2kAvgQ:	1	18	1	9	7	7	6	6	6	3	3	11

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

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

Intersection #5: BLACKFORD/SARATOGA

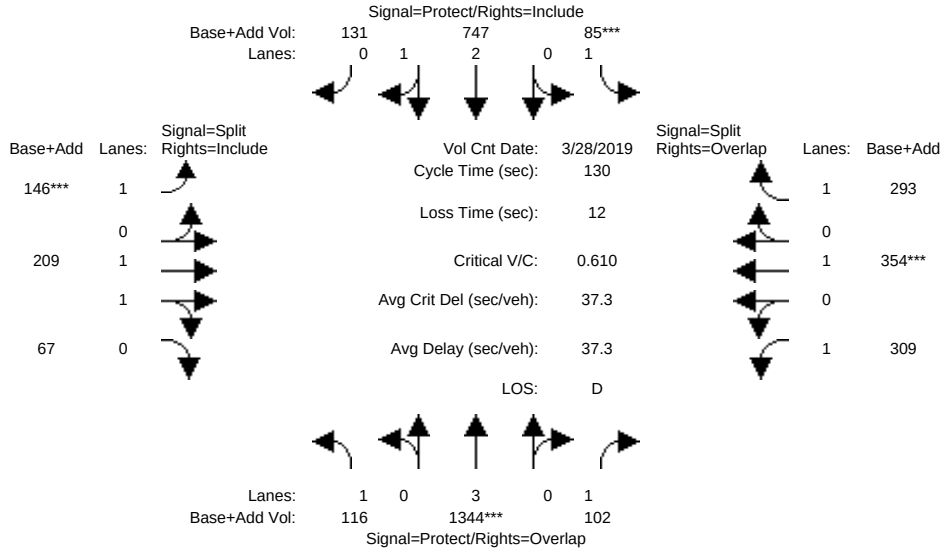


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 7:45-8:45AM												
Base Vol:	30	1679	27	171	718	87	107	5	14	46	18	222
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	1679	27	171	718	87	107	5	14	46	18	222
Added Vol:	0	0	60	295	0	0	0	0	0	24	0	209
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1679	87	466	718	87	107	5	14	70	18	431
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:	30	1679	87	466	718	87	107	5	14	70	18	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1679	87	466	718	87	107	5	14	70	18	431
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	1679	87	466	718	87	107	5	14	70	18	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	0.85	0.04	0.11	0.81	0.19	1.00
Final Sat.:	1750	5700	1750	1750	5037	610	1491	70	195	1415	364	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.05	0.27	0.14	0.14	0.07	0.07	0.07	0.05	0.05	0.25
Crit Moves:		****		****								****
Green/Cycle:	0.15	0.35	0.35	0.31	0.51	0.51	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.12	0.85	0.14	0.85	0.28	0.28	0.25	0.25	0.25	0.17	0.17	0.85
Uniform Del:	62.9	51.6	38.3	54.8	23.7	23.7	46.3	46.3	46.3	45.2	45.2	57.0
IncremntDel:	0.2	3.8	0.1	12.2	0.1	0.1	0.3	0.3	0.3	0.2	0.2	13.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.1	55.4	38.4	67.0	23.8	23.8	46.6	46.6	46.6	45.4	45.4	70.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	55.4	38.4	67.0	23.8	23.8	46.6	46.6	46.6	45.4	45.4	70.1
LOS by Move:	E	E	D	E	C	C	D	D	D	D	D	E
HCM2kAvgQ:	1	27	3	25	8	8	5	5	5	4	4	25

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

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

Intersection #6: SARATOGA/WILLIAMS

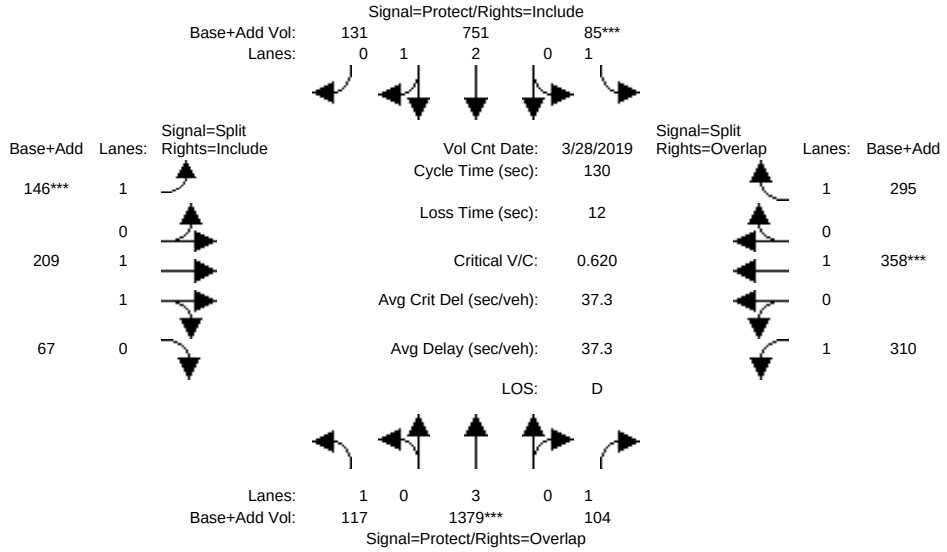


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 7:30-8:30AM												
Base Vol:	116	1344	102	85	747	131	146	209	67	309	354	293
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:	116	1344	102	85	747	131	146	209	67	309	354	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1344	102	85	747	131	146	209	67	309	354	293
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:	116	1344	102	85	747	131	146	209	67	309	354	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1344	102	85	747	131	146	209	67	309	354	293
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:	116	1344	102	85	747	131	146	209	67	309	354	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.52	0.48	1.00	1.48	0.52	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4788	840	1750	2819	904	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.06	0.05	0.16	0.16	0.08	0.07	0.07	0.18	0.19	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.39	0.69	0.08	0.33	0.33	0.14	0.14	0.14	0.31	0.31	0.38
Volume/Cap:	0.48	0.61	0.08	0.61	0.48	0.48	0.61	0.54	0.54	0.58	0.61	0.44
Uniform Del:	51.6	32.0	6.6	57.9	34.9	34.9	52.9	52.3	52.3	38.1	38.6	29.6
IncremntDel:	1.5	0.5	0.0	7.7	0.2	0.2	4.6	1.2	1.2	1.6	1.9	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.1	32.5	6.6	65.6	35.1	35.1	57.4	53.5	53.5	39.7	40.5	30.0
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:	53.1	32.5	6.6	65.6	35.1	35.1	57.4	53.5	53.5	39.7	40.5	30.0
LOS by Move:	D	C	A	E	D	D	E	D	D	D	D	C
HCM2kAvgQ:	5	14	1	4	9	9	7	6	6	11	12	9

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

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

Intersection #6: SARATOGA/WILLIAMS

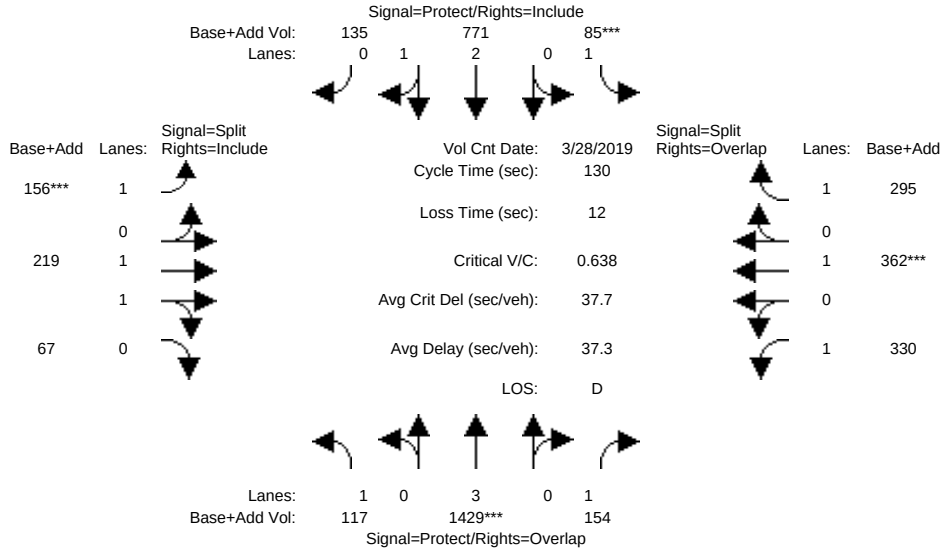


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 7:30-8:30AM												
Base Vol:	117	1379	104	85	751	131	146	209	67	310	358	295
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:	117	1379	104	85	751	131	146	209	67	310	358	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1379	104	85	751	131	146	209	67	310	358	295
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:	117	1379	104	85	751	131	146	209	67	310	358	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1379	104	85	751	131	146	209	67	310	358	295
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:	117	1379	104	85	751	131	146	209	67	310	358	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.52	0.48	1.00	1.48	0.52	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4792	836	1750	2819	904	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.06	0.05	0.16	0.16	0.08	0.07	0.07	0.18	0.19	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.39	0.69	0.08	0.33	0.33	0.13	0.13	0.13	0.30	0.30	0.38
Volume/Cap:	0.48	0.62	0.09	0.62	0.48	0.48	0.62	0.55	0.55	0.58	0.62	0.44
Uniform Del:	51.5	31.9	6.4	58.0	34.7	34.7	53.1	52.6	52.6	38.3	38.8	29.8
IncremntDel:	1.5	0.5	0.0	8.4	0.2	0.2	5.0	1.3	1.3	1.6	2.1	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.0	32.4	6.5	66.4	34.9	34.9	58.1	53.9	53.9	39.9	40.8	30.3
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:	53.0	32.4	6.5	66.4	34.9	34.9	58.1	53.9	53.9	39.9	40.8	30.3
LOS by Move:	D	C	A	E	C	C	E	D	D	D	D	C
HCM2kAvgQ:	5	15	1	4	9	9	7	6	6	11	12	9

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

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

Intersection #6: SARATOGA/WILLIAMS

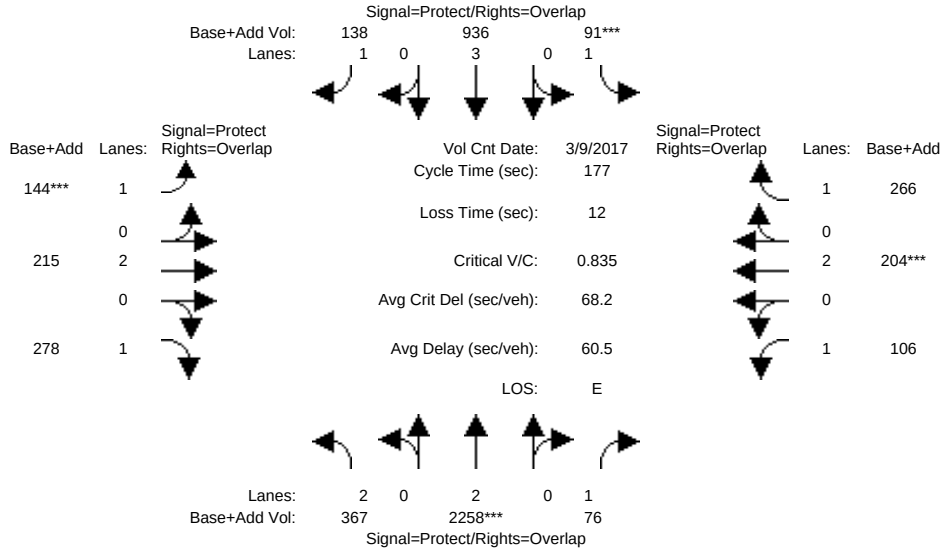


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 7:30-8:30AM												
Base Vol:	117	1379	104	85	751	131	146	209	67	310	358	295
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:	117	1379	104	85	751	131	146	209	67	310	358	295
Added Vol:	0	50	50	0	20	4	10	10	0	20	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1429	154	85	771	135	156	219	67	330	362	295
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:	117	1429	154	85	771	135	156	219	67	330	362	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1429	154	85	771	135	156	219	67	330	362	295
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:	117	1429	154	85	771	135	156	219	67	330	362	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.52	0.48	1.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4789	839	1750	2853	873	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.09	0.05	0.16	0.16	0.09	0.08	0.08	0.19	0.19	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.39	0.69	0.08	0.33	0.33	0.14	0.14	0.14	0.30	0.30	0.37
Volume/Cap:	0.49	0.64	0.13	0.64	0.49	0.49	0.64	0.55	0.55	0.63	0.64	0.45
Uniform Del:	51.8	32.0	6.8	58.3	34.6	34.6	52.8	52.1	52.1	39.4	39.5	30.6
IncremntDel:	1.5	0.6	0.0	9.9	0.2	0.2	5.5	1.3	1.3	2.5	2.4	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	32.6	6.8	68.2	34.8	34.8	58.3	53.4	53.4	41.9	41.9	31.0
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:	53.3	32.6	6.8	68.2	34.8	34.8	58.3	53.4	53.4	41.9	41.9	31.0
LOS by Move:	D	C	A	E	C	C	E	D	D	D	D	C
HCM2kAvgQ:	5	16	2	4	9	9	7	6	6	12	12	9

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

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

Intersection #7: SAN TOMAS/WILLIAMS

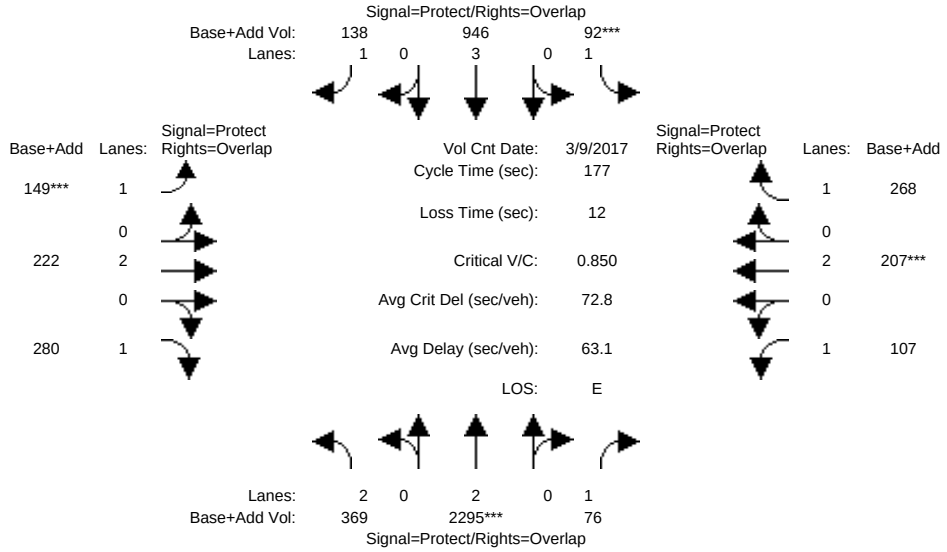


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 << 7:45-8:45												
Base Vol:	367	2258	76	91	936	138	144	215	278	106	204	266
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:	367	2258	76	91	936	138	144	215	278	106	204	266
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	2258	76	91	936	138	144	215	278	106	204	266
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:	367	2258	76	91	936	138	144	215	278	106	204	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	2258	76	91	936	138	144	215	278	106	204	266
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:	367	2258	76	91	936	138	144	215	278	106	204	266
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.59	0.04	0.05	0.16	0.08	0.08	0.06	0.16	0.06	0.05	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.58	0.67	0.09	0.54	0.65	0.11	0.17	0.31	0.09	0.16	0.25
Volume/Cap:	0.88	1.02	0.06	0.58	0.30	0.12	0.78	0.32	0.52	0.67	0.34	0.61
Uniform Del:	80.5	39.5	10.6	82.6	24.0	12.9	82.3	68.2	54.0	83.3	70.7	62.9
IncremntDel:	22.5	24.6	0.1	14.6	0.3	0.2	26.8	1.3	3.5	20.7	1.5	6.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	103.0	64.1	10.7	97.1	24.2	13.1	109.1	69.5	57.5	104.0	72.2	69.2
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:	103.0	64.1	10.7	97.1	24.2	13.1	109.1	69.5	57.5	104.0	72.2	69.2
LOS by Move:	F	E	B	F	C	B	F	E	E	F	E	E
HCM2kAvgQ:	15	73	2	6	10	3	10	5	14	8	5	15

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

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

Intersection #7: SAN TOMAS/WILLIAMS

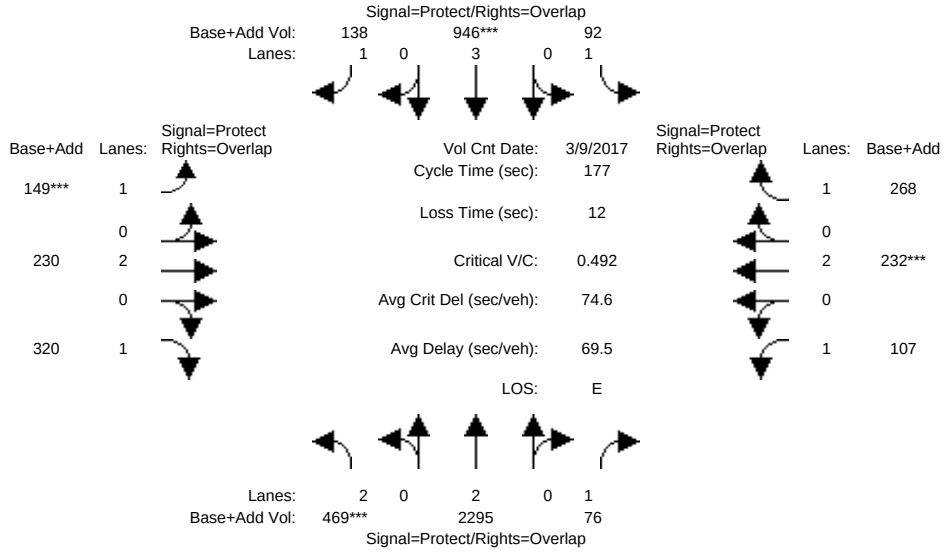


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 << 7:45-8:45												
Base Vol:	369	2295	76	92	946	138	149	222	280	107	207	268
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:	369	2295	76	92	946	138	149	222	280	107	207	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	2295	76	92	946	138	149	222	280	107	207	268
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:	369	2295	76	92	946	138	149	222	280	107	207	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	2295	76	92	946	138	149	222	280	107	207	268
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:	369	2295	76	92	946	138	149	222	280	107	207	268
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.60	0.04	0.05	0.17	0.08	0.09	0.06	0.16	0.06	0.05	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.58	0.67	0.09	0.54	0.65	0.11	0.17	0.31	0.09	0.16	0.25
Volume/Cap:	0.89	1.04	0.06	0.58	0.31	0.12	0.80	0.33	0.52	0.68	0.34	0.62
Uniform Del:	80.6	39.5	10.6	82.6	24.0	12.9	82.6	68.4	54.0	83.4	70.7	63.0
IncremntDel:	23.1	29.7	0.1	14.9	0.3	0.2	29.9	1.4	3.6	21.2	1.6	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	103.7	69.2	10.7	97.5	24.3	13.1	112.5	69.7	57.6	104.5	72.3	69.4
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:	103.7	69.2	10.7	97.5	24.3	13.1	112.5	69.7	57.6	104.5	72.3	69.4
LOS by Move:	F	E	B	F	C	B	F	E	E	F	E	E
HCM2kAvgQ:	15	75	2	6	10	3	10	6	14	8	5	15

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

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

Intersection #7: SAN TOMAS/WILLIAMS

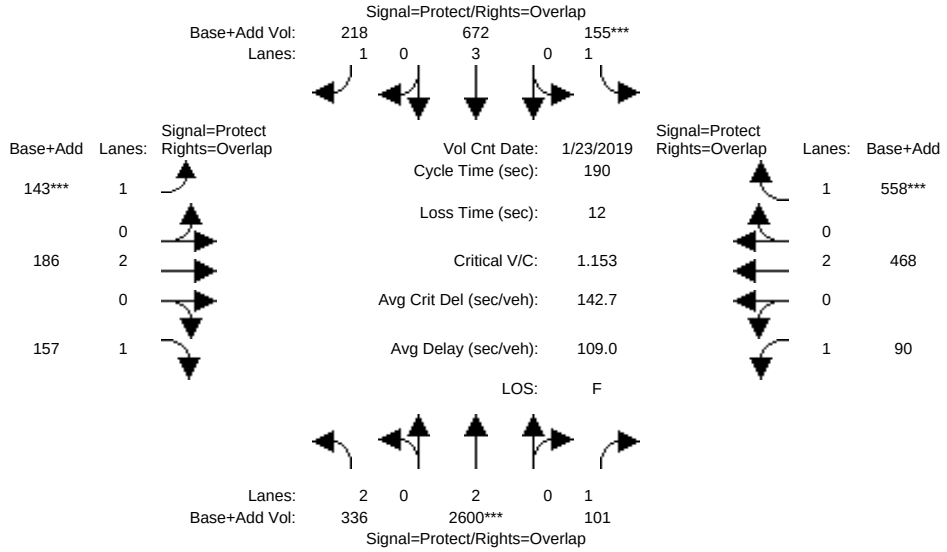


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 << 7:45-8:45												
Base Vol:	369	2295	76	92	946	138	149	222	280	107	207	268
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:	369	2295	76	92	946	138	149	222	280	107	207	268
Added Vol:	100	0	0	0	0	0	0	8	40	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	2295	76	92	946	138	149	230	320	107	232	268
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:	469	2295	76	92	946	138	149	230	320	107	232	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	2295	76	92	946	138	149	230	320	107	232	268
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:	469	2295	76	92	946	138	149	230	320	107	232	268
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.60	0.04	0.05	0.17	0.08	0.09	0.06	0.18	0.06	0.06	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.58	0.67	0.09	0.54	0.65	0.11	0.17	0.31	0.09	0.16	0.25
Volume/Cap:	1.13	1.04	0.06	0.58	0.31	0.12	0.80	0.35	0.60	0.68	0.38	0.62
Uniform Del:	82.0	39.5	10.6	82.6	24.0	12.9	82.6	68.5	55.6	83.4	71.2	63.0
IncremntDel:	82.9	29.7	0.1	14.9	0.3	0.2	29.9	1.4	4.8	21.2	1.9	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	164.9	69.2	10.7	97.5	24.3	13.1	112.5	70.0	60.4	104.5	73.1	69.4
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:	164.9	69.2	10.7	97.5	24.3	13.1	112.5	70.0	60.4	104.5	73.1	69.4
LOS by Move:	F	E	B	F	C	B	F	E	E	F	E	E
HCM2kAvgQ:	23	75	2	6	10	3	10	6	17	8	6	15

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

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

Intersection #8: SAN TOMAS/MOORPARK

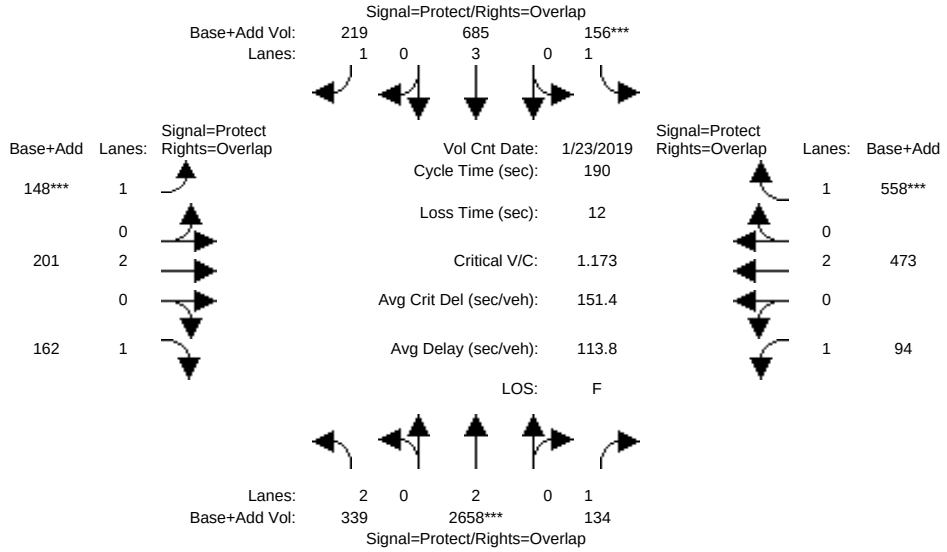


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	336	2600	101	155	672	218	143	186	157	90	468	558
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:	336	2600	101	155	672	218	143	186	157	90	468	558
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	2600	101	155	672	218	143	186	157	90	468	558
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:	336	2600	101	155	672	218	143	186	157	90	468	558
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	2600	101	155	672	218	143	186	157	90	468	558
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:	336	2600	101	155	672	218	143	186	157	90	468	558
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.68	0.06	0.09	0.12	0.12	0.08	0.05	0.09	0.05	0.12	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.57	0.65	0.10	0.55	0.66	0.11	0.18	0.31	0.08	0.15	0.26
Volume/Cap:	0.83	1.19	0.09	0.85	0.21	0.19	0.75	0.27	0.29	0.65	0.80	1.24
Uniform Del:	85.8	43.0	12.9	89.0	23.2	13.5	87.3	70.9	52.5	90.3	82.5	75.0
IncremntDel:	13.3	91.0	0.0	30.0	0.0	0.1	15.3	0.2	0.3	10.4	7.9	125.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.1	134	12.9	118.9	23.3	13.5	102.6	71.1	52.8	100.6	90.4	200.2
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:	99.1	134	12.9	118.9	23.3	13.5	102.6	71.1	52.8	100.6	90.4	200.2
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	F
HCM2kAvgQ:	11	100	2	12	7	5	9	5	7	7	16	53

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

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

Intersection #8: SAN TOMAS/MOORPARK

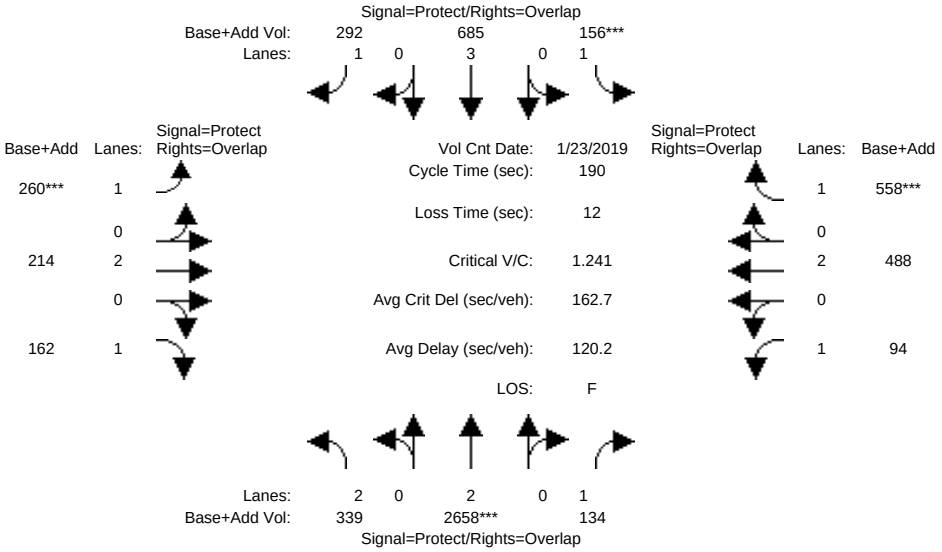


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	339	2658	134	156	685	219	148	201	162	94	473	558
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:	339	2658	134	156	685	219	148	201	162	94	473	558
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	2658	134	156	685	219	148	201	162	94	473	558
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:	339	2658	134	156	685	219	148	201	162	94	473	558
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	2658	134	156	685	219	148	201	162	94	473	558
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:	339	2658	134	156	685	219	148	201	162	94	473	558
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.70	0.08	0.09	0.12	0.13	0.08	0.05	0.09	0.05	0.12	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.57	0.65	0.10	0.55	0.66	0.11	0.18	0.31	0.08	0.15	0.26
Volume/Cap:	0.84	1.22	0.12	0.86	0.22	0.19	0.78	0.29	0.30	0.68	0.81	1.24
Uniform Del:	85.9	43.0	13.1	89.0	23.3	13.5	87.6	71.2	52.7	90.5	82.7	75.0
IncremntDel:	14.0	103	0.0	31.0	0.0	0.1	18.0	0.2	0.3	12.7	8.4	125.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.0	146	13.2	120.0	23.3	13.6	105.6	71.4	53.0	103.2	91.1	200.2
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:	100.0	146	13.2	120.0	23.3	13.6	105.6	71.4	53.0	103.2	91.1	200.2
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	F
HCM2kAvgQ:	11	105	3	13	7	5	10	5	8	7	16	53

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

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

Intersection #8: SAN TOMAS/MOORPARK

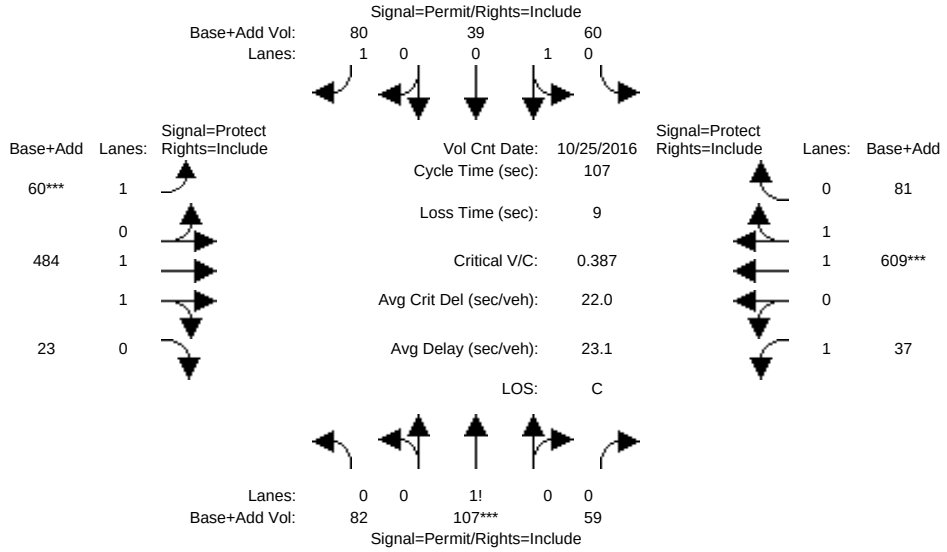


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30AM												
Base Vol:	339	2658	134	156	685	219	148	201	162	94	473	558
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:	339	2658	134	156	685	219	148	201	162	94	473	558
Added Vol:	0	0	0	0	0	73	112	13	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	2658	134	156	685	292	260	214	162	94	488	558
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:	339	2658	134	156	685	292	260	214	162	94	488	558
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	2658	134	156	685	292	260	214	162	94	488	558
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:	339	2658	134	156	685	292	260	214	162	94	488	558
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.70	0.08	0.09	0.12	0.17	0.15	0.06	0.09	0.05	0.13	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.57	0.65	0.10	0.55	0.66	0.11	0.18	0.31	0.08	0.15	0.26
Volume/Cap:	0.84	1.22	0.12	0.86	0.22	0.25	1.36	0.31	0.30	0.68	0.84	1.24
Uniform Del:	85.9	43.0	13.1	89.0	23.3	14.1	90.0	71.4	52.7	90.5	83.0	75.0
IncremntDel:	14.0	103	0.0	31.0	0.0	0.1	193.8	0.3	0.3	12.7	10.3	125.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.0	146	13.2	120.0	23.3	14.3	283.8	71.7	53.0	103.2	93.3	200.2
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:	100.0	146	13.2	120.0	23.3	14.3	283.8	71.7	53.0	103.2	93.3	200.2
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	F
HCM2kAvgQ:	11	105	3	13	7	8	26	5	8	7	17	53

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

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

Intersection #9: BOYNTON/WILLIAMS

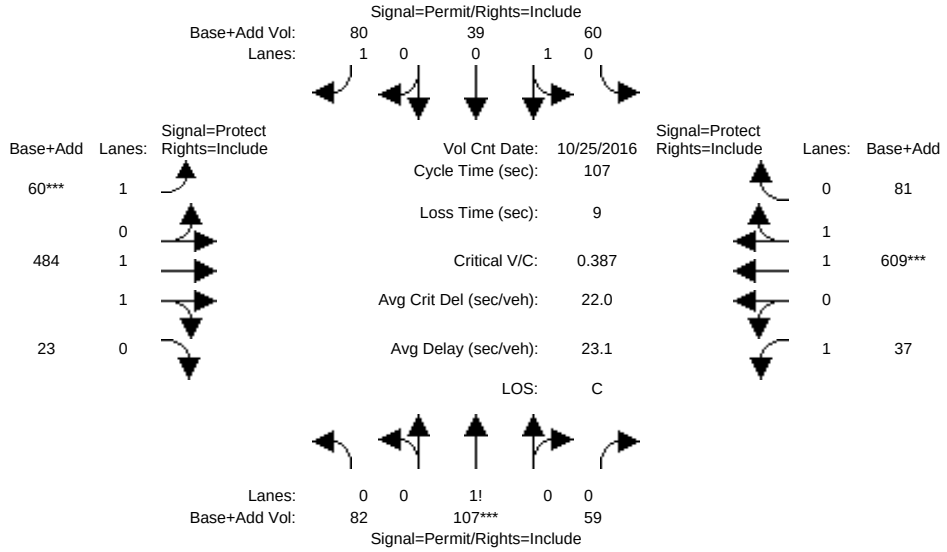


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 7:30-8:30												
Base Vol:	82	107	59	60	39	80	60	484	23	37	609	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	107	59	60	39	80	60	484	23	37	609	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	107	59	60	39	80	60	484	23	37	609	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	107	59	60	39	80	60	484	23	37	609	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	107	59	60	39	80	60	484	23	37	609	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	107	59	60	39	80	60	484	23	37	609	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.41	0.25	0.63	0.37	1.00	1.00	1.90	0.10	1.00	1.75	0.25
Final Sat.:	599	782	431	1095	712	1750	1750	3614	172	1750	3321	442
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.05	0.05	0.05	0.03	0.13	0.13	0.02	0.18	0.18
Crit Moves:		****					****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.09	0.38	0.38	0.18	0.47	0.47
Volume/Cap:	0.39	0.39	0.39	0.16	0.16	0.13	0.39	0.35	0.35	0.11	0.39	0.39
Uniform Del:	25.9	25.9	25.9	23.7	23.7	23.4	46.0	23.9	23.9	36.3	18.1	18.1
IncremntDel:	0.4	0.4	0.4	0.1	0.1	0.1	1.6	0.2	0.2	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.3	26.3	26.3	23.8	23.8	23.5	47.6	24.1	24.1	36.5	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	26.3	26.3	23.8	23.8	23.5	47.6	24.1	24.1	36.5	18.3	18.3
LOS by Move:	C	C	C	C	C	C	D	C	C	D	B	B
HCM2kAvgQ:	6	6	6	2	2	2	2	6	6	1	7	7

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

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

Intersection #9: BOYNTON/WILLIAMS

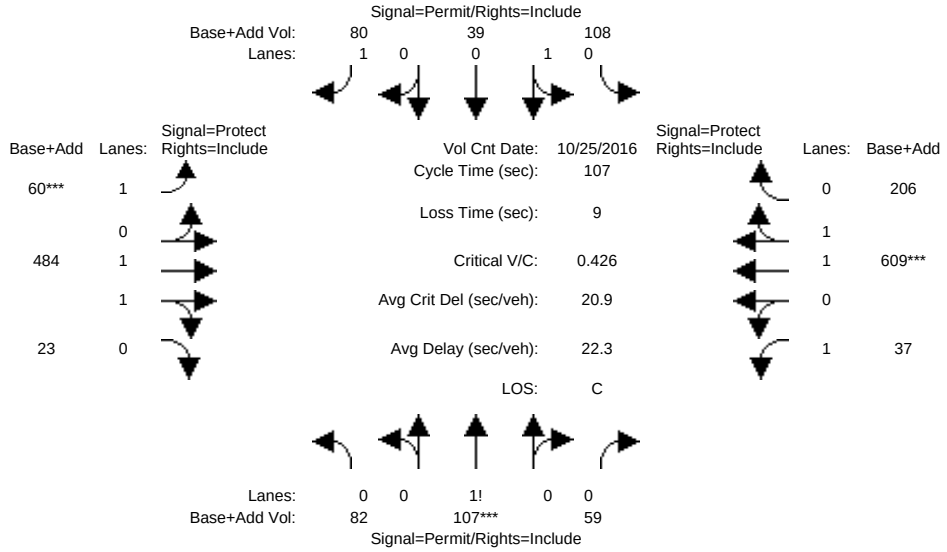


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 7:30-8:30												
Base Vol:	82	107	59	60	39	80	60	484	23	37	609	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	107	59	60	39	80	60	484	23	37	609	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	107	59	60	39	80	60	484	23	37	609	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	107	59	60	39	80	60	484	23	37	609	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	107	59	60	39	80	60	484	23	37	609	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	107	59	60	39	80	60	484	23	37	609	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.41	0.25	0.63	0.37	1.00	1.00	1.90	0.10	1.00	1.75	0.25
Final Sat.:	599	782	431	1095	712	1750	1750	3614	172	1750	3321	442
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.05	0.05	0.05	0.03	0.13	0.13	0.02	0.18	0.18
Crit Moves:		****					****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.09	0.38	0.38	0.18	0.47	0.47
Volume/Cap:	0.39	0.39	0.39	0.16	0.16	0.13	0.39	0.35	0.35	0.11	0.39	0.39
Uniform Del:	25.9	25.9	25.9	23.7	23.7	23.4	46.0	23.9	23.9	36.3	18.1	18.1
IncremntDel:	0.4	0.4	0.4	0.1	0.1	0.1	1.6	0.2	0.2	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.3	26.3	26.3	23.8	23.8	23.5	47.6	24.1	24.1	36.5	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	26.3	26.3	23.8	23.8	23.5	47.6	24.1	24.1	36.5	18.3	18.3
LOS by Move:	C	C	C	C	C	C	D	C	C	D	B	B
HCM2kAvgQ:	6	6	6	2	2	2	2	6	6	1	7	7

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

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

Intersection #9: BOYNTON/WILLIAMS

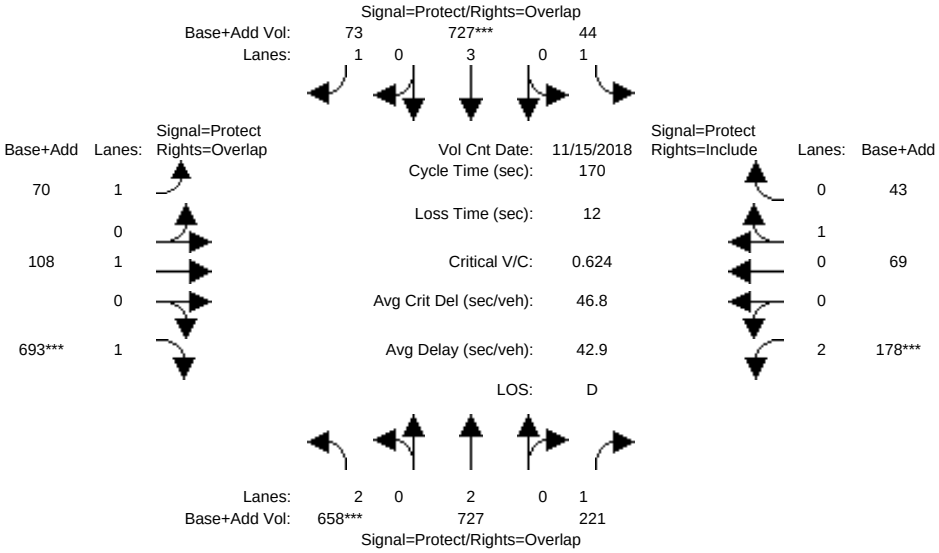


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 7:30-8:30												
Base Vol:	82	107	59	60	39	80	60	484	23	37	609	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	107	59	60	39	80	60	484	23	37	609	81
Added Vol:	0	0	0	48	0	0	0	0	0	0	0	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	107	59	108	39	80	60	484	23	37	609	206
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	107	59	108	39	80	60	484	23	37	609	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	107	59	108	39	80	60	484	23	37	609	206
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	107	59	108	39	80	60	484	23	37	609	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.41	0.25	0.75	0.25	1.00	1.00	1.90	0.10	1.00	1.46	0.54
Final Sat.:	599	782	431	1313	474	1750	1750	3614	172	1750	2779	940
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.05	0.03	0.13	0.13	0.02	0.22	0.22
Crit Moves:		****					****				****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.40	0.40	0.20	0.51	0.51
Volume/Cap:	0.43	0.43	0.43	0.26	0.26	0.14	0.43	0.34	0.34	0.11	0.43	0.43
Uniform Del:	28.6	28.6	28.6	26.9	26.9	25.8	46.8	22.3	22.3	35.4	16.2	16.2
IncremntDel:	0.5	0.5	0.5	0.2	0.2	0.1	2.1	0.1	0.1	0.1	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.1	29.1	29.1	27.1	27.1	25.9	48.9	22.4	22.4	35.5	16.3	16.3
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:	29.1	29.1	29.1	27.1	27.1	25.9	48.9	22.4	22.4	35.5	16.3	16.3
LOS by Move:	C	C	C	C	C	C	D	C	C	D	B	B
HCM2kAvgQ:	7	7	7	4	4	2	2	6	6	1	8	8

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

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

Intersection #1: KIELY/SARATOGA

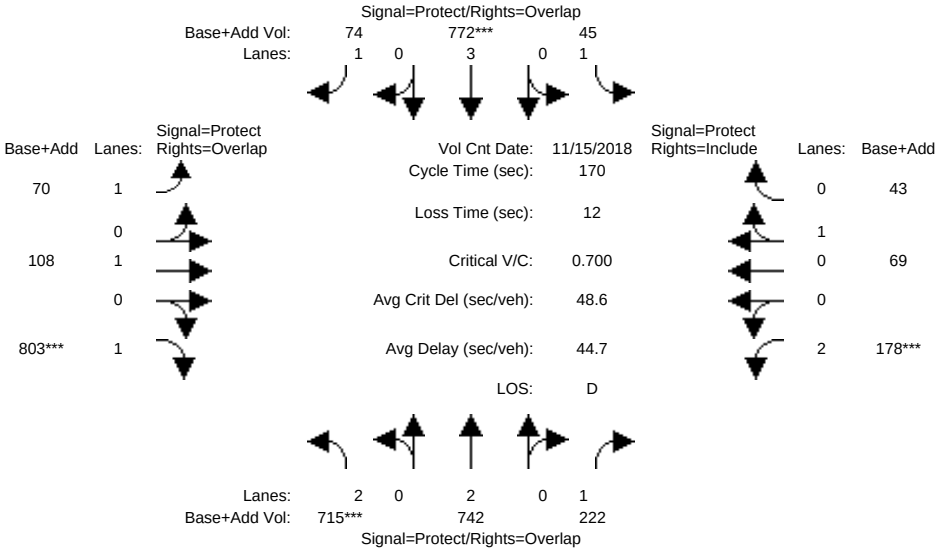


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45-5:45PM												
Base Vol:	658	727	221	44	727	73	70	108	693	178	69	43
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:	658	727	221	44	727	73	70	108	693	178	69	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	658	727	221	44	727	73	70	108	693	178	69	43
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:	658	727	221	44	727	73	70	108	693	178	69	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	727	221	44	727	73	70	108	693	178	69	43
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:	658	727	221	44	727	73	70	108	693	178	69	43
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	3.00	1.00	1.00	1.00	1.00	2.00	0.60	0.40
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1133	706
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.13	0.03	0.13	0.04	0.04	0.06	0.40	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.33	0.44	0.53	0.10	0.20	0.36	0.16	0.30	0.63	0.09	0.23	0.23
Volume/Cap:	0.62	0.43	0.24	0.26	0.62	0.12	0.25	0.19	0.62	0.62	0.26	0.26
Uniform Del:	47.6	32.5	21.1	71.3	61.7	36.1	62.9	44.2	18.8	74.5	53.3	53.3
IncremntDel:	1.2	0.2	0.1	0.8	1.1	0.1	0.5	0.2	1.1	4.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.7	32.7	21.2	72.2	62.7	36.2	63.3	44.3	19.9	78.8	53.6	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	32.7	21.2	72.2	62.7	36.2	63.3	44.3	19.9	78.8	53.6	53.6
LOS by Move:	D	C	C	E	E	D	E	D	B	E	D	D
HCM2kAvgQ:	17	12	6	2	12	3	3	4	23	6	5	5

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

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

Intersection #1: KIELY/SARATOGA

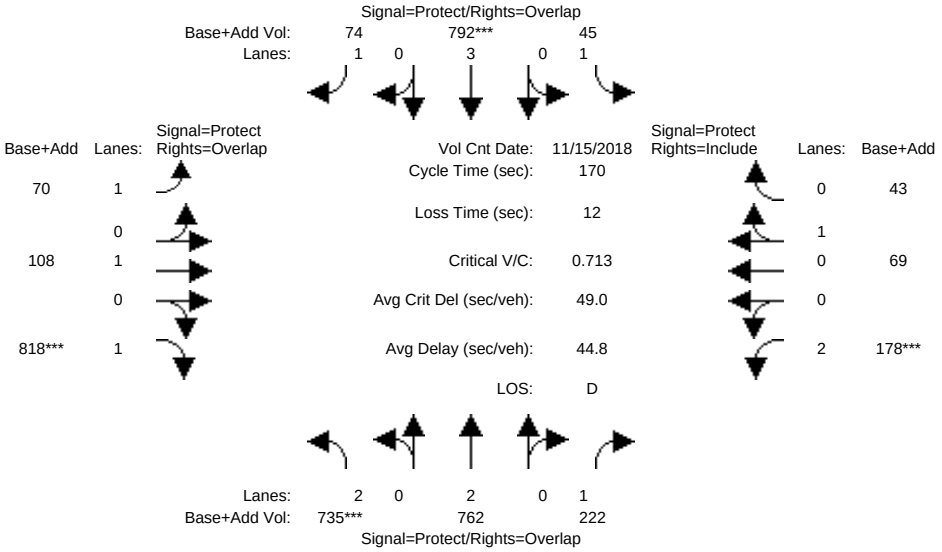


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45-5:45PM												
Base Vol:	715	742	222	45	772	74	70	108	803	178	69	43
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:	715	742	222	45	772	74	70	108	803	178	69	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	715	742	222	45	772	74	70	108	803	178	69	43
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:	715	742	222	45	772	74	70	108	803	178	69	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	715	742	222	45	772	74	70	108	803	178	69	43
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:	715	742	222	45	772	74	70	108	803	178	69	43
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	3.00	1.00	1.00	1.00	1.00	2.00	0.60	0.40
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1133	706
Capacity Analysis Module:												
Vol/Sat:	0.23	0.20	0.13	0.03	0.14	0.04	0.04	0.06	0.46	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.32	0.43	0.51	0.09	0.19	0.36	0.17	0.33	0.66	0.08	0.25	0.25
Volume/Cap:	0.70	0.46	0.25	0.29	0.70	0.12	0.24	0.17	0.70	0.70	0.25	0.25
Uniform Del:	50.2	34.6	23.6	72.2	64.0	36.4	61.6	40.3	18.7	76.1	51.5	51.5
IncremntDel:	2.2	0.2	0.1	1.0	2.0	0.1	0.4	0.1	2.0	8.4	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	34.8	23.7	73.2	66.0	36.5	62.0	40.4	20.6	84.5	51.8	51.8
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:	52.4	34.8	23.7	73.2	66.0	36.5	62.0	40.4	20.6	84.5	51.8	51.8
LOS by Move:	D	C	C	E	E	D	E	D	C	F	D	D
HCM2kAvgQ:	19	13	7	3	13	3	3	4	28	7	5	5

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

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

Intersection #1: KIELY/SARATOGA

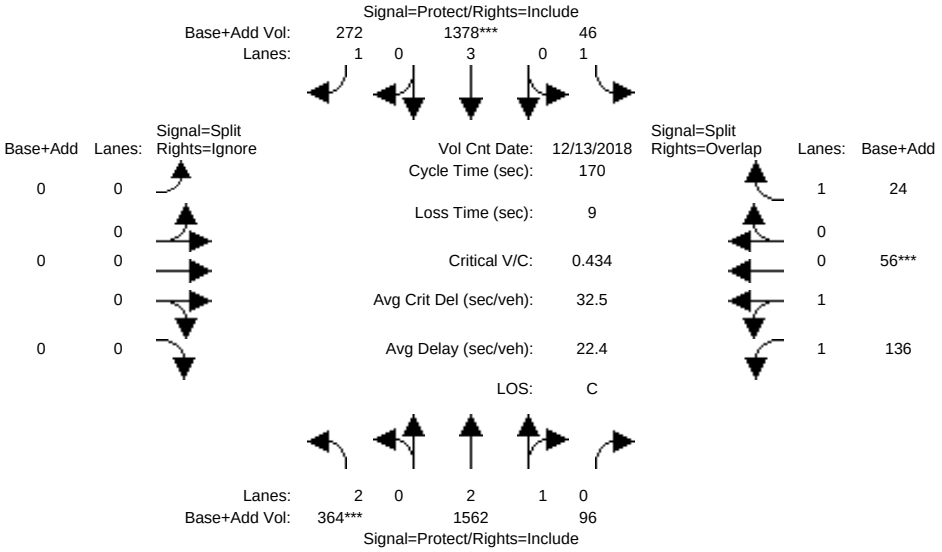


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45-5:45PM												
Base Vol:	715	742	222	45	772	74	70	108	803	178	69	43
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:	715	742	222	45	772	74	70	108	803	178	69	43
Added Vol:	20	20	0	0	20	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	735	762	222	45	792	74	70	108	818	178	69	43
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:	735	762	222	45	792	74	70	108	818	178	69	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	735	762	222	45	792	74	70	108	818	178	69	43
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:	735	762	222	45	792	74	70	108	818	178	69	43
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	3.00	1.00	1.00	1.00	1.00	2.00	0.60	0.40
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1133	706
Capacity Analysis Module:												
Vol/Sat:	0.23	0.20	0.13	0.03	0.14	0.04	0.04	0.06	0.47	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.33	0.43	0.51	0.09	0.19	0.36	0.16	0.33	0.66	0.08	0.24	0.24
Volume/Cap:	0.71	0.46	0.25	0.29	0.71	0.12	0.24	0.17	0.71	0.71	0.25	0.25
Uniform Del:	50.2	34.2	23.2	72.4	64.0	36.4	61.8	40.7	19.0	76.4	51.9	51.9
IncremntDel:	2.4	0.2	0.1	1.0	2.2	0.1	0.4	0.1	2.1	9.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.6	34.4	23.3	73.4	66.2	36.5	62.3	40.8	21.1	85.7	52.2	52.2
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:	52.6	34.4	23.3	73.4	66.2	36.5	62.3	40.8	21.1	85.7	52.2	52.2
LOS by Move:	D	C	C	E	E	D	E	D	C	F	D	D
HCM2kAvgQ:	20	13	7	3	14	3	3	4	30	7	5	5

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

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

Intersection #2: 280/SARATOGA (N)

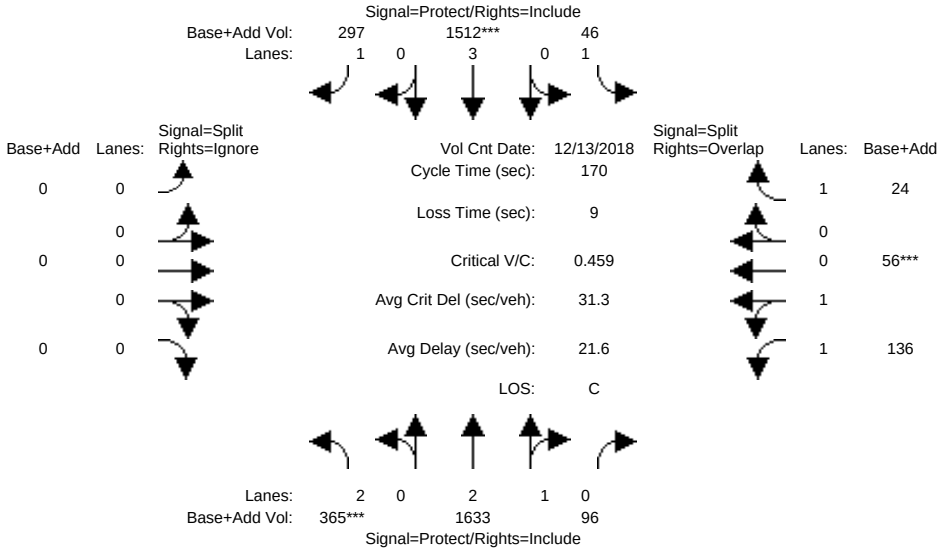


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 4:30-5:30PM												
Base Vol:	364	1562	96	46	1378	272	0	0	0	136	56	24
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:	364	1562	96	46	1378	272	0	0	0	136	56	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	1562	96	46	1378	272	0	0	0	136	56	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	364	1562	96	46	1378	272	0	0	0	136	56	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1562	96	46	1378	272	0	0	0	136	56	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	364	1562	96	46	1378	272	0	0	0	136	56	24
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	0.92	1.00	0.92
Lanes:	2.00	2.81	0.19	1.00	3.00	1.00	0.00	0.00	0.00	1.45	0.55	1.00
Final Sat.:	3150	5343	328	1750	5700	1750	0	0	0	2538	1045	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.03	0.24	0.16	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****				****						****	
Green/Cycle:	0.27	0.72	0.72	0.10	0.56	0.56	0.00	0.00	0.00	0.12	0.12	0.23
Volume/Cap:	0.43	0.40	0.40	0.26	0.43	0.28	0.00	0.00	0.00	0.43	0.43	0.06
Uniform Del:	51.7	9.3	9.3	70.4	22.0	19.7	0.0	0.0	0.0	69.0	69.0	51.7
IncremntDel:	0.4	0.1	0.1	0.8	0.1	0.2	0.0	0.0	0.0	0.7	0.7	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	52.1	9.4	9.4	71.2	22.1	19.9	0.0	0.0	0.0	69.7	69.7	51.8
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:	52.1	9.4	9.4	71.2	22.1	19.9	0.0	0.0	0.0	69.7	69.7	51.8
LOS by Move:	D	A	A	E	C	B	A	A	A	E	E	D
HCM2kAvgQ:	9	11	11	2	13	8	0	0	0	5	5	1

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

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

Intersection #2: 280/SARATOGA (N)

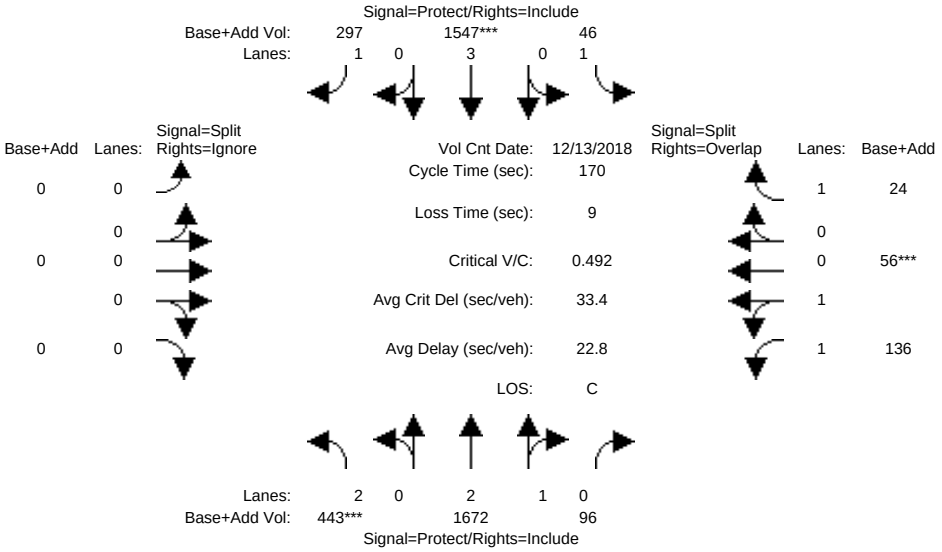


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 4:30-5:30PM												
Base Vol:	365	1633	96	46	1512	297	0	0	0	136	56	24
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:	365	1633	96	46	1512	297	0	0	0	136	56	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	1633	96	46	1512	297	0	0	0	136	56	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	365	1633	96	46	1512	297	0	0	0	136	56	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1633	96	46	1512	297	0	0	0	136	56	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	365	1633	96	46	1512	297	0	0	0	136	56	24
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	0.92	1.00	0.92
Lanes:	2.00	2.82	0.18	1.00	3.00	1.00	0.00	0.00	0.00	1.45	0.55	1.00
Final Sat.:	3150	5358	315	1750	5700	1750	0	0	0	2538	1045	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.03	0.27	0.17	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****				****						****	
Green/Cycle:	0.25	0.73	0.73	0.10	0.58	0.58	0.00	0.00	0.00	0.12	0.12	0.22
Volume/Cap:	0.46	0.42	0.42	0.27	0.46	0.29	0.00	0.00	0.00	0.46	0.46	0.06
Uniform Del:	53.7	8.8	8.8	70.9	20.6	18.2	0.0	0.0	0.0	70.1	70.1	53.0
IncremntDel:	0.4	0.1	0.1	0.8	0.1	0.2	0.0	0.0	0.0	0.8	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	54.2	8.9	8.9	71.7	20.7	18.4	0.0	0.0	0.0	70.9	70.9	53.1
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:	54.2	8.9	8.9	71.7	20.7	18.4	0.0	0.0	0.0	70.9	70.9	53.1
LOS by Move:	D	A	A	E	C	B	A	A	A	E	E	D
HCM2kAvgQ:	10	11	11	2	14	8	0	0	0	5	5	1

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

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

Intersection #2: 280/SARATOGA (N)

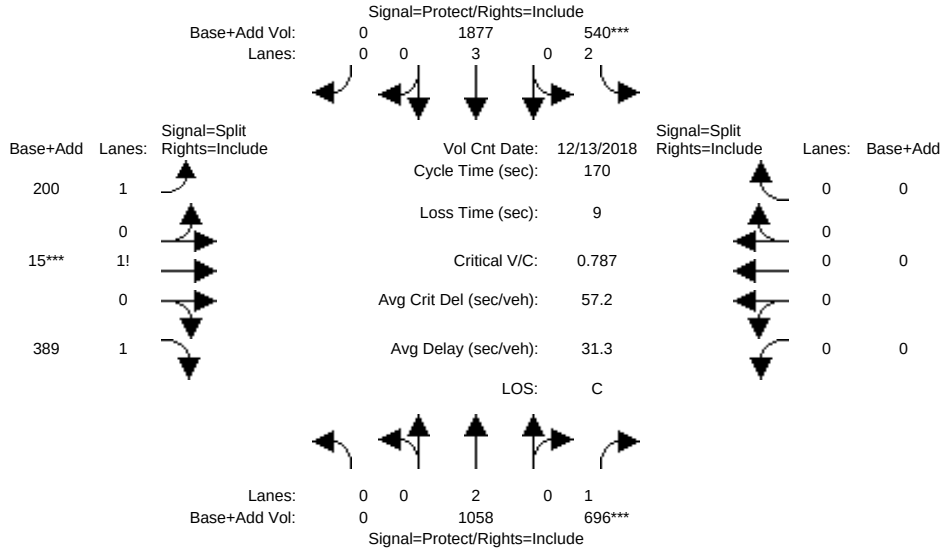


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 4:30-5:30PM												
Base Vol:	365	1633	96	46	1512	297	0	0	0	136	56	24
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:	365	1633	96	46	1512	297	0	0	0	136	56	24
Added Vol:	78	39	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	1672	96	46	1547	297	0	0	0	136	56	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	443	1672	96	46	1547	297	0	0	0	136	56	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	1672	96	46	1547	297	0	0	0	136	56	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	443	1672	96	46	1547	297	0	0	0	136	56	24
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	0.92	1.00	0.92
Lanes:	2.00	2.82	0.18	1.00	3.00	1.00	0.00	0.00	0.00	1.45	0.55	1.00
Final Sat.:	3150	5366	308	1750	5700	1750	0	0	0	2538	1045	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.03	0.27	0.17	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.74	0.74	0.10	0.55	0.55	0.00	0.00	0.00	0.11	0.11	0.21
Volume/Cap:	0.49	0.42	0.42	0.27	0.49	0.31	0.00	0.00	0.00	0.49	0.49	0.07
Uniform Del:	50.4	8.3	8.3	71.1	23.4	20.5	0.0	0.0	0.0	71.3	71.3	54.2
IncremntDel:	0.4	0.1	0.1	0.8	0.1	0.2	0.0	0.0	0.0	1.0	1.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	50.8	8.4	8.4	71.9	23.5	20.7	0.0	0.0	0.0	72.3	72.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	8.4	8.4	71.9	23.5	20.7	0.0	0.0	0.0	72.3	72.3	54.3
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	D
HCM2kAvgQ:	11	11	11	2	16	9	0	0	0	5	5	1

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

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

Intersection #3: 280/SARATOGA (S)

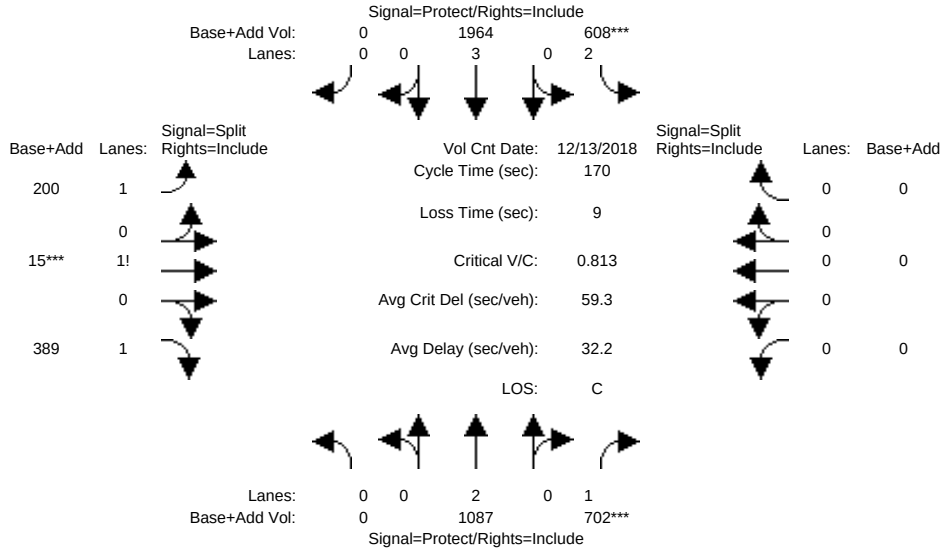


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 4:30-5:30PM												
Base Vol:	0	1058	696	540	1877	0	200	15	389	0	0	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:	0	1058	696	540	1877	0	200	15	389	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1058	696	540	1877	0	200	15	389	0	0	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:	0	1058	696	540	1877	0	200	15	389	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1058	696	540	1877	0	200	15	389	0	0	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:	0	1058	696	540	1877	0	200	15	389	0	0	0
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	2.00	1.00	2.00	3.00	0.00	1.32	0.04	1.64	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2318	85	2854	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.40	0.17	0.33	0.00	0.09	0.18	0.14	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.51	0.51	0.22	0.72	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.79	0.79	0.46	0.00	0.39	0.79	0.61	0.00	0.00	0.00
Uniform Del:	0.0	28.8	34.5	62.8	9.7	0.0	56.0	62.2	59.3	0.0	0.0	0.0
IncremntDel:	0.0	0.3	4.7	6.0	0.1	0.0	0.2	5.4	1.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	29.2	39.3	68.8	9.8	0.0	56.2	67.6	60.4	0.0	0.0	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:	0.0	29.2	39.3	68.8	9.8	0.0	56.2	67.6	60.4	0.0	0.0	0.0
LOS by Move:	A	C	D	E	A	A	E	E	E	A	A	A
HCM2kAvgQ:	0	18	32	17	13	0	7	18	12	0	0	0

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

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

Intersection #3: 280/SARATOGA (S)

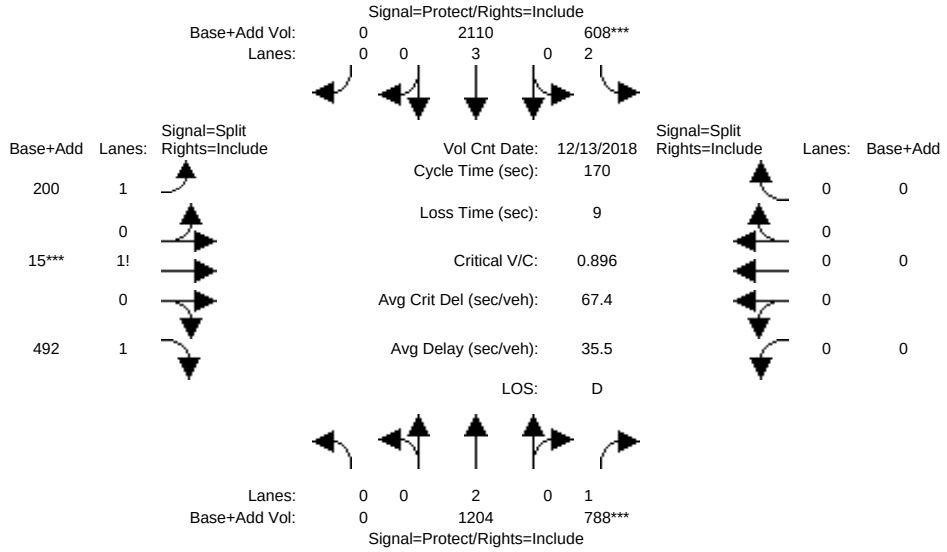


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 4:30-5:30PM												
Base Vol:	0	1087	702	608	1964	0	200	15	389	0	0	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:	0	1087	702	608	1964	0	200	15	389	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1087	702	608	1964	0	200	15	389	0	0	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:	0	1087	702	608	1964	0	200	15	389	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1087	702	608	1964	0	200	15	389	0	0	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:	0	1087	702	608	1964	0	200	15	389	0	0	0
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	2.00	1.00	2.00	3.00	0.00	1.32	0.04	1.64	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2318	85	2854	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.40	0.19	0.34	0.00	0.09	0.18	0.14	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.49	0.49	0.24	0.73	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.81	0.81	0.47	0.00	0.40	0.81	0.63	0.00	0.00	0.00
Uniform Del:	0.0	30.6	36.5	61.3	9.4	0.0	57.1	63.3	60.4	0.0	0.0	0.0
IncremntDel:	0.0	0.5	6.0	6.8	0.1	0.0	0.2	6.9	1.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.0	42.4	68.1	9.5	0.0	57.3	70.2	61.7	0.0	0.0	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:	0.0	31.0	42.4	68.1	9.5	0.0	57.3	70.2	61.7	0.0	0.0	0.0
LOS by Move:	A	C	D	E	A	A	E	E	E	A	A	A
HCM2kAvgQ:	0	19	34	20	14	0	7	18	13	0	0	0

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

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

Intersection #3: 280/SARATOGA (S)

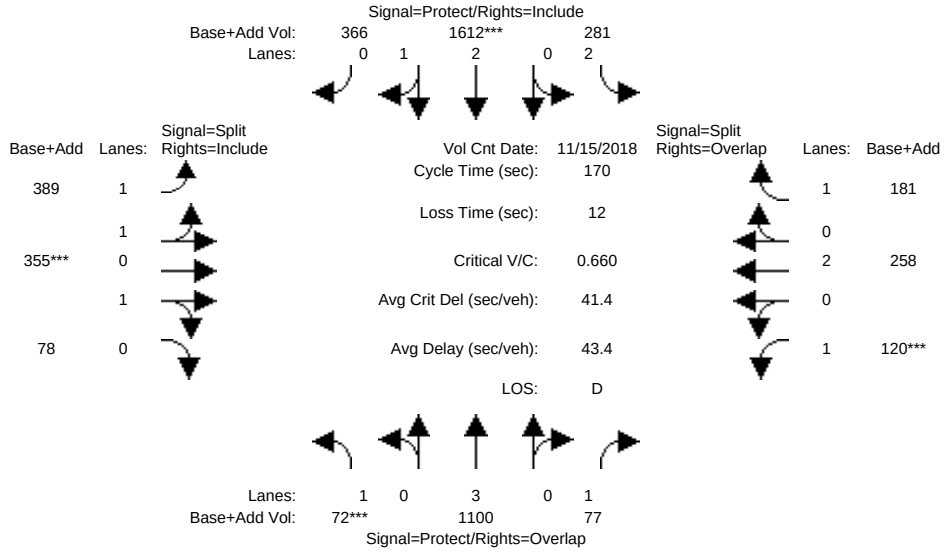


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 4:30-5:30PM												
Base Vol:	0	1087	702	608	1964	0	200	15	389	0	0	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:	0	1087	702	608	1964	0	200	15	389	0	0	0
Added Vol:	0	117	86	0	146	0	0	0	103	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1204	788	608	2110	0	200	15	492	0	0	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:	0	1204	788	608	2110	0	200	15	492	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1204	788	608	2110	0	200	15	492	0	0	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:	0	1204	788	608	2110	0	200	15	492	0	0	0
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	2.00	1.00	2.00	3.00	0.00	1.28	0.04	1.68	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2236	73	2946	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.45	0.19	0.37	0.00	0.09	0.21	0.17	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.50	0.50	0.22	0.72	0.00	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.90	0.90	0.52	0.00	0.39	0.90	0.73	0.00	0.00	0.00
Uniform Del:	0.0	30.8	38.3	64.9	10.8	0.0	55.4	63.5	60.6	0.0	0.0	0.0
IncremntDel:	0.0	0.7	11.8	14.6	0.1	0.0	0.1	12.9	2.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.5	50.1	79.4	10.9	0.0	55.6	76.4	63.4	0.0	0.0	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:	0.0	31.5	50.1	79.4	10.9	0.0	55.6	76.4	63.4	0.0	0.0	0.0
LOS by Move:	A	C	D	E	B	A	E	E	E	A	A	A
HCM2kAvgQ:	0	22	42	21	16	0	7	23	16	0	0	0

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

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

Intersection #4: MOORPARK/SARATOGA

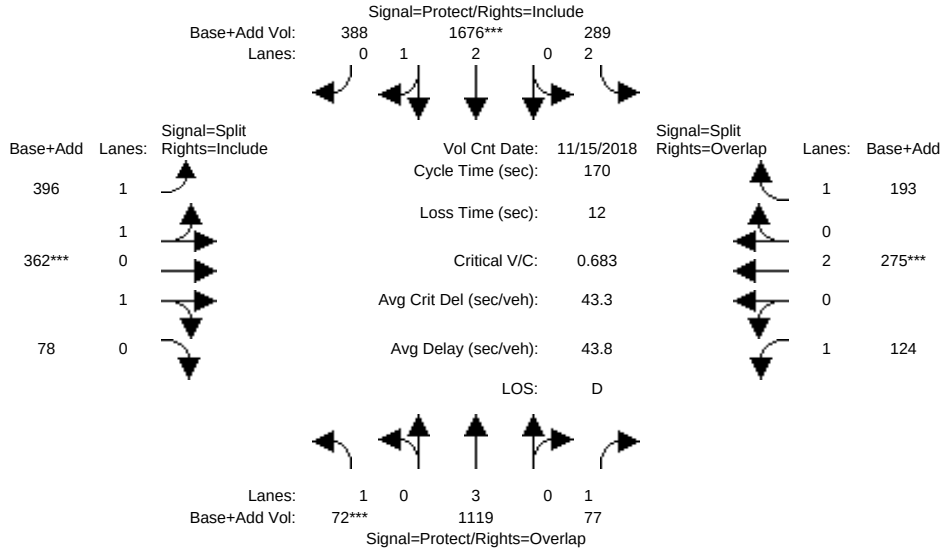


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00-6:00PM												
Base Vol:	72	1100	77	281	1612	366	389	355	78	120	258	181
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	1100	77	281	1612	366	389	355	78	120	258	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1100	77	281	1612	366	389	355	78	120	258	181
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	1100	77	281	1612	366	389	355	78	120	258	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1100	77	281	1612	366	389	355	78	120	258	181
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	1100	77	281	1612	366	389	355	78	120	258	181
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:	1.00	3.00	1.00	2.00	2.41	0.59	1.47	1.24	0.29	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	4573	1038	2572	2347	516	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.04	0.09	0.35	0.35	0.15	0.15	0.15	0.07	0.07	0.10
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.41	0.51	0.19	0.53	0.53	0.23	0.23	0.23	0.10	0.10	0.29
Volume/Cap:	0.66	0.47	0.09	0.47	0.66	0.66	0.66	0.66	0.66	0.66	0.65	0.35
Uniform Del:	77.9	36.9	21.2	61.5	28.5	28.5	59.5	59.5	59.5	73.3	73.2	47.5
IncremntDel:	14.0	0.2	0.0	0.6	0.6	0.6	1.3	1.3	1.3	8.7	3.9	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.9	37.1	21.2	62.0	29.1	29.1	60.8	60.8	60.8	81.9	77.1	47.9
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:	91.9	37.1	21.2	62.0	29.1	29.1	60.8	60.8	60.8	81.9	77.1	47.9
LOS by Move:	F	D	C	E	C	C	E	E	E	F	E	D
HCM2kAvgQ:	4	13	2	8	24	24	14	14	14	7	6	8

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

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

Intersection #4: MOORPARK/SARATOGA

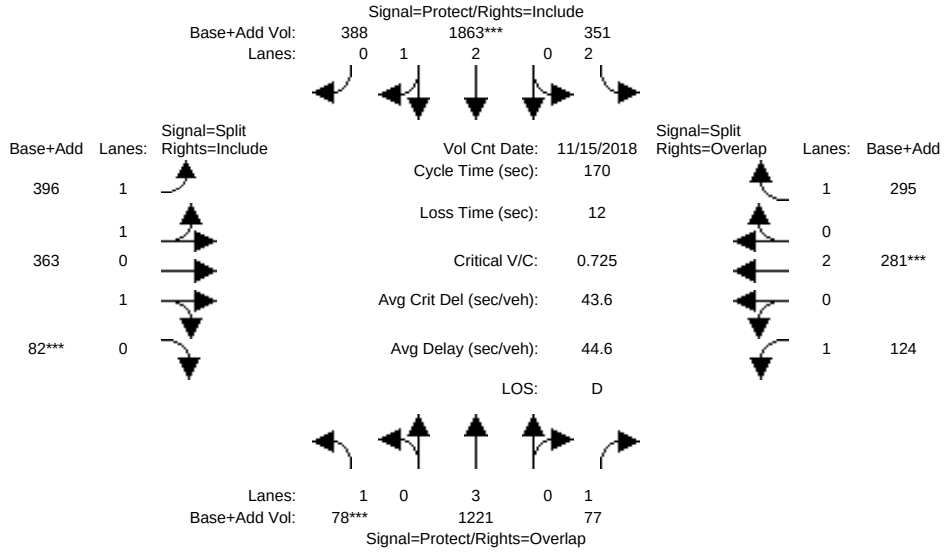


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00-6:00PM												
Base Vol:	72	1119	77	289	1676	388	396	362	78	124	275	193
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	1119	77	289	1676	388	396	362	78	124	275	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1119	77	289	1676	388	396	362	78	124	275	193
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	1119	77	289	1676	388	396	362	78	124	275	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1119	77	289	1676	388	396	362	78	124	275	193
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	1119	77	289	1676	388	396	362	78	124	275	193
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:	1.00	3.00	1.00	2.00	2.40	0.60	1.47	1.24	0.29	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	4555	1055	2575	2354	507	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.04	0.09	0.37	0.37	0.15	0.15	0.15	0.07	0.07	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.41	0.51	0.19	0.54	0.54	0.23	0.23	0.23	0.11	0.11	0.30
Volume/Cap:	0.68	0.48	0.09	0.48	0.68	0.68	0.68	0.68	0.68	0.67	0.68	0.37
Uniform Del:	78.3	37.1	21.0	61.3	28.7	28.7	60.3	60.3	60.3	73.1	73.3	47.3
IncremntDel:	16.9	0.2	0.0	0.6	0.7	0.7	1.6	1.6	1.6	9.1	4.8	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	95.2	37.2	21.1	61.9	29.3	29.3	61.9	61.9	61.9	82.2	78.1	47.7
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:	95.2	37.2	21.1	61.9	29.3	29.3	61.9	61.9	61.9	82.2	78.1	47.7
LOS by Move:	F	D	C	E	C	C	E	E	E	F	E	D
HCM2kAvgQ:	4	14	2	8	26	26	15	15	15	7	7	8

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

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

Intersection #4: MOORPARK/SARATOGA

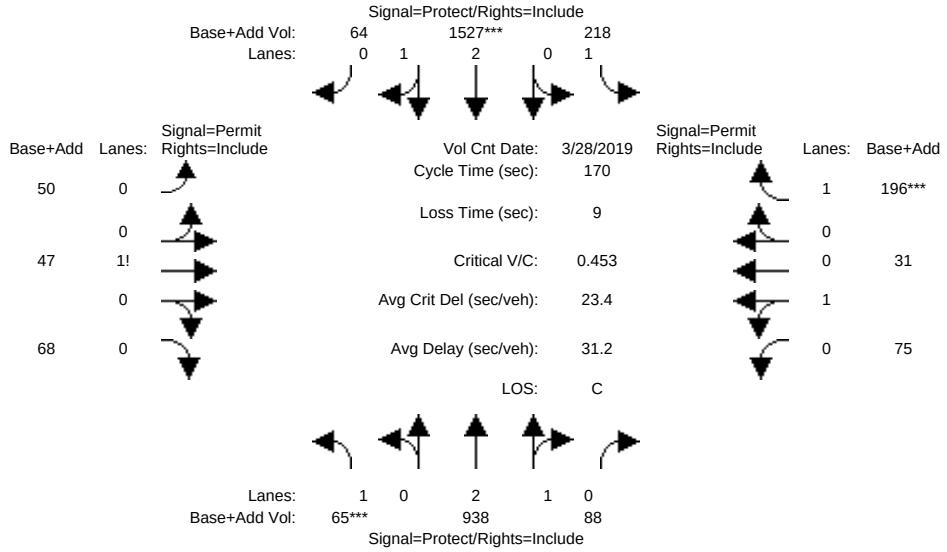


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00-6:00PM												
Base Vol:	72	1119	77	289	1676	388	396	362	78	124	275	193
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	1119	77	289	1676	388	396	362	78	124	275	193
Added Vol:	6	102	0	62	187	0	0	1	4	0	6	102
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1221	77	351	1863	388	396	363	82	124	281	295
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:	78	1221	77	351	1863	388	396	363	82	124	281	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1221	77	351	1863	388	396	363	82	124	281	295
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:	78	1221	77	351	1863	388	396	363	82	124	281	295
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:	1.00	3.00	1.00	2.00	2.45	0.55	1.47	1.23	0.30	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	4649	968	2559	2346	530	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.04	0.11	0.40	0.40	0.15	0.15	0.15	0.07	0.07	0.17
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.40	0.51	0.21	0.55	0.55	0.21	0.21	0.21	0.10	0.10	0.31
Volume/Cap:	0.73	0.53	0.09	0.53	0.73	0.73	0.73	0.73	0.73	0.69	0.73	0.54
Uniform Del:	78.4	38.4	21.7	59.7	28.4	28.4	62.2	62.2	62.2	73.8	74.0	48.4
IncremntDel:	21.6	0.2	0.0	0.8	0.9	0.9	2.3	2.3	2.3	11.3	6.7	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.0	38.7	21.7	60.5	29.3	29.3	64.5	64.5	64.5	85.1	80.7	49.5
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:	100.0	38.7	21.7	60.5	29.3	29.3	64.5	64.5	64.5	85.1	80.7	49.5
LOS by Move:	F	D	C	E	C	C	E	E	E	F	F	D
HCM2kAvgQ:	4	15	2	9	29	29	15	15	15	7	7	13

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

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

Intersection #5: BLACKFORD/SARATOGA

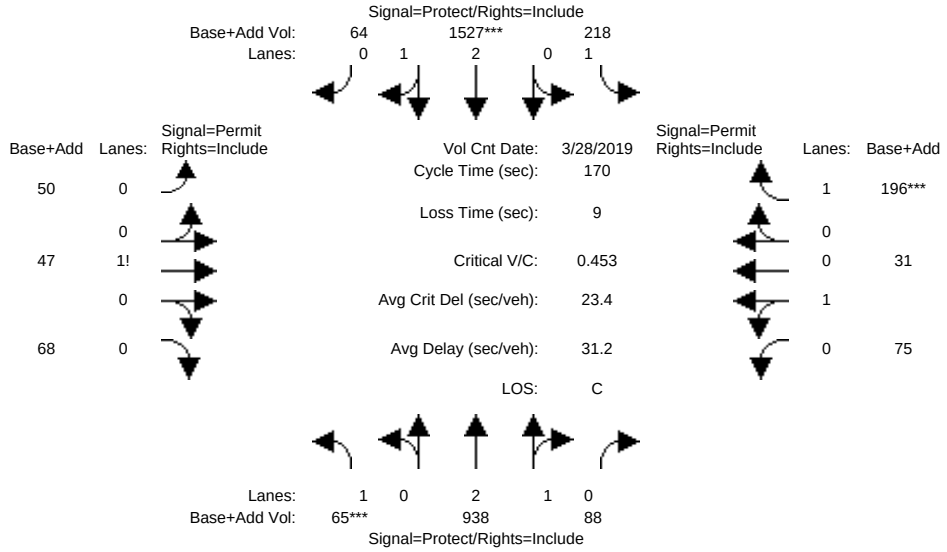


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 5:00-6:00PM												
Base Vol:	65	938	88	218	1527	64	50	47	68	75	31	196
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	938	88	218	1527	64	50	47	68	75	31	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	938	88	218	1527	64	50	47	68	75	31	196
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	938	88	218	1527	64	50	47	68	75	31	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	938	88	218	1527	64	50	47	68	75	31	196
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	938	88	218	1527	64	50	47	68	75	31	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.72	0.28	1.00	2.87	0.13	0.31	0.27	0.42	0.72	0.28	1.00
Final Sat.:	1750	5173	485	1750	5452	229	543	510	738	1267	524	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.12	0.28	0.28	0.09	0.09	0.09	0.06	0.06	0.11
Crit Moves:	****				****							****
Green/Cycle:	0.08	0.41	0.41	0.29	0.62	0.62	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.45	0.44	0.44	0.44	0.45	0.45	0.37	0.37	0.37	0.24	0.24	0.45
Uniform Del:	74.4	35.5	35.5	49.6	17.2	17.2	53.1	53.1	53.1	51.2	51.2	54.3
IncremntDel:	2.3	0.1	0.1	0.6	0.1	0.1	0.5	0.5	0.5	0.3	0.3	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.7	35.7	35.7	50.2	17.3	17.3	53.6	53.6	53.6	51.5	51.5	55.0
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:	76.7	35.7	35.7	50.2	17.3	17.3	53.6	53.6	53.6	51.5	51.5	55.0
LOS by Move:	E	D	D	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	3	12	12	10	14	14	7	7	7	5	5	9

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

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

Intersection #5: BLACKFORD/SARATOGA

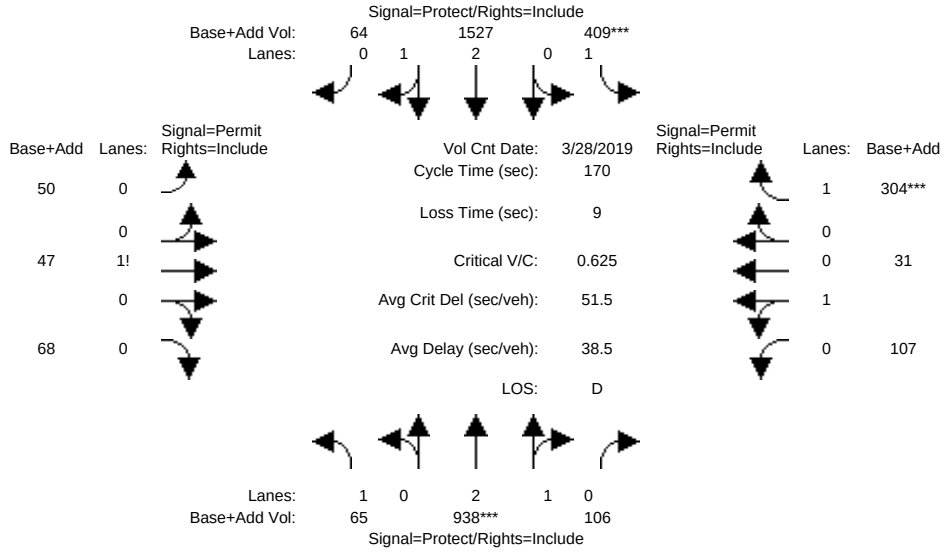


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 5:00-6:00PM												
Base Vol:	65	938	88	218	1527	64	50	47	68	75	31	196
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	938	88	218	1527	64	50	47	68	75	31	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	938	88	218	1527	64	50	47	68	75	31	196
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	938	88	218	1527	64	50	47	68	75	31	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	938	88	218	1527	64	50	47	68	75	31	196
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	938	88	218	1527	64	50	47	68	75	31	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.72	0.28	1.00	2.87	0.13	0.31	0.27	0.42	0.72	0.28	1.00
Final Sat.:	1750	5173	485	1750	5452	229	543	510	738	1267	524	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.12	0.28	0.28	0.09	0.09	0.09	0.06	0.06	0.11
Crit Moves:	****				****							****
Green/Cycle:	0.08	0.41	0.41	0.29	0.62	0.62	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.45	0.44	0.44	0.44	0.45	0.45	0.37	0.37	0.37	0.24	0.24	0.45
Uniform Del:	74.4	35.5	35.5	49.6	17.2	17.2	53.1	53.1	53.1	51.2	51.2	54.3
IncremntDel:	2.3	0.1	0.1	0.6	0.1	0.1	0.5	0.5	0.5	0.3	0.3	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.7	35.7	35.7	50.2	17.3	17.3	53.6	53.6	53.6	51.5	51.5	55.0
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:	76.7	35.7	35.7	50.2	17.3	17.3	53.6	53.6	53.6	51.5	51.5	55.0
LOS by Move:	E	D	D	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	3	12	12	9	14	14	7	7	7	5	5	9

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

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

Intersection #5: BLACKFORD/SARATOGA

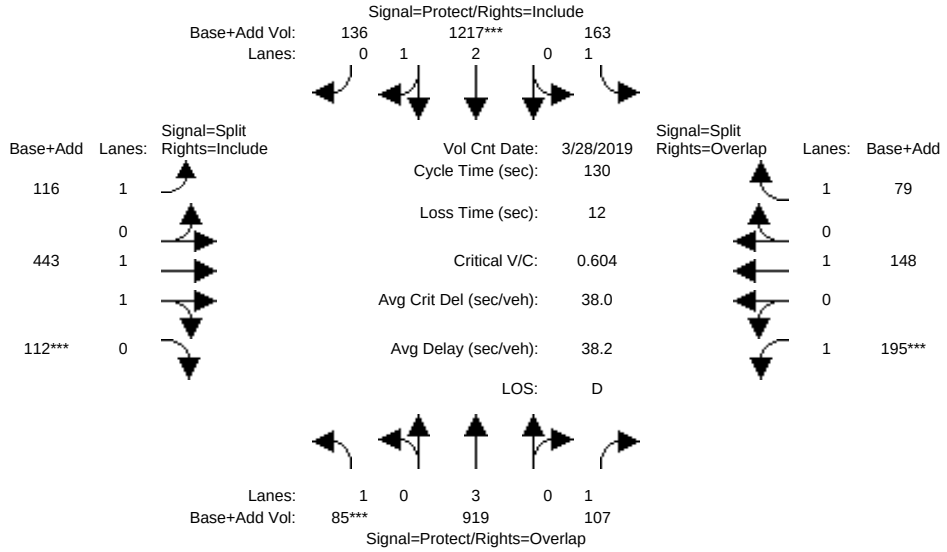


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 5:00-6:00PM												
Base Vol:	65	938	88	218	1527	64	50	47	68	75	31	196
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	938	88	218	1527	64	50	47	68	75	31	196
Added Vol:	0	0	18	191	0	0	0	0	0	32	0	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	938	106	409	1527	64	50	47	68	107	31	304
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	938	106	409	1527	64	50	47	68	107	31	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	938	106	409	1527	64	50	47	68	107	31	304
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	938	106	409	1527	64	50	47	68	107	31	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.67	0.33	1.00	2.87	0.13	0.31	0.27	0.42	0.79	0.21	1.00
Final Sat.:	1750	5077	574	1750	5452	229	543	510	738	1381	400	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.23	0.28	0.28	0.09	0.09	0.09	0.08	0.08	0.17
Crit Moves:		****		****								****
Green/Cycle:	0.09	0.30	0.30	0.37	0.58	0.58	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.43	0.63	0.63	0.63	0.48	0.48	0.33	0.33	0.33	0.28	0.28	0.63
Uniform Del:	73.8	51.8	51.8	43.5	20.5	20.5	48.8	48.8	48.8	48.1	48.1	53.7
IncremntDel:	2.0	0.8	0.8	1.9	0.1	0.1	0.4	0.4	0.4	0.3	0.3	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.8	52.5	52.5	45.4	20.6	20.6	49.2	49.2	49.2	48.4	48.4	56.2
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:	75.8	52.5	52.5	45.4	20.6	20.6	49.2	49.2	49.2	48.4	48.4	56.2
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	E
HCM2kAvgQ:	3	15	15	18	15	15	7	7	7	6	6	15

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

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

Intersection #6: SARATOGA/WILLIAMS

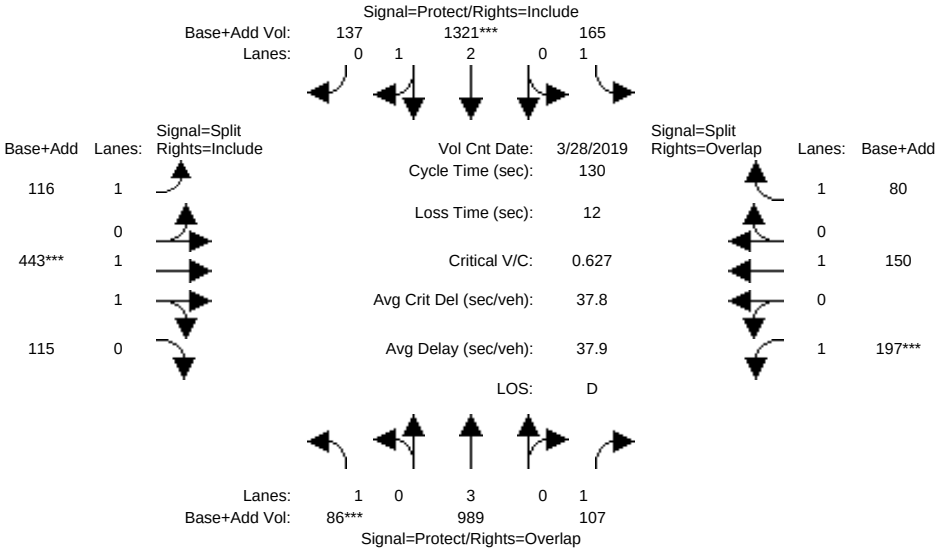


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 5:00-6:00PM												
Base Vol:	85	919	107	163	1217	136	116	443	112	195	148	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	919	107	163	1217	136	116	443	112	195	148	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	919	107	163	1217	136	116	443	112	195	148	79
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:	85	919	107	163	1217	136	116	443	112	195	148	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	919	107	163	1217	136	116	443	112	195	148	79
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:	85	919	107	163	1217	136	116	443	112	195	148	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.68	0.32	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5083	568	1750	2982	754	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.06	0.09	0.24	0.24	0.07	0.15	0.15	0.11	0.08	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.30	0.49	0.17	0.40	0.40	0.25	0.25	0.25	0.18	0.18	0.36
Volume/Cap:	0.60	0.53	0.13	0.53	0.60	0.60	0.27	0.60	0.60	0.60	0.42	0.13
Uniform Del:	57.8	37.7	18.2	48.8	31.1	31.1	39.6	43.4	43.4	48.6	46.9	27.9
IncremntDel:	7.2	0.3	0.1	1.8	0.5	0.5	0.3	1.1	1.1	3.2	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.0	38.0	18.3	50.6	31.6	31.6	39.9	44.5	44.5	51.9	47.7	28.0
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:	65.0	38.0	18.3	50.6	31.6	31.6	39.9	44.5	44.5	51.9	47.7	28.0
LOS by Move:	E	D	B	D	C	C	D	D	D	D	D	C
HCM2kAvgQ:	5	10	2	6	14	14	4	10	10	8	5	2

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

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

Intersection #6: SARATOGA/WILLIAMS

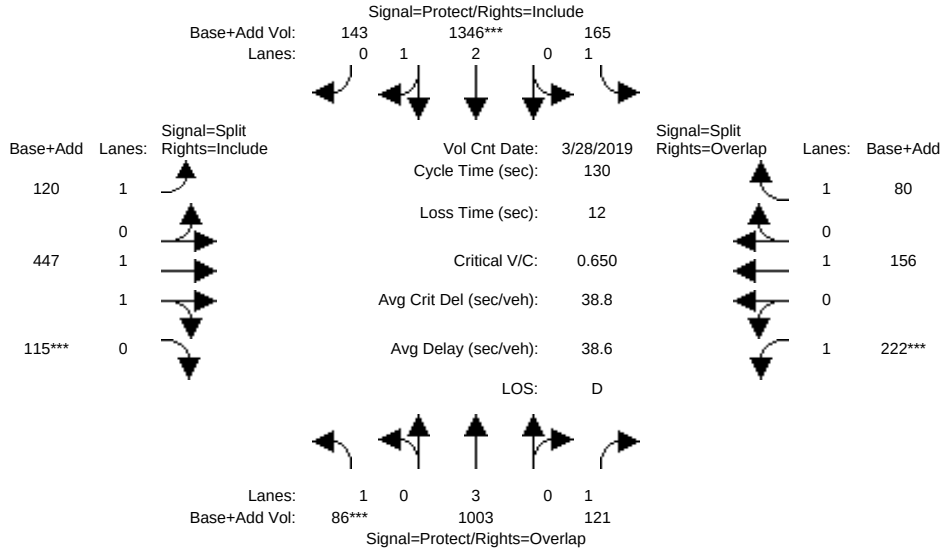


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 5:00-6:00PM												
Base Vol:	86	989	107	165	1321	137	116	443	115	197	150	80
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:	86	989	107	165	1321	137	116	443	115	197	150	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	989	107	165	1321	137	116	443	115	197	150	80
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:	86	989	107	165	1321	137	116	443	115	197	150	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	989	107	165	1321	137	116	443	115	197	150	80
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	989	107	165	1321	137	116	443	115	197	150	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.70	0.30	1.00	1.56	0.44	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5123	531	1750	2964	770	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.06	0.09	0.26	0.26	0.07	0.15	0.15	0.11	0.08	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.32	0.50	0.17	0.41	0.41	0.24	0.24	0.24	0.18	0.18	0.35
Volume/Cap:	0.63	0.55	0.12	0.55	0.63	0.63	0.28	0.63	0.63	0.63	0.44	0.13
Uniform Del:	58.1	36.7	17.5	49.2	30.4	30.4	40.4	44.3	44.3	49.3	47.5	28.6
IncremntDel:	8.9	0.4	0.1	2.1	0.5	0.5	0.4	1.4	1.4	4.0	0.9	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.9	37.0	17.6	51.3	30.9	30.9	40.7	45.8	45.8	53.3	48.4	28.7
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:	66.9	37.0	17.6	51.3	30.9	30.9	40.7	45.8	45.8	53.3	48.4	28.7
LOS by Move:	E	D	B	D	C	C	D	D	D	D	D	C
HCM2kAvgQ:	5	11	2	6	15	15	4	11	11	8	5	2

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

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

Intersection #6: SARATOGA/WILLIAMS

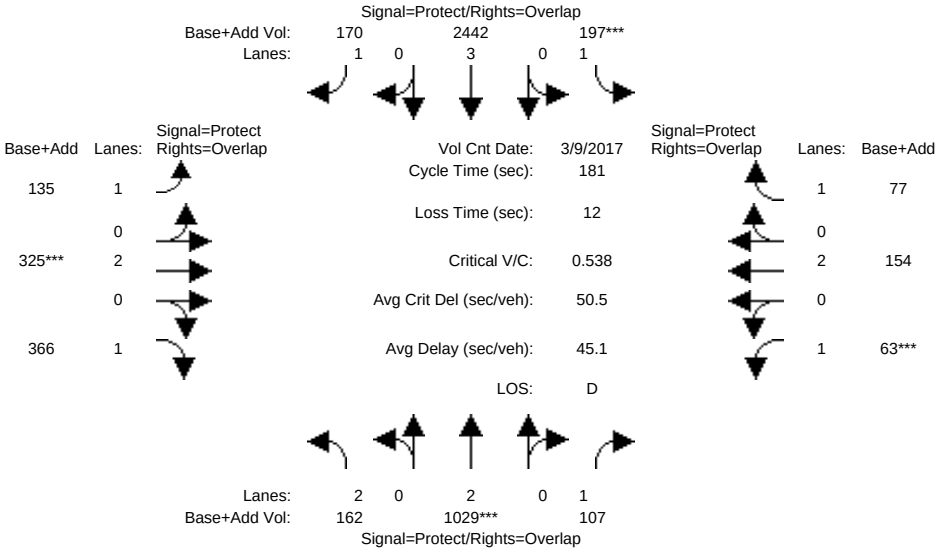


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 << 5:00-6:00PM												
Base Vol:	86	989	107	165	1321	137	116	443	115	197	150	80
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:	86	989	107	165	1321	137	116	443	115	197	150	80
Added Vol:	0	14	14	0	25	6	4	4	0	25	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1003	121	165	1346	143	120	447	115	222	156	80
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:	86	1003	121	165	1346	143	120	447	115	222	156	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1003	121	165	1346	143	120	447	115	222	156	80
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	1003	121	165	1346	143	120	447	115	222	156	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.69	0.31	1.00	1.56	0.44	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5111	543	1750	2970	764	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.07	0.09	0.26	0.26	0.07	0.15	0.15	0.13	0.08	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.31	0.51	0.17	0.41	0.41	0.23	0.23	0.23	0.20	0.20	0.36
Volume/Cap:	0.65	0.56	0.14	0.56	0.65	0.65	0.30	0.65	0.65	0.65	0.42	0.13
Uniform Del:	58.4	37.2	16.9	49.7	31.2	31.2	41.2	45.2	45.2	48.2	45.9	27.6
IncremntDel:	10.9	0.4	0.1	2.5	0.7	0.7	0.4	1.8	1.8	4.4	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.3	37.6	16.9	52.2	31.9	31.9	41.6	46.9	46.9	52.6	46.6	27.7
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:	69.3	37.6	16.9	52.2	31.9	31.9	41.6	46.9	46.9	52.6	46.6	27.7
LOS by Move:	E	D	B	D	C	C	D	D	D	D	D	C
HCM2kAvgQ:	5	11	3	6	16	16	4	11	11	9	5	2

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

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

Intersection #7: SAN TOMAS/WILLIAMS

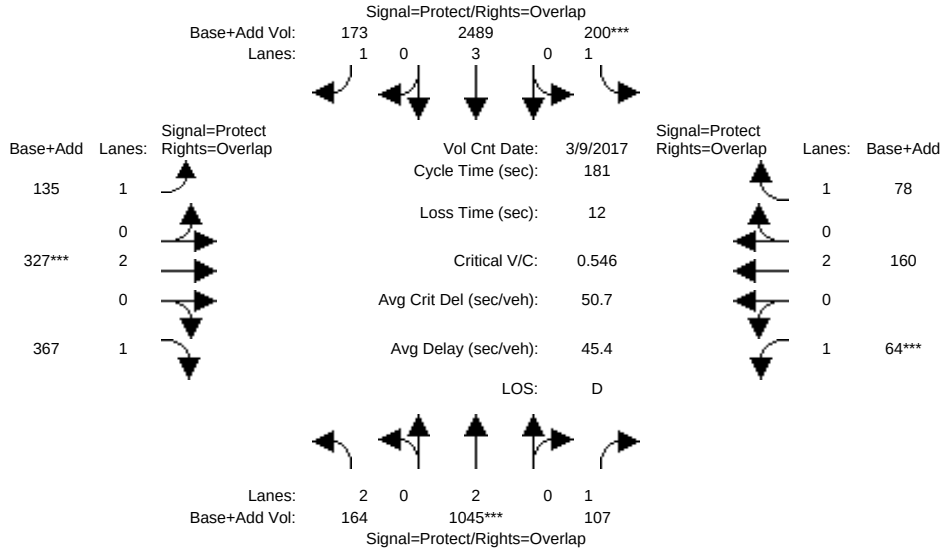


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 << 4:45-5:45												
Base Vol:	162	1029	107	197	2442	170	135	325	366	63	154	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	1029	107	197	2442	170	135	325	366	63	154	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1029	107	197	2442	170	135	325	366	63	154	77
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:	162	1029	107	197	2442	170	135	325	366	63	154	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1029	107	197	2442	170	135	325	366	63	154	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	1029	107	197	2442	170	135	325	366	63	154	77
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.06	0.11	0.43	0.10	0.08	0.09	0.21	0.04	0.04	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.50	0.59	0.19	0.58	0.67	0.09	0.16	0.27	0.09	0.16	0.34
Volume/Cap:	0.45	0.54	0.10	0.60	0.74	0.15	0.83	0.53	0.76	0.41	0.26	0.13
Uniform Del:	79.9	32.7	17.2	72.0	30.5	11.8	86.0	74.3	64.2	83.2	71.7	43.7
IncremntDel:	4.1	1.1	0.2	8.0	1.6	0.3	36.1	3.3	10.9	7.8	1.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.9	33.8	17.4	80.0	32.1	12.0	122.0	77.7	75.1	91.1	72.8	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	33.8	17.4	80.0	32.1	12.0	122.0	77.7	75.1	91.1	72.8	44.2
LOS by Move:	F	C	B	E	C	B	F	E	E	F	E	D
HCM2kAvgQ:	6	20	3	11	33	4	10	9	23	4	4	3

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

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

Intersection #7: SAN TOMAS/WILLIAMS

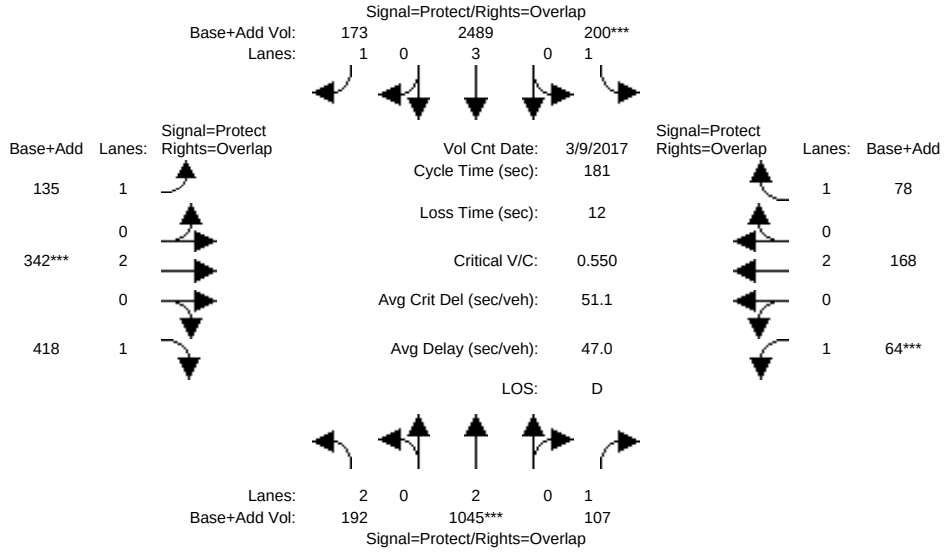


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 << 4:45-5:45												
Base Vol:	164	1045	107	200	2489	173	135	327	367	64	160	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1045	107	200	2489	173	135	327	367	64	160	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1045	107	200	2489	173	135	327	367	64	160	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1045	107	200	2489	173	135	327	367	64	160	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1045	107	200	2489	173	135	327	367	64	160	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1045	107	200	2489	173	135	327	367	64	160	78
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.06	0.11	0.44	0.10	0.08	0.09	0.21	0.04	0.04	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.50	0.59	0.19	0.58	0.67	0.09	0.16	0.27	0.09	0.16	0.34
Volume/Cap:	0.46	0.55	0.10	0.61	0.76	0.15	0.83	0.54	0.76	0.42	0.27	0.13
Uniform Del:	79.9	32.9	17.2	72.1	30.9	11.8	86.0	74.4	64.3	83.3	71.9	43.7
IncremntDel:	4.1	1.1	0.2	8.3	1.7	0.3	36.1	3.3	11.0	8.0	1.1	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.1	34.1	17.4	80.4	32.6	12.0	122.0	77.7	75.2	91.3	73.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	34.1	17.4	80.4	32.6	12.0	122.0	77.7	75.2	91.3	73.0	44.2
LOS by Move:	F	C	B	F	C	B	F	E	E	F	E	D
HCM2kAvgQ:	6	20	3	11	34	4	10	9	23	4	4	3

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

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

Intersection #7: SAN TOMAS/WILLIAMS

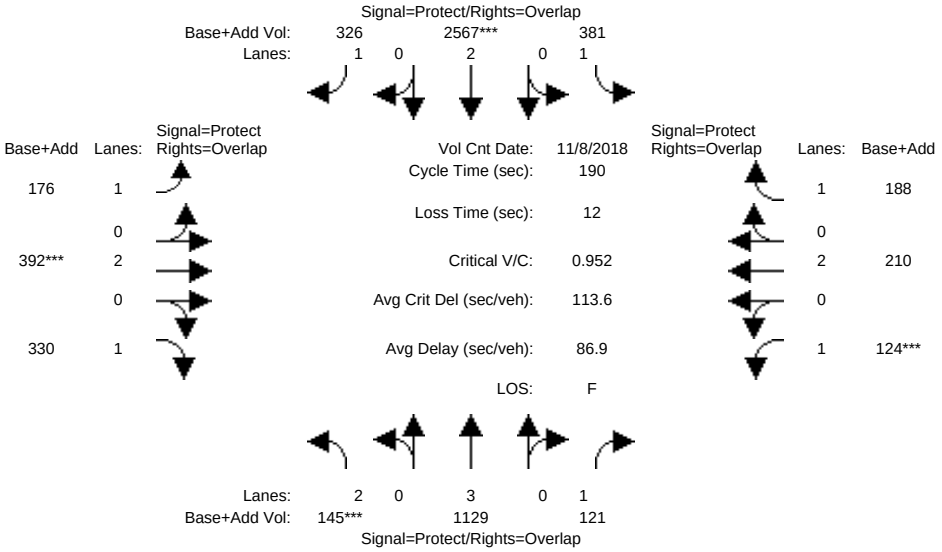


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 << 4:45-5:45												
Base Vol:	164	1045	107	200	2489	173	135	327	367	64	160	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1045	107	200	2489	173	135	327	367	64	160	78
Added Vol:	28	0	0	0	0	0	0	15	51	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	1045	107	200	2489	173	135	342	418	64	168	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	1045	107	200	2489	173	135	342	418	64	168	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1045	107	200	2489	173	135	342	418	64	168	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1045	107	200	2489	173	135	342	418	64	168	78
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.06	0.11	0.44	0.10	0.08	0.09	0.24	0.04	0.04	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.50	0.59	0.19	0.58	0.67	0.09	0.16	0.27	0.09	0.16	0.34
Volume/Cap:	0.53	0.55	0.10	0.61	0.76	0.15	0.83	0.56	0.87	0.42	0.28	0.13
Uniform Del:	80.7	32.9	17.2	72.1	30.9	11.8	86.0	74.7	66.7	83.3	72.0	43.7
IncremntDel:	5.6	1.1	0.2	8.3	1.7	0.3	36.1	3.7	18.9	8.0	1.2	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.3	34.1	17.4	80.4	32.6	12.0	122.0	78.4	85.6	91.3	73.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	34.1	17.4	80.4	32.6	12.0	122.0	78.4	85.6	91.3	73.2	44.2
LOS by Move:	F	C	B	F	C	B	F	E	F	F	E	D
HCM2kAvgQ:	7	20	3	11	34	4	10	9	28	4	4	3

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

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

Intersection #8: SAN TOMAS/MOORPARK

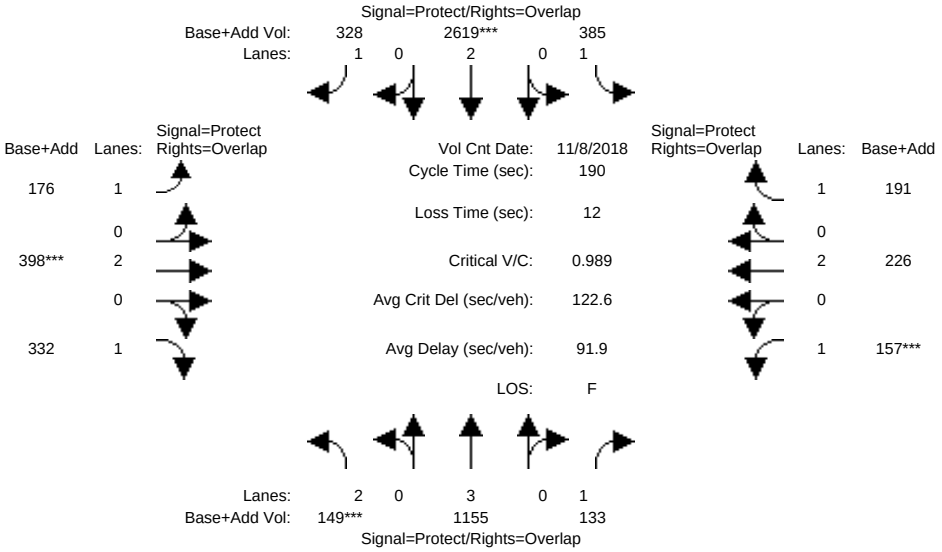


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	145	1129	121	381	2567	326	176	392	330	124	210	188
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:	145	1129	121	381	2567	326	176	392	330	124	210	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1129	121	381	2567	326	176	392	330	124	210	188
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:	145	1129	121	381	2567	326	176	392	330	124	210	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1129	121	381	2567	326	176	392	330	124	210	188
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:	145	1129	121	381	2567	326	176	392	330	124	210	188
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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.07	0.22	0.68	0.19	0.10	0.10	0.19	0.07	0.06	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.38	0.49	0.28	0.58	0.69	0.11	0.17	0.26	0.10	0.17	0.45
Volume/Cap:	0.55	0.52	0.14	0.78	1.16	0.27	0.95	0.60	0.74	0.68	0.32	0.24
Uniform Del:	89.3	48.0	28.6	67.1	42.5	12.3	90.3	77.5	69.2	87.8	73.9	34.2
IncremntDel:	2.5	0.2	0.1	7.6	78.4	0.1	53.1	1.5	6.3	10.4	0.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.8	48.2	28.7	74.7	121	12.4	143.4	79.0	75.5	98.2	74.2	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:	91.8	48.2	28.7	74.7	121	12.4	143.4	79.0	75.5	98.2	74.2	34.4
LOS by Move:	F	D	C	E	F	B	F	E	E	F	E	C
HCM2kAvgQ:	5	17	4	24	100	8	13	11	20	9	6	9

Note: Queue reported the number of cars per lane.

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

Intersection #8: SAN TOMAS/MOORPARK

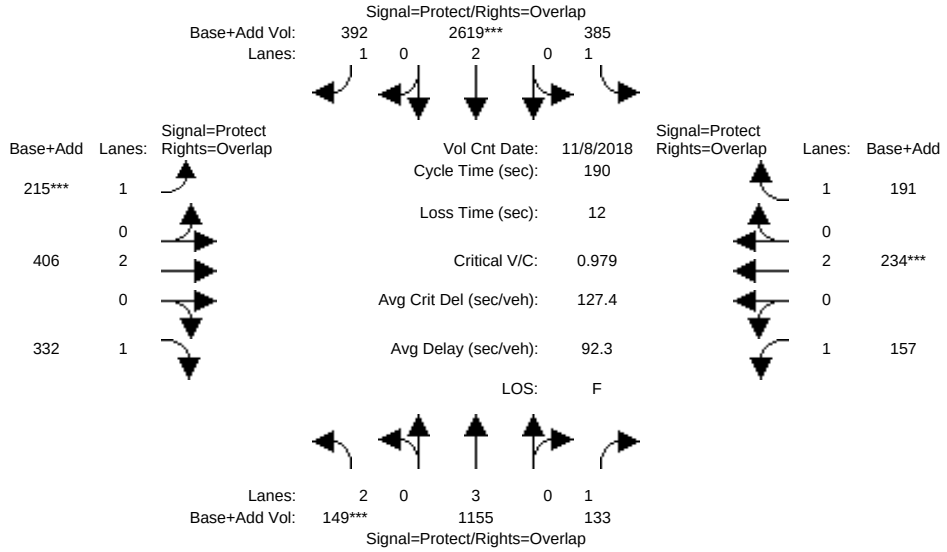


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	149	1155	133	385	2619	328	176	398	332	157	226	191
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:	149	1155	133	385	2619	328	176	398	332	157	226	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1155	133	385	2619	328	176	398	332	157	226	191
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:	149	1155	133	385	2619	328	176	398	332	157	226	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1155	133	385	2619	328	176	398	332	157	226	191
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:	149	1155	133	385	2619	328	176	398	332	157	226	191
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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.08	0.22	0.69	0.19	0.10	0.10	0.19	0.09	0.06	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.38	0.49	0.28	0.58	0.69	0.11	0.17	0.26	0.10	0.17	0.45
Volume/Cap:	0.56	0.53	0.16	0.78	1.19	0.27	0.95	0.61	0.74	0.87	0.35	0.24
Uniform Del:	89.4	48.3	28.8	67.3	42.5	12.3	90.3	77.7	69.3	89.6	74.2	34.3
IncremntDel:	2.8	0.2	0.1	8.0	88.5	0.1	53.1	1.7	6.5	33.0	0.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.3	48.5	28.9	75.4	131	12.4	143.4	79.3	75.8	122.6	74.6	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:	92.3	48.5	28.9	75.4	131	12.4	143.4	79.3	75.8	122.6	74.6	34.5
LOS by Move:	F	D	C	E	F	B	F	E	E	F	E	C
HCM2kAvgQ:	5	18	5	25	105	8	13	11	20	13	6	9

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

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

Intersection #8: SAN TOMAS/MOORPARK

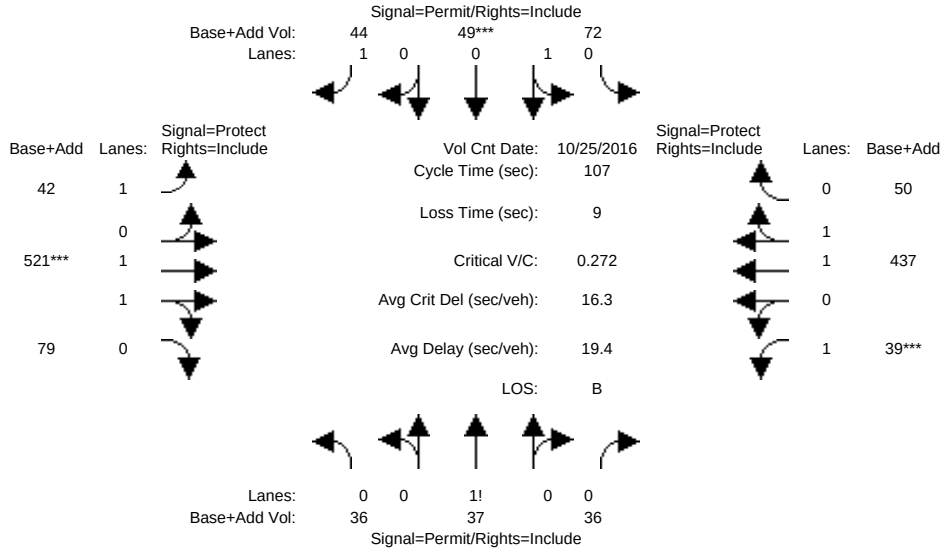


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00-6:00PM												
Base Vol:	149	1155	133	385	2619	328	176	398	332	157	226	191
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:	149	1155	133	385	2619	328	176	398	332	157	226	191
Added Vol:	0	0	0	0	0	64	39	8	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1155	133	385	2619	392	215	406	332	157	234	191
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:	149	1155	133	385	2619	392	215	406	332	157	234	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1155	133	385	2619	392	215	406	332	157	234	191
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:	149	1155	133	385	2619	392	215	406	332	157	234	191
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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.08	0.22	0.69	0.22	0.12	0.11	0.19	0.09	0.06	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.39	0.49	0.28	0.59	0.69	0.10	0.17	0.25	0.10	0.17	0.45
Volume/Cap:	0.56	0.52	0.16	0.78	1.18	0.32	1.18	0.63	0.75	0.88	0.37	0.24
Uniform Del:	89.4	47.9	28.7	67.0	42.1	12.6	90.9	78.3	69.8	89.9	75.0	34.5
IncremntDel:	2.8	0.2	0.1	7.7	84.9	0.2	122.5	2.0	6.9	35.9	0.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.3	48.1	28.8	74.7	127	12.8	213.4	80.3	76.7	125.9	75.3	34.6
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:	92.3	48.1	28.8	74.7	127	12.8	213.4	80.3	76.7	125.9	75.3	34.6
LOS by Move:	F	D	C	E	F	B	F	F	E	F	E	C
HCM2kAvgQ:	5	18	5	25	104	10	19	11	20	13	7	9

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

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

Intersection #9: BOYNTON/WILLIAMS

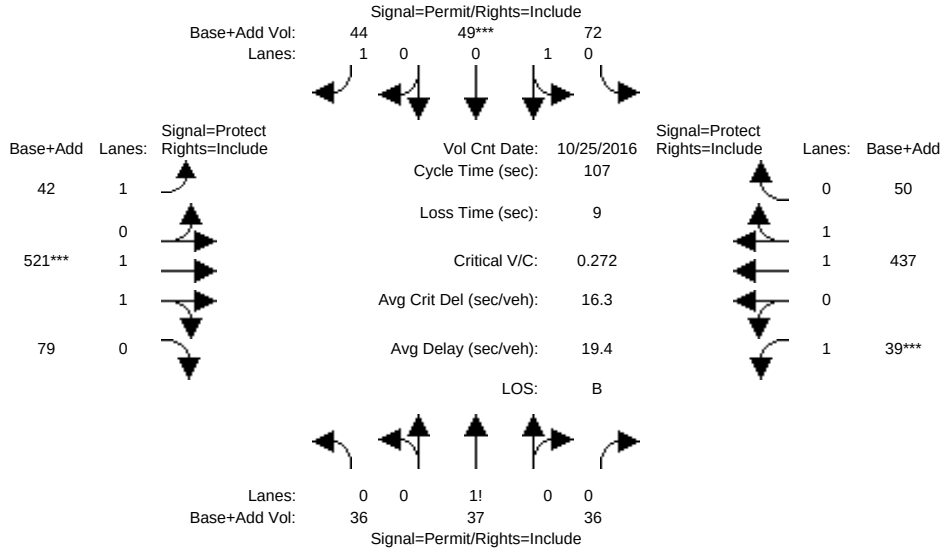


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 4:55-5:55												
Base Vol:	36	37	36	72	49	44	42	521	79	39	437	50
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:	36	37	36	72	49	44	42	521	79	39	437	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	37	36	72	49	44	42	521	79	39	437	50
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:	36	37	36	72	49	44	42	521	79	39	437	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	37	36	72	49	44	42	521	79	39	437	50
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:	36	37	36	72	49	44	42	521	79	39	437	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.32	0.34	0.61	0.39	1.00	1.00	1.72	0.28	1.00	1.78	0.22
Final Sat.:	594	610	594	1076	732	1750	1750	3263	495	1750	3380	387
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.03	0.02	0.16	0.16	0.02	0.13	0.13
Crit Moves:					****			****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.22	0.59	0.59	0.08	0.44	0.44
Volume/Cap:	0.25	0.25	0.25	0.27	0.27	0.10	0.11	0.27	0.27	0.27	0.29	0.29
Uniform Del:	32.4	32.4	32.4	32.6	32.6	31.2	32.9	10.8	10.8	46.1	19.0	19.0
IncremntDel:	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.1	0.1	1.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.6	32.6	32.6	32.9	32.9	31.3	33.0	10.9	10.9	47.1	19.0	19.0
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:	32.6	32.6	32.6	32.9	32.9	31.3	33.0	10.9	10.9	47.1	19.0	19.0
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	3	3	3	3	3	1	1	5	5	1	5	5

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

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

Intersection #9: BOYNTON/WILLIAMS

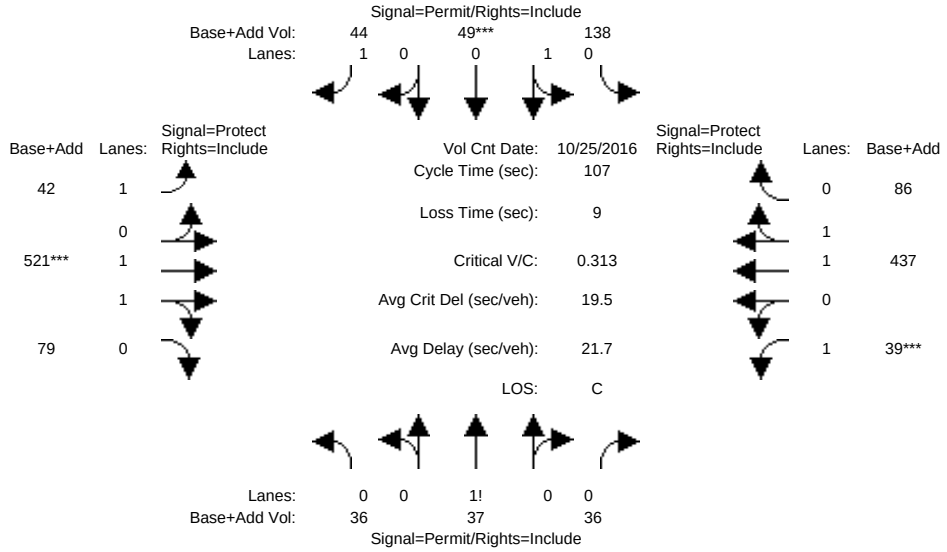


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 4:55-5:55												
Base Vol:	36	37	36	72	49	44	42	521	79	39	437	50
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:	36	37	36	72	49	44	42	521	79	39	437	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	37	36	72	49	44	42	521	79	39	437	50
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:	36	37	36	72	49	44	42	521	79	39	437	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	37	36	72	49	44	42	521	79	39	437	50
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:	36	37	36	72	49	44	42	521	79	39	437	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.32	0.34	0.61	0.39	1.00	1.00	1.72	0.28	1.00	1.78	0.22
Final Sat.:	594	610	594	1076	732	1750	1750	3263	495	1750	3380	387
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.03	0.02	0.16	0.16	0.02	0.13	0.13
Crit Moves:					****			****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.22	0.59	0.59	0.08	0.44	0.44
Volume/Cap:	0.25	0.25	0.25	0.27	0.27	0.10	0.11	0.27	0.27	0.27	0.29	0.29
Uniform Del:	32.4	32.4	32.4	32.6	32.6	31.2	32.9	10.8	10.8	46.1	19.0	19.0
IncremntDel:	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.1	0.1	1.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.6	32.6	32.6	32.9	32.9	31.3	33.0	10.9	10.9	47.1	19.0	19.0
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:	32.6	32.6	32.6	32.9	32.9	31.3	33.0	10.9	10.9	47.1	19.0	19.0
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	3	3	3	3	3	1	1	5	5	1	5	5

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

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

Intersection #9: BOYNTON/WILLIAMS



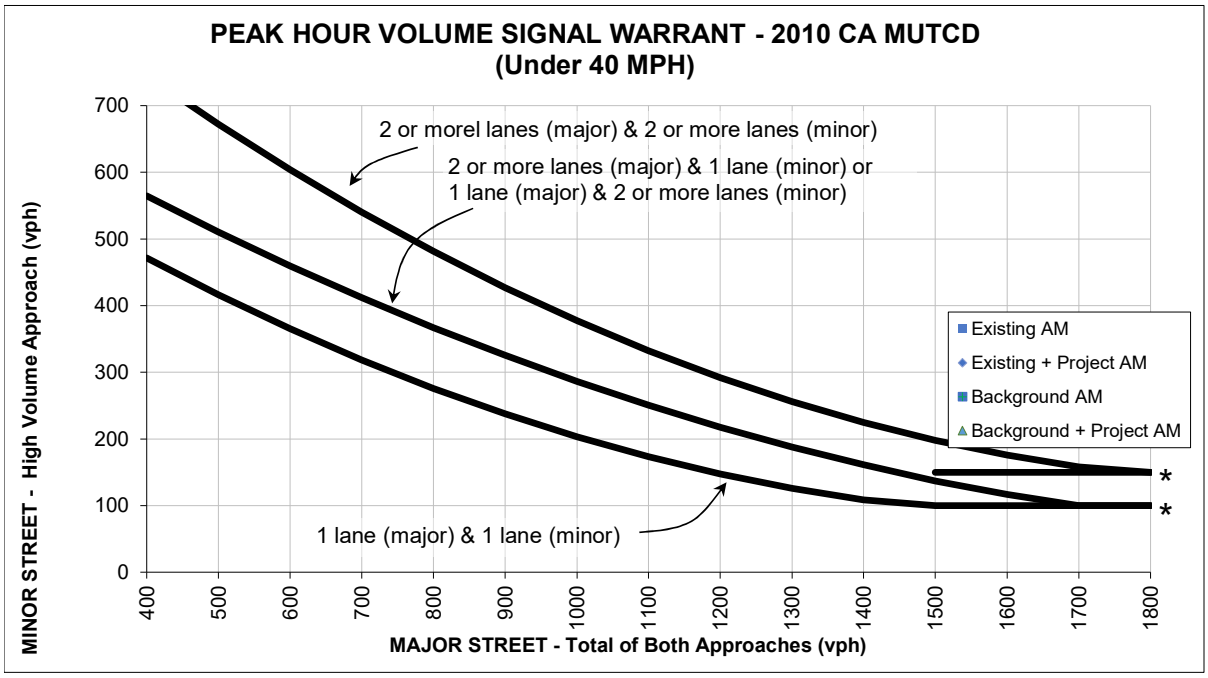
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 4:55-5:55												
Base Vol:	36	37	36	72	49	44	42	521	79	39	437	50
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:	36	37	36	72	49	44	42	521	79	39	437	50
Added Vol:	0	0	0	66	0	0	0	0	0	0	0	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	37	36	138	49	44	42	521	79	39	437	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	37	36	138	49	44	42	521	79	39	437	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	37	36	138	49	44	42	521	79	39	437	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	37	36	138	49	44	42	521	79	39	437	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.32	0.34	0.75	0.25	1.00	1.00	1.72	0.28	1.00	1.65	0.35
Final Sat.:	594	610	594	1319	468	1750	1750	3263	495	1750	3131	616
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.10	0.10	0.03	0.02	0.16	0.16	0.02	0.14	0.14
Crit Moves:					****			****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.19	0.51	0.51	0.07	0.40	0.40
Volume/Cap:	0.18	0.18	0.18	0.31	0.31	0.08	0.13	0.31	0.31	0.31	0.35	0.35
Uniform Del:	25.2	25.2	25.2	26.5	26.5	24.3	36.4	15.3	15.3	47.2	22.7	22.7
IncremntDel:	0.1	0.1	0.1	0.3	0.3	0.1	0.2	0.1	0.1	1.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.4	25.4	25.4	26.8	26.8	24.4	36.5	15.4	15.4	48.6	22.8	22.8
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:	25.4	25.4	25.4	26.8	26.8	24.4	36.5	15.4	15.4	48.6	22.8	22.8
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	C
HCM2kAvgQ:	3	3	3	5	5	1	1	5	5	1	6	6

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

Appendix H

Peak-Hour Signal Warrant Check

Saratoga Avenue & Manzanita Drive

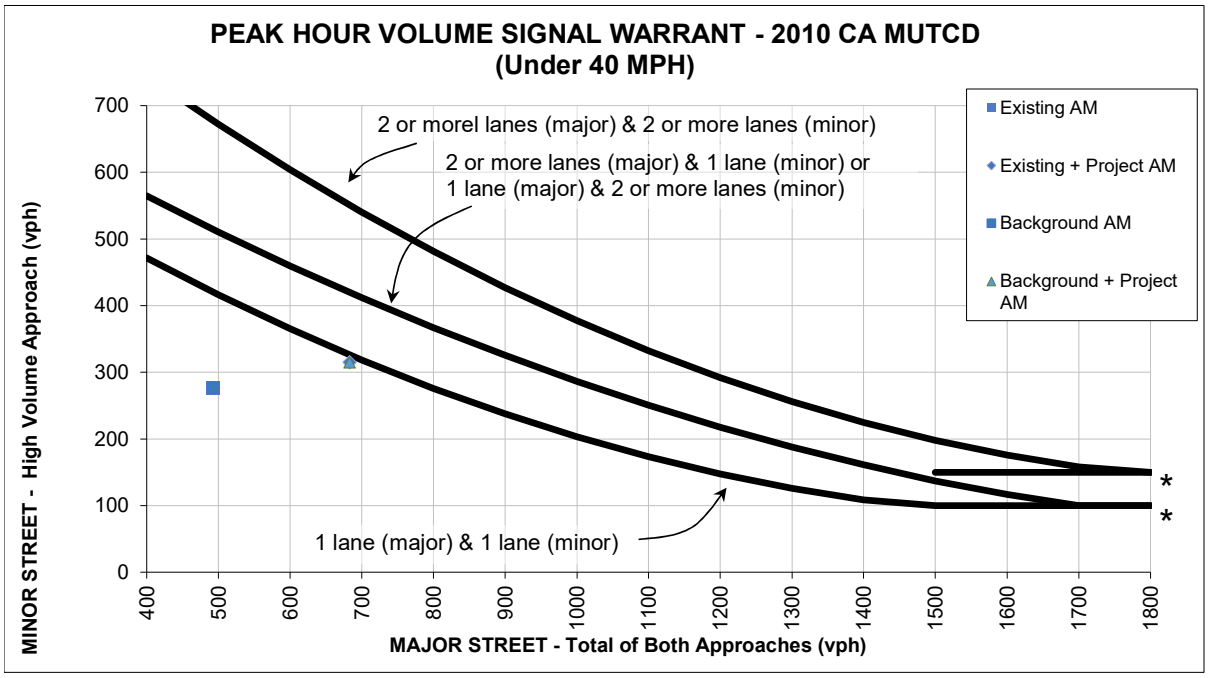


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes		AM Peak Hour Volumes			
		One	2 or More	*Existing AM*	*Existing + Project AM*	*Background AM*	*Background + Project AM*
Major Street - Both Approaches	Saratoga Avenue		x	2277	2349	2277	2349
Minor Street - Highest Approach	Manzanita Drive	x		135	135	135	135
		Warrant Met?		yes	yes	yes	yes

Boynton Avenue & Blackford Avenue

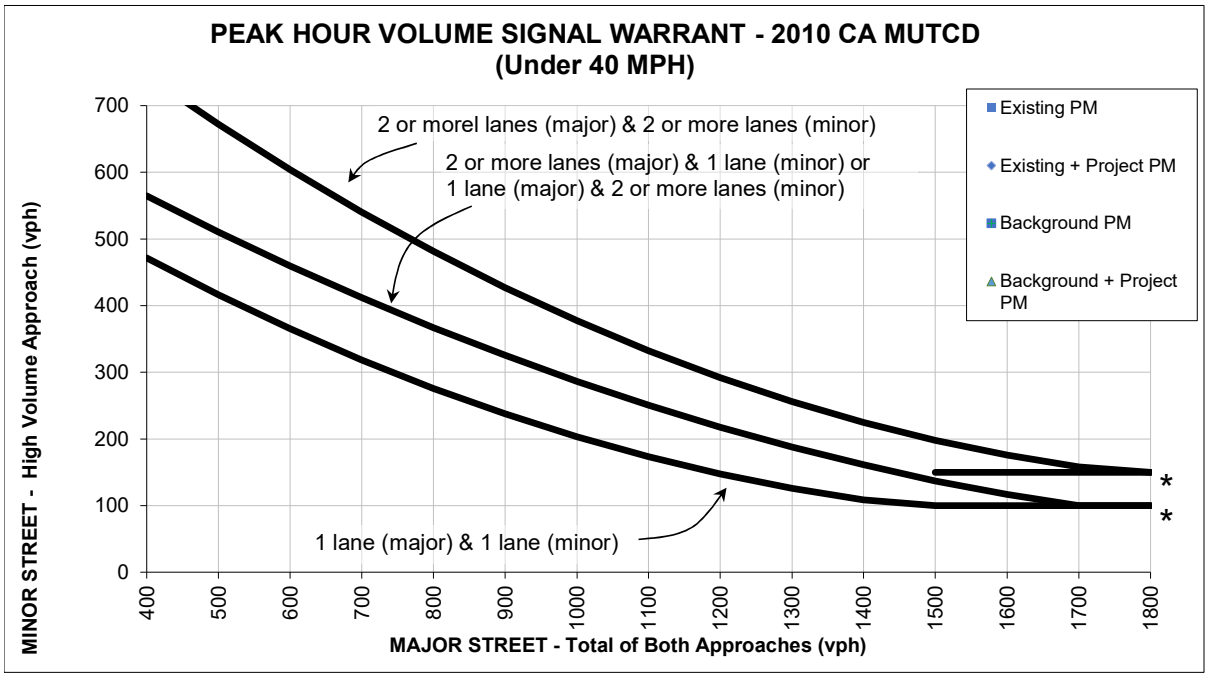


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes		AM Peak Hour Volumes			
		One	2 or More	*Existing AM*	*Existing + Project AM*	*Background AM*	*Background + Project AM*
Major Street - Both Approaches	Boynton Avenue	x		493	683	493	683
Minor Street - Highest Approach	Blackford Avenue	x		277	315	277	315
			Warrant Met?	no	no	no	no

Boynton Avenue & Blackford Avenue

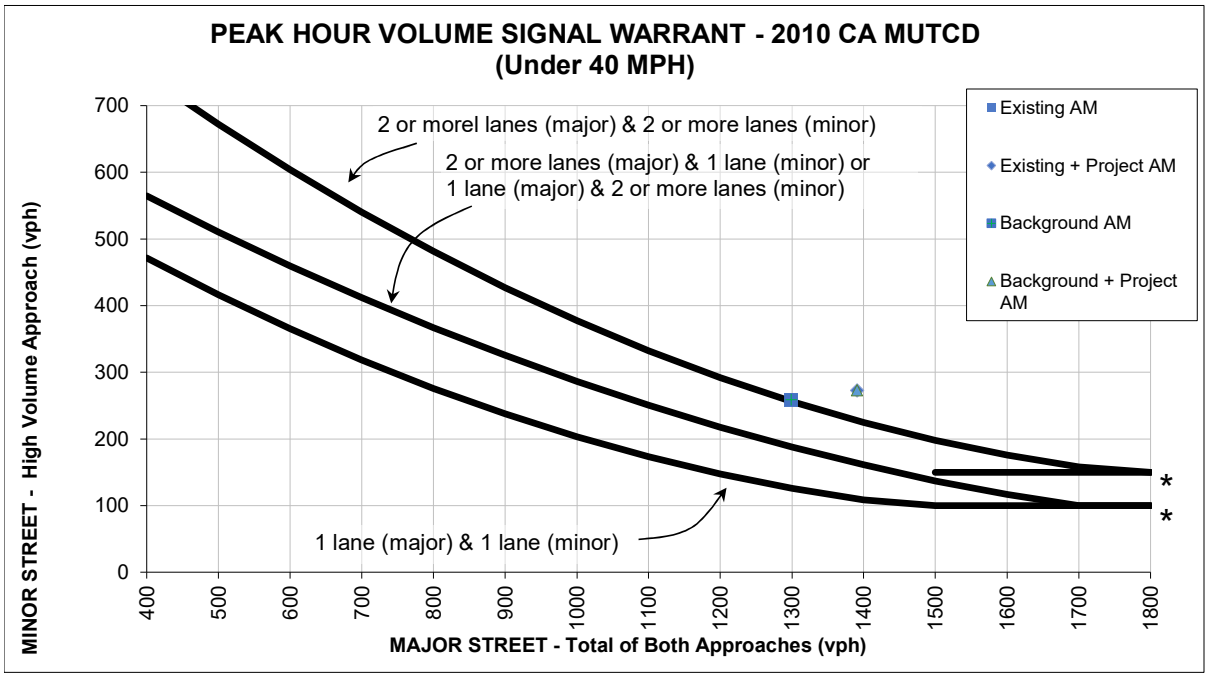


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes: One	Approach Lanes: 2 or More	PM Peak Hour Volumes: Existing PM	Existing + Project PM	Background PM	Background + Project PM
Major Street - Both Approaches	Boynton Avenue	x		342	380	342	380
Minor Street - Highest Approach	Blackford Avenue	x		166	267	166	267
	Warrant Met?			no	no	no	no

Boynton Avenue & Moorpark Avenue

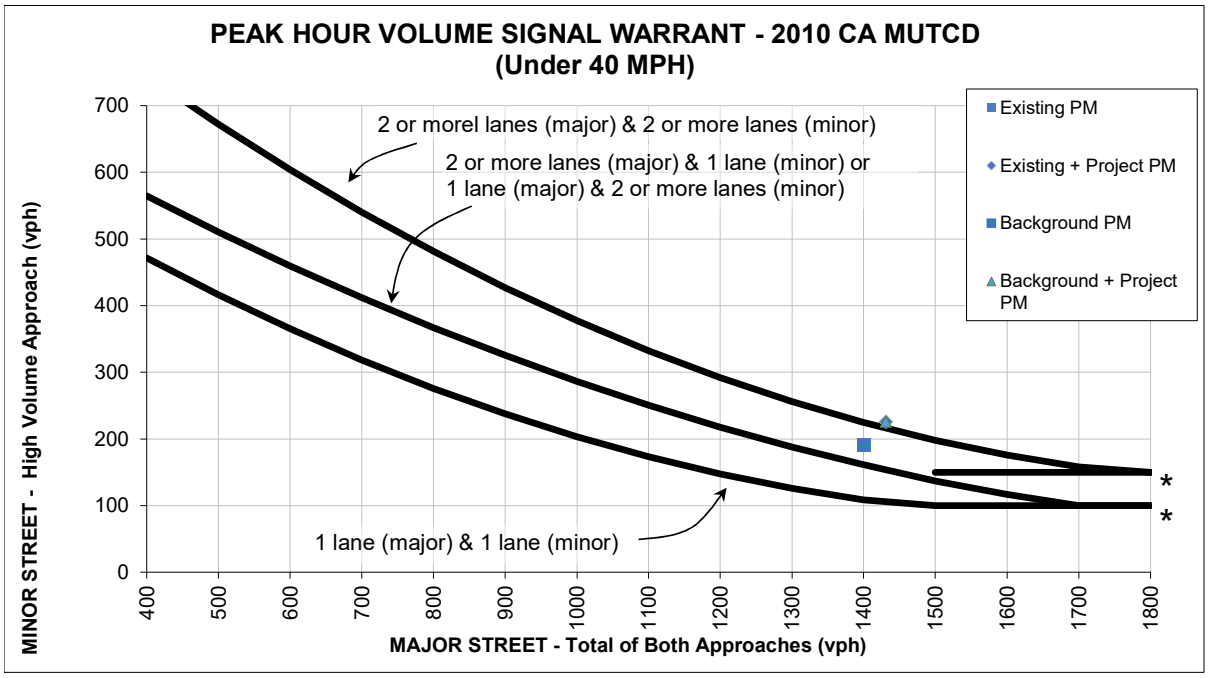


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes: One	Approach Lanes: 2 or More	AM Peak Hour Volumes: Existing AM	Existing + Project AM	Background AM	Background + Project AM
Major Street - Both Approaches	Moorpark Avenue		x	1299	1391	1299	1391
Minor Street - Highest Approach	Boynton Avenue	x		259	273	259	273
		Warrant Met?		yes	yes	yes	yes

Boynton Avenue & Moorpark Avenue

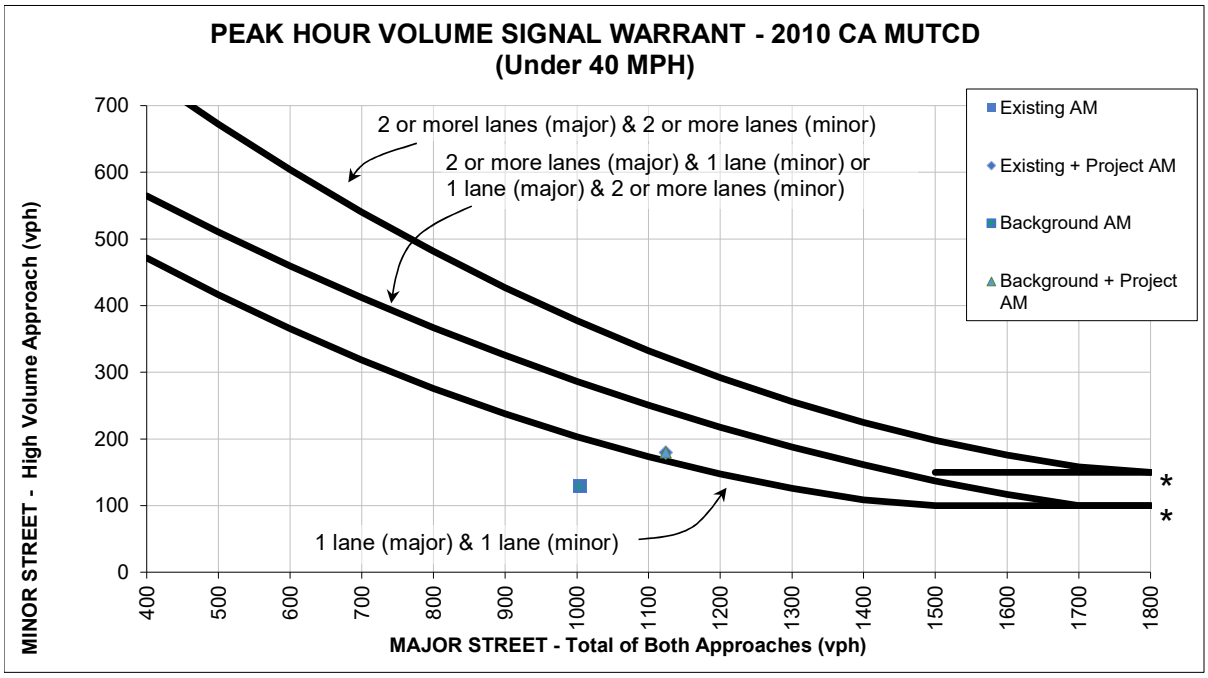


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes		PM Peak Hour Volumes			
		One	2 or More	*Existing PM*	*Existing + Project PM*	*Background PM*	*Background + Project PM*
Major Street - Both Approaches	Moorpark Avenue		x	1400	1431	1400	1431
Minor Street - Highest Approach	Boynton Avenue	x		191	226	191	226
		Warrant Met?		yes	yes	yes	yes

Rebecca Way & Moorpark Avenue

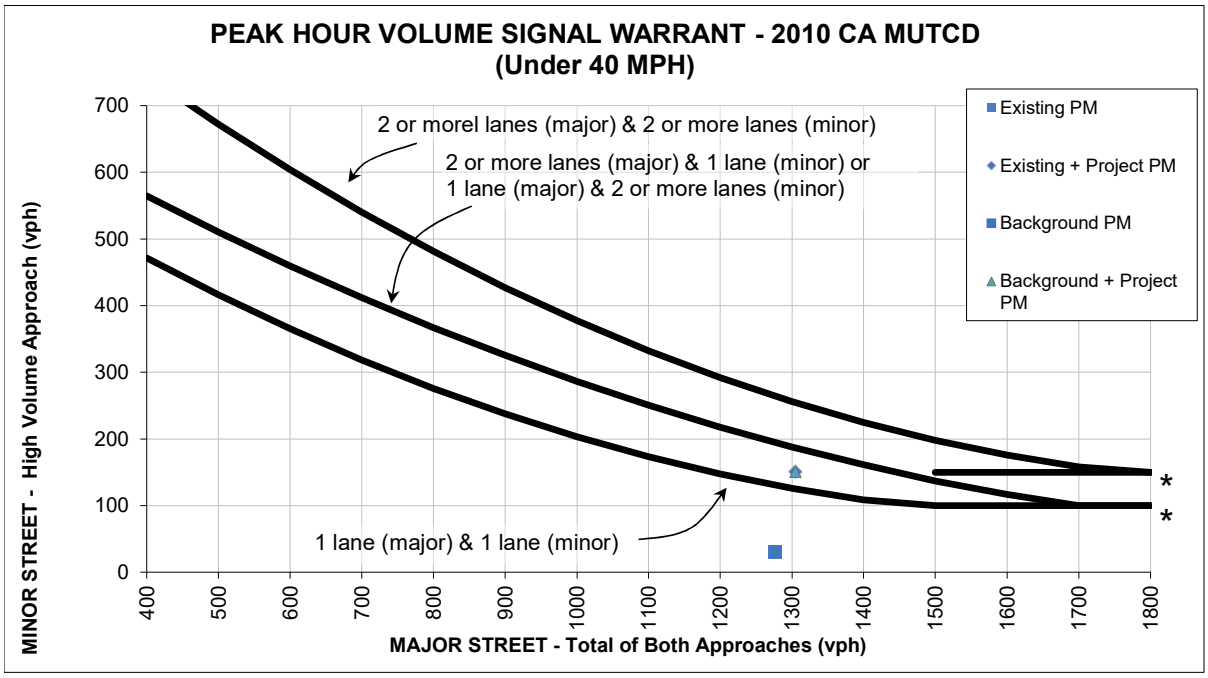


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes		AM Peak Hour Volumes			
		One	2 or More	*Existing AM*	*Existing + Project AM*	*Background AM*	*Background + Project AM*
Major Street - Both Approaches	Moorpark Avenue		x	1004	1124	1004	1124
Minor Street - Highest Approach	Rebecca Way	x		129	180	129	180
		Warrant Met?		no	no	no	no

Rebecca Way & Moorpark Avenue

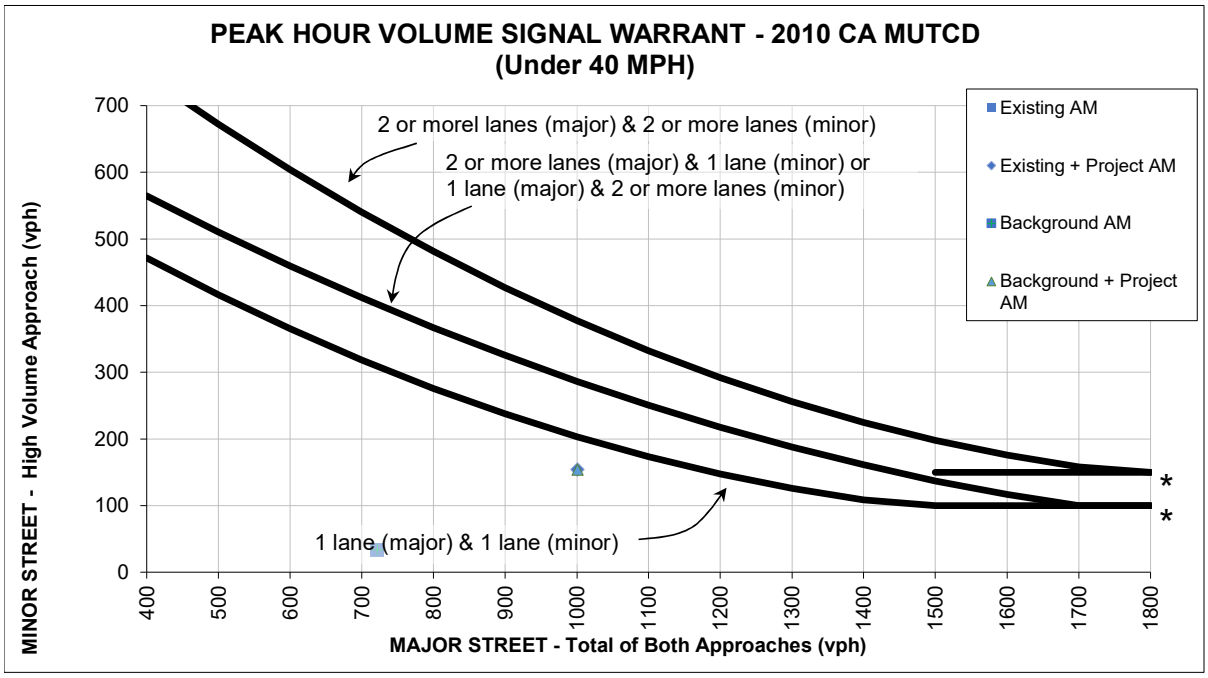


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes		PM Peak Hour Volumes			
		One	2 or More	*Existing PM*	*Existing + Project PM*	*Background PM*	*Background + Project PM*
Major Street - Both Approaches	Moorpark Avenue		x	1277	1305	1277	1305
Minor Street - Highest Approach	Rebecca Way	x		31	151	31	151
		Warrant Met?		no	no	no	no

Rebecca Way & Blackford Avenue

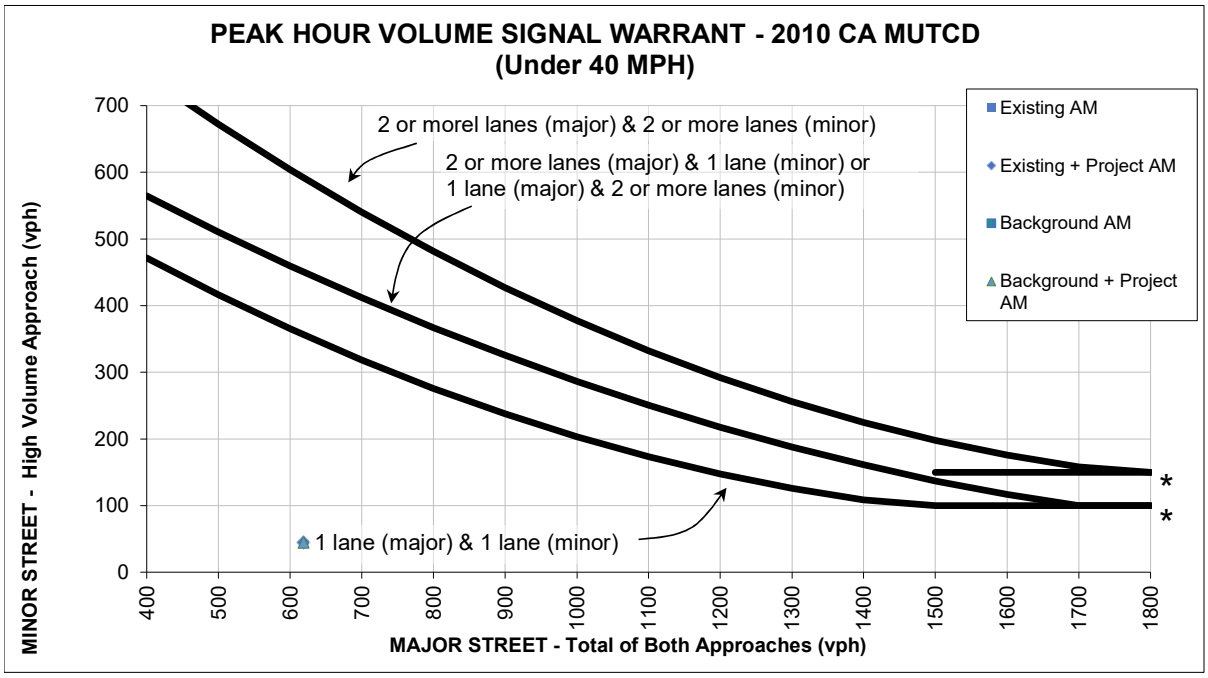


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes: One	Approach Lanes: 2 or More	AM Peak Hour Volumes: Existing AM	Existing + Project AM	Background AM	Background + Project AM
Major Street - Both Approaches	Blackford Avenue	x		722	1001	722	1001
Minor Street - Highest Approach	Rebecca Way	x		34	154	34	154
	Warrant Met?			no	no	no	no

Rebecca Way & Blackford Avenue

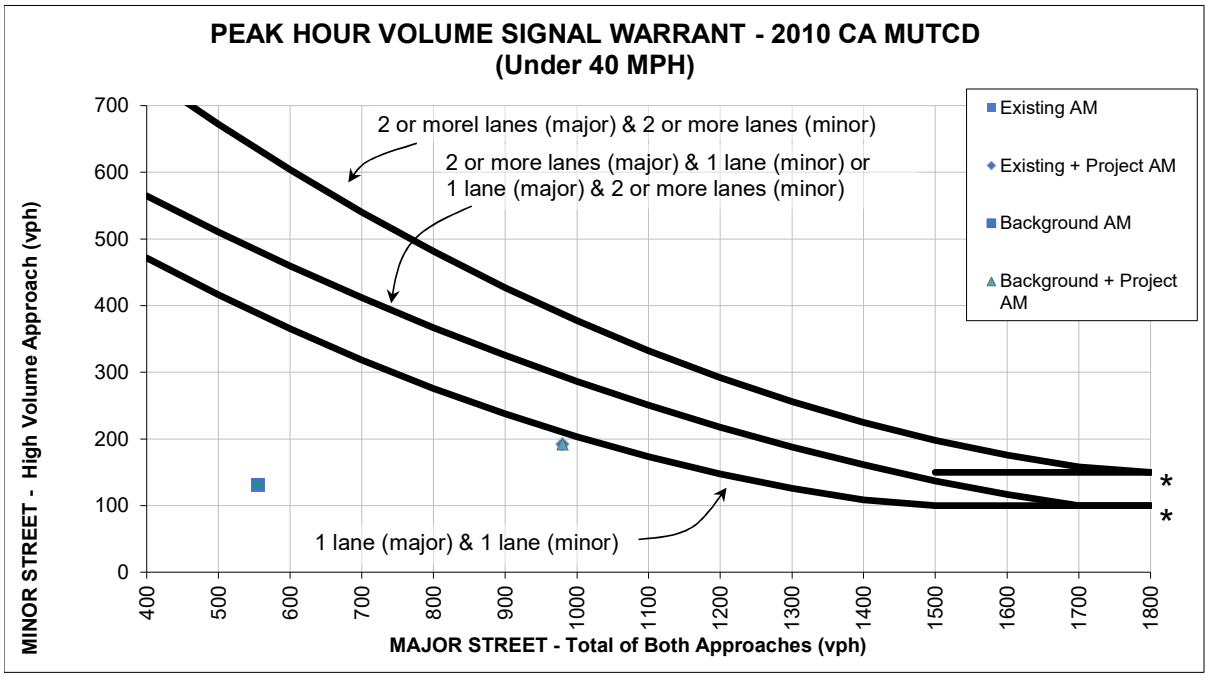


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes		PM Peak Hour Volumes			
		One	2 or More	*Existing AM*	*Existing + Project AM*	*Background AM*	*Background + Project AM*
Major Street - Both Approaches	Blackford Avenue	x		361	619	361	619
Minor Street - Highest Approach	Rebecca Way	x		17	45	17	45
			Warrant Met?	no	no	no	no

Hibiscus Lane & Blackford Avenue



* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes: One	Approach Lanes: 2 or More	AM Peak Hour Volumes: Existing AM	Existing + Project AM	Background AM	Background + Project AM
Major Street - Both Approaches	Blackford Avenue	x		555	980	555	980
Minor Street - Highest Approach	Hibiscus Lane	x		132	192	132	192
		Warrant Met?		no	no	no	no

Appendix I

Roadway Volume and Speed Data

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 1
Blackford Ave E.O Saratoga 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
03/02/23	1	1	4	1	2	0	0	0	0	0	0	0	0	0	9	18-27	5
01:00	1	0	4	1	0	0	0	0	0	0	0	0	0	0	6	19-28	5
02:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6	21-30	6
03:00	2	0	4	1	1	0	0	0	0	0	0	0	0	0	8	19-28	5
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	1	3	2	4	1	0	**1**	0	0	0	0	0	0	12	26-35	6
06:00	1	3	9	8	11	0	0	0	0	0	0	0	0	0	32	25-34	19
07:00	2	9	19	22	15	2	0	1	0	0	0	0	0	0	70	21-30	41
08:00	**13**	**18**	**116**	**107**	**40**	5	0	0	0	0	0	0	0	0	**299**	21-30	223
09:00	2	5	13	34	19	**6**	**1**	0	0	0	0	0	0	0	80	26-35	53
10:00	2	6	24	20	15	2	1	0	0	0	0	0	0	0	70	21-30	44
11:00	5	10	21	33	14	3	0	0	0	0	0	0	0	0	86	21-30	54
12 PM	**16**	12	17	12	4	3	0	0	0	0	0	0	0	0	64	16-25	29
13:00	1	11	35	42	19	2	1	0	0	0	0	0	0	0	111	21-30	77
14:00	4	13	32	44	19	5	1	0	0	0	0	0	0	0	118	21-30	76
15:00	3	9	69	60	32	0	1	0	0	0	0	0	0	0	174	21-30	129
16:00	5	**15**	54	62	31	**7**	**4**	0	0	0	0	0	0	0	178	21-30	116
17:00	2	15	**90**	**78**	**36**	6	0	**1**	0	0	0	0	0	0	**228**	21-30	168
18:00	6	13	43	55	20	3	1	0	**1**	0	0	0	0	0	142	21-30	98
19:00	5	15	46	31	14	2	0	0	0	0	0	0	0	0	113	21-30	77
20:00	3	14	20	24	9	4	1	0	0	0	0	0	0	0	75	21-30	44
21:00	2	3	11	16	8	1	1	0	0	0	0	0	0	0	42	21-30	27
22:00	5	5	10	9	7	0	1	0	0	0	0	0	0	0	37	21-30	19
23:00	2	5	6	8	2	1	0	0	0	0	0	0	0	0	24	21-30	14
Total	83	183	654	673	322	53	13	3	1	0	0	0	0	0	1985		
Percent	4.2%	9.2%	32.9%	33.9%	16.2%	2.7%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	09:00	09:00	05:00							08:00		
Vol.	13	18	116	107	40	6	1	1							299		
PM Peak	12:00	16:00	17:00	17:00	17:00	16:00	16:00	17:00	18:00						17:00		
Vol.	16	15	90	78	36	7	4	1	1						228		
Total	83	183	654	673	322	53	13	3	1	0	0	0	0	0	1985		
Percent	4.2%	9.2%	32.9%	33.9%	16.2%	2.7%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	20 MPH
	50th Percentile :	25 MPH
	85th Percentile :	31 MPH
	95th Percentile :	34 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1327
	Percent in Pace :	66.9%
	Number of Vehicles > 25 MPH :	1065
	Percent of Vehicles > 25 MPH :	53.7%
	Mean Speed(Average) :	26 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 1
Blackford Ave E.O Saratoga 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
03/02/23	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
02:00	0	1	2	2	2	1	0	0	0	0	0	0	0	0	8	26-35	4
03:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
04:00	0	0	2	3	2	2	0	0	0	0	0	0	0	0	9	26-35	5
05:00	0	3	10	7	5	7	**3**	0	0	0	0	0	0	0	35	21-30	17
06:00	2	0	10	25	9	5	0	0	0	0	0	0	0	0	51	21-30	35
07:00	1	9	31	53	**35**	**14**	0	**1**	**1**	0	0	0	0	0	145	26-35	88
08:00	4	13	**44**	**95**	31	10	0	0	0	0	0	0	0	0	**197**	21-30	139
09:00	**5**	11	20	30	20	6	0	1	0	0	0	0	0	0	93	26-35	50
10:00	2	9	21	33	24	8	2	1	0	**1**	0	0	0	0	101	26-35	57
11:00	3	**14**	33	34	18	1	0	0	0	0	0	0	0	0	103	21-30	67
12 PM	**18**	18	23	35	7	4	1	0	0	0	0	0	0	0	106	21-30	58
13:00	2	10	21	26	18	3	**3**	0	0	0	0	0	0	0	83	21-30	47
14:00	3	8	15	36	16	5	1	0	0	0	0	0	0	0	84	26-35	52
15:00	7	9	49	40	25	**7**	0	0	0	0	0	0	0	0	137	21-30	89
16:00	3	14	49	**69**	**38**	6	2	0	0	0	0	0	0	0	181	21-30	118
17:00	2	**33**	**90**	64	15	3	0	0	0	0	0	0	0	0	**207**	21-30	154
18:00	2	10	38	30	10	2	0	0	0	0	0	0	0	0	92	21-30	68
19:00	2	4	23	34	14	1	1	0	0	0	0	0	0	0	79	21-30	57
20:00	1	5	34	30	15	3	0	0	0	0	0	0	0	0	88	21-30	64
21:00	3	6	8	9	6	2	0	0	**1**	0	0	0	0	0	35	21-30	17
22:00	1	2	5	6	4	2	1	0	0	0	0	0	0	0	21	21-30	11
23:00	2	1	2	3	2	1	0	0	0	0	0	0	0	0	11	26-35	5
Total	64	180	533	668	317	93	14	3	2	1	0	0	0	0	1875		
Percent	3.4%	9.6%	28.4%	35.6%	16.9%	5.0%	0.7%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	08:00	08:00	07:00	07:00	05:00	07:00	07:00	10:00					08:00		
Vol.	5	14	44	95	35	14	3	1	1	1					197		
PM Peak	12:00	17:00	17:00	16:00	16:00	15:00	13:00		21:00						17:00		
Vol.	18	33	90	69	38	7	3		1						207		
Total	64	180	533	668	317	93	14	3	2	1	0	0	0	0	1875		
Percent	3.4%	9.6%	28.4%	35.6%	16.9%	5.0%	0.7%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	20 MPH
	50th Percentile :	26 MPH
	85th Percentile :	32 MPH
	95th Percentile :	36 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1201
	Percent in Pace :	64.1%
	Number of Vehicles > 25 MPH :	1098
	Percent of Vehicles > 25 MPH :	58.6%
	Mean Speed(Average) :	26 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 1
Blackford Ave E.O Saratoga Ave

Start Time	02-Mar-23 Thu	EB	WB							Total
12:00 AM		9	2							11
01:00		6	2							8
02:00		6	8							14
03:00		8	5							13
04:00		1	9							10
05:00		12	35							47
06:00		32	51							83
07:00		70	145							215
08:00		**299**	**197**							**496**
09:00		80	93							173
10:00		70	101							171
11:00		86	103							189
12:00 PM		64	106							170
01:00		111	83							194
02:00		118	84							202
03:00		174	137							311
04:00		178	181							359
05:00		**228**	**207**							**435**
06:00		142	92							234
07:00		113	79							192
08:00		75	88							163
09:00		42	35							77
10:00		37	21							58
11:00		24	11							35
Total		1985	1875							3860
Percent		51.4%	48.6%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	299	197	-	-	-	-	-	-	496
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	228	207	-	-	-	-	-	-	435
Grand Total		1985	1875							3860
Percent		51.4%	48.6%							
ADT		ADT 2,958		AADT 2,958						

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 2
Blackford Ave E.O Rebecca Way

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
03/02/23	2	1	0	0	2	0	0	0	0	0	0	0	0	0	5	9-18	2
01:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	26-35	4
02:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
03:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	19-28	2
04:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	25-34	2
05:00	0	1	1	4	3	3	1	**2**	0	0	0	0	0	0	15	25-34	7
06:00	2	2	3	7	8	5	0	0	0	0	0	0	0	0	27	26-35	15
07:00	2	0	9	17	22	4	3	1	0	0	0	0	0	0	58	26-35	39
08:00	1	**9**	**49**	**122**	**60**	**17**	3	0	0	0	0	0	0	0	**261**	26-35	182
09:00	1	1	2	15	26	9	**5**	0	0	0	0	0	0	0	59	26-35	41
10:00	2	1	4	12	18	12	4	0	0	0	0	0	0	0	53	26-35	30
11:00	**3**	9	14	37	22	6	3	1	0	0	0	0	0	0	95	26-35	59
12 PM	0	4	9	21	16	8	4	0	0	0	0	0	0	0	62	26-35	37
13:00	1	3	8	18	13	7	**6**	0	0	0	0	0	0	0	56	26-35	31
14:00	**2**	0	8	23	26	**11**	1	0	0	0	0	0	0	0	71	26-35	49
15:00	1	6	**34**	**82**	26	11	2	**1**	0	0	0	0	0	0	**163**	21-30	116
16:00	2	3	32	56	28	11	0	1	0	0	0	0	0	0	133	21-30	88
17:00	2	**8**	29	66	**36**	3	0	0	0	0	0	0	0	0	144	26-35	102
18:00	0	0	23	37	24	5	1	1	0	0	0	0	0	0	91	24-33	61
19:00	2	5	14	22	10	3	0	1	0	0	0	0	0	0	57	21-30	36
20:00	2	4	13	35	14	5	1	1	0	0	0	0	0	0	75	26-35	49
21:00	0	3	2	3	6	1	0	0	0	0	0	0	0	0	15	26-35	9
22:00	1	4	4	5	2	2	0	1	0	0	0	0	0	0	19	19-28	9
23:00	1	1	2	2	2	0	0	0	0	0	0	0	0	0	8	19-28	4
Total	29	65	262	586	370	124	35	10	0	0	0	0	0	0	1481		
Percent	2.0%	4.4%	17.7%	39.6%	25.0%	8.4%	2.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	08:00	08:00	08:00	09:00	05:00							08:00		
Vol.	3	9	49	122	60	17	5	2							261		
PM Peak	14:00	17:00	15:00	15:00	17:00	14:00	13:00	15:00							15:00		
Vol.	2	8	34	82	36	11	6	1							163		
Total	29	65	262	586	370	124	35	10	0	0	0	0	0	0	1481		
Percent	2.0%	4.4%	17.7%	39.6%	25.0%	8.4%	2.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	22 MPH
50th Percentile :	28 MPH
85th Percentile :	34 MPH
95th Percentile :	38 MPH

Stats	
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	956
Percent in Pace :	64.6%
Number of Vehicles > 25 MPH :	1125
Percent of Vehicles > 25 MPH :	76.0%
Mean Speed(Average) :	29 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 2
Blackford Ave E.O Rebecca Way

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
03/02/23	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
01:00	1	0	1	2	1	0	0	0	0	0	0	0	0	0	5	26-35	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
05:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4	19-28	2
06:00	2	4	2	4	3	2	0	**1**	0	0	0	0	0	0	18	24-33	7
07:00	1	**5**	10	49	29	6	**3**	0	0	0	0	0	0	0	103	26-35	78
08:00	1	3	**79**	**136**	**58**	**17**	2	0	0	0	0	0	0	0	**296**	21-30	215
09:00	**4**	0	14	38	22	6	0	0	0	0	0	0	0	0	84	26-35	60
10:00	0	3	14	12	11	11	1	0	0	0	0	0	0	0	52	21-30	26
11:00	3	1	7	24	9	2	0	0	0	0	0	0	0	0	46	25-34	33
12 PM	1	0	11	19	19	4	**4**	0	0	0	0	0	0	0	58	26-35	38
13:00	3	1	9	23	8	8	2	**1**	0	0	0	0	0	0	55	21-30	32
14:00	**5**	4	12	14	25	8	0	0	0	0	0	0	0	0	68	26-35	39
15:00	2	5	29	50	**33**	8	0	0	0	0	0	0	0	0	127	26-35	83
16:00	3	4	18	55	31	**9**	2	0	0	0	0	0	0	0	122	26-35	86
17:00	4	**7**	**45**	**84**	21	5	0	0	0	0	0	0	0	0	**166**	21-30	129
18:00	0	2	32	40	24	5	2	0	0	0	0	0	0	0	105	21-30	72
19:00	1	6	13	19	16	2	0	0	0	0	0	0	0	0	57	26-35	35
20:00	1	3	17	14	10	1	0	0	0	0	0	0	0	0	46	21-30	31
21:00	1	3	6	9	6	0	0	1	0	0	0	0	0	0	26	21-30	15
22:00	1	0	3	10	4	3	0	0	0	0	0	0	0	0	21	26-35	14
23:00	1	1	2	4	4	0	0	0	0	0	0	0	0	0	12	25-34	8
Total	38	53	327	608	335	97	16	3	0	0	0	0	0	0	1477		
Percent	2.6%	3.6%	22.1%	41.2%	22.7%	6.6%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	08:00	08:00	08:00	08:00	07:00	06:00							08:00		
Vol.	4	5	79	136	58	17	3	1							296		
PM Peak	14:00	17:00	17:00	17:00	15:00	16:00	12:00	13:00							17:00		
Vol.	5	7	45	84	33	9	4	1							166		
Total	38	53	327	608	335	97	16	3	0	0	0	0	0	0	1477		
Percent	2.6%	3.6%	22.1%	41.2%	22.7%	6.6%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	21 MPH
	50th Percentile :	27 MPH
	85th Percentile :	33 MPH
	95th Percentile :	37 MPH
Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	943
	Percent in Pace :	63.8%
	Number of Vehicles > 25 MPH :	1059
	Percent of Vehicles > 25 MPH :	71.7%
	Mean Speed(Average) :	28 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 2
Blackford Ave E.O Rebecca Way

Start Time	02-Mar-23 Thu	EB	WB							Total
12:00 AM		5	3							8
01:00		5	5							10
02:00		3	1							4
03:00		3	0							3
04:00		3	2							5
05:00		15	4							19
06:00		27	18							45
07:00		58	103							161
08:00		**261**	**296**							**557**
09:00		59	84							143
10:00		53	52							105
11:00		95	46							141
12:00 PM		62	58							120
01:00		56	55							111
02:00		71	68							139
03:00		**163**	127							290
04:00		133	122							255
05:00		144	**166**							**310**
06:00		91	105							196
07:00		57	57							114
08:00		75	46							121
09:00		15	26							41
10:00		19	21							40
11:00		8	12							20
Total		1481	1477							2958
Percent		50.1%	49.9%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	261	296	-	-	-	-	-	-	557
PM Peak	-	15:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	163	166	-	-	-	-	-	-	310
Grand Total		1481	1477							2958
Percent		50.1%	49.9%							
ADT		ADT 2,958		AADT 2,958						

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 3
Rebecca Way N.O Blackford Ave

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
03/02/23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
06:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
07:00	3	9	0	0	0	0	0	0	0	0	0	0	0	0	12	11-20	10
08:00	**20**	**133**	**44**	**1**	0	0	0	0	0	0	0	0	0	0	**198**	16-25	177
09:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20	6
10:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	2
11:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7	9-18	4
12 PM	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10	16-25	9
13:00	**6**	9	1	0	0	0	0	0	0	0	0	0	0	0	16	11-20	11
14:00	2	5	2	0	0	0	0	0	0	0	0	0	0	0	9	16-25	7
15:00	3	24	**10**	0	0	0	0	0	0	0	0	0	0	0	**37**	16-25	34
16:00	6	**25**	2	0	0	0	0	0	0	0	0	0	0	0	33	11-20	27
17:00	5	18	4	0	0	0	0	0	0	0	0	0	0	0	27	15-24	22
18:00	1	8	3	0	0	0	0	0	0	0	0	0	0	0	12	16-25	11
19:00	2	7	1	0	0	0	0	0	0	0	0	0	0	0	10	11-20	8
20:00	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20	7
21:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
22:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
Total	70	268	74	1	0	0	0	0	0	0	0	0	0	0	413		
Percent	16.9%	64.9%	17.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00											08:00		
Vol.	20	133	44	1											198		
PM Peak	13:00	16:00	15:00												15:00		
Vol.	6	25	10												37		
Total	70	268	74	1	0	0	0	0	0	0	0	0	0	0	413		
Percent	16.9%	64.9%	17.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	13 MPH
	50th Percentile :	17 MPH
	85th Percentile :	20 MPH
	95th Percentile :	23 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	342
	Percent in Pace :	82.8%
	Number of Vehicles > 25 MPH :	1
	Percent of Vehicles > 25 MPH :	0.2%
	Mean Speed(Average) :	17 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 3
Rebecca Way N.O Blackford Ave

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
03/02/23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
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	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
07:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9	11-20	6
08:00	**9**	**23**	**8**	0	0	0	0	0	0	0	0	0	0	0	**40**	16-25	31
09:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7	15-24	6
10:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	5
11:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8	11-20	6
12 PM	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9-18	3
13:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	14-23	5
14:00	3	8	0	0	0	0	0	0	0	0	0	0	0	0	11	11-20	9
15:00	2	6	3	**1**	0	0	0	0	0	0	0	0	0	0	12	15-24	9
16:00	**5**	**9**	**5**	0	0	0	0	0	0	0	0	0	0	0	**19**	16-25	14
17:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10	15-24	10
18:00	4	5	3	0	0	0	0	0	0	0	0	0	0	0	12	15-24	8
19:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7	16-25	3
20:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
21:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
22:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
23:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1-10	3
Total	56	99	27	1	0	0	0	0	0	0	0	0	0	0	183		
Percent	30.6%	54.1%	14.8%	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	08:00	08:00												08:00		
Vol.	9	23	8												40		
PM Peak	16:00	16:00	16:00	15:00											16:00		
Vol.	5	9	5	1											19		
Total	56	99	27	1	0	0	0	0	0	0	0	0	0	0	183		
Percent	30.6%	54.1%	14.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	7 MPH
	50th Percentile :	16 MPH
	85th Percentile :	20 MPH
	95th Percentile :	23 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	126
	Percent in Pace :	68.9%
	Number of Vehicles > 25 MPH :	1
	Percent of Vehicles > 25 MPH :	0.5%
	Mean Speed(Average) :	16 MPH

All Traffic Data Services, LLC

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Site Code: 3
Rebecca Way N.O Blackford Ave

Start Time	02-Mar-23 Thu	NB	SB							Total
12:00 AM		1	1							2
01:00		2	2							4
02:00		0	3							3
03:00		1	2							3
04:00		1	0							1
05:00		2	2							4
06:00		3	4							7
07:00		12	9							21
08:00		**198**	**40**							**238**
09:00		9	7							16
10:00		5	6							11
11:00		7	8							15
12:00 PM		10	5							15
01:00		16	5							21
02:00		9	11							20
03:00		**37**	12							49
04:00		33	**19**							**52**
05:00		27	10							37
06:00		12	12							24
07:00		10	7							17
08:00		9	4							13
09:00		3	5							8
10:00		4	4							8
11:00		2	5							7
Total		413	183							596
Percent		69.3%	30.7%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	198	40	-	-	-	-	-	-	238
PM Peak	-	15:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	37	19	-	-	-	-	-	-	52
Grand Total		413	183							596
Percent		69.3%	30.7%							
ADT		ADT 596		AADT 596						

All Traffic Data Services, LLC

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Site Code: 4
Hibiscus Ln S.O Blackford Ave

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
03/02/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	14-23	5
06:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6	14-23	3
07:00	11	31	7	0	0	0	0	0	0	0	0	0	0	0	49	16-25	38
08:00	**29**	**110**	**27**	**2**	0	0	0	0	0	0	0	0	0	0	**168**	16-25	137
09:00	5	24	9	0	0	0	0	0	0	0	0	0	0	0	38	16-25	33
10:00	7	18	5	0	0	0	0	0	0	0	0	0	0	0	30	16-25	23
11:00	3	7	5	0	0	0	0	0	0	0	0	0	0	0	15	16-25	12
12 PM	3	14	3	0	0	0	0	0	0	0	0	0	0	0	20	15-24	17
13:00	5	24	6	0	0	0	0	0	0	0	0	0	0	0	35	16-25	30
14:00	5	32	7	0	0	0	0	0	0	0	0	0	0	0	44	16-25	39
15:00	11	43	**18**	0	0	0	0	0	0	0	0	0	0	0	72	16-25	61
16:00	2	41	14	**1**	0	0	0	0	0	0	0	0	0	0	58	16-25	55
17:00	**24**	**46**	14	0	0	0	0	0	0	0	0	0	0	0	**84**	16-25	60
18:00	8	22	3	0	0	0	0	0	0	0	0	0	0	0	33	16-25	25
19:00	3	23	0	0	0	0	0	0	0	0	0	0	0	0	26	11-20	24
20:00	2	6	3	0	0	0	0	0	0	0	0	0	0	0	11	15-24	9
21:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	10	11-20	6
22:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
23:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5	11-20	4
Total	131	457	125	3	0	0	0	0	0	0	0	0	0	0	716		
Percent	18.3%	63.8%	17.5%	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	08:00	08:00	08:00											08:00		
Vol.	29	110	27	2											168		
PM Peak	17:00	17:00	15:00	16:00											17:00		
Vol.	24	46	18	1											84		
Total	131	457	125	3	0	0	0	0	0	0	0	0	0	0	716		
Percent	18.3%	63.8%	17.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	12 MPH
	50th Percentile :	17 MPH
	85th Percentile :	20 MPH
	95th Percentile :	23 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	582
	Percent in Pace :	81.3%
	Number of Vehicles > 25 MPH :	3
	Percent of Vehicles > 25 MPH :	0.4%
	Mean Speed(Average) :	17 MPH

All Traffic Data Services, LLC

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Site Code: 4
Hibiscus Ln S.O Blackford Ave

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
03/02/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	3	6	2	0	0	0	0	0	0	0	0	0	0	0	11	16-25	8
07:00	3	39	14	0	0	0	0	0	0	0	0	0	0	0	56	16-25	53
08:00	**21**	**51**	**39**	1	0	0	0	0	0	0	0	0	0	0	**112**	16-25	90
09:00	0	4	12	**4**	0	0	0	0	0	0	0	0	0	0	20	21-30	16
10:00	4	12	3	0	0	0	0	0	0	0	0	0	0	0	19	16-25	15
11:00	2	16	3	0	0	0	0	0	0	0	0	0	0	0	21	15-24	19
12 PM	2	8	9	0	0	0	0	0	0	0	0	0	0	0	19	16-25	17
13:00	2	15	11	0	0	0	0	0	0	0	0	0	0	0	28	16-25	26
14:00	9	22	13	0	0	0	0	0	0	0	0	0	0	0	44	16-25	35
15:00	5	21	**20**	1	0	0	0	0	0	0	0	0	0	0	47	16-25	41
16:00	6	15	17	**2**	0	0	0	0	0	0	0	0	0	0	40	16-25	32
17:00	**17**	**47**	15	0	0	0	0	0	0	0	0	0	0	0	**79**	16-25	62
18:00	3	13	6	1	0	0	0	0	0	0	0	0	0	0	23	16-25	19
19:00	5	16	0	0	0	0	0	0	0	0	0	0	0	0	21	11-20	18
20:00	5	9	0	0	0	0	0	0	0	0	0	0	0	0	14	11-20	11
21:00	4	5	1	0	0	0	0	0	0	0	0	0	0	0	10	15-24	6
22:00	2	1	4	0	0	0	0	0	0	0	0	0	0	0	7	16-25	5
23:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	10	16-25	5
Total	102	303	171	9	0	0	0	0	0	0	0	0	0	0	585		
Percent	17.4%	51.8%	29.2%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	09:00											08:00		
Vol.	21	51	39	4											112		
PM Peak	17:00	17:00	15:00	16:00											17:00		
Vol.	17	47	20	2											79		
Total	102	303	171	9	0	0	0	0	0	0	0	0	0	0	585		
Percent	17.4%	51.8%	29.2%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	12 MPH
	50th Percentile :	18 MPH
	85th Percentile :	22 MPH
	95th Percentile :	24 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	474
	Percent in Pace :	81.0%
	Number of Vehicles > 25 MPH :	9
	Percent of Vehicles > 25 MPH :	1.5%
	Mean Speed(Average) :	18 MPH

All Traffic Data Services, LLC

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Site Code: 4
Hibiscus Ln S.O Blackford Ave

Start Time	02-Mar-23 Thu	NB	SB							Total
12:00 AM		0	0							0
01:00		0	1							1
02:00		0	0							0
03:00		1	2							3
04:00		2	0							2
05:00		5	1							6
06:00		6	11							17
07:00		49	56							105
08:00		**168**	**112**							**280**
09:00		38	20							58
10:00		30	19							49
11:00		15	21							36
12:00 PM		20	19							39
01:00		35	28							63
02:00		44	44							88
03:00		72	47							119
04:00		58	40							98
05:00		**84**	**79**							**163**
06:00		33	23							56
07:00		26	21							47
08:00		11	14							25
09:00		10	10							20
10:00		4	7							11
11:00		5	10							15
Total		716	585							1301
Percent		55.0%	45.0%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	168	112	-	-	-	-	-	-	280
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	84	79	-	-	-	-	-	-	163
Grand Total		716	585							1301
Percent		55.0%	45.0%							
ADT		ADT 1,301		AADT 1,301						