2040 General Plan

Revised Sections of Draft Environmental Impact Report

prepared by

Town of Los Gatos
Planning Division, Department of Community Development
110 East Main Street
Los Gatos, California 95030
Contact: Jennifer Armer, Senior Planner

prepared with the assistance of

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November 2021

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Environmental Scientists | Planners | Engineers
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1. Summary of Los Gatos General Plan Recirculated Sections

1.1 Background

In accordance with Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5, the Town of Los Gatos (Town) has elected to recirculate portions of the Town of Los Gatos 2040 General Plan Update Draft Environmental Impact Report (Draft EIR).

The California Environmental Quality Act (CEQA) requires a lead agency to issue new notice and to recirculate a revised EIR, or portions thereof, for additional commentary and consultation if, subsequent to the commencement of public review and interagency consultation but prior to final EIR certification, the lead agency adds "significant new information" to an EIR (see Pub. Resources Code, Section 21092.1; CEQA Guidelines, Section 15088.5; *Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California* (1993) 6 Cal.4th 1112 (*Laurel Heights II*)). CEQA Guidelines Section 15088.5 provides four examples of disclosure which constitute "significant new information" for purposes of requiring recirculation of a revised EIR:

> (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
>
> (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
>
> (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or
>
> (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The revised environmental document must be subjected to the same "critical evaluation that occurs in the draft stage," so that the public is not denied "an opportunity to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom." (*Sutter Sensible Planning, Inc. v. Board of Supervisors* (1981) 122 Cal.App.3d 813, 822; see also *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 131).

Recirculation of an EIR requires notice pursuant to CEQA Guidelines Section 15087, and consultation pursuant to Section 15086 (see CEQA Guidelines, Section 15088.5, subd. (d)). Where an agency determines that recirculation is required, the agency can satisfy its obligation by reissuing only the revised part or parts of the EIR, rather than a whole new document. "If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified" (see CEQA Guidelines, Section 15088.5, subd. (c)).

1.2 Summary of Revisions to the Draft EIR

The CEQA Guidelines state that "[w]hen recirculating a revised EIR, either in whole or in part, the lead agency shall, in the revised EIR or by an attachment to the revised EIR, summarize the revisions made to the previously circulated draft EIR" (see CEQA Guidelines, Section 15088.5, subd. (g)).

1.2.1 Revised Transportation Analysis

The Town has decided to recirculate Section 4.15 (Transportation) of the Draft EIR. This decision was made based in part on input from members of the public during the public comment period on the Draft EIR and in part based on the fact that, after completion of the Draft EIR, the Town determined that the Transportation Analysis included as Appendix C to the Draft EIR identified a significant and unavoidable impact that was identified as less than significant in the Draft EIR Section 4.15. Specifically, Impact T-1 in Section 4.15 of the Draft EIR, pertaining to conflicts with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, was identified as a less-than-significant impact requiring no mitigation. The Transportation Analysis prepared for the project and included as Appendix C to the Draft EIR identified a potentially significant and unavoidable impact related to conflicts with transit operations. Accordingly, Impact T-1 of the Draft EIR has been revised to identify the potential impact as significant and unavoidable, consistent with the Transportation Analysis included as Appendix C to the Draft EIR.

Section 4.15 of the Draft EIR has also been revised to evaluate vehicle miles traveled (VMT) using an additional threshold of significance. Section 4.15 of the Draft EIR, when initially circulated, already identified significant and unavoidable impacts related to VMT. The recirculated Section 4.15 does not increase the severity of VMT impacts, but incorporates an additional significance threshold. This impact is identified as Impact T-4 in the recirculated Section 4.15.

This Partially Recirculated Draft EIR also includes minor clarifications and revisions to Section 4.15, Transportation, of the Draft EIR that do not require recirculation pursuant to CEQA Guidelines Section 15088.5. However, because the Town is recirculating Section 4.15 in its entirety, the Town has used this opportunity to include clarifications and minor revisions in the text. For example, text on page 4.15-18 of the Draft EIR has been revised to specifically list the vehicle miles traveled (VMT) significance thresholds adopted by the Town and used for the analysis in the Draft EIR.

Because this Partially Recirculated Draft EIR is Section 4.15, Transportation, and Section 4.15 relies largely on the Transportation Analysis that is included as Appendix C to the Draft EIR, the Transportation Analysis is also being recirculated. Minor revisions to the Transportation Analysis have been completed. However, these revisions do not identify new significant impacts or other conditions warranting recirculation of an EIR pursuant to CEQA Guidelines Section 15088.5. Revisions to the Transportation Analysis include updating the potential intersection improvements, removing the "DRAFT" watermark that appeared on pages of the Transportation Analysis, and including the appendices to the Transportation Analysis in their entirety.

1.2.2 Revised Executive Summary

The Town has decided to recirculate the Executive Summary of the Draft EIR. The Executive Summary requires recirculation because it includes Table ES-1, which lists each impact identified in the Draft EIR, including Impact T-1 and Impact T-4. As described above in Section 1.2.1, Impact T-1 is revised and

changed from a less-than-significant impact to an impact that is significant and unavoidable. Accordingly, the Executive Summary must also be revised to reflect this new significant and unavoidable determination for Impact T-1. There have been minor edits to text within impacts T-2, T-3, and T-4, which also appear in the recirculated Executive Summary.

1.3 Partially Recirculated Revised Draft EIR Process

When a lead agency chooses to recirculate only "portions" of a draft EIR, the lead agency may require commenters to limit their new comments to the new material in the recirculated portions of the prior document and preclude the commenters from commenting anew on topics or text not subject to a partial recirculation. CEQA Guidelines section 15088.5, subdivision (f)(2), provides: "When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR." Please note that while State law and CEQA Guidelines allow, in certain circumstance, for a limited public comment, the Town is choosing to afford the public the ability to comment on all aspects of the Draft EIR, not limited to the recirculated items.

In addition to this Partially Recirculated Draft EIR, the Town is also posting a revised Notice of Availability of the Draft EIR. Posting of the Notice of Availability initiates a minimum 45-day comment period for the public to provide comments on the entire Draft EIR, as opposed to comments being limited solely to the Partially Recirculated Draft EIR.

Following the close of the comment period, the Town will prepare a Final EIR. The Final EIR will include all comments received in writing during both comment periods (the original comment period and the comment period for the Partially Recirculated Draft EIR) along with responses to all of these comments. In other words, the Final EIR for the project will contain detailed responses to all comments made on the original Draft EIR and the Partially Recirculated Draft EIR.

In its consideration of the proposed 2040 General Plan Update and its EIR, the Town Council will need to make written findings based on the facts documenting all significant effects and adopted mitigation measures. In the findings of fact, the Council may, if it so chooses, reject mitigation measures and/or alternatives, and provide a written explanation of its reasons for doing so (see Pub. Resources Code, Section 21081, subd. (a); CEQA Guidelines, Section 15091, subd. (a)). If the Council chooses to approve the proposed General Plan that would result in unavoidable significant impacts, the Council is required to adopt a statement of overriding considerations, which must explain the benefits of the General Plan that, on balance, have caused the Council to choose to accept a significant adverse environmental impact.

Executive Summary (Revised)

The Revised Executive Summary section summarizes the characteristics of the 2040 General Plan, as well as the 2040 General Plan's environmental impacts and recommended mitigation measures.

Project Synopsis

Project Applicant

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Project Location

Los Gatos is in Santa Clara County, south of the San Francisco Bay. The Town is bounded by Campbell on the north, Saratoga and Monte Sereno on the west, San Jose on the east, and unincorporated land on the south. There are several unincorporated islands located throughout the Town. The Town's incorporated area covers 11.46 square miles. Its Urban Service Area, which includes both incorporated and unincorporated areas, is 11.44 square miles. The Town's SOI is 18.26 square miles. The Planning Area for the 2040 General Plan is all land area within the Town's SOI, and therefore also serves as the "General Plan Area" for the purposes of this EIR.

Project Description

The 2040 General Plan is a comprehensive update of the Town's 2020 General Plan and establishes the community's vision for future development of the Town over the next 20 years. As part of the general plan process, the 2040 General Plan has been reorganized and reformatted, with updated goals and policies that reflect the community's vision of Los Gatos. The Town's General Plan Land Use Map has also been updated to reflect the community's vision and three themes that thread through the 2040 General Plan: growth management, sustainability and resiliency, and community health and well-being.

State law (Government Code Sections 65300 through 65303.4) sets forth the requirement for each municipality to adopt and periodically update its General Plan, and sets the requirement that a General Plan include the following eight mandatory subject areas, or "elements": Land Use, Circulation, Housing, Open Space, Conservation, Noise, Safety, and Environmental Justice. State law

also allows for optional elements that can be organized or combined at the Town's discretion. As described below, the 2040 General Plan has been organized into the following eight updated elements: Community Design; Environment and Sustainability; Hazards and Safety; Land Use; Mobility; Open Space, Parks, and Recreation; Public Facilities, Services, and Infrastructure; and Racial, Social, and Environmental Justice Element. Together, these elements cover all topics required to be included in a General Plan under State law, as described above. Each element describes the existing conditions and context for its related topic areas, followed by goals, policies, and implementation programs to guide the Town's management and development through 2040.

The 2040 General Plan would emphasize infill and reuse development within the Town limits with a focus on increasing opportunities for housing development in key areas of the Town through increased density and mixed-use projects where appropriate. New development would occur primarily where existing roads, water, and sewer are in place and in a manner that would minimize the impact of development on existing infrastructure and services.

The 2040 General Plan also provides the policy framework to guide future development toward land uses that support walking and biking. The 2040 General Plan places a greater emphasis on reestablishing more complete neighborhood areas that meet the daily needs of residents to be located within a one-mile distance. Focus areas for growth in Los Gatos include Pollard Road, Winchester Boulevard, Lark Avenue, Los Gatos Boulevard, Union Avenue, Harwood Road, North Santa Cruz Avenue, and Downtown.

Project Objectives

The 2040 General Plan presents a vision for the future of Los Gatos and a set of guiding principles for how the Town will achieve that vision. This vision and guiding principles capture the Town's key values and aspirations for the future. They reflect the collective ideas from community members and Town leaders that provided input to help shape the 2040 General Plan.

The 2040 General Plan vision for the future is as follows:

> *The Town of Los Gatos is a welcoming, family-oriented, and safe community nestled in the beautiful foothills of the Santa Cruz Mountains. The Town is a sustainable community that takes pride in its small-town character and provides a range of housing opportunities, historic neighborhoods, local culture and arts, excellent schools, and a lively and accessible downtown. Los Gatos offers a choice of mobility options, superior public facilities and services, and an open and responsive local government that is fiscally sound. Los Gatos has a dynamic and thriving economy that includes a mix of businesses throughout Town that serves all residents, workers, and visitors.*

The 2040 General Plan sets the guiding principles for the Town. The guiding principles are contained within the 2040 General Plan Introduction and listed below:

- **Community Vitality.** Invigorate downtown Los Gatos as a special place for community gathering, commerce, and other activities for residents and visitors. Foster the economic vitality of all Los Gatos business locations. Preserve and enhance the Town's historic resources and character while guiding the community into the future.
- **Diverse Neighborhoods.** Foster appropriate investments to maintain and enhance diverse neighborhoods, housing opportunities, and infrastructure to meet the needs of all current and future residents.

- **Fiscal Stability / Responsibility.** Provide high quality municipal services to the Los Gatos community while sustaining the Town's long term fiscal health.
- **Government Transparency.** Conduct governmental processes in an open manner and encourage public involvement in Town governance.
- **Inclusivity.** Recognize the importance of and promote ethnic, cultural, and socio-economic diversity and equity to enhance the quality of life in Los Gatos.
- **Mobility.** Provide a well-connected transportation system that enables safe access for all transportation modes, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- **Promote Public Safety.** Maintain and enhance Los Gatos as a safe community through preparation and planning, education, and community design that is responsive to the full range of potential natural and man-made hazards and safety issues.
- **Protect Natural Resources.** Protect the natural resources and scenic assets that define Los Gatos, including open space preserves, recreational trails, surrounding hillsides, and natural waterways.
- **Sustainability.** Manage, conserve, and preserve Los Gatos' natural environment for present and future generations. Identify and provide opportunities to enhance the Town' s sustainability policies and practices.

Required Discretionary Approvals

With recommendations from the Town's Planning Commission, the Los Gatos Town Council will need to take the following discretionary actions in conjunction with the proposed project:

- Certification of the Final EIR; and
- Approval of the proposed 2040 General Plan.

Los Gatos adopted its current Housing Element on May 5, 2015, covering the period 2015-2023. This Housing Element was submitted to the California Department of Housing and Community Development (HCD) for review and comment, and the Town received certification of the Housing Element from HCD on May 20, 2015. The 2040 General Plan Update does not make any changes to the Housing Element policies at this time.

Alternatives

As required by Section 15126(d) of the State CEQA Guidelines, this EIR examines a reasonable range of alternatives to the 2040 General Plan. The alternatives studied in the EIR include the following:

- Alternative 1: Low Growth
- Alternative 2: Medium Growth
- Alternative 3: High Growth
- Alternative 4: No Project

As part of the land use scenarios as originally presented in the 2040 General Plan Land Use Alternatives Report, the alternatives were focused around seven Opportunity Areas (OA) in the Planning Area. The OA's were identified as having the capacity to accommodate additional residential density because of the proximity of commercial services or employment to support additional development. As discussed further in Chapter 2, *Project Description*, these Opportunity

Areas are areas focused on major corridors in Los Gatos that may provide for mixed-use or single-use development of a variety of densities and intensities. Each Opportunity Area is centered on a major intersection or corridor and extends generally a quarter mile in all directions. Although there are opportunities in locations throughout Town, these seven Opportunity Areas have been selected because they have the existing infrastructure necessary to reasonably assume that each can support additional housing units. Due to the complex regulatory structure the OA's would require, the GPAC in consultation with Town staff, the Planning Commission, and Town Council decided to rework the original alternative scenario framework. This alternative approach eliminated the OA's relating to density and instead applied these to specific areas within Town that would have unique urban design and architectural applications.

In addition, the California Environmental Quality Act (CEQA) requires that an environmentally superior alternative be identified among those analyzed. When taking into account every environmental impact area, Alternative 2, Medium Growth, is considered the environmentally superior alternative.

Residential Buildout Potential

In accordance with CEQA, a program-level EIR is obligated to analyze the maximum potential buildout allowed under the subject plan or program. It has been calculated that the Los Gatos 2040 General Plan accommodates a potential for 3,738 dwelling units by the year 2040, and the EIR has used this figure to calculate and project environmental impacts. The 3,738 dwelling unit number includes six main components:

1. Projects that are currently in the pipeline for development and that have had initial approval by the Town total 475 units;
2. Potential development on vacant land totals 804 units;
3. Potential redevelopment of dwellings in mixed-use formats at select underutilized commercial and industrially designated sites, totals 1,264 units;
4. Potential redevelopment of medium to high density housing on existing sites, totals 611 units;
5. Potential development of missing middle housing in existing neighborhoods, totals 84 units;
6. Potential development of accessory dwelling units within residential districts consistent with State Law throughout the Town, totals 500 units.

It is important to note that there is no guarantee that all of the allowable residential potential in the proposed 2040 General Plan will actually be built because construction is done by private land owners subject to market forces (such as land prices, construction costs, etc.).

Areas of Known Controversy

The EIR scoping process did not identify any areas of known controversy related to the proposed project. Responses to the Notice of Preparation of a Draft EIR and input received at the EIR scoping meeting held by the Town are summarized in Section 1.0, *Introduction*.

Summary of Impacts and Mitigation Measures

Table ES-1 lists the environmental impacts of the proposed 2040 General Plan, the proposed mitigation measures, and residual impacts or significance after mitigation. Impacts are defined as significant, unavoidable adverse impacts that require a statement of overriding consideration,

pursuant to Section 15093 of the *CEQA Guidelines* if the proposed 2040 General Plan is approved; significant, adverse impacts that can be feasibly mitigated to less than significant levels and that require findings to be made under Section 15091 of the *CEQA Guidelines*; adverse impacts that are less than those allowed by adopted significance thresholds; and no impact.

Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measure (s)	Residual Impact
Aesthetics		
Impact AES-1. The 2040 General Plan will facilitate a higher percentage of growth through redevelopment of lands that have development potential opposed to vacant land. Adherence with goals and policies in the 2040 General Plan would ensure visual access to natural features surrounding the Town. With adherence to these policies, impacts on scenic vistas would be less than significant.	None required	Less than significant
Impact AES-2. There are no designated State scenic highways in Los Gatos. The 2040 General Plan would not facilitate new land uses or growth in areas of the Town adjacent to State Route 9, a designated State scenic highway. Therefore, the 2040 General Plan would have no impact.	None required	No impact
Impact AES-3. Goals and policies from the 2040 General Plan indicate that development would integrate into the community visually and protect and enhance the neighborhoods in which development occurs. Adherence to the prescribed goals and policies in the Land Use and Community Design Elements of the 2040 General Plan for new construction, parking, gateways, and streetscapes would direct the quality of the Town's visual character such that the changes would achieve 2040 General Plan goals to improve overall visual quality throughout the planning area. Impacts to visual character and quality would be less than significant.	None required	Less than significant
Impact AES-4. New development facilitated by the 2040 General Plan would result in new sources of light and glare. New development would occur in already urbanized areas of the Town, where lights are glare are already common. Light and glare would also be minimized by the 2040 General Plan policies. Impacts would be less than significant.	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Agriculture and Forest Resources		
Impact AG-1. Development proposed in the 2040 General Plan is designed to encourage the continued operation of existing agriculture in and surrounding the Town and would not result in the conversion of active agricultural land. Therefore, impacts would be less than significant.	None required	Less than significant
Air Quality		
Impact AQ-1. The 2040 General Plan would be consistent with BAAQMD's 2017 Clean Air Plan, and the rate of increase for vehicle miles traveled under buildout of the 2040 General Plan would not exceed the rate of service population increase associated with the 2040 General Plan. This impact would be less than significant.	None required	Less than significant
Impact AQ-2. Development facilitated by the 2040 General Plan would result in the temporary generation of air pollutants during construction, which may contribute to existing air quality violations in the Basin. Therefore, impacts would be less than significant with mitigation.	**AQ-1 Construction Emissions Reduction.** New discretionary projects in the General Plan Area that exceed the construction screening criteria of the Bay Area Air Quality Management District (BAAQMD) shall be conditioned to reduce construction emissions of reactive organic gases, nitrogen oxides, and particulate matter (PM_{10} and $PM_{2.5}$) by implementing the BAAQMD's Basic Construction Mitigation Measures (described below) or equivalent, expanded, or modified measures based on project and site specific conditions. Basic Construction Mitigation Measures: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, with priority given to the use of recycled water for this activity when feasible. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping shall be prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
	[CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. 8. A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	
Impact AQ-3. Buildout of the 2040 General Plan may expose sensitive receptors to additional sources of toxic air contaminants. However, implementation of policies from the 2040 General Plan would require new developments to reduce exposure to toxic air contaminants. Impacts would be less than significant.	None required	Less than significant
Impact AQ-4. The light industrial development allowed in the 2040 General Plan may create objectionable odors that could affect a substantial number of people. Impacts related to odors would be less than significant with mitigation.	**AQ-2 Odor Reduction.** Land Use Element Policy LU-11.5 Industrial Compatibility shall be updated in the 2040 General Plan to read: *Require that industrial projects be designed to limit the impact of truck traffic, air, odor, and noise pollution on adjacent sensitive land uses.*	Less than significant
Biological Resources		
Impact BIO-1. Development facilitated by the 2040 General Plan could result in isolated impacts to habitat for special-status species and impacts to migratory bird nest sites. Impacts would be less than significant.	None required	Less than significant
Impact BIO-2. The 2040 General Plan would facilitate development that could result in construction within riparian habitat, and direct placement of fill in wetlands. However, compliance with existing regulations, and implementation of 2040 General Plan policies would reduce potential impacts to less than significant.	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Impact BIO-3. Development facilitated by the 2040 General Plan could result in construction within streams and associated riparian zones that serve as wildlife movement corridors. However, implementation of 2040 General Plan policies preserving streams and wildlife movement corridors, as well as open space would reduce impacts to less than significant.	None required	Less than significant
Impact BIO-4. Development facilitated by the 2040 General Plan would result in removal of trees. However, the 2040 General Plan policies encourage tree preservation and replacement. Development would also be subject to tree protection requirements set for in the Town Code. Impacts would be less than significant.	None required	Less than significant
Impact BIO-5. There are no Habitat Conservation Plans or Natural Community Conservation Plans applicable to the 2040 General Plan. Therefore the 2040 General Plan would have no impacts.	None required	No impact
Cultural Resources		
Impact CUL-1. Development facilitated by the 2040 General Plan would have the potential to impact historical resources and unique archaeological resources. Impacts would be potentially significant but mitigable.	**CR-1 Cultural Resources Study Implementation Program.** If a project requires activities that have the potential to impact cultural resources, the Town shall require the project applicant or proponent to retain a qualified archaeologist meeting the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in archaeology and/or an architectural historian meeting the SOI PQS standards in architectural history to complete a Phase 1 cultural resources inventory of the project site (NPS 1983). A Phase 1 cultural resources inventory shall include a pedestrian survey of the project site and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. Archival research shall include a records search conducted at the Northwest Information Center (NWIC) and a Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC). The technical report documenting the Phase 1 cultural resources inventory shall include recommendations to avoid or reduce impacts to cultural resources. These recommendations shall be implemented and incorporated in the project.	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Impact CUL-2. Development envisioned in the 2040 General Plan would require ground disturbance that could encounter human remains. Implementation of 2040 General Plan policies and compliance with existing regulations would reduce potential impacts to human remains to less than significant.	None required	Less than significant
Impact CUL-3. Development envisioned in the 2040 General Plan could involve ground disturbance and excavation, which would have the potential to impact previously unidentified tribal cultural resources. However, with adherence to policies contained in the 2040 General Plan and compliance with existing regulations would, impacts to tribal cultural resources would be less than significant.	None required	Less than significant
Energy		
Impact E-1. The development and population growth facilitated by the 2040 General Plan would result in an increase of overall consumption of energy compared to existing conditions. However, the 2040 General Plan is based on a land use strategy that would promote greater overall energy efficiency in community and municipal operations. 2040 General Plan policies and implementation programs would ensure that development under the 2040 General Plan would comply with existing energy efficiency regulations and would encourage new development to take advantage of voluntary energy efficiency programs. Wasteful, inefficient, or unnecessary consumption of energy would not occur and impacts would be less than significant.	None required	Less than significant
Impact E-2. Construction and operation of projects facilitated by the 2040 General Plan would comply with relevant provisions of the State's CalGreen and Title 24 of the California Energy Code. Impacts would be less than significant.	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Geology and Soils		
Impact GEO-1. Construction and occupancy of new buildings under the 2040 General Plan could result in exposure of people or structures to a risk of loss, injury, or death from seismic events. Adherence to the requirements of the California Building Code and implementation of the goals and policies of the 2040 General Plan would minimize the potential for loss, injury, or death following a seismic event and would reduce this impact to less than significant.	None required	Less than significant
Impact GEO-2. Construction of new development under the 2040 General Plan would include ground disturbance that would result in loose or exposed soil that could be eroded by wind or during a storm event, resulting in the loss of topsoil. Compliance with applicable regulations, including the Clean Water Act, and implementation of goals and policies of the 2040 General Plan would minimize the potential for erosion and loss of topsoil and would ensure this impact would be less than significant.	None required	Less than significant
Impact GEO-3. Development facilitated by the 2040 General Plan may result in the construction of structures on expansive soils, which could create a substantial risk to life or property. However, all new development would be required to comply with the standards of the California Building Code, which would ensure that expansive soils are remediated or that foundations and structures are engineered to withstand the forces of expansive soil. Compliance with the requirements of the California Building Code would reduce this impact to less than significant.	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Impact GEO-4. New development facilitated by the General Plan update would occur where existing sewer systems are in place, minimizing the need for development of new wastewater disposal systems. Therefore, the project would not result in a significant impact to soils that are incapable of supporting septic tanks or alternative wastewater disposal systems.	None required	Less than significant
Impact GEO-5. Development facilitated by the 2040 General Plan has the potential to result in impacts to paleontological resources. Impacts would be less than significant with mitigation incorporated.	**GEO-1 Paleontological Resource Studies**. The Town shall require paleontological resource studies for projects that involve ground disturbance in project areas mapped as high paleontological sensitivity at the surface or subsurface determined through environmental review. Additionally, in the event that a paleontological resource is disclosed, construction activities in the area shall be suspended, a qualified paleontologist shall be retained to examine the site, and protective measures shall be implemented to protect the paleontological resource.	Less than significant
Greenhouse Gas Emissions		
Impact GHG-1. Implementation of 2040 General Plan would generate annual GHG emissions of approximately 323,446 MT of CO_2e per year, or 5.29 MT of CO_2e per service person per year, in 2040. This would exceed the 2040 efficiency threshold of 1.02 MT of CO_2e per service person per year. Even with implementation of mitigation, GHG emissions would not be reduced to below the efficiency threshold. Therefore, impacts would be significant and unavoidable with mitigation.	**GHG-1 Implement Community GHG Emissions Reduction Measures**. The Town shall implement GHG emissions reduction measures by the following sectors: Energy, Transportation, and Waste. Further details regarding measures and their specifics can be found in Section 4.8, *Greenhouse Gas Emissions*, of this EIR.	Even with implementation of Mitigation Measure GHG-1, the 2040 General Plan would result in emissions that exceed GHG efficiency thresholds and, thus, State targets. Therefore, with implementation of the identified mitigation measures, impacts related to generation of GHG emissions under the proposed 2040 General Plan would be significant and unavoidable with mitigation incorporated.

Impact	Mitigation Measure (s)	Residual Impact
Impact GHG-2. The proposed 2040 General Plan emissions during construction and operation would exceed the State and Town-derived GHG emission targets. Therefore, the proposed 2040 General Plan would conflict with the goals of the CARB 2017 Scoping Plan, SB 32, and EO B-55-18. Therefore, impacts would be significant and unavoidable with mitigation.	**GHG-1 Implement Community GHG Emissions Reduction Measures** require further details regarding measures and their specifics can be found in Section 4.8, *Greenhouse Gas Emissions*, of this EIR.	Even with implementation of Mitigation Measure GHG-1 requiring community GHG reduction measures, the proposed 2040 General Plan would result in GHG emissions that exceed the 2030 and 2040 Los Gatos efficiency thresholds and, thus, State targets. Therefore, with implementation of the identified mitigation, impacts related to the proposed 2040 General Plan consistency with applicable GHG reduction plans would be significant and unavoidable with mitigation incorporated.
Hazards and Hazardous Materials		
Impact HAZ-1. Implementation of the 2040 General Plan could result in an incremental increase in the overall routine transport, use, and disposal of hazardous materials in Los Gatos and increase the risk of hazardous materials releases. Compliance with applicable regulations related to hazardous materials and compliance with General Plan policies would minimize the risk of releases and exposure to these materials. Impacts would be less than significant.	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Impact HAZ-2. Implementation of the 2040 General Plan could result in hazardous emissions or handling of hazardous or acutely hazardous materials within 0.25 mile of an existing or proposed school, but compliance with existing regulatory requirements would minimize risks to schools and students, resulting in a less than significant impact.	None required	Less than significant
Impact HAZ-3. Implementation of the 2040 General Plan could facilitate development on hazardous materials sites. Compliance with applicable regulations relating to site cleanup and the 2040 General Plan policies would minimize hazards from development on contaminated sites. Impacts would be less than significant.	None required	Less than significant
Impact HAZ-4. There are no airports within two miles of Los Gatos and the Town is not in an airport influence area. There would be no impact.	None required	No impact
Impact HAZ-5. The 2040 General Plan policies for disaster response are guided by local and regional emergency response plans and support effective response to natural and manmade disasters. Therefore, the 2040 General Plan would not interfere with these types of adopted plans and impacts would be less than significant.	None required	Less than significant
Hydrology and Water Quality		
Impact HWQ-1. Development facilitated by the 2040 General Plan would result in an increase in pollutants in stormwater and wastewater, and alter drainage patterns. Compliance with NPDES permit requirements, Los Gatos Municipal Code requirements, and 2040 General Plan goals and policies would prevent substantial erosion and siltation, and discharges of pollutants, including pollution associated with drainage, erosion, and stormwater, and minimize adverse effects on water quality. This impact would be less than significant.	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Impact HWQ-2. Construction and occupancy of new structures under the 2040 General Plan could result in the depletion of groundwater supplies or the interference with groundwater recharge. Implementation of the goals and policies of the 2040 General Plan would maximize the potential for infiltration and ensure the sustainable use of groundwater, and would reduce this impact to less than significant.	None required	Less than significant
Impact HWQ-3. Development facilitated by the 2040 General Plan could be subject to flood hazards and could impede or redirect flood flows to adjacent areas. Compliance with applicable provisions of the Los Gatos Municipal Code would require new development to be designed and constructed such that the risk and damage of flooding is not exacerbated by implementation of the 2040 General Plan. Impacts related to flooding and flood hazards would be less than significant.	None required	Less than significant
Impact HWQ-4. The Town of Los Gatos is not within an area at risk from inundation by seiche or tsunami, and therefore would not be at risk of release of pollutants due to project inundation. There would be no impact.	None required	No impact
Land Use and Planning		
Impact LU-1. Implementation of the proposed General Plan would provide for orderly development in the Town of Los Gatos and would not physically divide an established community. Impacts would be less than significant.	None required	Less than significant
Impact LU-2. Implementation of the proposed project would be generally consistent with applicable regional land use plans, policies, or regulations such as ABAG/MTC's Plan Bay Area 2040. Impacts would be less than significant.	None required	Less than significant
Impact LU-3. Implementation of the proposed project would not conflict with existing Specific Plans, Overlay Zones, or Historic Districts. Impacts would be less than significant.	None required	Less than significant
Impact LU-4. There are no Habitat Conservation Plans or Natural Community Conservation Plans applicable to the 2040 General Plan.	None required	No impact

Impact	Mitigation Measure (s)	Residual Impact
Therefore the 2040 General Plan would have no impacts.		
Noise		
Impact N-1. Construction of individual projects facilitated by the 2040 General Plan would temporarily generate increased noise levels, potentially affecting nearby noise-sensitive land uses. Provisions in the Los Gatos Town Code and 2040 General Plan policies would limit noise disturbance to the extent feasible. Construction noise may still exceed noise standards temporarily, but exceedances would not be substantial. Impacts would be less than significant with mitigation.	**N-1 Construction Noise Reduction**. For projects involving construction equipment that are located within 25 feet of noise-sensitive receptors the following mitigation would be required: ▪ **Equipment Staging Areas.** Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors. ▪ **Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. ▪ **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction. ▪ **Additional Noise Attenuation Techniques.** During the clearing, earth moving, grading, and foundation/conditioning phases of construction, temporary sound barriers shall be installed and maintained between the construction site and the sensitive receptors. Temporary sound barriers shall consist of sound blankets affixed to construction fencing or temporary solid walls along all sides of the construction site boundary facing potentially sensitive receptors.	With implementation of 2040 General Plan policies, Los Gatos Town Code requirements, and Mitigation Measure N-1, impacts would be reduced to less than significant.
Impact N-2. Development facilitated by the 2040 General Plan would introduce new on-site noise sources associated with residential, commercial, and industrial land uses and would contribute to increases in traffic noise. The continued regulation of on-site noise, consistent with the Los Gatos Town Code, and implementation of goals and policies in the 2040 General Plan would minimize disturbance to adjacent land uses. Impacts would be less than significant.	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Impact N-3. Construction of individual projects facilitated by the 2040 General Plan could temporarily generate groundborne vibration, potentially affecting nearby land uses. Compliance with the Los Gatos Town Code would limit vibration disturbance on residential receptors and hotels where sleeping receptors could be present. Impacts would be potentially significant but mitigable.	**N-2 Construction Vibration Reduction**. The Town shall include the following measures as standard conditions of approval for applicable projects involving construction to minimize exposure to construction vibration: 1. Avoid the use of vibratory rollers (i.e., compactors) within 50 feet of buildings that are susceptible to damage from vibration. 2. Schedule construction activities with the highest potential to produce vibration to hours with the least potential to affect nearby institutional, educational, and office uses that the Federal Transit Administration identifies as sensitive to daytime vibration (FTA 2006). 3. Notify neighbors of scheduled construction activities that would generate vibration.	Implementation of Mitigation Measure N-2 would reduce potential impacts to a less than significant level.
Population and Housing		
Impact PH-1. Implementation of General Plan 2040 would facilitate the construction of new housing in Los Gatos that could increase Town's population in excess of ABAG population forecasts. Current growth and development trends in Los Gatos do not predict full buildout and impacts would be less than significant.	None required	Less than significant
Impact PH-2. Implementation of General Plan 2040 would not result in the displacement of substantial numbers of housing or people. To the contrary, General Plan 2040 would facilitate the development of new housing in accordance with State and local housing requirements, while preserving existing residential neighborhoods. Impacts would be less than significant.	None required	Less than significant
Public Services and Recreation		
Impact PSR-1. Development facilitated by the 2040 General Plan would result in an increase in the Town's population. This would increase demand for fire, police, school, and other Town services and potentially create the need for new police, fire, school, or other service facilities. However, compliance with policies in the 2040 General Plan, payment of Town required public facilities impact fees, and management of future growth would avoid adverse environmental effects associated with the provision of new or physically altered fire, police, school, or other public facilities. This impact would be less than significant.	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Impact PSR-2. Development associated with the 2040 General Plan would add population to the Town that would increase use of parks and recreation facilities. However, park facilities have adequate capacity and with compliance with the 2040 General Plan policies, impacts related to construction of park facilities would be less than significant.	None required	Less than significant
Transportation		
Impact T-1. Development and growth envisioned in the 2040 General Plan would increase use and demand of existing transit facilities in Los Gatos. The 2040 General Plan includes goals and policies that would encourage transit use and bicycling and walking while also encouraging development or expansion of existing facilities to accommodate increased use. However, transit ridership and operations would be affected from congestion and sharing lanes with other vehicles. Therefore, impacts of the 2040 General Plan would be significant and unavoidable.	None feasible	Significant and unavoidable
Impact T-2. Development and growth envisioned in the 2040 General Plan would modify roadway circulation. modifications would conform to state and local standards and improve roadways. Therefore, the 2040 General Plan would not conflict with programs, plans, ordinances, or policies pertaining to roadways. impacts of the 2040 General Plan would be less than significant	None required	Less than significant
Impact T-3. Development and growth envisioned in the 2040 General Plan would increase the demand and use for bicycle and pedestrian facilities. However, the 2040 General Plan includes goals and policies to provide adequate facilities for bicycle and pedestrian use. Therefore, the 2040 General Plan would not conflict with programs, plans, ordinances, or policies pertaining to bicycle and pedestrian facilities. impacts of the 2040 General Plan would be less than significant.	None required	Less than significant
Impact T-4. Development and population growth facilitated by the 2040 General Plan would increase VMT in Los Gatos. VMT per service population and population growth in 2040 would exceed applicable thresholds	**T-1 VMT Reduction Strategies**. For projects that would generate VMT, one or more VMT reduction strategies included in the *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020) document shall be required to reduce VMT of the project. Examples of VMT reduction strategies that	As described in the impact analysis of Section 4.15, *Transportation*, VMT impacts of

Impact	Mitigation Measure (s)	Residual Impact
specific to the Town. Therefore, the 2040 General Plan would result in VMT-related impacts. Impacts would be significant and unavoidable.	shall be implement are provided in Section 4.15, *Transportation*. The VMT reduction strategies are organized by their relative scale for implementation (i.e., individual site level, Town-wide level, and regional level).	the 2040 General Plan would be significant and unavoidable, even after implementation of mitigation.
Impact T-5. The proposed 2040 General Plan is a program-level plan that does not directly address project-level design features. Roadway improvements and site access measures would be designed and reviewed in accordance with Town standards. This impact would be less than significant.	None required	Less than significant
Impact T-6. The proposed 2040 General Plan identifies circulation improvements and policies that would support emergency access throughout Los Gatos. This impact would be less than significant.	None required	Less than significant
Utilities and Service Systems		
Impact U-1. Development facilitated by the 2040 General Plan would increase the demand for water supply and water infrastructure. However, the San Jose Water Company projects that Town water supply is sufficient to meet the projected water demand under buildout associated with the 2040 General Plan. This impact would be less that significant.	None required	Less than significant
Impact U-2. Development facilitated by the 2040 General Plan would increase demand for wastewater collection and treatment. However, goals and policies in the 2040 General Plan would ensure sufficient wastewater treatment capacity. Impacts would be less than significant.	None required	Less than significant
Impact U-3. Development facilitated by the 2040 General Plan would increase the demand for electric power, natural gas, telecommunications, and stormwater facilities. However, development facilitated by the 2040 General Plan would occur in developed areas of the Town where these facilities exist and relocation, if applicable, would generally occur in previously disturbed or developed areas. This impact would be less that significant.	None required	Less than significant
Impact U-4. Development facilitated by the 2040 General Plan would increase	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
waste sent to area landfills. However, landfills serving the Town of Los Gatos would have adequate capacity to accept the additional waste. Further, the 2040 General Plan contains policies to increase recycling. Impacts would be less than significant.		
Wildfire		
Impact W-1. The proposed 2040 General Plan policies address emergency access, response, and preparedness. The policies enforce maintaining an emergency management plan. Therefore, the 2040 General Plan would not impair an emergency response plan or emergency evacuation plan. Impacts would be less than significant.	None required	Less than significant
Impact W-2. The 2040 General Plan does not facilitate urban development in areas most susceptible to wildfire. Prevailing wind and slopes could potentially spread fire and related pollution towards where urban development is envisioned. Flooding or landslides would be minimized through strategic land use planning. Additionally, the 2040 General Plan includes policies that would reduce the risk wildfire and landslides for development facilitated by the plan. Impacts would be less than significant.	None required	Less than significant
Impact W-3. The 2040 General Plan facilitates growth primarily as infill and redevelopment within urbanized areas of the Town where infrastructure and roads currently exist. The General Plan policies require maintenance of fire access roads, which could have temporary or ongoing noise impacts and vegetation removal impacts. Impacts would be less than significant.	None required	Less than significant

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4.15 Transportation (Revised)

This section evaluates the potential impacts on the local and regional circulation system that would result from implementation of the 2040 General Plan. This includes an analysis of the potential for the proposed General Plan to increase local and regional traffic vehicle miles travelled (VMT), increase in hazards due to a design feature, interfere with emergency access, or conflict with applicable alternative transportation programs. This section is based in part on a Transportation Analysis prepared by Fehr & Peers for the 2040 General Plan. The Transportation Analysis, dated June 2021, is included as Appendix C to this EIR.

4.15.1 Setting

a. Los Gatos Roadway Network

Regional Highway System

The three major highways that run through Los Gatos are State Route (SR) 9, also known as Los Gatos-Saratoga Road within the Town, SR 17, and SR 85. SR 9 is a major surface street while SR 17 and SR 85 are freeways. There are three freeway interchanges within the Town, one in the northern end of Los Gatos at Lark Avenue and two towards the southern end at Los Gatos-Saratoga Road and South Santa Cruz Avenue. SR 17 runs north-south through the Town, connecting Los Gatos to San José and Santa Cruz, and provides regional access to Interstate (I) 880 and SR 85. SR 9 runs east-west through the southern end of Los Gatos, connecting to SR 17, and south through the Santa Cruz Mountains to SR 1. SR 85 runs east-west through the northern end of Los Gatos and provides regional access to US 101, Mountain View, and south San Jose, I 280, I 880/SR 17, and SR 87. Figure 4.15-1 shows the roadway network in the planning area.

Existing Regional Functional Roadway Classifications

In Los Gatos, the local street system is organized into a hierarchy of six roadway types according to the existing Los Gatos Street Design Standards and the 2020 Los Gatos General Plan. The Los Gatos Street Design Standards classify all streets within the Town according to their functional classification.

Functional classifications of roadway networks categorize streets by purpose, location, and typical land uses to which they provide access. The functional classification system does not typically consider travel characteristics and travel priorities for cyclists, pedestrians, transit users, and vehicles of certain areas of Los Gatos. Because streets oftentimes have multiple functions, defining street “typologies” beyond the existing functional roadway classifications could better support a multimodal transportation network. This concept is described further in the Complete Streets section (see Section 4.3) of the Background Report.

The functional roadway classifications for Los Gatos include arterial streets, collector streets, neighborhood collector streets, hillside collector streets, local streets, and special design streets. The hierarchy is based on the degree of mobility and amount of local access provided by each roadway.

Arterial Streets

Arterial streets typically accommodate two or more lanes of traffic in each direction, providing access to the regional highway system, collector roads, and local streets. Examples of arterial streets include Los Gatos Boulevard and Winchester Boulevard.

Collector Streets

Collector streets provide circulation within and between neighborhoods. Collector streets usually serve short trips from local and neighborhood streets and distributing traffic to the arterial network. Examples of collector streets are Main Street, University Avenue, and North Santa Cruz Avenue.

Neighborhood Collector Streets

Neighborhood collector streets predominantly carry traffic generated within a neighborhood and distributes traffic to collector and arterial streets. Examples of neighborhood collector streets include Alberto Way, Tait Avenue, and Wedgewood Avenue.

Hillside Collector Streets

Hillside collector streets serve properties located in hillside areas, carrying traffic to either arterial streets, collectors, or neighborhood collectors. An example of a hillside collector street is Kennedy Road.

Local Streets

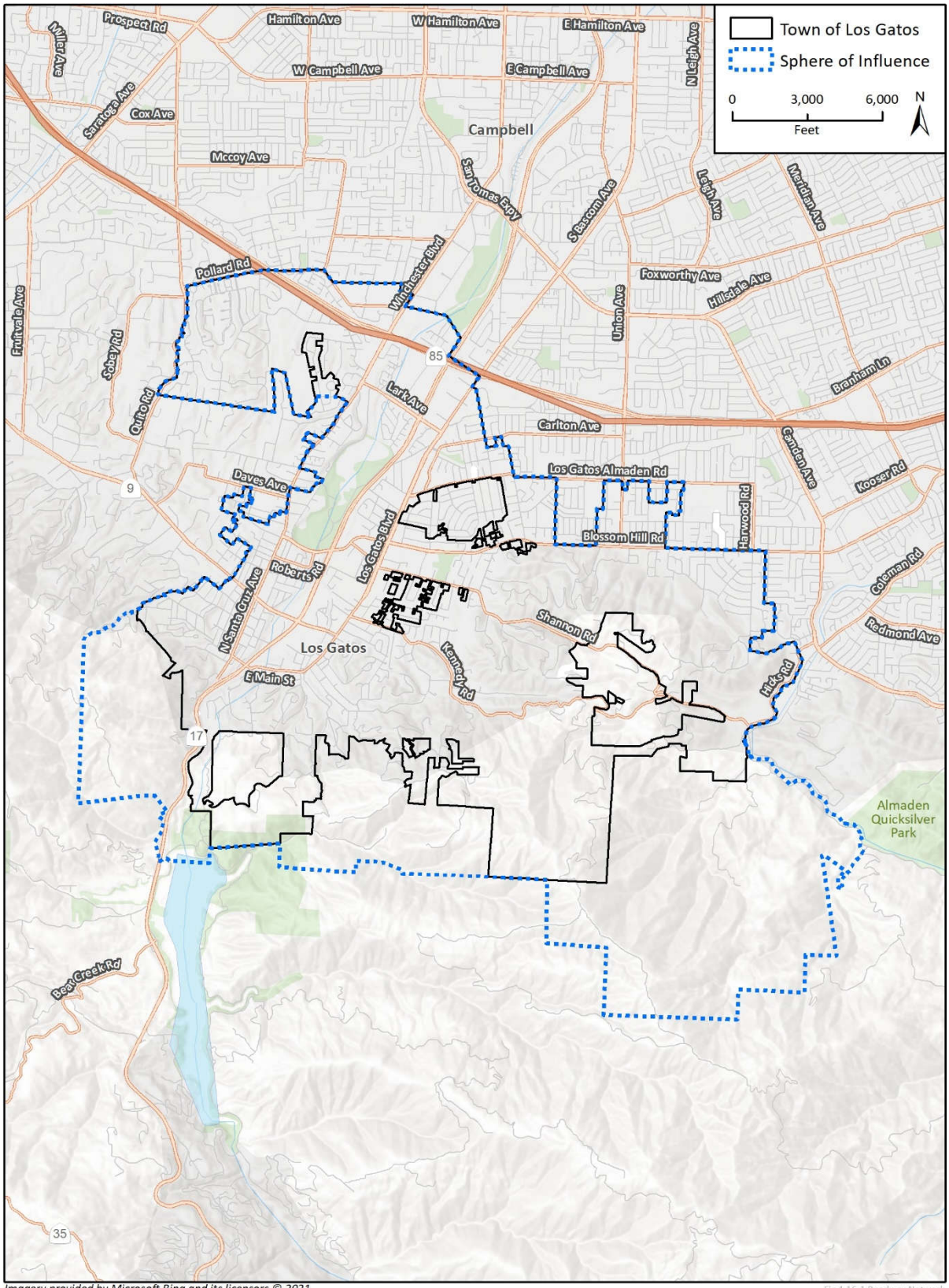
Local streets support local and neighborhood traffic movement. Local streets typically carry traffic from individual properties to collector and arterial streets and are not designed to accommodate through traffic. Most local streets are in residential neighborhoods. An example of a local street is Pine Avenue and Union Avenue within the Town of Los Gatos.

Special Design Streets

Special design streets are used when warranted by unique land use, circulation, or environmental conditions. These streets can either be arterial streets, collectors, existing local hillside streets, or scenic residential streets. An example of a special design street is North Santa Cruz Avenue. Features typically considered when designing special design streets include:

- Retention of existing physical amenities;
- Protection of existing trees within the right-of-way; and
- Special treatment of transition sections when conforming to standard street sections.

Figure 4.15-1 Roadway Network



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Additional data provided by CalFire, 2021.

Fig 4.16-1 Roadway Network

Planned Roadway Improvements

The Town uses the Los Gatos Streets Program that lists all Capital Improvement Program (CIP) projects by year, including the street improvement programs that assign roadway improvement projects. The Street Improvements section (2021) contains a list of the Town Capital Improvement Program projects that improve roadway function. Typical street improvement projects include sidewalks, curbs, gutters, storm drains, the undergrounding of utilities, intersection improvements, sidewalk and median ramps, crosswalk enhancements, street lighting, and retaining walls. The proposed roadway improvements in Los Gatos funded under this program include:

- Hernandez Avenue Storm Drain;
- Shannon Road Pedestrian and Bikeway Improvements;
- Bicknell Road Storm Drain;
- Highway 17/9 Interchange and Capacity Improvements;
- Downtown Streetscape Revitalization/Economic Recovery Efforts;
- E. Main Street Speed Table/Raised Crosswalk;
- VMT Mitigation Program;
- Kennedy Sidewalk – Los Gatos Boulevard to Englewood;
- Winchester Boulevard Complete Streets Final Design;
- Blossom Hill Road Traffic Study; and
- Other storm drain, parking, traffic signal, and safety improvement projects throughout Los Gatos.

Safe Routes to School Planned Roadway Facilities

Los Gatos partnered with the Los Gatos Union School District, the Los Gatos-Saratoga Joint Union High School District, and Hillbrook School to conduct a traffic study around local schools to evaluate all modes of transportation. The Town Council approved the final traffic study, which was published in 2016. The final traffic study identified capital projects that the Town can prioritize as part of their CIP. Some planned Roadway facility projects from the traffic study are:

- Shannon Road Resurfacing and Pathway Improvements;
- Shannon Road Speed Tables;
- Shannon Road Speed Limit;
- Daves Avenue and Poppy Lane Left Turn Lane Installation;
- Poppy Lane Driveway Reconfiguration;
- Poppy Lane Right Turn Lane Improvements;
- Los Gatos Boulevard Capacity Improvements;
- Los Gatos Boulevard Frontage-Driveway Circulation;
- Egress Nino Avenue Driveway-Sight Distance Improvements;
- Blossom Hill Road and Roberts Road Improvements;
- Los Gatos Boulevard Corridor Improvements;
- Los Gatos Boulevard and SR 9 Intersection Improvement;
- Los Gatos Boulevard Widening-South of Loma Alta Avenue;
- E. Main Street and Pleasant Street- Jackson Street Sight Distance Improvements;

- Hilow Road Improvements;
- New York Avenue Street Resurfacing; and
- Chicago Avenue-Right Turn Only Restriction.

b. Multimodal System

Public Transit

Los Gatos is currently served by the following local bus routes operated by Valley Transportation Authority (VTA). Route 27 connects Good Samaritan Hospital to Kaiser San Jose and runs to Civic Center and through downtown Los Gatos. Route 37 provides service between West Valley College to Capitol Light Rail Station in San Jose and includes stops along Pollard Road in the north-western most portion of the Town. Routes 61 and 62 extend north and connect the Good Samaritan Hospital to the Sierra and Piedmont Station. In addition, the last stop of VTA's Mountain View - Winchester light rail line, Winchester Station, is approximately one and a half miles from the Town of Los Gatos and is accessible via Route 27.

In addition to the VTA transit network, the Town tested a new School Bus Pilot Service between January 2019 and March 2020, with two routes serving students from North Los Gatos and the Mountains to Los Gatos High School, Fisher Middle School and Blossom Hill Elementary School. Low ridership led to cancellation of the program.

Of the routes that serve Los Gatos, Routes 61 and 62 are the more frequently used routes with approximately 1,500 and 1,400 average weekday boardings for the entire route. VTA light rail train waiting for passengers to board at the Winchester Station in the City of Campbell. Employer-based shuttles play a role in Los Gatos transit as they provide connections to major employers in the area, such as Netflix, Apple, Google, and Facebook. There are a number of employer-based shuttle services located in Los Gatos, as well as in adjacent cities. One example is the Google Commute Program, which provides free shuttle service for Google employees between the Town and Google Mountain View Campus. Netflix shuttles employees into Los Gatos from locations such as San Francisco, Mountain View, the East Bay, and Santa Cruz.

Future Transit Services and Facilities

VTA's Fiscal Year 2018-19 Transit Service Plan adopted in May 2017 outlines the redesign of the transit network to increase ridership and to improve cost-effectiveness. The redesigned transit network will provide a better balance between the service frequency and coverage in VTA's service area. The redesigned system is called the Next Network. Next Network has three goals: improve connectivity with the Milpitas and Berryessa BART stations, improve overall system ridership, and improve farebox recovery.

VTA's revised Next Network plans were implemented by VTA in 2019. Improvements include an extension of Route 27 to Winchester Transit Center via Los Gatos Boulevard through Downtown. The original Routes 48 and 49 were replaced with Route 27, with increased frequency on weekdays and Saturdays.

Rail Transportation

VTA's Vasona Light Rail Extension Project was initially envisioned to extend 6.9 miles from Downtown San Jose to Los Gatos, with nine stations and four park & ride lots. The project was split into two phases during the planning process. The first phase, a 5.3-mile portion that opened in

2005, extended light rail service from Downtown San José to the Winchester Station in the City of Campbell. Phase II of the project would extend the tracks south along Winchester Boulevard to Vasona Junction in the Town of Los Gatos. This second phase is described as the Future Vasona Light Rail Extension.

Future Light Rail Extensions

The Future Vasona Light Rail Extension is a planned 1.6-mile light rail extension that will extend from Downtown San José, through Winchester Station in Campbell, and terminate at a station and park & ride lot known as Vasona Junction in Los Gatos. In 2018, VTA engaged a consulting firm to complete a Conceptual Engineering Services Study. The construction cost of the Phase Two project remains unfunded, so the time frame of this project is currently uncertain. VTA is also actively working on the SR 85 Transit Guideway Study, which is evaluating and gathering public input on transportation alternatives for the 23.7-mile corridor that connects from the SR 85/US 101 interchange in Mountain View, through the Town of Los Gatos, and to the SR 85/US 101 interchange in South San Jose. Transportation alternatives being considered include Bus Rapid Transit service and infrastructure, Light Rail Transit, and other possible future transportation technologies. The Future Vasona Light Rail Extension and SR 85 Transit Guideway Study have the potential to increase transit ridership in Los Gatos and will link the Town with other mass transit facilities in Silicon Valley and the greater Bay Area region. Since these projects will have an important consequence on transportation within the Town, there is an opportunity for Los Gatos to take advantage of this connection to mass transit through land use and transportation network decisions that maximize transit.

Pedestrian Facilities

Los Gatos has many amenities that make walking an important and accessible way to travel, including areas with gentle terrain, temperate weather, and numerous walkable destinations. Pedestrian facilities in the Town include sidewalks, pathways, trails, and crosswalks. Signals, lighting, trees, and curb ramps also contribute to the quality of the pedestrian environment. Sidewalks and pathways in a well-designed pedestrian network should accommodate existing and expected pedestrian volumes. Sidewalk design should incorporate ample buffering between pedestrians and vehicle traffic to safely provide accessible travel routes for everyone, including accessible space for wheelchairs and strollers. Traffic signals should allow for adequate crossing time for pedestrians of all ages and abilities. Improvements to the pedestrian network should comply with the Americans with Disabilities Act (ADA), by including audible signals and curb ramps.

Downtown Los Gatos is widely regarded as a walkable, attractive destination for pedestrians. The sidewalk infrastructure in Los Gatos is generally in fair condition, which suffers from an ever-increasing deferred-maintenance backlog of deteriorating sidewalk sections. There are some notable gaps in lighting, sidewalks, and crossing infrastructure throughout Los Gatos. This includes stretches of Winchester Boulevard from north of Daves Avenue to Lark Avenue, Los Gatos Boulevard east of Downtown Los Gatos (between Alpine Avenue to Loma Alta Avenue, south side of Los Gatos Boulevard), north of Lark Avenue to the Town's northern border, and Blossom Hill Road from Linda Avenue to the Town's eastern border at Leigh Avenue. In some cases, sidewalks are present only on one side of the roadway, as is the case along SR 9 when crossing SR 17 to Los Gatos Boulevard.

Pedestrian Network Improvements

To create a more accessible multi-modal network, some improvements have been recommended in areas with high pedestrian volumes surrounding key pedestrian destinations. This includes Downtown, school walking routes, and commercial corridors adjacent to residential neighborhoods. Multi-modal improvements would enhance pedestrian safety, accessibility, and encourage pedestrian mobility.

The Los Gatos Bicycle and Pedestrian Master Plan recommends several pedestrian network improvements in the Town, which are currently funded as part of the 2021 Capital Improvement Project list. The following pedestrian segments that are slated for improvements include:

- Shannon Road/Los Gatos Boulevard/Cherry Blossom Lane Sidewalk Improvements.
- Kennedy Road Sidewalk Improvements.
- SR 17 Bicycle and Pedestrian Overcrossing at Blossom Hill Road.

Safe Routes to School Planned Pedestrian Facilities

In 2016, Los Gatos partnered with the Los Gatos Union School District, the Los Gatos-Saratoga Joint Union High School District, and Hillbrook School to conduct a study of traffic around local schools to evaluate all modes of transportation (see Page 4-5). The study identified capital projects that could be prioritized in future Town Capital Improvement Programs. Below are some planned pedestrian facility projects from the traffic study:

- East Main Street Speed Tables and/or Mid-Block Crosswalk Bulb-outs;
- Blossom Hill Trail Connector to LGUSD District Offices Feasibility Study;
- Los Gatos Boulevard and Shannon Road Intersection Improvements;
- Blossom Hill Road and Cherry Blossom Lane Intersection Improvements;
- Blossom Hill Road and Los Gatos Boulevard Intersection Improvements;
- Shannon Road and Shady View Lane Intersection Improvements;
- Blossom Hill Road and Cherrystone Drive-Hillbrook Drive Flashing Beacon;
- Cherry Blossom Lane Sight Distance Improvements;
- Daves Avenue Crosswalk Improvements;
- Fisher Avenue and Nino Avenue Intersection Improvements
    - Raised Crosswalk;
    - LED Enhanced STOP Signs; and
    - Van Meter School Pathway Widening;
- Daves Avenue and Kavin Lane Intersection Improvements;
- SR 9 and Massol Enhanced Crosswalk Improvements; and
- Westchester Drive and Blossom Valley Drive Intersection Improvements;
    - Pedestrian Ramp Installation and Catch Basin Relocation;
    - High Visibility Crosswalk Marking; and
    - LED Enhanced STOP Sign.

Bicycle Facilities

The Town has a bicycle facility network that provides a combination of dedicated and shared street space for bicycling. Los Gatos is situated on relatively level terrain with a temperate climate that makes biking an accessible and convenient way to travel. The following section describes existing conditions of Los Gatos bicycle facilities and identifies future cyclist needs.

The existing bicycle network in Los Gatos is composed of approximately 13 miles of bikeways. There are about four miles of Class I Bike Paths, five miles of Class II Bike Lanes, and three miles of Class III Bike Routes. A Class IV bikeway is located along a portion of Blossom Hill Road in Los Gatos. Bicycle facilities include:

- Class I Bike Paths
    - Los Gatos Creek Trail
- Class II Bike Lanes
    - Winchester Boulevard
    - Main Street
    - Los Gatos Boulevard
    - Blossom Hill Road
    - Los Gatos - Almaden Road
- Class III Bike Routes
    - University Avenue (SR 9 and Blossom Hill Road)
- Class IV Bikeways
    - Blossom Hill Road

The Class II bike lane on Winchester Boulevard will be made into a Class IV bikeway in the second half of 2021.

Existing Bicycle Parking

There are bike racks around the Town primarily located at bus stops, schools, along the Los Gatos Creek Trail, in Downtown, and around retail centers. Often bicycle parking is not available near trail access points, such as the Ridge Trail at Heintz Open Space.

Planned Bicycle Facilities

The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan. The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the Valley Transportation Plan (VTP) 2040 (adopted in 2014). VTA has adopted the Santa Clara Countywide Bicycle Plan (May 2018), which is a planned bicycle network of 24 routes of countywide or intercity significance.

The Los Gatos Bicycle and Pedestrian Master Plan (2020) identifies several network recommendations and prioritization projects for Class I, II, III, and IV bikeways, which includes several Safe Routes to School Projects. Future bicycle facilities are shown on Figure 4.5-5. Some future bicycle network projects include:

- Class I Bike Paths:

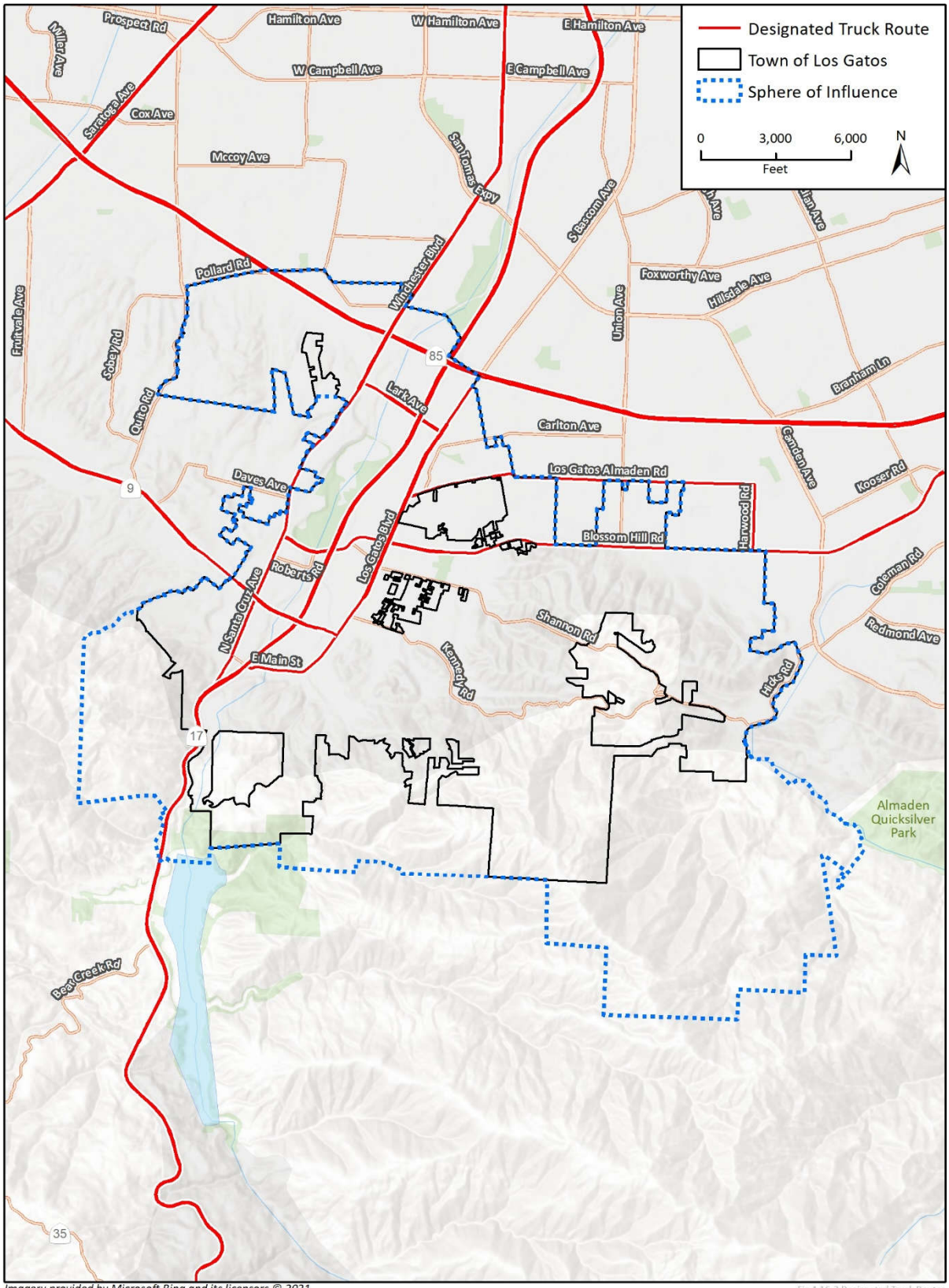
    - Union Pacific Railroad right of way from Winchester Boulevard (just south of SR 85) to Western Town Limits
- Class II Bike Lanes:
    - Pollard Road from Knowles Drive to Quito Road
    - More Avenue from Pollard Road to Bicknell Road
    - Knowles Drive from Pollard Road to the Los Gatos Creek Trail
    - Bicknell Road from Quito Road to More Avenue
    - Union Avenue from Thomas Drive to Los Gatos-Almaden Road
    - Blossom Hill Road from Camino Del Cerro to the Eastern Town Limits
    - Los Gatos Saratoga Road (SR 9) from University Avenue to Los Gatos Boulevard
- Class III Bike Routes:
    - Sharrows on Cherry Blossom Lane between Los Gatos-Almaden Road and Blossom Hill Road
    - Sharrows on Camino Del Cerro between Los Gatos Almaden Road and Blossom Hill Road
    - Sharrows on Santa Cruz Avenue between Main Street and Shelburne Way
    - Sharrows on Miles Avenue between University Avenue and Balzer Field entrance to Los Gatos Creek Trail
    - Sharrows on Marchmont Drive and Hilow Road between Englewood Avenue and Shannon Road
- Class IV Cycle Tracks/ Protected Bike Lanes:
    - Winchester Boulevard from Albright Way to the Northern Town Limits
    - Lark Avenue from Winchester Boulevard to Los Gatos Boulevard
    - Los Gatos Boulevard from Northern Town Limits to Shannon Road
    - Roberts Road East from Blossom Hill Road to Los Gatos Boulevard

c. Goods Movement

The Town of Los Gatos relies on efficient and reliable truck routes to accommodate and facilitate goods movement. Figure 4.8-1 shows the designated truck routes through Los Gatos. The following roadways are truck routes through Los Gatos (Section 10.30.410 of Los Gatos Code of Ordinances):

- SR 17, SR 85, and Los Gatos-Saratoga Road (SR 9);
- Los Gatos Boulevard, north of Saratoga Avenue;
- North Santa Cruz Avenue, north of Los Gatos-Saratoga Avenue;
- Los Gatos-Saratoga Avenue;
- Winchester Boulevard;
- Los Gatos- Almaden Road;
- Blossom Hill Road; and
- Lark Avenue.

Figure 4.15-2 Existing Truck Routes



d. Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measure used extensively in transportation planning for a variety of purposes. It measures the amount of travel for all vehicles in a geographic region over a given period of time, such as a 24-hour period or a one-year period. It is calculated as the sum of the number of miles traveled by each vehicle. VMT can be quantified as a combined total or by service population, such as VMT per capita. The generation of VMT is influenced by several factors that may or may not be affected by Town goals, policies, and plans. These influential factors include, but are not limited to:

- The location of the Town regionally (i.e., location within Santa Clara County and the Bay Area Region);
- The diversity, density, and locations of land uses internal and external to the Town;
- Access to destinations (accessibility) and speed of travel/congestion (mobility) along automobile, bicycle, pedestrian, and transit systems; and
- Costs of travel (e.g., gas prices, transit fares, auto/bike maintenance costs).

The most common method of calculating VMT is through a travel forecasting model. A travel forecasting model uses specialized software and is designed to reflect the interactions between different land use and roadway elements in a large area. The San Mateo City and County Association of Government (C/CAG) and Santa Clara Valley Transportation Authority (VTA) Bi-County transportation model ("VTA Model") was used to determine daily VMT in Los Gatos.

The VTA Model includes the regional roadways and major arterials of the nine-county Bay Area, the Association of Monterey Bay Area Governments (AMBAG) region (Santa Cruz County, Monterey County and San Benito County), and portions of the San Joaquin (Central) Valley. There is additional transportation network detail and refined transportation analysis zones (TAZs)[1] in San Mateo County and Santa Clara County. The VTA Model land use inputs are based on Association of Bay Area Governments (ABAG) 2017 land use projections (Plan Bay Area 2040 land use projections), 2010 Census socio-economic data (with some additional refinements in 2019), and a future regional transportation infrastructure consistent with Plan Bay Area 2040 (July 2017). Existing total VMT, service population, and VMT per service population are shown in Table 4.15-1. Existing total VMT is the total miles traveled by all vehicles. Service population is defined as residents and employees within the planning area. The VMT per service population is the number of miles traveled by one member of the service population, on average.

The existing service population shown in Table 4.15-1 varies from existing service population in other sections of this EIR because the service population in this section of the EIR uses the sum of population and employment for each TAZ within the Town and SOI, including unincorporated "islands" of property in Los Gatos. It is appropriate to include this portion of the population in the VMT analysis because this portion of the population must use roadways in Los Gatos to travel to and from their properties, thus contributing to VMT in the Town.

[1] Transportation analysis zones, also referred to as TAZs, are small geographic areas within the VTA Model. As defined by *NCHRP Report 716, Travel Demand Forecasting: Parameters and Techniques*, TRB, 2012, "TAZ boundaries are usually major roadways, jurisdictional borders, and geographic boundaries and are defined by homogeneous land uses to the extent possible."

Table 4.15-1 Existing Vehicle Miles Traveled and Service Population

Measure	Los Gatos
Existing Total VMT in Los Gatos (A)[1]	2,044,940
Existing Residents of Los Gatos (B)[2]	36,850
Existing Jobs/Employment in Los Gatos (C)[2]	19,300
Existing Service Population of Los Gatos (B+C=D)[2]	56,150
Existing Total VMT per Service Population (A/D=E)[3]	36.4

Notes:

1. Existing VMT in Los Gatos is rounded to the nearest 10.

2. Existing residents and jobs/employment in Los Gatos is based on population reported for each Traffic Analysis Zone using in the VTA Model that is also within the Town or its SOI, including TAZs for unincorporated parcels within the Town. Accordingly, the existing residents and jobs/employment, and thus the service population, used in this table this section of the EIR varies from existing or service population used in other sections of the EIR. It is appropriate to use TAZ population for the Transportation Section because people residing in TAZs in the Town or SOI must use roads within the Town for vehicle travel, regardless if the property they reside on is within incorporated or corporated areas, thus contributing to Town VMT.

3. Existing VMT per Service Population is rounded to the nearest tenth.

Source: Fehr & Peers 2021

4.15.2 Regulatory Setting

a. Federal Regulations

Americans with Disabilities Act of 1990

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. To implement this goal, the United States Access Board, an independent Federal agency created in 1973 to ensure accessibility for people with disabilities, has created accessibility guidelines for public rights-of-way. While these guidelines have not been formally adopted, they have been widely followed by jurisdictions and agencies nationwide in the last decade. The guidelines, last revised in July 2011, address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The guidelines apply to all proposed roadways in the project area.

Federal Highway Administration

The Federal Highway Administration (FHWA) is the agency of the United States Department of Transportation (DOT) responsible for the Federally funded roadway system, including the interstate highway network and portions of the primary State highway network. FHWA funding is provided through the Fixing America's Surface Transportation (FAST) Act. Federal funds can be used to fund eligible local transportation improvements in Los Gatos, such as projects to improve the efficiency of existing roadways, traffic signal coordination, bikeways, pedestrian facilities, and transit system upgrades.

b. State Regulations

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, designing, constructing, operating, and maintaining the State Highway System (SHS), including freeways, interchanges, and defined arterial routes. Federal highway standards are implemented in California by Caltrans. Caltrans operates and maintains SR 9, SR 17, and SR 85 in Los Gatos. The *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (May 2020) provides information that Caltrans uses to review the impacts of land use projects on the State highway facilities, including freeway segments. However, as the Congestion Management Agency (CMA), VTA, is responsible for monitoring operations on Caltrans facilities within Santa Clara County and VTA guidelines and thresholds are used to evaluate traffic congestion on CMP facilities. Caltrans also publishes design guidance for facilities under its jurisdiction. The *Highway Design Manual* (2016) provides guidelines for roadway design and bicycle facility design. Its bicycle design standards provide a minimum acceptable standard within Santa Clara County (*VTA Bicycle Technical Guidelines*, 2011). The *California Manual on Uniform Traffic Control Devices* (2014) adapts federal standards for street markings, traffic signals, and street signs for use in California.

California Transportation Commission

The California Transportation Commission (CTC) consists of nine members appointed by the Governor. The CTC is responsible for the programming and allocation of funds for the construction of highway, passenger rail, and transit improvements throughout the State. The CTC is also responsible for managing the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP) funding programs.

Senate Bill 743

Senate Bill (SB) 743, which was signed into law by Governor Brown in 2013, tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see Pub. Resource Code, § 21099, subd. (b)(2)). In addition to new exemptions for projects that are consistent with specific plans, the draft SB 743 guidelines replace congestion-based metrics, such as auto delay and level of service, with Vehicle Miles Traveled as the basis for determining significant impacts, unless the guidelines provide specific exceptions.

The California Complete Streets Act

The California Complete Streets Act (AB 1358) was signed into law in 2008. AB 1358 requires any substantive revision of the circulation element of a city or county's general plan to identify how the jurisdiction will safely accommodate the circulation of all users of the roadway including pedestrians, bicyclists, children, seniors, individuals with disabilities, and transit riders, as well as

motorists. The 2040 General Plan places a greater emphasis on bicycle, pedestrian, and transit circulation and planned improvements compared with the current Los Gatos 2020 General Plan.

Subsequently, Assembly Bill (AB) 1358 (in effect since January 2011), requires any substantive revision of the circulation element of a city or county's general plan to identify how they will safely accommodate the circulation of all users of the roadway including pedestrians, bicyclists, children, seniors, individuals with disabilities, and transit riders, as well as motorists.

CALTRANS DEPUTY DIRECTIVE 64-R1: COMPLETE STREETS – INTEGRATING THE TRANSPORTATION SYSTEM

In 2001, The California Department of Transportation (Caltrans) adopted Deputy Directive 64-R1; a policy directive related to non-motorized travel throughout the State. In October 2008, Deputy Directive 64-R1 was strengthened to reflect changing priorities and challenges. Deputy Directive 64-R1 states:

> Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. Providing safe mobility for all users, including motorists, bicyclists, pedestrians and transit riders, contributes to the Caltrans' mission/vision: "Improving Mobility across California."

Successful long-term implementation of this policy is intended to result in more options for people to go from one place to another, less traffic congestion and greenhouse gas (GHG) emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.

DIRECTOR'S POLICY 22: DIRECTOR'S POLICY ON CONTEXT SENSITIVE SOLUTIONS.

Director's Policy 22, a policy regarding the use of "Context Sensitive Solutions" on all State highways, was adopted by Caltrans in November of 2001. The policy reads:

> The Department uses "Context Sensitive Solutions" as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.

The policy recognizes that "in towns and cities across California, the State highway may be the only through street or may function as a local street," that "these communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods," and that "communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality." The policy acknowledges that addressing these needs will assure that transportation solutions meet more than just traffic and operational objectives.

Sustainable Community Strategy (SB 375)

SB 375 requires a Sustainable Community Strategy (SCS) to be developed in coordination with a Regional Transportation Plan (RTP). Combined, the RTP/SCS suggests land use goals and implements transportation plans that will reach goals for reducing the California Air Resources Board (CARB) GHG emissions. It must follow realistic planning assumptions; consider local general plans; and consider land use and the use of natural resources and be consistent with the adopted Regional Housing Needs Allocation (RHNA) for the region. An SCS must be able to reach CARB's GHG goals. It requires collaborative work between local agencies and MPOs to match the targets for the *2017 Congestion Management Program Document* (CMP), which was prepared for Santa Clara County by the Valley Transportation Authority (VTA) (2017).

The CMP is a systematic way to control congestion in the transportation system mandated by the State (Government Code 65089). It designates roadway networking, service standards, and establishes sustainable land use development to determine and control multi-jurisdictional transportation impacts. Local agencies in compliance with the CMP can receive Federal, State, and local transportation funding.

Global Warming Solutions Act of 2006 (AB 32)

With the Global Warming Solutions Act of 2006, AB 32, the State of California committed itself to reducing GHG emissions to 1990 levels by 2020. The CARB is coordinating the response to comply with AB 32.

In 2007, CARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, CARB defined its 1990 baseline level of emissions, and by 2011 it completed its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, took effect in 2012.

On December 11, 2008, CARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the State comply with AB 32.

Vehicle Miles Traveled-Focused Transportation Impact Study Guide

The *Transportation Impact Study Guide* (TISG) was prepared by Caltrans to provide guidance to Caltrans Districts, lead agencies, tribal governments, developers, and consultants regarding Caltrans review of a land use project or plan's transportation analysis using a VMT metric. This guidance is not binding on public agencies, and it is intended to be a reference and informational document. The guidance may be updated based upon need, or in response to updates of the Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory).

c. Regional and Local Regulations

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the Bay Area regional transportation planning agency and federally designated Metropolitan Planning Organization (MPO). MTC is

responsible for preparing the RTP, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities. The RTP is a 20-year plan that is updated every 3 years to reflect new planning priorities and changing projections of future growth and travel demand. The long-range plan must be based on a realistic forecast of future revenues, and the transportation projects taken as a whole must help improve regional air quality. The MTC also screens requests from local agencies for State and Federal grants for transportation projects to determine compatibility with the RTP.

Santa Clara Valley Transportation Authority

VTA serves two roles in Santa Clara County—first, as the primary transit operator, and second, as the CMA.

In its role as transit operator, VTA is responsible for development, operation, and maintenance of the bus and light-rail system within the County. VTA operates more than 70 bus lines and three light-rail lines, in addition to shuttle and paratransit service. It also provides transit service to major regional destinations and transfer centers in adjoining counties.

As the County's CMA, VTA is responsible for managing the Valley Transportation Plan (VTP) 2040 (adopted in October 2014) to reduce congestion and improve air quality. VTA is authorized to set State and Federal funding priorities for transportation improvements that affect the Santa Clara CMP transportation system. Priority projects are also eligible for the RTP. The CMP roadway network in Los Gatos includes all State highways, County expressways, and some principal arterials and intersections, while the transit network includes rail service and selected bus service.

Santa Clara Countywide Bicycle Plan

The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-County bicycle corridor network and expenditure plan. The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in VTP 2040. VTA adopted the Santa Clara Countywide Bicycle Plan in 2018.

Valley Transportation Plan (VTP) 2040

As the Congestion Management Agency for Santa Clara County, VTA is responsible for the development of a long-range countywide transportation plan, called VTP 2040. VTP 2040 provides programs, projects, and policies for roadways, transit, Intelligent Transportation Systems (ITS) and Systems Operations Management, bicycle and pedestrian facilities, and land use and transportation integration. VTP 2040 projects serve as VTA's recommendations for the RTP known as the Plan Bay Area. VTA 2040 was adopted by VTA's Board of Directors in September of 2014. Measure B is a countywide half-cent 30-year sales tax measure approved on the November 2016 ballot, is a critical element of Envision Silicon Valley to fund their transportation priority projects. VTA is currently working on criteria for allocating funds in the various categories.

Plan Bay Area 2040

Plan Bay Area is overseen by the MTC and ABAG. It serves as the region's Sustainable Communities Strategy (SCS) pursuant to SB 375 and the 2040 RTP (preceded by Transportation 2035), integrating transportation and land use strategies to manage greenhouse gas emissions and plan for future population growth. The RTP and SCS include policies that call for shifting more travel demand to

transit and accommodating growth along transit corridors in "Priority Development Areas (PDAs) ." In July 2013, Plan Bay Area was adopted by ABAG and the MTC. The update to Plan Bay Area, known as Plan Bay Area 2040, was subsequently developed by MTC and adopted in July 2017.[2]

Major transit projects included in Plan Bay Area 2040 include a BART extension to San José/Santa Clara, Caltrain electrification, enhanced service along the Amtrak Capitol Corridor, and improvements to local and express bus services.

VTA Next Network Project

VTA is currently redesigning its transit service as part of the Next Network Project. The project has three goals: improve connectivity with the Milpitas and Berryessa BART stations (opening in 2019), improve overall system ridership, and improve farebox recovery. To meet these goals, VTA and its consultant have identified three conceptual alternatives that provide different ratios of high-ridership service and high-coverage service. VTA circulated a proposed draft plan to committees and members of the public in early 2017. Changes identified in the Next Network project will be incorporated in VTA's next transit service plan, which went into effect in 2017 with implementation tied to the opening of BART in San Jose.

VTA Complete Streets Program

VTA, in a collaborative effort with its member agencies and partner agencies, Caltrans, and the VTA, is in the process of developing a Complete Streets Program for Santa Clara County. The main objective of this program is to formulate a process for instituting incremental complete street improvements in Santa Clara County.

Los Gatos Bicycle and Pedestrian Master Plan

The Los Gatos Bicycle and Pedestrian Master Plan (2017) was created to provide the Town with a roadmap for enhancing bicycle and pedestrian mobility throughout the Town by identifying and prioritizing projects, policies, and programs that will help make Los Gatos a more comfortable place to bike and walk. In 2020 the Town Council approved the Bicycle and Pedestrian Master Plan (BPMP) update. The 2020 BPMP Update includes the Town's top priority bicycle and pedestrian improvement projects as Connect Los Gatos Projects.

Los Gatos Traffic Impact Policy

The Los Gatos Traffic Impact Policy (2014) is intended to guide Town staff and the development community in implementing traffic impact provisions (Town Municipal Code, Chapter 15, Article VII, Traffic Impact Mitigation Fees). Projects that are determined by the Town to generate one or more net new Average Daily Trip are subject to this policy. Projects that generate 20 or more Peak Hour Trips shall be required to complete a comprehensive Traffic Impact Analysis (TIA) report. The Town Traffic Engineer will determine the need for a traffic impact study based on the net increase in traffic and the traffic conditions in the nearby area.

[2] Plan Bay Area 2050 was adopted on October 21, 2021, after the release of the NOP and DEIR. Plan Bay Area 2050 clarifies the role of the Plan in context with local housing policies, stating: "While Plan Bay Area 2050 proposes strategies to help the region accommodate a growing population more equitably, it does not mandate any changes to local zoning rules, general plans, or processes for reviewing projects; nor does the plan create an enforceable direct or indirect cap on development locations or targets in the region. The Bay Area's cities, towns, and counties maintain control of all decisions to adopt plans and to permit or deny development projects. Plan Bay Area 2050 helps guide, but does not directly establish, new state-mandated Regional Housing Needs Allocation (RHNA) numbers for any jurisdiction." (Plan Bay Area 2050, Chapter 2 Housing at page 32, https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Housing_October_2021.pdf)

Los Gatos Complete Streets Policy

The *Town of Los Gatos Complete Streets Policy* (#3-01, February 2019) guides relevant departments by formally applying complete streets principles in transportation projects and funding programs Town-wide. Complete streets are generally defined as streets that are planned, designed, and operated for safe mobility of all users including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The policy defines complete streets principles within the context of Los Gatos, provides the implementation framework on applying the policy, and identifies the process for exemptions.

4.15.3 Impact Analysis

a. Methodology and Thresholds of Significance

Methods

The analysis presented herein is derived primarily from a Transportation Analysis prepared by Fehr & Peers for the 2040 General Plan, included as Appendix C to this EIR. The Transportation Analysis, dated June 2021, assesses the transportation impacts of the 2040 General Plan, including impacts to transit and active transportation facilities and VMT. The Transportation Analysis also discloses the LOS, or traffic delay, that would result from implementation of the 2040 General Plan at select roadway intersections. Pursuant to Section 15064.3 of the State CEQA Guidelines, traffic delay resulting from a land-use project shall not constitute a significant environmental impact for purposes of CEQA. Because this EIR is intended to identify and mitigate potentially significant impacts of the proposed project, LOS is not discussed in the impact analysis.

As described in the Transportation Analysis, the VMT analysis was conducted during a typical weekday prior to the March 2020 shelter-in-place policy enacted to slow the spread of the COVID-19 pandemic. The VMT analysis was conducted for the following three scenarios:

- **Scenario 1: Existing Conditions.** Year 2018 existing conditions based on existing vehicle volumes.
- **Scenario 2: Cumulative 2040 without Project Conditions.** Year 2040 cumulative vehicle volumes based on forecasts from the VTA Model, including land uses and transportation network infrastructure adopted in the Town of Los Gatos 2020 General Plan.
- **Scenario 3: Cumulative 2040 with Project Conditions**. Year 2040 cumulative vehicle volumes based on forecasts from the VTA Model, including land uses and transportation network infrastructure proposed in the 2040 General Plan.

The VTA Model was used to develop daily VMT for the proposed 2040 General Plan and the planning area. The VTA Model extends beyond the Bay Area regional boundary to the south into the AMBAG region (e.g., Santa Cruz County, Monterey County and San Benito County) and east into San Joaquin County. However, the travel model stops at the Bay Area regional boundary and does not include inter-regional travel to Mendocino County, Lake County, Yolo County, and Merced County, which shortens the vehicle travel to those counties. This truncation results in a lower total project-generated VMT estimate for the region and Santa Clara County and affects baseline regional or county baseline VMT values used to establish VMT thresholds. Accordingly, the California statewide travel demand model (CSTDM) was used to estimate and forecast trip lengths that occur

outside the VTA Model boundary. These trip lengths were appended to the external stations[3] and are reflected in the VMT estimates and forecasts contained in the Transportation Analysis.

Project-generated VMT is the VMT from all vehicle trips for all trip purposes and types. Project-generated VMT per service population is the metric used to evaluate how the Town VMT changes (increases or decreases) between the baseline and with Project scenario, considering both VMT increases due to land use growth and VMT changes due to changes in travel behavior. Project-generated VMT values include VMT on all streets including centroid connectors[4], and travel outside of the VTA Model area. Project-generated VMT was generated by summing the "VMT from" and the "VMT to" a specified area using the following inputs:

- **Internal-internal:** The full length of all trips made entirely within the geographic area limits.
- **Internal-external:** The full length of all trips with an origin within the geographic area and destination outside of the area.
- **External-internal:** The full length of all trips with an origin outside of the geographic area and destination within the area.

To ensure the VMT rate was expressed properly, the project-generated VMT was divided by the service population (residential population, and employment population), the generators of both trip ends of the VMT. The VMT estimates were also presented on a per service population basis to account for both the effects of population and/or employment growth and the effects of changes in personal travel behavior. For example, population growth may cause an increase in VMT, while travelers changing their behavior by using different travel modes or decreasing their vehicle trip lengths (such as a higher percentage of Los Gatos residents working or shopping in Los Gatos) would cause decreases in VMT.

In addition to project-generated VMT, the 2040 General Plan's effects on VMT were also analyzed in the Transportation Analysis. Effects on VMT, also known as boundary VMT, captures all on-road vehicle travel on a roadway network within the physical limits of the selected geographic boundary for any purpose, and includes local trips as well as trips that pass through the area without stopping. The use of boundary VMT is a more complete evaluation of the potential effects of the proposed 2040 General Plan because it captures the combined effect of new VMT, shifting existing VMT to/from other jurisdictions, and/or shifts in existing traffic to alternate travel routes or modes. The boundary VMT (within Santa Clara County) per service population was used to evaluate the proposed 2040 General Plan's effect on VMT between the Cumulative 2040 without Project Conditions and Cumulative 2040 with Project Conditions. The boundary VMT is divided by the service population (sum of residential population, and employment population) to account for the effects of population and/or employment growth and the effects of changes in personal travel behavior within the specified geographic area between scenarios.

Significance Thresholds

The following thresholds of significance are based on Appendix G to the CEQA Statute and Guidelines and thresholds that have been adopted by the Town of Los Gatos for evaluating

[3] External stations are located on the major transportation routes into and out of the VTA Model boundary. These stations are used to load traffic generated from and/or destined to locations outside of the VTA Model boundary.
[4] Centroids are points that identify the center of activity within a transportation analysis zone and connect that zone to the transportation network. A centroid connector is a feature of a travel model network that connects the centroid to the network and represent the local streets within a zone.

transportation impacts. For the purposes of this EIR, implementation of the 2040 General Plan may have a significant adverse impact if it would:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
2. Result in a VMT-related impact;
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4. Result in inadequate emergency vehicle access.

Significance threshold 1, above, pertains to consistency with circulation programs, plans, ordinances, and policies. To determine the 2040 General Plan consistency with local transit plans, significant impacts would occur if the 2040 General Plan:

1. Disrupts existing transit services or facilities; or
2. Conflicts with an existing or planned transit facility; or
3. Conflicts with transit policies adopted by the Town of Los Gatos, or the Santa Clara Valley Transportation Authority (VTA) for their respective facilities in the study area.

Significant impacts would occur if the 2040 General Plan disrupts existing or planned roadway facilities or conflicts with an applicable program, plan, ordinance, or policy.

The project would create a significant impact related to the bicycle system if the 2040 General Plan:

1. Disrupts existing bicycle facilities;
2. Interferes with planned bicycle facilities; or,
3. Conflicts with applicable bicycle system plans, guidelines, policies, or standards.

The 2040 General Plan would create a significant impact related to the pedestrian system if the 2040 General Plan:

1. Disrupts existing pedestrian facilities; or
2. Interferes with planned pedestrian facilities; or
3. Conflicts with applicable pedestrian system plans, guidelines, policies, or standards.

Significance threshold 2, above, pertains to VMT. Because the VMT resulting from the 2040 General Plan is the VMT expected from buildout of the General Plan through 2040, the impacts analysis of VMT is cumulative. The following summarizes the land use plan VMT thresholds per the Town of Los Gatos "Resolution of the Town Council of the Town of Los Gatos Adopting Vehicle Miles Traveled Thresholds of Significance for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act" adopted as of November 17, 2020. The VMT impact analysis presented in this report considers both the Project's direct impacts relative to Project generated VMT per service population, as well as a cumulative analysis, which considers the Project's long-term effect on VMT using boundary VMT per service population. The VMT significance thresholds for land use plans under Cumulative Conditions are:

1. Project Impact: A significant impact would occur if the total VMT per service population for the proposed project area would exceed a level of 11.3 percent below the total VMT per service population for the Town of Los Gatos under Existing Conditions.
2. Project Effect: A significant impact would occur if the project increases total (boundary) County-wide VMT per service population compared to cumulative no project conditions.

3. A significant impact would occur if the project is inconsistent with the Regional Transportation Plan/Sustainable Community Strategy Plan (Plan Bay Area).

The Town of Los Gatos established its VMT reduction rate based on the statewide VMT scenario prepared by CARB, the long-term expectation that VMT can grow by 6.5 percent in California and still achieve its GHG emissions goals by 2050. This analysis uses a threshold for project-generated VMT per service population of 11.3 percent below the Town's project-generated VMT per service population under Existing Conditions. Therefore, a VMT impact would occur if the project-generated VMT per service population would not result in at least a 11.3 percent reduction below Existing Conditions for the Town. An 11.3 percent reduction below Existing Conditions equates to a project-generated VMT per service population of 32.3 miles, as shown in Table 4.15-2.

Project-generated VMT per service population is used to evaluate if the VMT rate due to the proposed 2040 General Plan (i.e., the direct impacts) would be greater than a specified VMT threshold; however, it does not evaluate the effects on VMT on the entire roadway system. Therefore, a project-generated VMT threshold is also used for the analysis. With a service population growth to 66,400 in 2040[5], the project-generated VMT per service population allows an increase in the Town of Los Gatos VMT to 2,144,720, which is a 4.9 percent increase in the project-generated VMT, as shown in Table 4.15-2.

Table 4.15-2 Project-Generated VMT Thresholds

Item/Metric	Miles[1]
Existing Conditions Project-Generated Vehicle Miles Traveled (A)	2,044,940
Existing Service Population (B)[2]	56,150
Project-Generated VMT per Service Population (A/B=C)	36.4
Project-Generated VMT per Service Population Threshold (C*88.7%=D)	32.3 (11.3 percent reduction from Existing Conditions)
Project-Generated VMT Miles Threshold (2040 Service Population of 66,400*D=E)	2,144,720 (4.9 percent increase from Existing Conditions)

[1] Project-generated VMT and service population are rounded to the nearest 10, and project-generated VMT per service population and project-generated VMT per service population threshold to the nearest one-tenth.
[2] Existing service population is comprised of total population and jobs in Los Gatos, based on data in the VTA model.

Source: Fehr & Peers 2021 (see Appendix C)

To evaluate the effect of the 2040 General Plan on VMT between the Cumulative 2040 and Cumulative 2040 with Project Conditions, the boundary VMT was divided by the service population (sum of residential population and employment population). The growth in boundary VMT captures the combined effect of:

- Shifts in existing VMT due to land use and transportation network changes in Santa Clara County;
- Shifts in existing traffic to alternate travel routes or modes; and
- New VMT from additional land use development in Santa Clara County.

[5] 2040 service population includes the 8,970-person increase in population plus the 1,280 increase in employment generated from implementation and build out of the 2040 General Plan added to existing baseline population. The Transportation Analysis uses baseline values from the VTA model, and therefore, the 2040 service population used in this section of the EIR is different from other EIR sections.

Impacts would be significant based on whether boundary VMT increases with the Project Conditions compared to Cumulative 2040 conditions without the 2040 General Plan.

The cumulative impacts assessment area for potential cumulative VMT impacts consists of Santa Clara County. The boundary of Santa Clara County is an appropriate cumulative impacts assessment area because boundary VMT provides an evaluation of the potential effects of a project in combination with other VMT in the boundary, including shifting existing VMT to/from other jurisdictions and/or shifts in existing traffic to alternate travel routes or modes. In other words, boundary VMT captures on-road vehicle travel on a roadway network (i.e., VMT on the centroid connectors, and other streets and freeway segments in the travel model within the physical limits of the selected geographic boundary) for any purpose and includes local trips as well as trips that pass through the area without stopping. Therefore, using the boundary of Santa Clara County as a cumulative impacts assessment area captures VMT from other cities in the area of Los Gatos, such as Campbell, San José, Santa Cruz, and Cupertino, and other places in the South San Francisco Bay and its environs.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact T-1 DEVELOPMENT AND GROWTH ENVISIONED IN THE 2040 GENERAL PLAN WOULD INCREASE USE AND DEMAND OF EXISTING TRANSIT FACILITIES IN LOS GATOS. THE 2040 GENERAL PLAN INCLUDES GOALS AND POLICIES THAT WOULD ENCOURAGE TRANSIT USE AND BICYCLING AND WALKING WHILE ALSO ENCOURAGING DEVELOPMENT OR EXPANSION OF EXISTING FACILITIES TO ACCOMMODATE INCREASED USE. HOWEVER, TRANSIT RIDERSHIP AND OPERATIONS WOULD BE AFFECTED FROM CONGESTION AND SHARING LANES WITH OTHER VEHICLES. THEREFORE, IMPACTS OF THE 2040 GENERAL PLAN WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As described in *Significance Thresholds*, above, the following thresholds were used to evaluate if the 2040 General Plan would result in potentially significant impacts associated with consistency with local transit plans, significant impacts would occur if the 2040 General Plan:

- Disrupts existing transit services or facilities; or
- Conflicts with an existing or planned transit facility; or
- Conflicts with transit policies adopted by the Town of Los Gatos, or the Santa Clara Valley Transportation Authority (VTA) for their respective facilities in the study area.

Buildout of the proposed 2040 General Plan would increase the number of potential transit users on the various transit systems serving the Town. Increased users would result in a correlated increase in demand for transit. Additionally, roadway traffic congestion caused from population and employment growth in the Town facilitated by the 2040 General Plan could affect several transit corridors by increasing travel times and decreasing headway reliability for transit vehicles.

The Mobility Element of the proposed 2040 General Plan contains the following goals and policies that would support reducing traffic congestion and improving transit connectivity:

Goal MOB-1. Reduce vehicle miles and manage vehicle congestion through a complete transportation network.

Policy MOB-1.1. Require TDM for Development Proposals. Require all development and redevelopment proposals with more than 10 housing units or over 5,000 square feet of non-residential square footage to include a detailed, sustainable, and measurable Transportation Demand Management (TDM) program with accountability requirements to ensure the TDM measures are achieved.

Policy MOB-1.3. Link Development and Transit. Development near transit stops shall provide TDM programs or facilities that encourage transit use for all types of trips.

Policy MOB-1.4. Employer Shuttle Services. Encourage employers with over 100 employees to develop shuttle services (i.e., corporate busing) to transport employees to and from the worksite. Entities may form transportation management associations (TMAs) to pool resources to fund TDM measures.

Goal MOB-5. Support a non-driving Los Gatos by reducing reliance on the automobile and promoting alternative modes of transportation.

Policy MOB-5.1. Encourage Non-Driving Transportation Modes. Encourage the use of non-driving transportation modes such as walking, bicycling, transit, a shuttle system and other forms of personal mobility that are energy conserving and non-polluting.

Policy MOB-5.2. Development of Transportation Facilities by Private Entities. Encourage private entities to develop and maintain publicly accessible transportation facilities, including transit, pedestrian, and bicycle facilities.

Goal MOB-6. Increase public transit opportunities for all types of trips.

Policy MOB-6.1. Support Vasona Light Rail Extension. Support VTA's Vasona Light Rail Extension project to the Town if/when allocated funds are available.

Policy MOB-6.2. Land Uses at Transit Stops. At transit stops, work with VTA and other agencies to prioritize land uses and patterns that generate high transit ridership and encourage affordable housing (i.e., senior housing, multi-family housing, and mixed-use with housing) in appropriate locations.

Policy MOB-6.3. Inter-agency Coordination. Coordinate with appropriate agencies to plan and develop adequate public transit services for everyone in the Town (i.e., bus, Santa Cruz express bus, rail, shuttle, light rail, streetcar, and on-demand transit).

Policy MOB-6.4. Improve Transit Service. Work with the VTA and commercial carriers to improve transit service for Los Gatos and increase ridership.

Policy MOB-6.5. Public and Private Shuttles. Work with transit agencies and major employers in the region to determine the feasibility of financing additional shuttles to improve connections to key destinations in the Town and throughout the region. Include pro rata funding contributions to Town managed shuttle services in all TDM plans.

Policy MOB-6.6. Transit for Special Populations. Coordinate with appropriate agencies to provide and expand transit services for seniors, school children, low-income people, and people with disabilities.

Policy MOB-6.7. Encourage Use of Transit. Encourage public transit use by requiring all new developments to provide bus shelters and on-going maintenance as part of their developments, when appropriate.

Policy MOB-6.8. Support Regional Efforts. Support State and County efforts to reduce vehicle use and encourage the use of public transit.

Policy MOB-6.9. Santa Clara VTA Services. Work with VTA to facilitate transit services in Los Gatos through the provision of bus stop amenities, such as basic route and schedule information, bus shelters, seating, and lighting.

Policy MOB-6.10. Shared Parking. Private or public parking developed near transit stops shall be designed to provide reciprocal access to adjacent parking areas to enhance parking availability at all times.

Policy MOB-7.1. Consistency between Land Use and Transportation Planning. The Town shall ensure that land use and transportation planning are cohesive, consistent, mutually supportive, and strive to reduce VMT. This includes:

- Promoting land use patterns that encourage people to walk, bicycle, or use public transit routinely for a significant number of their daily trips;
- Promoting TDM options;
- Using the Town's provision of public services to direct development to the most appropriate locations; and
- Promoting the infill of vacant land and redevelopment sites.

Policy MOB-9.5. Regional Traffic on Regional Roadways. Support efforts to keep regional traffic on regional roadways, such as SR 85 and SR 17, prioritizing opportunities for increased transit and greater roadway efficiency, over expanding roadway capacity.

Policy MOB-15.1. Minimize Truck Conflicts. Minimize potential conflicts between trucks, truck loading and unloading areas, and pedestrian, bicycle, and transit travel on streets designated as truck routes.

The 2040 General Plan goals and policies, listed above, encourage an increase in transit ridership, decrease dependence on motor vehicles, and reduce transit delays. While the proposed Project could add peak hour transit riders, implementation of the proposed project would not disrupt existing or interfere with planned transit services or facilities. The proposed Town of Los Gatos General Plan 2040 policies support multimodal transportation options, encourage the formation of a transportation management association (TMA) to fund TDM Town-wide measures (MOB-1.4), and support the *Town of Los Gatos Bicycle and Pedestrian Master Plan* to reduce congestion and improve bicycle and pedestrian connectivity.

However, the proposed project does not include actions to increase the cost of using vehicles nor do they include provisions for bus services to avoid congestion delays. As a result, transit service will experience reductions in quality of experience inconsistent with the project polices, which could contribute to lower transit demand in the future and higher demand for vehicles use contributing to higher VMT levels. Because the needed additional transit vehicles and supporting infrastructure may not be provided to accommodate additional transit demand, the proposed project would have a potentially significant impact effect on transit ridership.

Project deficiencies associated with increased vehicle delay at intersections are a result of buses and shuttles operating in mixed-flow lanes with other vehicles. Implementation of the proposed project would not disrupt existing or interfere with planned transit services or facilities; however, the potential increase in transit vehicles, local street congestion within and near the Town of Los Gatos,

and increased delay at off-site intersections would delay transit vehicles. Therefore, this project would result in a significant-and-unavoidable effect on transit vehicle operations, in particular at those intersections without feasible improvement options for traffic delay. Transit operational improvements such as signal coordination and transit vehicle preemption could potentially improve the overall reliability of transit in congested areas but are not likely to fully address this effect.

Consistent with the VTP 2040, the existing transit circulation would be maintained in the future. The changes to the vehicle circulation system as part of the proposed project would not be expected to interfere with existing transit facilities nor conflict with planned transit facilities and services or conflict with adopted transit plans, guidelines, policies, or standards. Additionally, the proposed project is supportive of the transit use and goals as summarized above. Therefore, the impact relative to disruption of existing or planned transit facilities or conflicts with transit program, plan, ordinance or policy would be less-than-significant.

Mitigation Measures

There are no feasible mitigation measures to reduce potentially significant effects related to transit operations and ridership.

Significance After Mitigation

Impacts would be significant and unavoidable.

Threshold 1:	Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact T-2 DEVELOPMENT AND GROWTH ENVISIONED IN THE 2040 GENERAL PLAN WOULD MODIFY ROADWAY CIRCULATION. MODIFICATIONS WOULD CONFORM TO STATE AND LOCAL STANDARDS AND IMPROVE ROADWAYS. THEREFORE, THE 2040 GENERAL PLAN WOULD NOT CONFLICT WITH PROGRAMS, PLANS, ORDINANCES, OR POLICIES PERTAINING TO ROADWAYS. IMPACTS OF THE 2040 GENERAL PLAN WOULD BE LESS THAN SIGNIFICANT.

The 2040 General Plan includes modifications to existing street facilities to create a more pedestrian- and bicycle-oriented street network. These modifications could cause existing and future local and regional traffic to circulate differently. The expected influence on existing and future traffic would be minimal because roadway modifications would conform to State and local standards and generally be implemented to improve circulation.

Overall, the 2040 General Plan would not conflict with existing or planned roadway facilities because the proposed street changes are additions of pedestrian and bicycle facilities with few if any reduction in vehicle lanes. The 2040 General Plan would not be expected to interfere with existing roadway facilities, conflict with planned roadway facilities, or conflict with adopted transportation plans, guidelines, policies, or standards. Therefore, the impact of the 2040 General Plan relative to disruption of existing or planned roadways or conflicts with a program, plan, ordinance or policy would be less than significant.

Mitigation Measures

Mitigation is not required.

Significance After Mitigation

Impacts would be less than significant, and no mitigation measures are indicated.

Threshold 1:	Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact T-3 DEVELOPMENT AND GROWTH ENVISIONED IN THE 2040 GENERAL PLAN WOULD INCREASE THE DEMAND AND USE FOR BICYCLE AND PEDESTRIAN FACILITIES. HOWEVER, THE 2040 GENERAL PLAN INCLUDES GOALS AND POLICIES TO PROVIDE ADEQUATE FACILITIES FOR BICYCLE AND PEDESTRIAN USE. THEREFORE, THE 2040 GENERAL PLAN WOULD NOT CONFLICT WITH PROGRAMS, PLANS, ORDINANCES, OR POLICIES PERTAINING TO BICYCLE AND PEDESTRIAN FACILITIES. IMPACTS OF THE 2040 GENERAL PLAN WOULD BE LESS THAN SIGNIFICANT.

BICYCLE FACILITIES

Implementation and buildout of the 2040 General Plan would increase residency in the Town. Increased residency or population could result in more bicycle use on existing facilities. The 2040 General Plan includes a complete streets network, new bicycle facilities, and mobility goals and policies to accommodate increased bicycle demands generated by the development envisioned in the 2040 General Plan. This network would accommodate bicycle demand generated by the land development. Examples of goals and policies in the 2040 General Plan that would encourage bicycle transportation modes while also ensuring bicycle facilities are adequate include:

Goal MOB-2. Provide continuous, safe, and efficient bikeway and pedestrian facilities.

Policy MOB-2.1. Roads for Both Bicycles and Vehicles. Roads designated as bicycle routes (Class III) shall be constructed and maintained to be safe for both bicycles and vehicles.

Policy MOB-2.2. Improve Bicycling in the Town. Support planning and design upgrades to bicycling infrastructure, support bicycling education, and encourage other programs to improve bicycling in the Town.

Policy MOB-2.3. Support Regional Bicycle Network. Support regional partners to create a complete and comprehensive bicycle network connecting the Town to other regional destinations.

Policy MOB-2.4. Identify Areas to Improve Bicycle and Pedestrian Facilities. Ensure all planning processes, such as master plans and specific plans, identify areas where bicycle and pedestrian improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, provision of pedestrian crossings every half mile on all arterial and collector roadways, improved lighting, and adding new street furniture, benches, and seating to promote walkable environments. This will also include providing median refuges, bike-friendly signals, enhanced bulb-outs, and wayfinding signage to popular local destinations for cyclists and pedestrians along bikeways and at major street crossings.

Policy MOB-2.5. Avoid Negative Impacts on Bicycle Use. All new development shall be designed to enhance the safety or convenience of bicycle use through the Town.

Policy MOB-2.6. Through-Access for Bicyclists and Pedestrians. Require all developments with a frontage greater than 300 feet to provide through-access for bicyclists and pedestrians to adjacent developments, paths, or bicycle facilities.

Policy MOB-2.7. Safe Routes to School. Coordinate with all schools that serve Los Gatos to enhance safe bicycling and pedestrian facilities used to access the schools.

Policy MOB-4.1. Limit Widening of All Roadways. Limit widening of all roadways for vehicular use and prioritize improvements within the right-of-way for bicycle and pedestrian facilities to increase roadway capacity without impeding emergency access requirements.

Policy MOB-5.1. Encourage Non-Driving Transportation Modes. Encourage the use of non-driving transportation modes such as walking, bicycling, transit, a shuttle system and other forms of personal mobility that are energy conserving and non-polluting.

The 2040 General Plan would encourage bicycling by improving bicycle connectivity with a comprehensive community-wide network of on-street and off-street bicycle facilities as defined in the *Town of Los Gatos Bicycle and Pedestrian Master Plan* (September 2020). Implementation of the 2040 General Plan would not interfere with existing bicycle facilities or conflict with planned bicycle facilities or adopted bicycle system plans, guidelines, policies, or standards. Furthermore, implementation of the 2040 General Plan would create new bicycle facilities consistent with the Town of Los Gatos Bicycle and Pedestrian Master Plan, which would have a beneficial effect on bicycle circulation and access. Therefore, the implementation of the 2040 General Plan would have a less than significant impact.

PEDESTRIAN FACILITIES

Implementation and buildout of the 2040 General Plan would increase residency in the Town. Increased residency or population could result in more use and demand on existing pedestrian facilities. The 2040 General Plan includes a complete streets network, new pedestrian facilities, and mobility goals policies to accommodate increased pedestrian demands generated by the development envisioned in the 2040 General Plan. The 2040 General Plan would encourage walking by improving pedestrian facilities and connectivity with a safe and continuous pedestrian network to shorten walking distances and improve pedestrian connections to popular local destinations.

Implementation of the 2040 General Plan would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. Furthermore, implementation of the 2040 General Plan would create new pedestrian facilities and have a beneficial effect on pedestrian circulation and access consistent with the Town of Los Gatos Bicycle and Pedestrian Master Plan. Therefore, the implementation of the 2040 General Plan would have a less than significant impact on pedestrian facilities.

Mitigation Measures

Mitigation is not required.

Significance After Mitigation

Impacts would be less than significant, and no mitigation measures are indicated.

Threshold 2:	Would the project result in a VMT-related impact?

Impact T-4 DEVELOPMENT AND POPULATION GROWTH FACILITATED BY THE 2040 GENERAL PLAN WOULD INCREASE VMT IN LOS GATOS. VMT PER SERVICE POPULATION AND POPULATION GROWTH IN 2040

WOULD EXCEED APPLICABLE THRESHOLDS SPECIFIC TO THE TOWN. THEREFORE, THE 2040 GENERAL PLAN WOULD RESULT IN VMT-RELATED IMPACTS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As described in *Significance Thresholds*, above, the following thresholds were used to evaluate if the 2040 General Plan would result in potentially significant impacts associated with VMT:

1. Project Impact: A significant impact would occur if the total VMT per service population for the proposed project area would exceed a level of 11.3 percent below the total VMT per service population for the Town of Los Gatos under Existing Conditions.
2. Project Effect: A significant impact would occur if the project increases total (boundary) County-wide VMT per service population compared to cumulative no project conditions.
3. A significant impact would occur if the project is inconsistent with the Regional Transportation Plan/Sustainable Community Strategy Plan (Plan Bay Area)

An analysis of potential VMT impacts in context with each of these thresholds of significance is provided below.

Project Impact

The population and employment growth facilitated from development envisioned in the 2040 General Plan would generate new vehicle trips. Each of these trips would result in VMT. As shown in Table 4.15-3, the population and employment growth resulting from the 2040 General Plan would increase project-generated VMT from 2,044,940 (Existing Conditions) to 2,552,780 (Cumulative 2040 with Project Conditions). For impact analysis purposes, the absolute increase is not the focus. The absolute increase is not the focus because the 2040 General Plan would accommodate a greater number of jobs and people by 2040 than currently exist, thereby causing more absolute VMT by default compared to existing conditions. Accordingly, the expectation is that the land use pattern and policies in the 2040 General Plan would result in reduced VMT per service population compared to existing conditions. As shown in Table 4.15-3, under the Cumulative 2040 with Project Conditions, the project-generated VMT per service population would be 38.4. A VMT of 38.4 is approximately 19 percent greater than the applicable VMT threshold of 32.3. Therefore, the project-generated VMT per service population would exceed the applicable threshold.

Table 4.15-3 Project-Generated VMT

Scenario[1]	VMT	Service Population[2]	VMT Per Service Population
2018-2019 Baseline	2,044,940	56,150	36.4
2040 Proposed Project	2,552,780	66,400	38.4

[1] Project-generated VMT and service population are rounded to the nearest 10, and project-generated VMT per service population and project-generated VMT per service population threshold to the nearest one-tenth.
[2.] Service population is comprised of total population and jobs in Los Gatos, based on data in the VTA model (baseline) and projected growth from the 2040 General Plan.

Source: Fehr & Peers 2021 (see Appendix C)

Because implementation of the 2040 General Plan would result in VMT per service population under that exceeds the threshold of 32.3 due to population and employment growth planned within the Town, impacts would be potentially significant.

Project Effect (Boundary VMT)

To evaluate the effect of the 2040 General Plan on VMT between the Cumulative 2040 and Cumulative 2040 with Project Conditions, the boundary VMT is divided by the service population (sum of residential population and employment population). The growth in boundary VMT captures the combined effect of:

- Shifts in existing VMT due to land use and transportation network changes in Santa Clara County;
- Shifts in existing traffic to alternate travel routes or modes; and
- New VMT from additional land use development in Santa Clara County.

As shown in **Error! Reference source not found.**, the changes in Countywide boundary VMT per service population between the Cumulative 2040 and Cumulative 2040 with Project Conditions shows the relatively small effects of the 2040 General Plan on VMT. The Town of Los Gatos travel activities are a relatively small portion of the Santa Clara County travel; therefore, it is to be expected that the proposed 2040 General Plan's effect on VMT would have predominately localized VMT effects in and near the Town of Los Gatos.

Table 4.15-4 2040 General Plan Effects on VMT (Boundary VMT)

Measurement	Cumulative 2040 without Project Conditions	Cumulative 2040 with Project Conditions	Percent Change
Vehicle Miles Traveled in Cumulative Impacts Assessment Area[1]	48,838,530	48,989,410	0.3%
Service Population[1,2]	3,856,430	3,863,930	0.2%
VMT per Service Population	12.7	12.7	0

[1] VMT and service population are rounded to the nearest 10.
[2] Service population is comprised of total population and jobs in Los Gatos, based on data in the VTA model (baseline) and projected growth from the 2040 General Plan.

Source: Fehr & Peers 2021 (see Appendix C)

Regional Transportation Plan/Sustainable Community Strategy Plan

As discussed above in *Significance Thresholds*, the Town has adopted thresholds of significance for VMT impacts. Included in the adopted thresholds is consistency with Plan Bay Area. Although the 2040 General Plan would be consistent with Plan Bay Area, as described in Section 4.3, *Air Quality*; and, in Section 4.11, *Land Use and Planning*, the Town's VMT impact threshold is narrow and specific. The threshold looks narrowly at whether population growth resulting from a land use Plan, such as the 2040 General Plan, would exceed population forecasts in Plan Bay Area. The threshold requires an analysis similar to Impact PH-1 in Section 4.13, Population and Housing; however, Impact PH-1 evaluates whether the 2040 General Plan would result in substantial unplanned growth, including growth forecasted in Plan Bay Area. A primary different between the analysis for Impact PH-1 and this VMT threshold is that this VMT threshold does not ask whether population growth would substantially exceed forecasts, but rather, if growth would exceed forecasts at all. Therefore, these analysis of VMT impacts presented below is based on a narrow measurement of consistency with Plan Bay Area, and as such, the determination of consistency presented specifically for Impact T-4 can reasonably vary from other Plan Bay Area consistency determinations in the Draft

EIR, such as those in Sections 4.3 and 4.11 and 4.13.

As shown in Table 4.15-5 below, Plan Bay Area 2040 forecasts that the residential population growth in Los Gatos between 2015 and 2040 will be approximately 1,720 people. Plan Bay Area 2040 also forecasts that employment population within Los Gatos will grow by 1,760 people between 2015 and 2040.

Table 4.15-5 Town of Los Gatos Population and Employment Growth Forecasts

Forecasts	2015	2040	Change from 2015 to 2040
Household Population	30,925	32,645	1,720
Employment	18,860	20,620	1,760

Source: Plan Bay Area 2040; November 2018

As described above on page 4.15-21, buildout of the 2040 General Plan would generate approximately 1,280 employment opportunities. The approximately 1,280 employment opportunities that would result from buildout of the 2040 General Plan would not exceed the 1,760 employment opportunities forecast for Los Gatos in Plan Bay Area 2040. However, as described in Section 2, *Project Description*, the projected household population would increase by 8,970 people compared to what is considered existing with buildout of the 2040 General Plan. Some of the population growth expected from buildout of the 2040 General Plan would occur regardless of its implementation, such as growth expected from dwelling units already planned or approved for construction in Los Gatos. Nonetheless, household population growth would exceed Plan Bay Area 2040 forecasts for household population. Therefore, in context with the Town's adopted VMT threshold of significance, this VMT impact, which is cumulative, would be potentially significant.

Mitigation Measures

T-1 VMT Reduction Strategies

For projects that would generate VMT, one or more VMT reduction strategies included in the *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020) document shall be required to reduce VMT of the project. Examples of VMT reduction strategies that shall be implemented are provided below. The VMT reduction strategies are organized by their relative scale for implementation (i.e., individual site level, Town-wide level, and regional level).

INDIVIDUAL SITE LEVEL

- **Encourage Telecommuting and Alternative Work Schedules:** This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. This strategy would reduce commute VMT but also result in a change in VMT for other travel purposes; thus, this strategy should consider the net change in the Town's project-generated VMT.
- **Provide Ride-Sharing Programs:** This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants.
- **Provide Local Shuttles:** This strategy focuses on providing local shuttle service. The local shuttles would provide service to transit hubs, schools, commercial centers, and residential

areas to improve transit connectivity and address the "first/last mile" problems. Alternatively, a demand responsive service could be provided as subsidized trips by contracting to private transportation network companies (TNCs) or taxi companies. Note that implementation of this strategy would require regional or local agency implementation.

- **Provide Employer-Sponsored Vanpool/Shuttle:** This strategy relies on employers purchasing or leasing vans or shuttles, and often subsidizing the cost of at least program administration, if not more. Vanpools typically service employee's commute to work, while shuttles service nearby transit stations and surrounding commercial centers. Scheduling and rider charges, if any, are within the employer's purview.

TOWN-WIDE LEVEL

- **Provide Bicycle and Pedestrian Network Improvements:** This strategy focuses on creating a comprehensive bicycle and pedestrian network within the project and connecting to nearby destinations. Projects in Los Gatos tend to be smaller so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on regional or local plans such as the *Bicycle and Pedestrian Master Plan* and Connect Los Gatos.
- **Provide Traffic Calming Measures:** This strategy combines the California Air Pollution Control Officers Association (CAPCOA) research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. One potential change in this strategy over time is that ebikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.
- **Implement Car-Sharing Program:** This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Examples include programs like ZipCar, Car2Go, and Gig.
- **Limit Parking Supply:** When combined with companion TDM measures, reduced parking supply discourages driving by limiting easy and convenient parking options. Implementation of this strategy may require reducing (or removing) minimum parking requirements and allowing developers to use shared parking strategies.
- **Unbundle Parking Costs from Property Cost:** Unbundling separates parking costs from property cost, for instance by not including a parking space in a residential unit's rent, or by requiring employers to lease each parking space separately from the building owner. This strategy ensures that the user understands that the cost of driving includes parking and can encourage people to use an alternative mode to save money.
- **Implement Market Price Public Parking (On-Street):** This strategy focuses on implementing a pricing strategy for parking by pricing all on-street parking in central business districts, employment centers, and retail centers. Priced parking would encourage "park once" behavior and may also result in area-wide mode shifts.

REGIONAL LEVEL

- **Increase Density:** This strategy focuses on increasing density of land uses, where allowed by the General Plan and/or Zoning Ordinance, to reduce distances people travel and provide more

travel mode options. This strategy also provides a foundation for many other strategies. For example, densification increases transit ridership, which justifies enhanced transit service.

- **Increase Diversity of Urban and Suburban Developments:** This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips.
- **Increase Transit Accessibility:** This strategy focuses on encouraging the use of transit by locating a project with high density near transit. A project with a residential/commercial center designed around a bus station is referred to as a transit-oriented development (TOD).
- **Integrate Affordable and Below Market Rate Housing:** This strategy provides greater opportunities for lower income families to live closer to job centers since income effects probability that a commute will take transit or walk to work.
- **Increase Transit Service Frequency/Speed:** This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given existing land use density in Los Gatos, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations, or it may require new forms of demand-responsive transit service. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.
- **Implement Area or Cordon Pricing:** This strategy focuses on implementing a cordon (i.e., boundary) pricing scheme, where a cordon is set around a specific area to charge a toll to enter the area by vehicle. The cordon location is usually the boundary of an area with limited points of access. The cordon toll may be constant, applied during peak periods, or be variable, with higher prices during congestion peak periods. The toll can also be based on a fixed schedule or be dynamic, responding to real-time congestion levels. Note that implementation of this strategy requires alternative modes of travel that are available and reliable, such as high-quality transit infrastructure.

Significance After Mitigation

The potential VMT reduction from implementing Mitigation Measure T-1 and utilizing strategies from the individual site, Town-wide, and regional measures discussed above is presented in Table 4.15-6. The reductions shown in Table 4.15-6 are presented as a range because strategies vary widely in effectiveness. Please see Appendix C for more information regarding the basis of the effectiveness of VMT strategies.

Table 4.15-6 Summary of VMT Mitigation Strategies

Reduction Scale	VMT Reduction Range	
	Low[1]	High[2]
Individual Site Level	0	6 percent
Town-Wide Level	3 percent	10 percent
Regional Level	20 percent	60 percent

[1.] Low indicates a conservative estimate that is highly defensible and suitable for use in environmental analysis documents, or to mitigate a VMT impact. Not all strategies provide a quantifiable reduction suitable for environmental use.
[2.] High indicates a potential upper limit to reductions, and requires a very high level of investment in most cases.

Source: Fehr & Peers 2021 (see Appendix C)

As described above in the impact analysis, implementation of the 2040 General Plan would result in VMT per service population that is approximately 19 percent greater than the applicable VMT threshold of 32.3. To reduce VMT per service population by 19 percent, VMT reduction strategies at the regional level would be required, as shown in Table 4.15-6. However, implementation of regional strategies would require action on multiple agencies and municipalities in South San Francisco Bay and environs, such as cities of Campbell and San José or counties of Santa Clara and Santa Cruz. The Town is unable to ensure that other municipalities would participate in the regional VMT reduction strategies outlined in Mitigation Measure T-1. Therefore, it is not certain that a 19 percent reduction in VMT would be achievable. Accordingly, VMT impacts of the 2040 General Plan would be significant and unavoidable, even after implementation of mitigation.

Threshold 3:	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

Impact T-5 THE PROPOSED 2040 GENERAL PLAN IS A PROGRAM-LEVEL PLAN THAT DOES NOT DIRECTLY ADDRESS PROJECT-LEVEL DESIGN FEATURES. ROADWAY IMPROVEMENTS AND SITE ACCESS MEASURES WOULD BE DESIGNED AND REVIEWED IN ACCORDANCE WITH TOWN STANDARDS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The 2040 General Plan is a program-level document that does not directly address project-level design features or building specifications. Los Gatos maintains improvement standards that guide the construction of new transportation facilities to minimize design hazards for all users of the system. Through the environmental review process, land use proposals that would add traffic to streets not designed to current standards are evaluated. If needed, mitigation measures are identified therein, and the project is conditioned to construct or provide funding for an improvement that would minimize or eliminate the hazard. Typical improvements include shoulder widening, adding turn pockets, adding sidewalks or crosswalks, realigning sharp curves, prohibiting certain turning movements, signalizing intersections, and increasing sight distance, among other measures. New and upgraded roadways needed to accommodate new development would be designed according to applicable Federal, State, and local design standards. Development and infrastructure projects in Los Gatos would be required to comply with the 2040 General Plan, Los Gatos Municipal Code, and applicable State and local regulations. As a result, and in consideration of the proposed 2040 General Plan's policies regarding infrastructure safety, listed below, impacts would be less than significant.

The 2040 General Plan establishes the following goals and policies that are intended to result in roadway designs that safely accommodate all users:

Goal MOB-2. Provide continuous, safe, and efficient bikeway and pedestrian facilities.

- **Policy MOB-2.1. Roads for Both Bicycles and Vehicles.** Roads designated as bicycle routes (Class III) shall be constructed and maintained to be safe for both bicycles and vehicles.
- **Policy MOB-2.4. Identify Areas to Improve Bicycle and Pedestrian Facilities.** Ensure all planning processes, such as master plans and specific plans, identify areas where bicycle and pedestrian improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, provision of pedestrian crossings every half mile on all arterial and collector roadways, improved lighting, and adding new street furniture, benches, and seating to promote walkable environments. This will also include providing median refuges,

bike-friendly signals, enhanced bulb-outs, and wayfinding signage to popular local destinations for cyclists and pedestrians along bikeways and at major street crossings.

- **Policy MOB 2.6. Through-Access for Bicycles and Pedestrians.** Require all developments with a frontage greater than 300 feet to provide through-access for bicyclists and pedestrians to adjacent developments, paths, or bicycle facilities.
- **Policy MOB 2.11. Safe Pedestrian Access Along Unimproved Roadways**. Require adequate width of roadway clearance between edge of travel and/or edge of pavement for pedestrian mobility and safety.

Goal MOB-4. Encourage the development of a comprehensive and integrated transportation network with infrastructure and design features that allow safe and convenient travel for all users.

- **Policy MOB-4.1. Complete Streets.** Apply complete streets principles in transportation projects within the Town as defined in the Town's Complete Streets Policy.
- **Policy MOB-4.3. Wide Sidewalks for Shared Use**. Require wide sidewalks greater than five feet in width in commercial and mixed-use areas to allow shared use by pedestrians and non-motorized modes of transportation as directed by the Town Engineer
- **Policy MOB-4.5. Consider Special Populations**. Consider the needs of people with disabilities, seniors, and children when designing trail facilities and bicycle and pedestrian facilities.

Goal MOB-7. Optimize the Town's transportation system to provide safe and efficient movement to meet the needs of all users.

- **Policy MOB-7.1. Consistency between Land Use and Transportation Planning.** The Town shall ensure that land use and transportation planning are cohesive, consistent, mutually supportive, and strive to reduce VMT. This includes:
  - Promoting land use patterns that encourage people to walk, bicycle, or use public transit routinely for a significant number of their daily trips;
  - Promoting TDM options;
  - Using the Town's provision of public services to direct development to the most appropriate locations; and
  - Promoting the infill of vacant land and redevelopment sites.
- **Policy MOB-7.3. Balance Needs of All Roadway Users**. Make effective use of the traffic-carrying ability of Los Gatos's arterials and collectors while providing multimodal support for users of all ages and abilities.

Goal MOB-8. Provide a safe, efficient, and well-designed roadway network transportation system.

- **Policy MOB-8.1. Safety in Roadway Design and Management.** Support the safety of all roadway users of all ages and abilities in the design and management of roadways.
- **Policy MOB-8.3. Driveways and Curb Cuts**. New development shall minimize the number of access points (driveway openings or other curb cuts) along Arterial streets to minimize impacts on circulation flow and safety while providing for safe ingress and egress from a location.
- **Policy MOB-8.4. Avoid Extended Single Access Roadways**. Discourage single access roads that impede safe and continuous access for all roadway users.

- **Policy MOB-8.5. Street Improvements.** Street improvements such as curb cuts, sidewalks, bus stop turnouts, bus shelters, light poles, traffic signals, benches, and trash containers shall be designed to provide safe movement of all users and minimize disruption to the streetscape.
- **Policy MOB-8.6. Roundabouts**. Consider using roundabouts as an alternative to signalized or traditionally controlled intersections.

Goal MOB-9. Mitigate the impact of cut-through traffic, with the objective of making it easy for residents to move throughout Town while ensuring Los Gatos remains a welcoming place for visitors.

- **Policy MOB-9.1. Vehicle Traffic-Calming Devices.** Consider traffic-calming devices (i.e., lane narrowing, widening medians, or landscaping) to discourage cut-through vehicle traffic, where appropriate.
- **Policy MOB-9.2. Alternatives to Minimize Cut-Through Vehicle Traffic.** Limit cut-through vehicle traffic to the extent feasible, while minimizing the impacts these limits have on the freedom of movement of residents and minimizing diversion of vehicle traffic to other neighborhood streets. Consider the use of alternative street surfacing materials, traffic diverters, special designs, and stop signs to prevent cut-through traffic on residential streets.
- **Policy MOB-9.3. Neighborhood Traffic-Calming Policy**. Assist citizens in solving traffic concerns in residential neighborhoods in accordance with the latest Neighborhood Traffic-Calming Policy.

The above goals and policies are intended to result in roadway designs that safely accommodate all users including pedestrians, bikes, and vehicles. The 2040 General Plan does not directly propose any project features or incompatible uses that could increase hazards within the Town or SOI. This impact would be less than significant.

Mitigation Measures

No mitigation required.

Significance After Mitigation

This impact would be less than significant, and no mitigation measures are indicated.

Threshold 4: Would the project result in inadequate emergency access?

Impact T-6 THE PROPOSED 2040 GENERAL PLAN IDENTIFIES CIRCULATION IMPROVEMENTS AND POLICIES THAT WOULD SUPPORT EMERGENCY ACCESS THROUGHOUT LOS GATOS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The 2040 General Plan does not propose specific development projects, therefore does not propose any developments that could result in inadequate emergency access. The purpose of the 2040 General Plan in terms of transportation is to improve the overall performance of the transportation network for all modes of transportation. The 2040 General Plan would have a significant safety impact if roadway geometric design features were not designed to Town standards and standard engineering practices were not followed, thereby resulting in a hazardous condition for motorists,

transit users, bicyclists, and/or pedestrians. To address potential safety impacts, the following goals and policies relating to safety are already included in the Town of Los Gatos 2040 General Plan:

Goal MOB-2. Provide continuous, safe, and efficient bikeway and pedestrian facilities.

- **Policy MOB-2.1. Roads for Both Bicycles and Vehicles.** Roads designated as bicycle routes (Class III) shall be constructed and maintained to be safe for both bicycles and vehicles.
- **Policy MOB 2.5. Avoid Negative Impacts on Bicycle Use.** All new development shall be designed to enhance the safety or convenience of bicycle use through the Town.
- **Policy MOB 2.7. Safe Routes to Schools.** Coordinate with all schools that serve Los Gatos to enhance safe bicycling and pedestrian facilities used to access the schools.
- **Policy MOB 2.11. Safe Pedestrian Access along Unimproved Roadways.** Require adequate width of roadway clearance between edge of travel and/or edge of pavement for pedestrian mobility and safety.

Goal MOB-3. Provide a well-designed and well-maintained system of trails that connect the Town and open space areas.

- **Policy MOB 3.2. Safe, Continuous, and Interconnected Trails.** Trails shall be safe, continuous, and interconnected with other trails and parking areas, designed for bicyclists and/or pedestrians and be consistent with other relevant plans, including the Los Gatos Bicycle and Pedestrian Master Plan.

Goal MOB-4. Encourage the development of a comprehensive and integrated transportation network with infrastructure and design features that allow safe and convenient travel for all users.

- **Policy MOB-4.4. Limit Widening of All Roadways.** Limit widening of all roadways for vehicular use and prioritize improvements within the right-of-way for bicycle and pedestrian facilities to increase roadway capacity without impeding emergency access requirements.

Goal MOB-7. Optimize the Town's transportation system to provide safe and efficient movement to meet the needs of all users.

Goal MOB-8. Provide a safe, efficient, and well-designed roadway network transportation system**.**

- **Policy MOB-8.1.** Support the safety of all roadway users of all ages and abilities in the design and management of roadways.
- **Policy MOB-8.3.** New development shall minimize the number of access points (driveway openings or other curb cuts) along Arterial streets to minimize impacts on circulation flow and safety while providing for safe ingress and egress from a location.
- **Policy MOB-8.4.** Discourage single access roads that impede safe and continuous access for all roadway users.
- **Policy MOB-8.5.** Street improvements such as curb cuts, sidewalks, bus stop turnouts, bus shelters, light poles, traffic signals, benches, and trash containers shall be designed to provide safe movement of all users and minimize disruption to the streetscape.

Goal MOB-12. Ensure that hillside streets maintain safe and continuous access.

- **Policy MOB-12.1. Hillside Emergency Vehicle Access.** Establish and maintain a hillside road pattern that provides adequate access for residents and emergency vehicles in both normal and emergency situations without introducing new through access roads that would invite unwanted traffic into the area, induce further development, or threaten plant or animal habitats or migration patterns.
- **Policy MOB-12.2. Secondary Emergency Access.** New discretionary housing approvals in locations that are identified as Very High Fire Hazard Areas on the Town's Wildland Fire

Severity Zone Map shall provide secondary emergency access as required by the Santa Clara County Fire Department. Secondary access shall be provided first by loop roads, then by through-roads, and lastly by long cul-de-sac's with an emergency access connection to a public road. If secondary access is not possible or acceptable, the intensity of land use should be evaluated based on limited access.

- **Policy MOB-12.5. Streetlights on Hillside Streets.** New public streetlighting on hillside streets shall be prohibited except where lighting is required to address public safety.

Goal MOB-13. Provide adequate parking availability and minimize impacts on surrounding residential neighborhoods.

- **Policy MOB-13.4.** Provide for safe pedestrian travel in parking lots without unnecessarily eliminating parking spaces.

Goal MOB-15. Provide for the safe and efficient movement of goods to support commerce, industry, and the community.

The above goals are intended to result in roadway designs that safely accommodate all users including pedestrian, bikes, and vehicles. Additionally, the Town of Los Gatos 2040 General Plan is a program-level document that does not directly address project-level design features or building specifications. Los Gatos maintains improvement standards that guide the construction of new transportation facilities to minimize design hazards for all users of the system. Since the proposed Town of Los Gatos 2040 General Plan does not directly propose any project features or incompatible uses that could increase hazards within the Town of Los Gatos, the impact is less-than-significant.

Mitigation Measures

Mitigation is not required.

Significance After Mitigation

Impacts would be less than significant, and no mitigation measures are indicated.

4.15.4 Cumulative Impacts

The boundary of Santa Clara County is an appropriate cumulative impacts assessment area because transportation trends and projects in the County are most likely to combine with effects of the 2040 General Plan because the Town is located in Santa Clara County. As described in Impact T-1 above, implementation of the 2040 General Plan would result in conflicts with programs, plans, or policies addressing the transit system. These impacts are related to transit ridership and transit delays due congestion on area roadways. Growth in surrounding areas, especially in surrounding areas located on the same transit routes that serve Los Gatos, would also increase ridership and add vehicles on area roadways, worsening the impact. Cumulative impacts related to transit would be significant and avoidable, and impacts of the 2040 General Plan would be cumulatively considerable.

Cumulative growth in the assessment area could result in potential conflicts with programs, plans, or policies addressing the roadways and bicycle and pedestrian circulation system. For example, development in the City of San José would increase residency in the assessment area, which could increase the demand and use of bicycle facilities in the assessment area, including facilities in the Town. However, the projections described in Section 3, *Environmental Setting*, are based on development envisioned in the general plans applicable to the assessment area. These other general plans generally contain policies supporting the development and maintenance of the

circulation system in concert with growth. Accordingly, cumulative impacts would be less than significant. As described above in Impact T-2 and T-3, the proposed 2040 General Plan would not conflict a program, plan, ordinance or policy addressing the circulation system as it relates to roadways, bicycle facilities, and pedestrian facilities. Therefore, impacts of the 2040 General Plan on these components of the circulation system would not be cumulatively considerable.

Impacts related to traffic hazards, such as geometric design features or incompatible uses, are generally site specific. For example, the design of an intersection is specific to that intersection and not affected by development elsewhere, away from that intersection. Therefore, the 2040 General Plan would have no impacts related to traffic hazards beyond the SOI. Likewise, development elsewhere in the cumulative impacts assessment area, such as development in San José would not impact intersection in Los Gatos or contribute incompatible uses on roadways in Los Gatos. Therefore, cumulative impacts would be less than significant. As described above in Impact T-5, impacts of the 2040 General Plan related to traffic hazards would be less than significant. Accordingly, impacts of the 2040 General Plan would not be cumulatively considerable.

As described above in Impact T-4, the analysis of VMT resulting from the 2040 General Plan is cumulative because it considers impact from Town-wide growth in 2040 in context with future vehicle trips in Santa Clara County. Therefore, a separate analysis of cumulative VMT impacts is not provided in this section. As described above in Impact T-4, VMT impacts of the 2040 General Plan, which includes cumulative impacts, would be significant and unavoidable.

Appendix C

Transportation Analysis for the Draft Environmental Impact Report (DEIR)

Town of Los Gatos General Plan 2040: Transportation Analysis (TA) for the Draft Environmental Impact Report (DEIR)

Prepared for:
Town of Los Gatos and
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June 2021

SJ18-1854

FEHR PEERS

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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for the Town of Los Gatos General Plan 2040 update, also referred to as the proposed "Project." The purpose of the TA is to:

- Estimate vehicle miles traveled (VMT) to identify environmental impacts.
- Review proposed Project and its effects related to transit, roadway, bicycle, or pedestrian facilities.
- Identify level of service at 10 study intersections in the Town of Los Gatos transportation system with the adoption of the Town of Los Gatos General Plan 2040 update, and identify potential transportation improvements.

The proposed Project effects on the surrounding transportation network were evaluated following the updated California Environmental Quality Act (CEQA) Guidelines (2018).

Project Description

The proposed Project is an update to the Town of Los Gatos General Plan, which includes a combination of new residential and non-residential (i.e., office, retail, industrial/manufacturing, and institutional) land uses distributed throughout the proposed Project area as compared to existing conditions. As described in the *Preferred Land Use Alternative Framework* (May 2020)[1], the proposed Project would consist of the following land uses:

- 3,738 additional housing units (or 8,970 additional residents), including:
  - A maximum of 1,167 single-family units.
  - A maximum of 2,571 multi-family (apartment) units.
- 671,768 square feet of additional non-residential uses (or 1,280 additional employees) of pending and approved projects in the Town of Los Gatos.

Transit, Roadway, Bicycle, and Pedestrian Evaluation

Transit Evaluation

While the proposed Project could add peak hour transit riders, implementation of the proposed Project would not disrupt existing or interfere with planned transit services or facilities. The proposed Town of Los Gatos General Plan 2040 policies support multimodal transportation options, encourage the formation of a transportation management association (TMA) to fund TDM Townwide measures (MOB-1.4), and support the *Town of Los Gatos Bicycle and Pedestrian Master Plan* (March 7, 2017) to reduce congestion

[1] Town of Los Gatos General Plan 2040. Preferred Land Use Alternative Framework (May 2020). Available online at http://www.losgatos2040.com/images/docs/lggpu_alternative-summary.pdf

and improve bicycle and pedestrian connectivity. However, the proposed Project does not include actions to increase the cost of using vehicles nor do they include provisions for bus services to avoid congestion delays. As a result, transit service will experience reductions in quality of experience inconsistent with the Project polices, which could contribute to lower transit demand in the future and higher demand for vehicles use contributing to higher VMT levels. Because the needed additional transit vehicles and supporting infrastructure may not be provided to accommodate the additional transit demand, the proposed Project would have a ***potentially significant impact*** effect on transit ridership.

Implementation of the proposed Project would not disrupt existing or interfere with planned transit services or facilities; however, the potential increase in transit vehicles, local street congestion within and near the Town of Los Gatos, and increased delay at off-site intersections would delay transit vehicles. Therefore, this project would result in a ***significant-and-unavoidable*** effect on transit vehicle operations, in particular at those intersections without feasible improvement options for traffic delay. Transit operational improvements such as signal coordination and transit vehicle preemption could potentially improve the overall reliability of transit in congested areas but are not likely to fully address this effect.

Consistent with the *VTP 2040 (2014)*, the existing transit circulation would be maintained in the future. The changes to the vehicle circulation system as part of the proposed Project would not be expected to interfere with existing transit facilities nor conflict with planned transit facilities and services or conflict with adopted transit plans, guidelines, policies, or standards. Additionally, the proposed Project is supportive of the transit use and goals summarized in **Chapter 2**. Therefore, the impact relative to disruption of existing or planned transit facilities or conflicts with transit program, plan, ordinance or policy would be ***less-than-significant***.

Roadway Evaluation

The proposed Project would not conflict with existing or planned roadway facilities because the proposed street changes are additions of pedestrian and bicycle facilities with few if any reduction in vehicle lanes. The proposed Project would not be expected to interfere with existing roadway facilities, conflict with planned roadway facilities or conflict with adopted transportation plans, guidelines, policies, or standards. Therefore, the impact relative to disruption of existing or planned roadways or conflicts with program, plan, ordinance or policy would be ***less-than-significant***.

Bicycle Evaluation

Implementation of the proposed Project would not interfere with existing bicycle facilities or conflict with planned bicycle facilities or adopted bicycle system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed Project will create new bicycle facilities consistent with the *Town of Los Gatos Bicycle and Pedestrian Master Plan* (March 7, 2017), which will have a beneficial effect on bicycle circulation and access. Therefore, the implementation of the proposed Town of Los Gatos General Plan 2040 would be considered a ***less-than-significant*** impact on bicycle facilities, and no mitigation measures would be required.

Pedestrian Evaluation

Implementation of the proposed Project would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed Project will create new pedestrian facilities and will have a beneficial effect on pedestrian circulation and access consistent with the *Town of Los Gatos Bicycle and Pedestrian Master Plan* (March 7, 2017). Therefore, the implementation of the proposed Town of Los Gatos General Plan 2040 would be considered a ***less-than-significant*** impact on pedestrian facilities, and no mitigation measures would be required.

Vehicle Miles Traveled (VMT)

Senate Bill (SB) 743, signed by Governor Jerry Brown in 2013, changes the way transportation impacts are identified under the California Environmental Quality Act (CEQA). SB 743 codified Pub. Res. Code Section 21099(b)(2) which generally states that automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment. The CEQA Guidelines were updated in December 2018 consistent with SB 743, such that vehicular LOS will no longer be used as a determinant of significant environmental impacts related to transportation, and instead the analysis will focus upon VMT. VMT generally refers to the amount and distance of automobile travel.

This VMT assessment applies the *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020)[2], which provides guidance on how to evaluate the effects of projects on the transportation system in the Town of Los Gatos, and VMT thresholds adopted by Town Council on November 17, 2020.

Like the VMT estimates for the greenhouse gas analysis, the San Mateo City and County Association of Government (C/CAG) and VTA Bi-County transportation model ("VTA Model") was used to estimate daily VMT. To provide a complete picture of the effects of the proposed Project on VMT under Cumulative 2040 with Project Conditions, this analysis looks at the 1) Project generated VMT per service population, and 2) proposed Project's effects on VMT. The analysis focuses on the VMT for all trip purposes and vehicle types (no separation of VMT by land use) to be consistent with state of practice for greenhouse gas analysis, air quality, and energy evaluations. The VMT thresholds are developed using the Cumulative 2040 with Project Conditions VMT for the Santa Clara County region.

Project Generated VMT

This analysis uses a threshold for Project generated VMT per service population of 11.3 percent below the Town of Los Gatos Project generated VMT per service population under Existing Conditions. Therefore, a VMT impact would occur if the Project generated VMT per service population would not result in at least a 11.3 percent reduction below Existing Conditions for the Town of Los Gatos.

[2] *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020). Available online at https://www.losgatosca.gov/DocumentCenter/View/24841/Los-Gatos-SB-743-Implementation-Plan?bidId=

The threshold is:

- Town of Los Gatos: Project generated VMT per service population of 36.4 x 88.7% = 32.3.

The Project generated VMT impacts under Cumulative 2040 with Project Conditions is:

- Town of Los Gatos: The proposed Town of Los Gatos General Plan 2040 Project generated VMT per service population of 38.4 is more than the Town of Los Gatos threshold of 32.3 and would, therefore, be considered a ***potentially significant*** impact.

Project's Effect on VMT (Using Boundary VMT)

This analysis compares the Countywide boundary VMT per service population between the Cumulative 2040 and Cumulative 2040 with Project Conditions to evaluate the Project's effect on VMT in Santa Clara County. The changes in Countywide boundary VMT per service population between the Cumulative 2040 and Cumulative 2040 with Project Conditions shows the relatively small Project's effect on VMT. The Town of Los Gatos travel activities are a relatively small portion of the Santa Clara County travel; therefore, it is to be expected that the proposed Project's effect on VMT would have predominately localized VMT effects near the Town of Los Gatos.

Regional Transportation Plan/Sustainable Community Strategy Plan Consistency

California Environmental Quality Act, Section 15125(d), requires an EIR to discuss any inconsistencies between the proposed Project and applicable general and regional plans. This analysis uses a threshold to discuss the proposed Project's consistency with the local growth forecasts in the region's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as *Plan Bay Area 2040* (July 2017),[3] and to provide an analysis of the proposed Project's impacts on the housing and employment projections for the region.

The threshold is:

- Consistency with the Regional Transportation Plan/Sustainable Community Strategy Plan (*Plan Bay Area 2040)*

The proposed Project will increase household population by more than what is currently projected for the Town of Los Gatos. Therefore, the impact is ***potentially significant***.

Hazard Impact Analysis

The proposed Project would have a significant impact relative to hazards if it would substantially increase hazards due to a roadway geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Safety impacts may occur due to changes in the physical or

[3] Metropolitan Transportation Commission, 2017. *Plan Bay Area 2040*. Available online at http://2040.planbayarea.org/.

operational conditions of the transportation network. Physical impacts may be related to changes in the land use context along a roadway such that the volume, mix, or speed of traffic was not anticipated as part of the original multimodal transportation network design.

The proposed Project includes modifications that will change the design of local streets and intersections; these modifications would not create hazards such as sharp curves or include otherwise dangerous features. However, the proposed Project may increase trips on facilities that were not originally designed for that volume, mix, or speed of traffic. The Town would remediate such adverse conditions with transportation systems designed to the appropriate standard and implement the needed policy. Therefore, the impact is ***less-than-significant***.

Emergency Access Impact Analysis

For this analysis, a significant impact would occur if the proposed Project or an element of the Project would result in inadequate emergency access. Future parking facilities and streets will be designed to accommodate emergency vehicles. Emergency and service vehicles will continue to have the access to the Town and ability to circulate through streets restricted to other vehicles. Therefore, the impact is ***less-than-significant***.

Roadway Operations and Improvements

At the time of the preparation of this Transportation Assessment, the *Town of Los Gatos 2020 General Plan* (2010) was in effect. The *2020 General Plan* includes a LOS policy that defines LOS D as an acceptable LOS during peak hours. However, this policy must be balanced with the other multimodal transportation policy directives in the *2020 General Plan* as a whole and must be interpreted in the context of recent legislative amendments, as discussed in greater detail in **Chapter 7**. While the proposed Project would result in some intersections operating below LOS D, the Town of Los Gatos General Plan 2040 has been proposed to focus upon non-vehicular multimodal transportation options.

The vehicular LOS effects, based on the *2010 General Plan*, for the study intersections operating below the vehicular LOS criteria in the Town of Los Gatos are described below in **Table ES-1**.

Table ES-1: Intersection Level of Service and Improvement Summary

Intersections Operating Below Vehicular LOS Criteria		Scenario	Potential Improvement based on Previously Documented Improvements
1	Winchester Boulevard and Lark Avenue	Cumulative 2040 with Project	Modify the westbound configuration from 2 westbound left-turn lanes and 1 westbound right-turn lane to 1 westbound left-turn lane and 2 westbound right-turn lanes.
2	Los Gatos Boulevard and Samaritan Drive	Cumulative 2040 with Project	Modify the eastbound configuration from 1 shared eastbound left-through-right lane to 1 eastbound left-turn lane, 1 shared eastbound through-left lane, and 1 eastbound right-turn lane.

Table ES-1: Intersection Level of Service and Improvement Summary

Intersections Operating Below Vehicular LOS Criteria		Scenario	Potential Improvement based on Previously Documented Improvements
3	Los Gatos Boulevard and Lark Avenue	Cumulative 2040 with Project	Add a third eastbound left turn lane on Lark Avenue. Add a third northbound left turn lane on Los Gatos Boulevard. Add a third westbound lane on Lark Avenue, which will operate as a second right turn lane for the State Route 17 on-ramp. Modify and re-stripe intersection and restrict parking as needed.
7	N. Santa Cruz Avenue and Los Gatos-Saratoga Road	Cumulative 2040 with Project	Modify the southbound right-turn to an overlap right-turn phase.

Source: Fehr & Peers, 2021.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the Town of Los Gatos General Plan 2040 update, also referred to as the proposed "Project." The Town of Los Gatos is located within the geographic boundary of Santa Clara County bordered by the cities of San José, Campbell, Saratoga, Monte Sereno, and unincorporated land. Regional access is provided by State Route 85 (SR 85) and State Route 17 (SR 17). **Figure 1-1** shows the location of the Town of Los Gatos and the surrounding transportation network.

This chapter discusses the TA purpose, proposed Project description, and report organization.

1.1 Purpose

The purposes of the TA are:

- To present the transportation analysis conducted for compliance with the California Environmental Quality Act (CEQA), including analysis of the proposed Project's vehicle miles traveled (VMT), the identification of significant impacts and mitigation, where applicable, for inclusion in the Environmental Impact Report (EIR),[4] and
- To present a traffic operations analysis for information purposes only, intended to inform the reader of potential roadway operational deficiencies[5] resulting from the addition of proposed Project traffic, and potential transportation improvements to reduce the identified deficient operations.

This TA addresses the proposed Project's effects on the roadway system and on the nearby bicycle, pedestrian, and transit networks. Project effects on the environment were evaluated following the CEQA Guidelines and the *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020)[6], which provide guidance on how to evaluate the effects of projects on the transportation system in the Town of Los Gatos and VMT thresholds adopted by Town Council on November 17, 2020. Guidance from Santa Clara County and Caltrans was also considered.

[4] VMT refers to "Vehicle Miles Traveled," a metric that accounts for the number of vehicle trips generated plus the length or distance of those trips. This report uses Project generated VMT and boundary VMT metrics for specific geographic areas, which are defined in **Chapter 4**.

[5] Deficiencies are the Project's potential effects to the study area's transportation system and determined by the criteria described in **Chapter 7**.

[6] *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020). Available online at https://www.losgatosca.gov/DocumentCenter/View/24841/Los-Gatos-SB-743-Implementation-Plan?bidId=

1.2 Project Description

The proposed Project is an update to the Town of Los Gatos General Plan, which includes a combination of land use changes as described in the Preferred Land Use Alternative Framework (May 2020).[7]

1.2.1 Land Use

The proposed Project consists of new residential and non-residential (i.e., office, retail, industrial/manufacturing, and institutional land uses) distributed throughout the proposed Project area as compared to existing conditions. It includes the following land uses:

- 3,738 additional housing units (or 8,970 additional residents), including:
  - A maximum of 1,167 single-family units.
  - A maximum of 2,571 multi-family (apartment) units.
- 671,768 square feet of additional non-residential uses (or 1,280 additional employees) of pending and approved projects in the Town of Los Gatos.

The proposed Project identifies eight (8) Opportunity Areas ("OAs") throughout the Town of Los Gatos where most of the land use changes would occur. Opportunity Areas focus new development potential within a quarter mile around key corridors, intersections, and areas throughout Los Gatos. Opportunity Areas are generally located along or near:

- Los Gatos Boulevard between Samaritan Drive and Shannon Road (Los Gatos Boulevard OA);
- Pollard Road/More Avenue intersection (Pollard Road OA);
- Winchester Boulevard/Knowles Drive intersection (Winchester Boulevard OA);
- Lark Avenue/University Avenue intersection (Lark Avenue OA);
- North Santa Cruz Avenue/Andrews Street intersection (North Santa Cruz Avenue OA);
- Blossom Hill/Harwood Road intersection (Harwood Road OA);
- Union Avenue/Los Gatos-Almaden Road intersection (Union Avenue OA); and
- Downtown Los Gatos (Downtown Los Gatos OA).

The potential changes in land use and intensity or density would be the primary changes from the current *2020 General Plan* that may result in environmental impacts.

1.2.2 Transportation Network

The proposed Project includes a Mobility Element, which outlines the goals, policies, and implementation programs designed to promote a multimodal transportation network and support more sustainable forms of transportation in the Town of Los Gatos. Key elements of the Mobility Element include creating a more

[7] Town of Los Gatos General Plan 2040. Preferred Land Use Alternative Framework (May 2020). Available online at http://www.losgatos2040.com/images/docs/lggpu_alternative-summary.pdf

walkable and bikeable community, enhancing infrastructure for transit riders, and incorporating Transportation Demand Management (TDM) strategies to reduce reliance on single-occupancy vehicles. The proposed Mobility Element also addresses other aspects of the transportation network including roadway functional classifications, transit services, vehicle parking, and truck routes in the Town of Los Gatos.

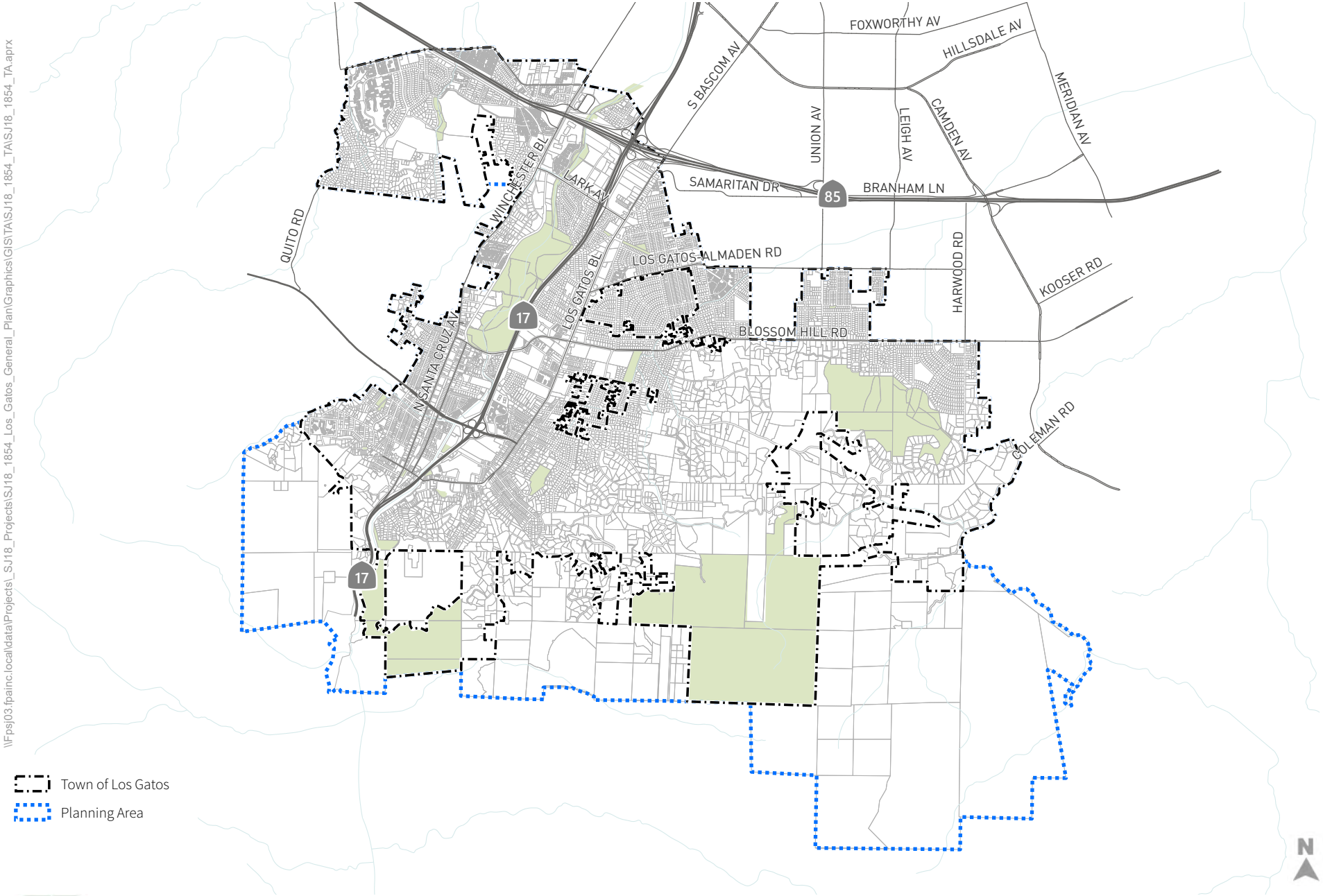

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Figure 1-1

Project Location

1.3 Recent Changes to CEQA Transportation Analysis

The analysis of transportation impacts under the California Environmental Quality Act (CEQA) was changed with Senate Bill (SB) 743. SB 743 removed the use of automobile delay or traffic congestion for determining transportation impacts in environmental review. Instead, the latest *CEQA Statute & Guidelines* now specify that vehicle miles traveled, or VMT, is the appropriate metric to evaluate transportation impacts. In short, SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving. In response to this methodological change in required transportation analysis, the Town of Los Gatos prepared the *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020). The *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020) provides guidance for the preparation of CEQA-compliant transportation impact analysis pursuant to SB 743 and is the operative document for the analysis presented here including the VMT threshold metrics. The *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020) focuses on legal adequacy regarding CEQA compliance.

1.4 Analysis Scenarios

The VMT analysis was conducted during a typical weekday. While not considered for CEQA purposes, vehicle level of service analysis was also conducted, focusing on the morning peak hour occurring between 7:00 and 9:00 AM and the evening peak hour occurring between 4:00 and 6:00 PM. Both the VMT and traffic analysis were conducted for the following scenarios:

Scenario 1: *Existing Conditions* – Year 2018 existing traffic conditions based on existing volumes.

Scenario 2: *Cumulative 2040 without Project Conditions* – Year 2040 cumulative traffic volumes based on forecasts from the VTA regional travel model, including land uses and transportation network infrastructure adopted in the *Town of Los Gatos 2020 General Plan*.

Scenario 3: *Cumulative 2040 with Project Conditions* – Year 2040 cumulative traffic volumes based on forecasts from the VTA regional travel model, including land uses and transportation network infrastructure proposed in the Town of Los Gatos General Plan 2040 update.

1.5 Vehicular Level of Service (LOS) Study Intersections

Project effects on the study area roadway facilities were determined by measuring the effect Project traffic would have on intersection operations during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. A total of 10 study intersections (shown in **Figure 1-2**) were selected in consultation with Town of Los Gatos staff. The study intersections are listed below (all under the jurisdiction of the Town of Los Gatos):

1. Winchester Boulevard and Lark Avenue
2. Los Gatos Boulevard and Samaritan Drive
3. Los Gatos Boulevard and Lark Avenue
4. Los Gatos Boulevard and Blossom Hill Road

5. Los Gatos Boulevard and Los Gatos-Saratoga Road
6. Los Gatos-Saratoga Road and University Avenue*
7. N. Santa Cruz Avenue and Los Gatos-Saratoga Road*
8. N. Santa Cruz-Winchester Boulevard and Blossom Hill- Mariposa Road
9. Main Street and N. Santa Cruz Avenue
10. Main Street and University Avenue

* Denotes intersections included in the VTA Congestion Management Program (CMP)

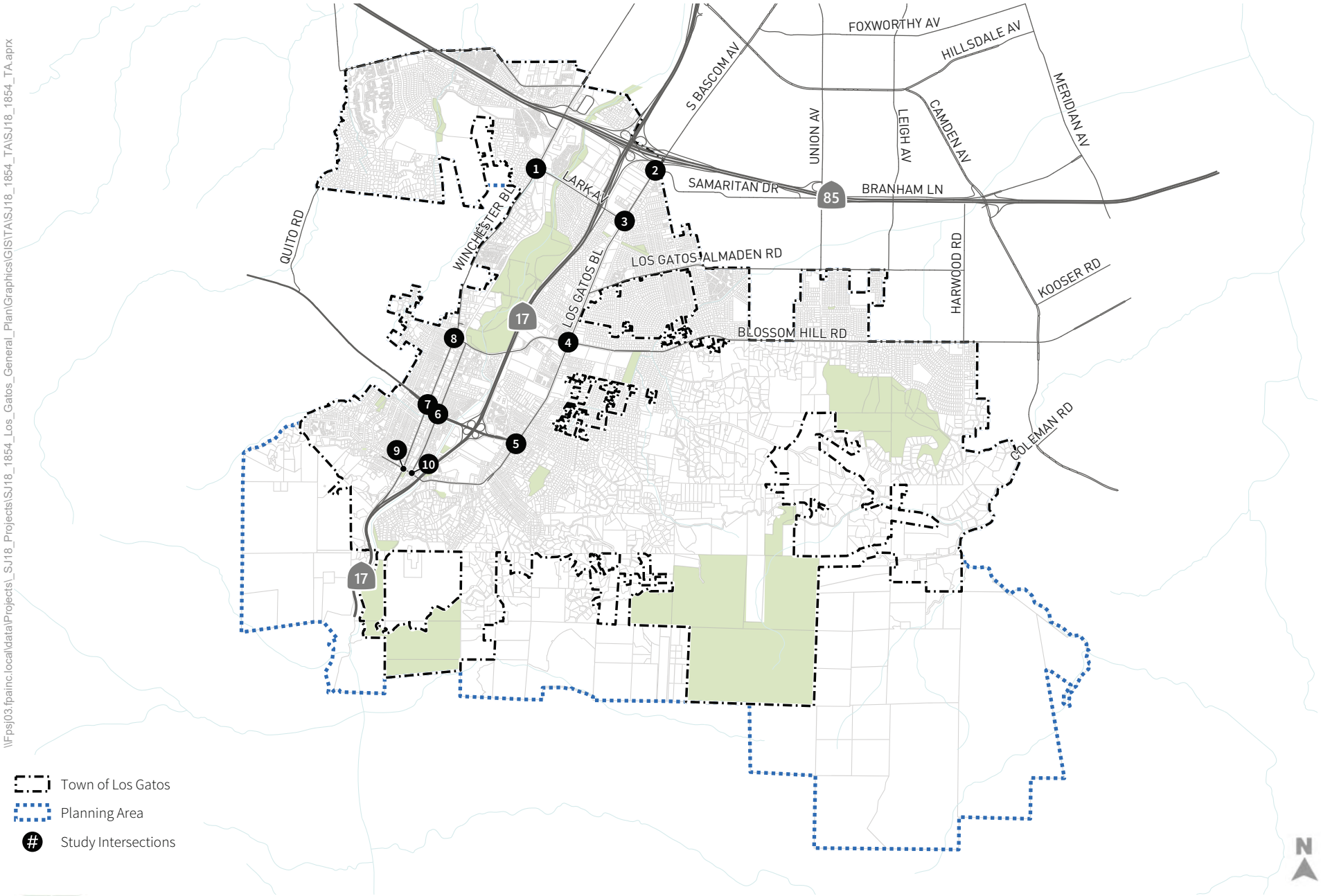

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Figure 1-2

Project Location and Study Intersections

1.6 Report Organization

The following chapters are included in this report to meet Town requirements for evaluating transportation impacts of the proposed Project:

Chapter 1 – Introduction includes the TA purpose, proposed Project description, analysis scenarios, vehicular level of service study intersections, and report organization.

Chapter 2 – Regulatory Setting describes the transportation regulatory framework, which includes Federal, State, Regional, and local programs and other plans. This chapter provides background information to be used for plan consistency evaluation.

Chapter 3 – Existing Conditions describes the transportation system, including the surrounding roadway network, average daily traffic volumes, morning and evening peak hour turning movement volumes at the study intersections, existing bicycle, pedestrian, and transit facilities, intersection levels of service and field observations.

Chapter 4 – Significance Criteria and VMT Analysis Methods lists the significance criteria used for the environmental impact analysis. This chapter also discusses the traffic forecasting methods used to estimate proposed Project generated VMT and the proposed Project's effect on VMT.

Chapter 5 – CEQA Impacts and Mitigation evaluates the proposed Project's impacts on the overall transportation system via the VMT analyses and to transit, bicycle, and pedestrian systems, and identifies mitigation measures, if warranted, to address significant impacts of the proposed Project.

Chapter 6 – Roadway Operations and Project Traffic Forecasting Methods describes the traffic analysis methods and traffic volumes used for the motor vehicle deficiencies and improvements chapter.

Chapter 7 – Motor Vehicle Deficiencies and Improvements describes the proposed Project's effects on intersection operations and identifies improvements to address deficiencies caused by the proposed Project. This chapter also includes an evaluation of potential secondary effects to bicycle and pedestrian facilities associated with the roadway system improvements.

2. Regulatory Setting

This chapter describes the transportation regulatory framework, which includes Federal, State, Regional, and local programs and other plans related to the Los Gatos General Plan 2040 update and the associated EIR. This background information regarding circulation and transportation plans are used in the proposed Project consistency evaluation later in this report.

2.1 Federal

There are no federal plans, policies, regulations, or laws addressing transportation that pertain to the Los Gatos General Plan. However, federal regulations through the Americans with Disabilities Act, Title VI, which prohibits discrimination based on race, color, and national origin, and Environmental Justice (Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) relate to the way transit service is provided.

2.2 State

California Department of Transportation. The California Department of Transportation (Caltrans) is responsible for planning, designing, constructing, operating, and maintaining the State Highway System (SHS), including freeways, interchanges, and defined arterial routes. Federal highway standards are implemented in California by Caltrans. Any improvements or modifications to the SHS within the study area would need to be approved by Caltrans. Caltrans operates and maintains State Route 9, State Route 17, and State Route 85 in Los Gatos. The *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (May 2020) provides information that Caltrans uses to review the impacts of land use projects on the State highway facilities, including freeway segments. However, as the Congestion Management Agency (CMA), VTA, is responsible for monitoring operations on Caltrans facilities within Santa Clara County and VTA guidelines and thresholds are used to evaluate traffic congestion on CMP facilities. Caltrans also publishes design guidance for facilities under its jurisdiction. The *Highway Design Manual* (2016) provides guidelines for roadway design and bicycle facility design. Its bicycle design standards provide a minimum acceptable standard within Santa Clara County (*VTA Bicycle Technical Guidelines*, 2011). The *California Manual on Uniform Traffic Control Devices* (2014) adapts federal standards for street markings, traffic signals, and street signs for use in California.

Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG). The *Transportation Impact Study Guide* (TISG) was prepared by Caltrans to provide guidance to Caltrans Districts, lead agencies, tribal governments, developers and consultants regarding Caltrans review of a land use project or plan's transportation analysis using a VMT metric. This guidance is not binding on public agencies, and it is intended to be a reference and informational document. The guidance may be updated based upon need, or in response to updates of the Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (*Technical Advisory*).

The *TISG* replaces the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2002) and is for use with local land use projects, not for transportation projects on the State Highway System.

The *TISG* does not prescribe VMT calculation methods, metrics, or significance criteria, but rather references the guidance in the *Technical Advisory*.

Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance (December 18, 2020). The purpose of the *Interim LDIGR Safety Review Practitioners Guidance* is to provide immediate direction about the safety review while final guidance is being developed. The interim guidance is intended to apply to proposed land use projects and plans affecting the State Highway System. Specific effects may include but are not limited to adding new automobile, bicycle, or pedestrian trips to state roadways; modifying access to state roadways; or affecting the safety of connections to or travel on state roadways. The interim guidance does not establish thresholds of significance for determining safety impacts under the California Environmental Quality Act (CEQA). The document states that significance of impacts should be determined with careful judgment on the part of a public agency and based, to the greatest extent possible, on scientific and factual data consistent with Caltrans' CEQA guidance contained in Caltrans' Standard Environmental Reference (SER), Chapter 36, "Environmental Impact Report," and CEQA guidelines found in the California Code of Regulations, title 14, division 6, chapter 3, article 5, section 15064, "Determining the Significance of the Environmental Effects Caused by a Project."

California Transportation Commission. The California Transportation Commission (CTC) consists of nine members appointed by the Governor. The CTC is responsible for the programming and allocation of funds for the construction of highway, passenger rail, and transit improvements throughout the State. The CTC is also responsible for managing the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP) funding programs.

Assembly Bill (AB) 1358. AB 1358, or the California Complete Streets Act of 2008, requires towns, cities, and counties, when updating their general plans, to ensure that local streets meet the needs of all users.

Assembly Bill (AB) 32. With the Global Warming Solutions Act of 2006, AB 32, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

In 2007, CARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, CARB defined its 1990 baseline level of emissions, and by 2011 it completed its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, took effect in 2012.

On December 11, 2008, CARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the State comply with AB 32.

Senate Bill (SB) 743. Senate Bill (SB) 743, passed in 2013, requires the California Governor's Office of Planning and Research (OPR) to develop new guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." The new CEQA Guidelines implementing the intent of SB 743 were approved in December 2018.

2.3 Regional

Metropolitan Transportation Commission (MTC). The MTC is the Bay Area regional transportation planning agency and federally designated Metropolitan Planning Organization (MPO). MTC is responsible for preparing the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities. The RTP is a 20-year plan that is updated every 3 years to reflect new planning priorities and changing projections of future growth and travel demand. The long-range plan must be based on a realistic forecast of future revenues, and the transportation projects taken as a whole must help improve regional air quality. The MTC also screens requests from local agencies for State and federal grants for transportation projects to determine compatibility with the RTP.

Santa Clara Valley Transportation Authority (VTA). VTA serves two roles in Santa Clara County—first, as the primary transit operator, and second, as the Congestion Management Agency (CMA).

In its role as transit operator, VTA is responsible for development, operation, and maintenance of the bus and light-rail system within the County. VTA operates more than 70 bus lines and three light-rail lines, in addition to shuttle and paratransit service. It also provides transit service to major regional destinations and transfer centers in adjoining counties.

As the County's CMA, VTA is responsible for managing the Valley Transportation Plan (VTP) 2040 (adopted in October 2014) to reduce congestion and improve air quality. VTA is authorized to set State and federal funding priorities for transportation improvements that affect the Santa Clara CMP transportation system. Priority projects are also eligible for the RTP. The CMP roadway network in Los Gatos includes all State highways, County expressways, and some principal arterials and intersections, while the transit network includes rail service and selected bus service.

Valley Transportation Plan (VTP) 2040. As the CMA for Santa Clara County, VTA is responsible for the development of a long-range countywide transportation plan, called *Valley Transportation Plan (VTP) 2040*.[8] *VTP 2040* provides programs, projects, and policies for roadways, transit, Intelligent Transportation Systems (ITS) and Systems Operations Management, bicycle facilities, pedestrian facilities, and the integration of land use and transportation. *VTP 2040* projects serve as VTA's recommendations for the

[8] Santa Clara Valley Transportation Authority. *VTP 2040*. Available online at http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/VTP2040_final_hi%20res_030315.pdf.

RTP known as the Plan Bay Area. *VTP 2040* was adopted by the VTA Board of Directors in October of 2014.

Plan Bay Area 2040. Plan Bay Area is overseen by the MTC and the Association of Bay Area Governments (ABAG). It serves as the region's Sustainable Communities Strategy (SCS) pursuant to SB 375 and the 2040 RTP (preceded by Transportation 2035), integrating transportation and land use strategies to manage greenhouse gas emissions and plan for future population growth. The RTP and SCS include policies that call for shifting more travel demand to transit and accommodating growth along transit corridors in "Priority Development Areas (PDAs)". In July 2013, Plan Bay Area was adopted by ABAG and the MTC. The update to Plan Bay Area, known as *Plan Bay Area 2040*,[9] was subsequently developed by MTC and adopted in July 2017.

Major transit projects included in *Plan Bay Area 2040* include a BART extension to San José /Santa Clara, Caltrain electrification, enhanced service along the Amtrak Capitol Corridor, and improvements to local and express bus services.

Santa Clara Countywide Bicycle Plan. The *Santa Clara Countywide Bicycle Plan*[10] synthesizes other local and County plans into a comprehensive 20-year cross-County bicycle corridor network and expenditure plan. The long-range countywide transportation plan and how projects compete for funding and prioritization are documented in VTP 2040. VTA adopted the *Santa Clara Countywide Bicycle Plan* in May 2018.

2.4 Local

Los Gatos 2020 General Plan. At the time of the preparation of this TA, the Town of Los Gatos' currently adopted *2020 General Plan* (2010) was in effect. The Land Use and Community Design Element, Vasona Light Rail Element, and Transportation Element of the *2020 General Plan* states the community land use and transportation goals, policies, and actions for land use growth and multimodal travel. The Transportation Element and Vasona Light Rail Element goals are listed below for reference:

- *Goal TRA-1: To develop transportation systems that meet current and future needs of residents and businesses.*
- *Goal TRA-2: To create and maintain a safe, efficient, and well-designed roadway network.*
- *Goal TRA-3: To prevent and mitigate traffic impacts from new development.*
- *Goal TRA-4: To ensure that future changes to Highway 17 do not negatively impact the quality of life or small-town character of Los Gatos.*
- *Goal TRA-5: To ensure that Los Gatos's streets are safe for all users, including drivers, cyclists, and pedestrians.*

[9] Metropolitan Transportation Commission, 2017. *Plan Bay Area 2040*. Available online at http://2040.planbayarea.org/.
[10] Santa Clara Valley Transportation Authority. Countywide Bicycle Plan. Available online at https://www.vta.org/sites/default/files/2019-05/SCCBP_Final%20Plan%20_05.23.2018.pdf

- *Goal TRA-6: To improve traffic flow in the downtown and reduce the effect of downtown traffic on nearby commercial and residential areas.*
- *Goal TRA-7: To ensure that hillside streets maintain the rural atmosphere, minimize disruption of ecological integrity, and provide safe and continuous access consistent with development allowed by the Hillside Specific Plan and Hillside Development Standards and Guidelines.*
- *Goal TRA-8: To improve mass transit within Los Gatos.*
- *Goal TRA-9: To reduce reliance on the automobile by promoting alternative modes of transportation in the transportation system.*
- *Goal TRA-10: To encourage increased levels of bicycling and walking.*
- *Goal TRA-11: To provide a safe and efficient system of bicycle and multiple use trails throughout the Town, creating a non-motorized connection to recreational and commuting destinations.*
- *Goal TRA-12: To ensure a well-designed and well-maintained system of trails that connects the Town and open space areas.*
- *Goal TRA-13: To provide adequate parking for existing and proposed uses, and to minimize impacts on surrounding residential neighborhoods.*
- *Goal TRA-14: To ensure that there is adequate parking in Downtown to meet the needs of Los Gatos residents and visitors.*
- *Goal VLR-1: To promote the construction of Vasona Light Rail.*
- *Goal VLR-2: To encourage affordable housing (senior housing, multi-family housing, mixed-use with housing) in appropriate locations within the Vasona Light Rail area to address the Town's housing needs and take advantage of the opportunities afforded by mass transit.*
- *Goal VLR-3: To encourage mixed-use developments that coordinate housing in proximity to either neighborhood commercial uses or employment centers.*
- *Goal VLR-4: To provide opportunities for a variety of nonresidential land uses within the Vasona Light Rail area.*
- *Goal VLR-5: To provide opportunities for the Vasona Light Rail area to address the recreational and open space needs of the Town.*
- *Goal VLR-6: To work with property owners and prospective developers to facilitate orderly development.*
- *Goal VLR-7: To ensure that the design review process produces a high quality mixture of residential and non-residential uses within the Vasona Light Rail area.*
- *Goal VLR-8: To limit the adverse impacts of development within the Vasona Light Rail area.*
- *Goal VLR-9: To reduce traffic impacts of residential development within the Vasona Light Rail area by taking advantage of mass transit opportunities.*

The *2020 General Plan* policies and actions provide additional detail regarding the underlying expectations of how population and employment will be supported and how the community will travel. Additionally, the *2020 General Plan* establishes peak hour LOS D as an acceptable level of traffic operation

at intersections in Los Gatos.[11] However, this policy must be balanced with the other multimodal transportation policy directives in the *2020 General Plan* as a whole and must be interpreted in the context of recent legislative amendments.

Los Gatos General Plan 2040. The Town of Los Gatos is preparing an updated General Plan, *Town of Los Gatos General Plan 2040*, which envisions a sustainable transportation system that focuses on strategies to reduce vehicle miles of travel and enhance the multimodal transportation network of complete streets for all users. The preliminary draft *General Plan 2040* (April 2021) includes a LOS policy that requires the Town of Los Gatos to maintain current levels of service and/or at least a LOS D standard during peak hours.[12] Using this LOS D standard may require the construction of larger intersections, which can have a negative effect on pedestrian and bicycle access and comfort. Thus, this discussion highlights the preliminary draft *Town of Los Gatos General Plan 2040* (April 2021) goals that focus on creating accessible, complete streets for all users of the street system and paths. Key transportation goals in the proposed *General Plan 2040* include the following:

- *MOB-1: Reduce vehicle miles and manage vehicle congestion through a complete transportation network*.
- MOB-2: Provide continuous, safe, and efficient bikeway and pedestrian facilities.
- MOB-3: Provide a well-designed and well-maintained system of trails that connect the Town and open space areas.
- MOB-4: Encourage the development of a comprehensive and integrated transportation network with infrastructure and design features that allow safe and convenient travel for all users.
- MOB-5: Support a non-driving Los Gatos by reducing reliance on the automobile and promoting alternative modes of transportation.
- MOB-6: Increase public transit opportunities for all types of trips.
- MOB-7: Optimize the Town's transportation system to provide safe and efficient movement to meet the needs of all users.
- MOB-8: Provide a safe, efficient, and well-designed roadway network transportation system.
- MOB-9: Mitigate the impact of cut-through traffic, with the objective of making it easy for residents to move throughout Town while ensuring Los Gatos remains a welcoming place for visitors.
- MOB-10: Prevent and mitigate transportation impacts from new development.

[11] Policy TRA-3.5: If project traffic will cause any intersection to drop more than one level if the intersection is at LOS A, B, or C, or to drop at all if the intersection is at LOS D or below, the project shall mitigate the traffic so that the level of service will remain at an acceptable level.

[12] Policy MOB-10.2: If a project will cause the current LOS for any project-affected intersection to drop by more than one level for an intersection currently at LOS A, B, or C, or to drop at all if the intersection is at LOS D or below, the project shall construct improvements and/or put TDM measures in place, as directed by the Town Engineer, so that the operation will remain at an acceptable level. These measures shall be implemented and maintained as a condition of approval of the project.

- MOB-11: Ensure that future changes to SR 17 do not negatively impact the quality of life or character of Los Gatos.
- MOB-12: Ensure that hillside streets maintain safe and continuous access.
- MOB-13: Provide adequate parking availability and minimize impacts on surrounding residential neighborhoods.
- MOB-14: Provide adequate and well managed parking availability in Downtown for employees, visitors, and shoppers.
- MOB-15: Provide for the safe and efficient movement of goods to support commerce, industry, and the community.

Los Gatos Bicycle and Pedestrian Master Plan. The *Town of Los Gatos Bicycle and Pedestrian Master Plan* (2017) summarizes goals for improving the bicycle and pedestrian network, existing and proposed facilities, and programs involving education, enforcement, and promotion. The proposed Project was developed in conformance with the *Los Gatos 2020 General Plan*, and supports the implementation of a convenient, safe, and accessible system that supports walking and bicycling. The proposed Project also prioritized bicycle and pedestrian improvement projects, which are branded as *Connect Los Gatos* projects. Goals of the *Bicycle and Pedestrian Master Plan* are:

- *Goal A. Education and Encouragement: Encourage the Los Gatos and Monte Sereno communities to walk or ride a bike for recreation, transportation, and health, supporting safety education programs for all road users.*
- *Goal B. Enforcement: Promote safety for all road users through compliance with traffic codes for drivers, bicyclists and pedestrians.*
- *Goal C. Accessibility and Connectivity: Develop a cohesive and "low-stress" bicycle and pedestrian network that ensures safe and convenient facilities for those bicycling and walking – connecting community members to employment, educational, cultural, civic, transit, recreational and shopping destinations.*
- *Goal D. Engineering/Development Standards: Provide high-quality and highly effective bicycle and pedestrian facilities to enhance the safety, comfort and convenience of people walking and bicycling.*
- *Goal E. Evaluation and Implementation Strategies: Ensure successful implementation of the Bicycle and Pedestrian Master Plan by developing effective implementation programs and funding strategies and establishing clear roles and responsibilities for all relevant Town departments.*

Los Gatos Traffic Impact Policy. The *Los Gatos Traffic Impact Policy* (2014) is intended to guide Town staff and the development community in implementing traffic impact provisions (Town Municipal Code, Chapter 15, Article VII, Traffic Impact Mitigation Fees). Projects that are determined by the Town to generate one or more net new Average Daily Trip are subject to this policy. Projects that generate 20 or more Peak Hour Trips shall be required to complete a comprehensive Traffic Impact Analysis (TIA) report. The Town Traffic Engineer will determine the need for a traffic impact study based on the net increase in traffic and the traffic conditions in the nearby area.

Complete Streets Policy. The *Town of Los Gatos Complete Streets Policy* (#3-01, February 2019) guides relevant departments by formally applying complete streets principles in transportation projects and funding programs Townwide. Complete streets are generally defined as streets that are planned, designed, and operated for safe mobility of all users including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The policy defines complete streets principles within the context of Los Gatos, provides the implementation framework on applying the policy, and identifies the process for exemptions.

3. Existing Conditions

This chapter describes the Existing Conditions (2018) of the roadway system, pedestrian and bicycle facilities, and transit services within the Town of Los Gatos. It also presents existing traffic volumes and operations for the study intersections.

COVID-19 Note: The following Existing Conditions discussion describes conditions prior to the March 2020 shelter-in-place policy. The intersection counts that are used for this analysis were collected prior to the voluntary shelter-in-place polices implemented by several large technology firms beginning the first week in March 2020 and the formal shelter-in-place order issued by Santa Clara County Public Health Department on March 16, 2020 to slow the spread of COVID-19.

3.1 Existing Street System

This section describes the existing regional highway system and the local street circulation system for Los Gatos. The regional highway system and roadway classifications described in this section are illustrated in **Figure 3-1**.

State Route (SR) 9, also known as Los Gatos-Saratoga Road within the Town, SR 17, and SR 85 provide regional access. SR 9 is a major surface street while SR 17 and SR 85 are freeways. The freeways are accessed by the following interchanges:

- SR 17 at Lark Avenue
- SR 17 at Los Gatos-Saratoga Road
- SR 17 at South Santa Cruz Avenue
- SR 85 at Winchester Boulevard (west) and Bascom Avenue (east)

SR 17 runs north-south through the Town, connecting Los Gatos to San José and Santa Cruz, and provides regional access to Interstate (I) 880 and SR 85. SR 9 runs east-west through the southern end of Los Gatos, connecting to SR 17, and south through the Santa Cruz Mountains to SR 1. SR 85 runs east-west through the northern end of Los Gatos and provides regional access to US 101, Mountain View, and south San José, I 280, I-880/SR 17, and SR 87.

In Los Gatos, the local street system is organized into a hierarchy of six roadway types according to the existing *Los Gatos Street Design Standards* and the *2020 Los Gatos General Plan*. Functional classifications of roadway networks categorize streets by purpose, location, and typical land uses to which they provide access. The functional roadway classifications for Los Gatos include:

- Arterial Streets
- Collector Streets
- Neighborhood Collector Streets
- Hillside Collector Streets
- Local Streets
- Special Design Streets

Each functional classification is described below. The hierarchy is based on the degree of mobility and amount of local access provided by each roadway. Roadway priorities for cyclists and pedestrians of certain areas of Los Gatos are included in the *Town of Los Gatos Bicycle and Pedestrian Master Plan* (2017).

3.1.1 Arterial Streets

Arterial streets typically accommodate two or more lanes of traffic in each direction, providing access to the regional highway system, collector roads, and local streets. Examples of arterial streets include Los Gatos Boulevard and Winchester Boulevard.

3.1.2 Collector Streets

Collector streets provide circulation within and between neighborhoods. Collector streets usually serve short trips from local and neighborhood streets and distributing traffic to the arterial network. Examples of collector streets are Main Street, University Avenue, and North Santa Cruz Avenue.

3.1.3 Neighborhood Collector Streets

Neighborhood collector streets predominantly carry traffic generated within a neighborhood and distributes traffic to collector and arterial streets. Examples of neighborhood collector streets include Alberto Way, Tait Avenue, and Wedgewood Avenue.

3.1.4 Hillside Collector Streets

Hillside collector streets serve properties located in hillside areas, carrying traffic to either arterial streets, collectors, or neighborhood collectors. An example of a hillside collector street is Kennedy Road.

3.1.5 Local Streets

Local streets support local and neighborhood traffic movement. Local streets typically carry traffic from individual properties to collector and arterial streets and are not designed to accommodate through traffic. Most local streets are in residential neighborhoods. An example of a local street is Pine Avenue and Union Avenue within the Town of Los Gatos.

3.1.6 Special Design Streets

Special design streets are used when warranted by unique land use, circulation, or environmental conditions. These streets can either be arterial streets, collectors, existing local hillside streets, or scenic residential streets. An example of a special design street is N. Santa Cruz Avenue. Features are typically considered when designing special design streets include:

- Retention of existing physical amenities;
- Protection of existing trees within the right-of-way; and
- Special treatment of transition sections when conforming to standard street sections.

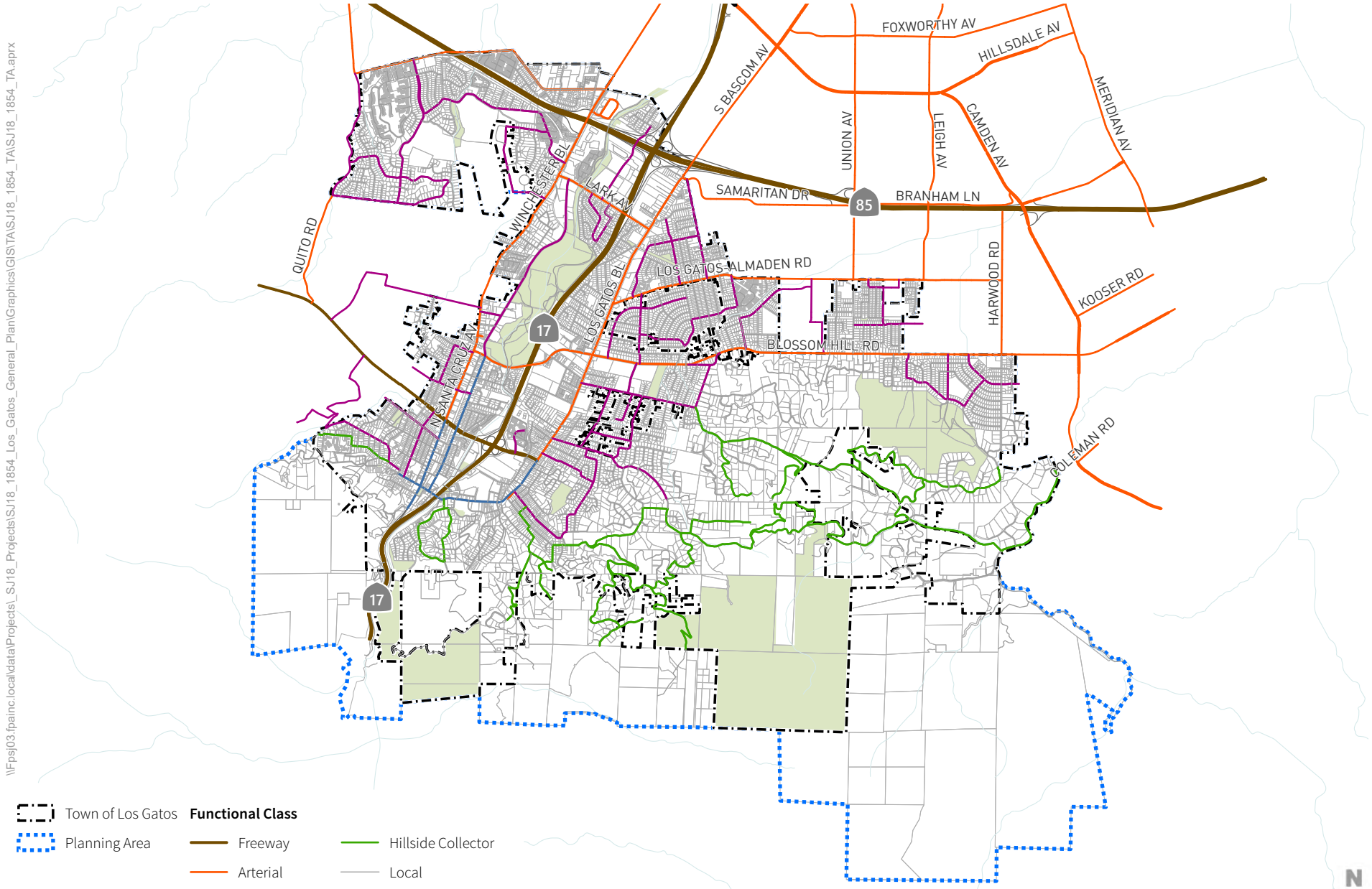

Figure 3-1

Existing Roadway Network

3.2 Existing Truck Routes

This section describes the current truck routes in Los Gatos defined in the existing *Los Gatos 2020 General Plan*. **Figure 3-2** shows the designated truck routes through Los Gatos. The following roadways are truck routes through Los Gatos (Section 10.30.410 of Los Gatos Code of Ordinances):

- SR 17, SR 85, and Los Gatos-Saratoga Road (SR 9)
- Los Gatos Boulevard, north of Saratoga Avenue
- N. Santa Cruz Avenue, north of Los Gatos-Saratoga Avenue
- Los Gatos-Saratoga Avenue
- Winchester Boulevard
- Los Gatos- Almaden Road
- Blossom Hill Road
- Lark Avenue

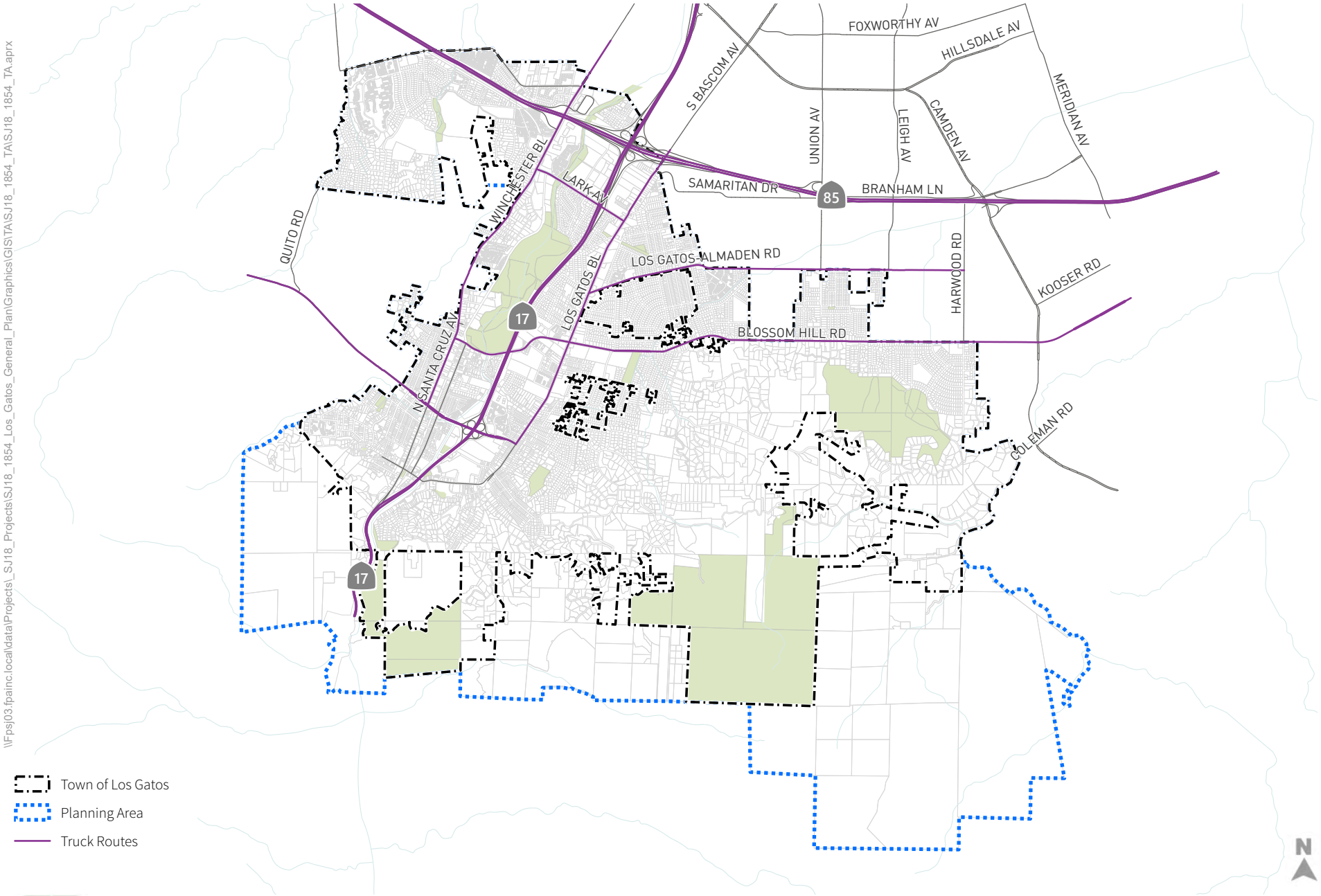

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Figure 3-2

Existing Truck Routes

3.3 Existing Pedestrian Facilities

Los Gatos has many amenities that make walking an important and accessible way to travel, including areas with level terrain, temperate weather, and numerous destinations. Pedestrian facilities in the Town include sidewalks, pathways, and crosswalks. Signals, lighting, trees, and curb ramps also contribute to the quality of the pedestrian environment.

Los Gatos contains several multi-use trails, such as the Los Gatos Creek Trail, that provide important connections and recreational opportunities for residents and visitors.

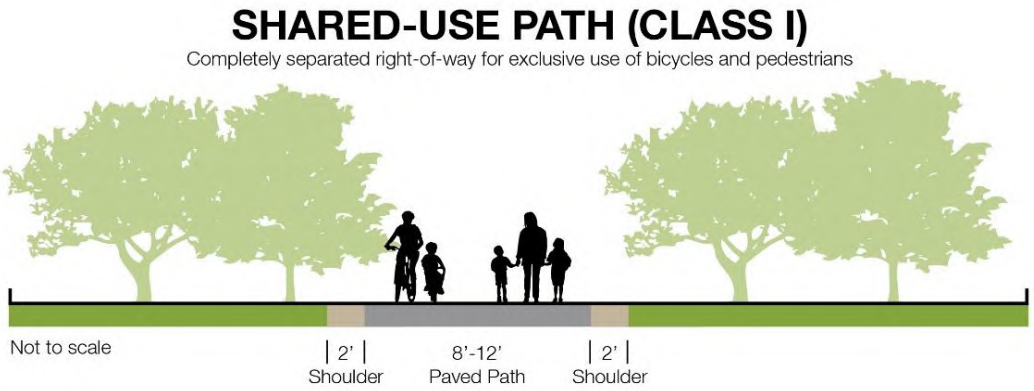
Downtown Los Gatos is generally regarded as a walkable, attractive destination for pedestrians. The sidewalk infrastructure in Los Gatos is generally in fair condition, with an ever-increasing deferred maintenance backlog of deteriorating sidewalk sections. There are some notable gaps in lighting, sidewalks, and crossing infrastructure throughout Los Gatos. This includes stretches of Winchester Boulevard from north of Daves Avenue to Lark Avenue, Los Gatos Boulevard east of Downtown Los Gatos (between Alpine Avenue to Loma Alta Avenue, south side of Los Gatos Boulevard), north of Lark Avenue to the Town's northern border, and Blossom Hill Road from Linda Avenue to the Town's eastern border at Leigh Avenue. In some cases, sidewalks are present only on one side of the roadway, as is the case along SR 9 when crossing SR 17 to Los Gatos Boulevard.

3.4 Existing Bicycle Facilities

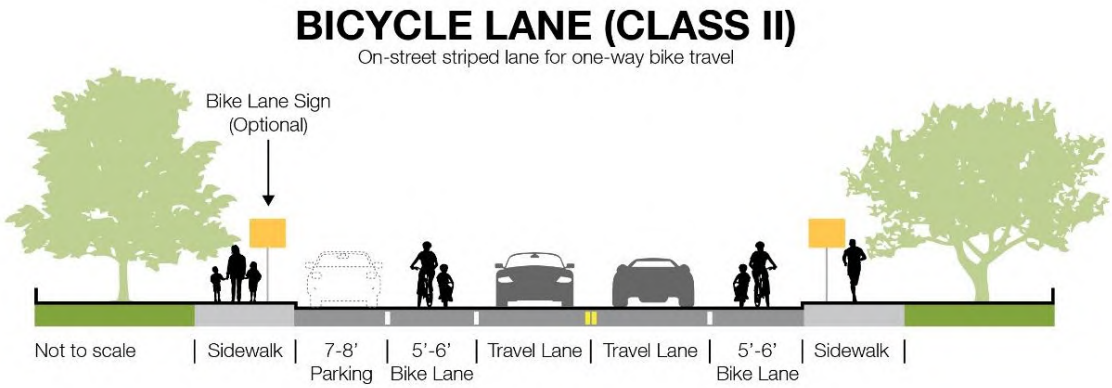
There are several existing bicycle facilities in the Town of Los Gatos and in surrounding areas, comprised of bike routes or boulevards, bike lanes, and separated bike paths or trails. The existing bicycle network in Los Gatos is composed of approximately 13 miles of bicycle facilities that include bike routes, bike boulevards, bike lanes, and separated bike paths and trails. **Figure 3-3** shows existing bicycle facilities in the Town of Los Gatos.

Bikeways are typically divided into four categories, or classes. The four classes of bikeways in Los Gatos are described in the *Santa Clara Countywide Bike Plan* (2018) and the *Los Gatos Bicycle and Pedestrian Master Plan* (2017). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the Highway Design Manual (Chapter 1000: Bikeway Planning and Design). Each bikeway is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed. Bike lane widths in Los Gatos are designed per Caltrans Design Standards (Highway Design Manual Chapter 1000). The four bikeway types are presented below and shown in the accompanying figures.

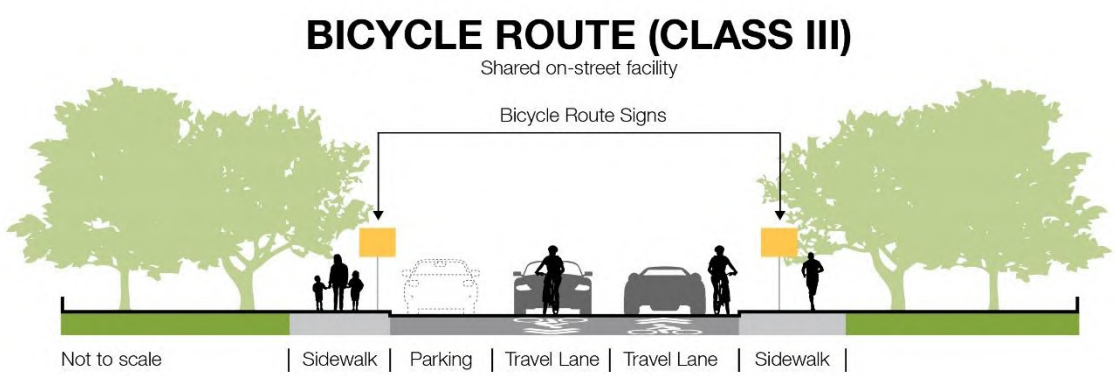
Class I Bikeways (Shared-Use Paths). Shared-use bike paths provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of-way exists to allow such facilities to be separated from streets and potential vehicle conflicts. An example of a Class I bike path in Los Gatos is Los Gatos Creek Trail.



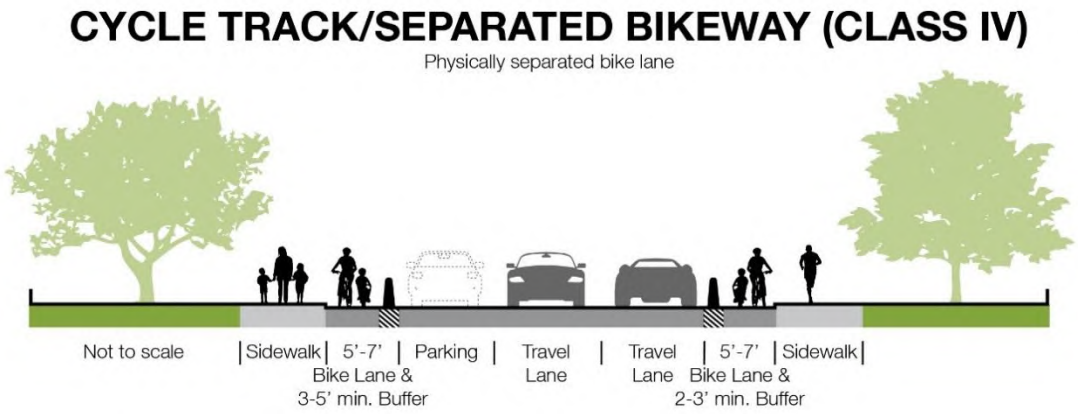
Class II Bikeways (Bicycle Lanes). Bike lanes are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are generally five (5) feet wide. Adjacent vehicle parking and crossing vehicle/pedestrian traffic are typically permitted. Examples of a Class II bike lanes in Los Gatos are on Los Gatos Boulevard, Main Street, and Winchester Boulevard.



Class III Bikeways (Bike Boulevards/Routes). Bike routes are designated by signs or pavement markings for shared use with motor vehicles but have no separated bike right-of-way or lane striping. Bike routes serve to either provide continuity to other bicycle facilities or designate preferred routes through high traffic corridors. An example of a bike route in Los Gatos is University Avenue between SR 9 and Blossom Hill Road.



Class IV Bikeways (Cycle Tracks or "Separated" Bikeways). Separated bikeways provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separations, flexible posts, inflexible vertical barriers such as raised curbs or parked cars. There are no Class IV separated bikeways in Los Gatos.



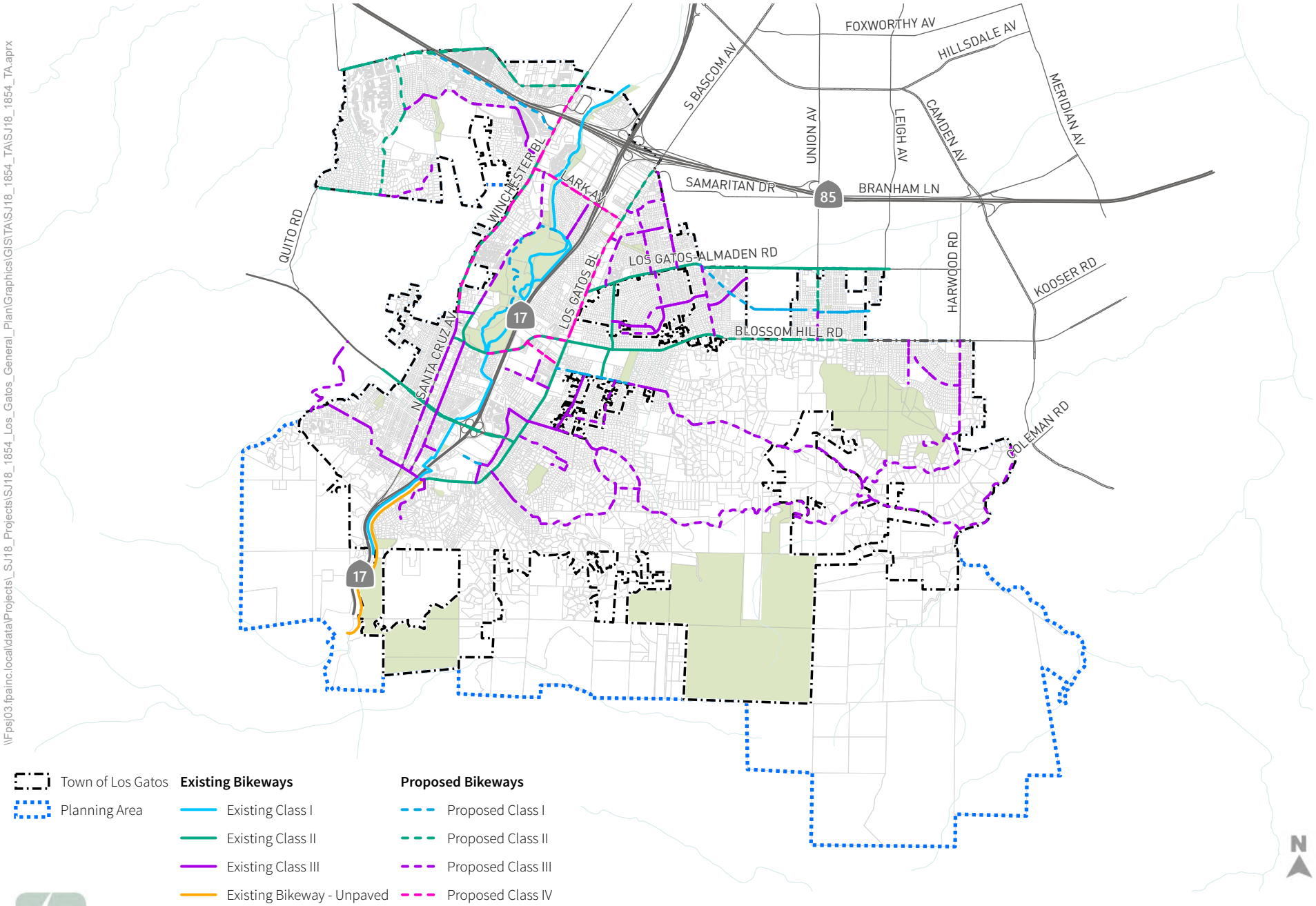


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Figure 3-3

Existing and Future Bicycle Network

3.5 Existing Transit Service

Los Gatos is currently served by six bus routes operated by VTA, which are listed in **Table 3-1** and shown on **Figure 3-4**. Route 27 connects Good Samaritan Hospital to Kaiser San José and operates in the northeast corner of Los Gatos. Route 37 provides service between West Valley College to Capitol Light Rail Station in San José and includes stops along Pollard Road in the north-western most portion of the Town. Routes 48 and 49 connect the Los Gatos Civic Center to the Winchester Transit Center and operate north to south. Routes 61 and 62 extend north and connect the Good Samaritan Hospital to the Sierra and Piedmont Station. In addition, the last stop of VTA's Mountain View - Winchester light rail line, Winchester Station, is approximately one and a half miles from the Town of Los Gatos and is accessible via Routes 48 and 49.

Table 3-1 summarizes existing transit services for Los Gatos including operating hours, peak headways, and average ridership of the entire bus route for weekdays and weekends (Saturday only) for each route. Of the routes that serve Los Gatos, Routes 61 and 62 are the more frequently used routes with approximately 1,500 and 1,400 average weekday boardings for the entire route, respectively.

Employer-based shuttles play a role in Los Gatos transit as they provide connections to major employers in the area, such as Apple, Google, Netflix, and Facebook. One example is the Google Commute Program, which provides free shuttle service for Google employees between the Town and their Mountain View Campus. Netflix shuttles employees into Los Gatos from locations such as San Francisco, Mountain View, the East Bay, and Santa Cruz.

Table 3-1: Existing Transit Services

Route[1]	From	To	Weekdays			Weekends (Saturday)		
			Operating Hours	Peak Headway[2] (minutes)	Boardings (per day)[3]	Operating Hours	Peak Headway[2] (minutes)	Boardings (per day)[3]
27	Good Samaritan Hospital	Kaiser San José	6:00 AM - 8:00 PM	30	650	8:00 AM - 8:00 PM	60	350
37	West Valley College	Capitol Light Rail Station	6:00 AM - 10:00 PM	30	550	n/a		
48	Los Gatos Civic Center	Winchester Transit Center via Winchester Boulevard	6:00 AM - 7:00 PM	45	200	8:00 AM - 7:00 PM	60	100
49	Los Gatos Civic Center	Winchester Transit Center via Los Gatos Boulevard	6:00 AM - 8:00 PM	45	150	7:00 AM - 7:00 PM	60	100
61	Good Samaritan Hospital	Sierra and Piedmont via Bascom	6:00 AM - 10:00 PM	30	1,500	6:00 AM - 9:00 PM	60	600
62	Good Samaritan Hospital	Sierra and Piedmont via Union	6:00 AM - 11:00 PM	30	1,400	7:00 AM - 10:00 PM	60	800

Notes:
1. Weekday and weekend service between July 2018 - September 2018.
2. Headways are defined as the time between transit vehicles on the same route.
3. Weekday and weekend (Saturday) daily boardings between July 2018 - September 2018.

Source: VTA, July 2018 - September 2018.

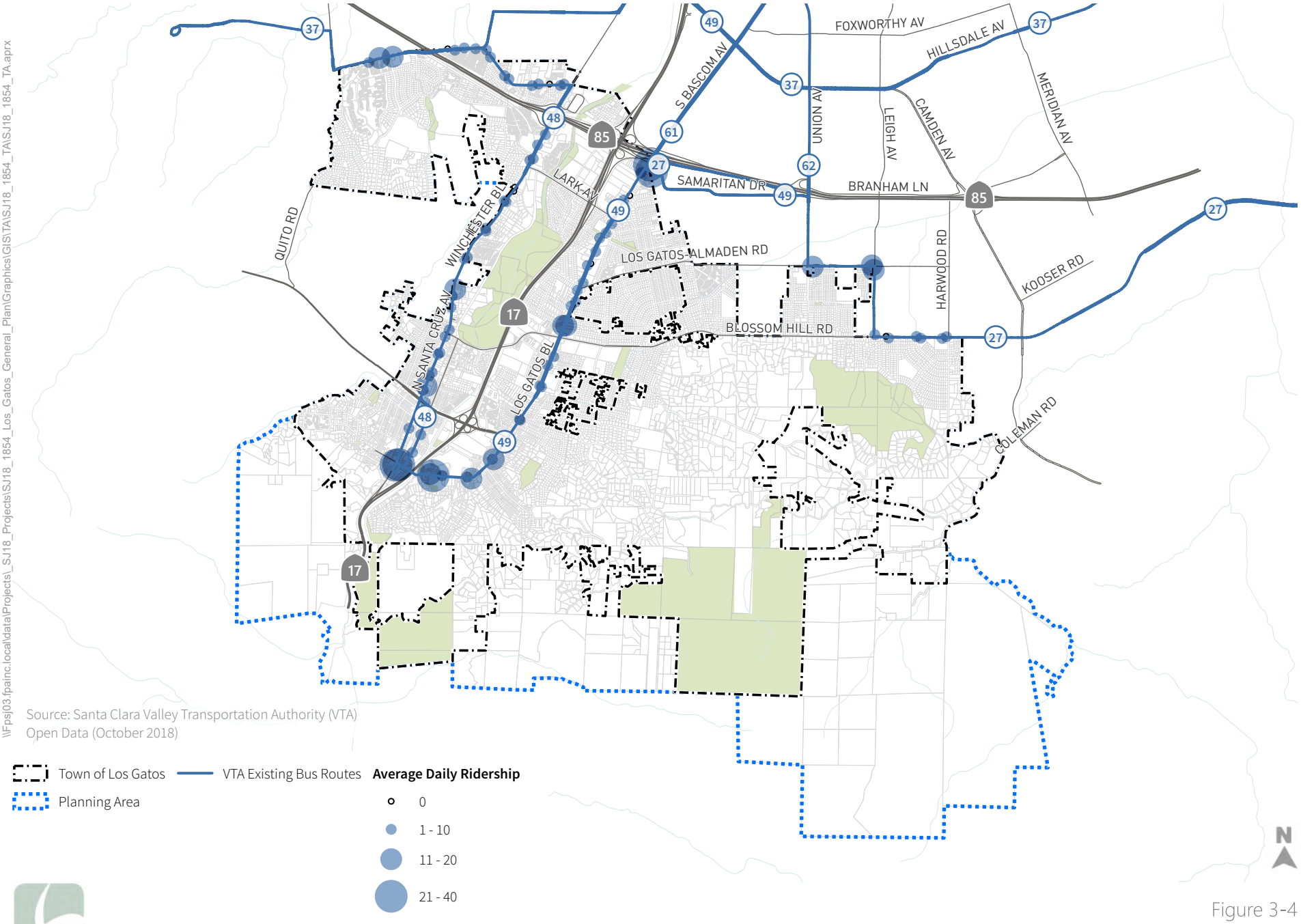


Figure 3-4

Existing Transit Network and Ridership

3.6 Existing Average Daily Traffic Volumes

Average Daily Traffic (ADT) is the typical daily traffic volume on a given street. Directional 24-hour traffic counts were collected on 20 roadway segments in 2019 during a typical non-holiday weekday while local schools were in session; the data is shown in **Appendix A**. Average daily traffic volumes collected along roadways in Los Gatos are shown on **Table 3-2**.

Table 3-2: Average Daily Traffic Volumes

ID	Location	Count Date	Jurisdiction	Direction	Average Daily Traffic Count[1]
1	Blossom Hill Road (Cherry Blossom Lane and Los Gatos Blvd)	January 17, 2019	Los Gatos	EB WB	7,800 7,600
2	Blossom Hill Road (Greenridge Terrace and Union Avenue)	January 17, 2019	Los Gatos	EB WB	6,300 6,600
3	Blossom Hill Road (Harwood Road and Belwood Gateway)	January 17, 2019	Los Gatos	EB WB	9,500 9,300
4	East Main Street (Jackson Street and School Court)	January 17, 2019	Los Gatos	EB WB	4,000 4,900
5	Highway 9 (at West Town Limits)	January 17, 2019	Los Gatos	EB WB	9,600 9,100
6	Kennedy Drive (West of Englewood Avenue)	January 17, 2019	Los Gatos	EB WB	1,900 2,500
7	Lark (East of University)	January 17, 2019	Los Gatos	EB WB	11,100 14,000
8	Los Gatos Almaden Road (East of Peach Blossom Lane)	January 17, 2019	Los Gatos	EB WB	5,200 4,800
9	Los Gatos Boulevard (Farley Road and Los Gatos Almaden Road)	January 17, 2019	Los Gatos	NB SB	13,900 15,900
10	Los Gatos Boulevard (Spencer and Nino Avenue)	January 17, 2019	Los Gatos	NB SB	9,300 9,000
11	Los Gatos Boulevard (South of Samaritan Drive)	January 17, 2019	Los Gatos	NB SB	13,900 11,500
12	North Santa Cruz Avenue (Los Gatos Saratoga and Andrews Street)	January 17, 2019	Los Gatos	NB SB	6,000 7,400
13	National Avenue (North of Carlton Avenue)	January 17, 2019	Los Gatos	NB SB	1,900 2,600
14	Pollard (East of Quito)	January 17, 2019	Los Gatos	EB WB	4,900 5,100
15	South Santa Cruz Avenue (Wood Road and 17 On-Off Ramp)	January 17, 2019	Los Gatos	NB SB	2,500 2,700
16	Shannon Road (West of Englewood)	January 17, 2019	Los Gatos	EB WB	2,400 2,700

Table 3-2: Average Daily Traffic Volumes

ID	Location	Count Date	Jurisdiction	Direction	Average Daily Traffic Count[1]
17	University Avenue (South of Lark)	January 17, 2019	Los Gatos	NB SB	3,900 3,700
18	West Main Street (North Santa Cruz Avenue and University Avenue)	January 17, 2019	Los Gatos	EB WB	4,800 3,600
19	Winchester Boulevard (La Rinconada and Eaton Lane)	January 17, 2019	Los Gatos	NB SB	6,800 7,200
20	Winchester Boulevard (SR 85 and Knowles Drive)	January 17, 2019	Los Gatos	NB SB	12,600 11,200

Notes:
1. Average Daily Traffic Counts were collected on Thursday, January 17th, 2019. They are rounded to the nearest 100.
Source: Fehr & Peers, 2021. Machine counts collected by Traffic Data Services (TDS), 2019.

3.7 Existing Intersection Operations

The operations of roadway facilities are described with the term level of service (LOS), a qualitative description of vehicular traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, which reflects free-flow conditions where there is very little interaction between vehicles, to LOS F, where the vehicle demand exceeds the capacity and high levels of vehicle delay result. LOS E represents "at-capacity" operations. When traffic volumes exceed the capacity at a signalized intersection, vehicles may wait through multiple signal cycles before traveling through the intersection; these operations are designated as LOS F. As a performance metric, LOS focuses only on vehicle delay and does not typically consider conditions for transit users, bicyclists, or pedestrians.

Intersection traffic operations were evaluated during a typical mid-week day during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods at the 10 study intersections. For the study intersections, the single hour with the highest traffic volumes during each count period was identified. In addition, counts of pedestrian and bicycle volumes were collected during the morning (AM) and evening (PM) peak periods at the study intersections. All counts were collected in 2018 and 2019 during a typical non-holiday weekday and while local schools were in session; the data is shown in **Appendix B.**

Table 3-2 shows the existing level of service at each study intersection. (See **Chapter 6** for a description of the level of service (LOS) analysis method and relevant LOS standards for each jurisdiction.) The results of the LOS calculations indicate that all of the study intersections are operating at levels of service that meet the applicable LOS standards under Existing Conditions.

Appendix C contains the analysis sheets documenting the intersection level of service calculations. The intersection volumes are shown in **Figure 3-5**.

Table 3-3: Existing Intersection Level of Service

ID	Intersection	Count Date	Jurisdiction (LOS Standard)	Control[1]	Peak Hour[2]	Delay[3]	LOS[4]
1	Winchester Boulevard and Lark Avenue	May 15, 2018	Los Gatos (D)	Signal	AM PM	29.1 17.9	C B
2	Los Gatos Boulevard and Samaritan Drive	May 15, 2018	Los Gatos (D)	Signal	AM PM	32.9 32.2	C- C-
3	Los Gatos Boulevard and Lark Avenue	May 15, 2018	Los Gatos (D)	Signal	AM PM	49.0 37.1	D D+
4	Los Gatos Boulevard and Blossom Hill Road	February 6, 2018	Los Gatos (D)	Signal	AM PM	34.4 33.2	C- C-
5	Los Gatos Boulevard and Los Gatos-Saratoga Road	January 17, 2019	Los Gatos (D)	Signal	AM PM	22.8 22.4	C+ C+
6	Los Gatos-Saratoga Road and University Avenue[5]	January 17, 2019	Los Gatos (D)	Signal	AM PM	37.6 32.1	D+ C-
7	N. Santa Cruz Avenue and Los Gatos-Saratoga Road[5]	January 17, 2019	Los Gatos (D)	Signal	AM PM	45.0 32.3	D C-
8	N. Santa Cruz-Winchester Boulevard and Blossom Hill-Mariposa Road	January 17, 2019	Los Gatos (D)	Signal	AM PM	24.9 22.2	C C+
9	Main Street and N. Santa Cruz Avenue	January 17, 2019	Los Gatos (D)	Signal	AM PM	20.0 33.5	C+ C-
10	Main Street and University Avenue	January 17, 2019	Los Gatos (D)	Signal	AM PM	14.9 19.3	B B-

Notes: **Bold** text indicates intersection operates at a deficient Level of Service compared to the applicable standard.

1. Signal refers to a signalized intersection.
2. AM = morning peak hour, PM = evening peak hour
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the *2000 Highway Capacity Manual*.
5. Denotes CMP (Congestion Management Program) facility.

Source: Fehr & Peers, 2021.

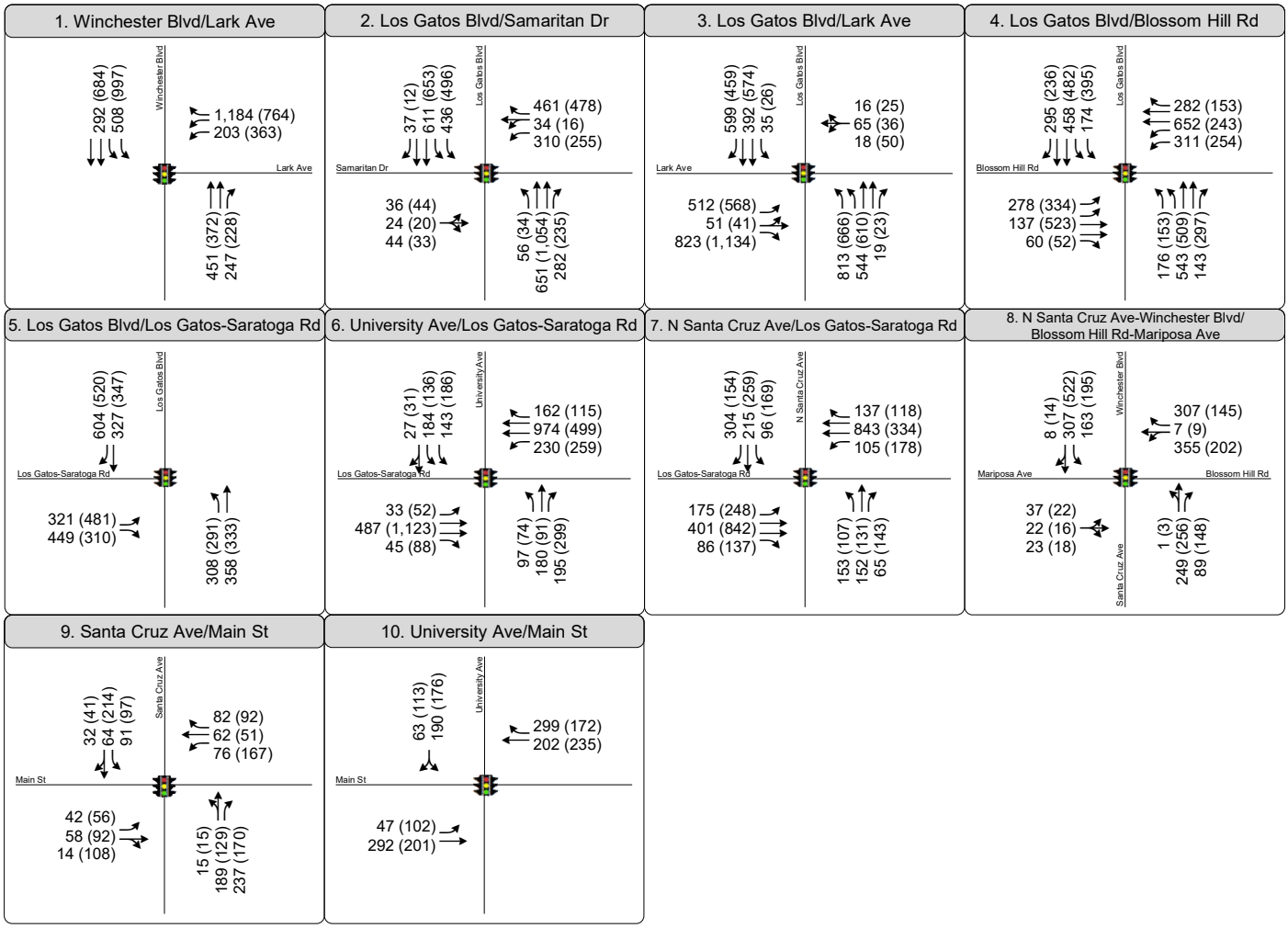


Figure 3-5

Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions

3.7.1 Field Observations

Field observations were conducted in January 2019 while area schools were in session to verify the calculated LOS calculations and observe overall transportation characteristics at the study intersections. Intersection operations, including intersection delay, queue lengths, and signal timing parameters, were used to verify the LOS calculations shown in **Appendix C**. Field observations were consistent with LOS calculation results.

3.8 Existing Freeway Segment Operations

The results of the freeway LOS analysis for Existing Conditions are shown in **Table 3-4** for mixed-flow and HOV lanes. HOV lanes are carpool lanes restricted to only vehicles with 2 or more persons, while mixed-flow lanes or mixed lanes also include single occupancy vehicles. For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl.

Table 3-4: Existing Freeway Segment Levels of Service

Freeway Segment	Capacity[1]		Peak Hour[1]	Lanes		Level of Service[2]	
	MF[3]	HOV[3]		MF[3]	HOV[3]	MF[3]	HOV[3]
State Route 17 – Northbound							
Bear Creek Rd to Los Gatos - Saratoga Rd	4,400	0	AM PM	2 2	0 0	**F** C	N/A N/A
Los Gatos - Saratoga Rd to Lark Ave	4,400	0	AM PM	2 2	0 0	E C	N/A N/A
Lark Ave to SR 85	4,400	0	AM PM	2 2	0 0	D C	N/A N/A
SR 85 to San Thomas Expy	4,400	0	AM PM	2 2	0 0	C C	N/A N/A
State Route 17 – Southbound							
San Thomas Expy to SR 85	4,400	0	AM PM	2 2	0 0	C C	N/A N/A
SR 85 to Lark Ave	4,400	0	AM PM	2 2	0 0	C **F**	N/A N/A
Lark Ave to Los Gatos - Saratoga Rd	4,400	0	AM PM	2 2	0 0	E **F**	N/A N/A
Los Gatos - Saratoga Rd to Bear Creek Rd	4,400	0	AM PM	2 2	0 0	C **F**	N/A N/A
State Route 85 – Northbound							
Union Ave to S. Basom Ave	4,600	1,650	AM PM	2 2	1 1	**F** C	**F** B

Table 3-4: Existing Freeway Segment Levels of Service

Freeway Segment	Capacity[1]		Peak Hour[1]	Lanes		Level of Service[2]	
	MF[3]	HOV[3]		MF[3]	HOV[3]	MF[3]	HOV[3]
S. Bascom Ave to SR 17	4,600	1,650	AM PM	2 2	1 1	**F** B	**F** C
SR 17 to Winchester Blvd	4,600	1,650	AM PM	2 2	1 1	**F** B	**F** A
Winchester Blvd to Saratoga Ave	4,600	1,650	AM PM	2 2	1 1	**F** D	**F** A
State Route 85 – Southbound							
Saratoga Ave to Winchester Blvd	4,600	1,650	AM	2 2	1 1	C E	A D
Winchester Blvd to SR 17	4,600	1,650	PM	2 2	1 1	B **F**	A D
SR 17 to S. Bascom Ave	4,600	1,650	AM PM	2 2	1 1	B **F**	A **F**
S. Basom Ave to Union Ave	4,600	1,650	AM PM	2 2	1 1	C **F**	A **F**

Notes:
1. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
2. Level of service based on density.
3. MF = Mixed-Flow Lanes, HOV = High-Occupancy Vehicle Lanes

N/A = not applicable. Freeway segment does not have HOV lanes.
Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP-designated facilities).
Source: *2016 CMP Monitoring & Conformance Report*, VTA; Fehr & Peers, 2021.

4. Significance Criteria and VMT Analysis Methods

As previously noted, recent legislation in California, Senate Bill 743, changed the metric by which transportation-related significant impacts are to be assessed under CEQA from LOS to VMT. The detailed impact criteria for VMT and other transportation-related items are described below followed by the VMT forecasting methods.

4.1 Significance Criteria

The project would result in a significant impact if the project would meet any of the significance criteria below:

- Plan Conflict: The Project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
- VMT Impacts: The Project would result in a VMT-related impact.
- Hazard Impact: The Project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Emergency Access Impact: The Project would result in inadequate emergency vehicle access.

Each of these impact criteria is discussed further below.

4.1.1 Plan Conflict

To determine the Project's consistency with relevant transportation programs, plans, ordinances or policies, the following significance thresholds were applied to each respective mode of travel – transit, roadways, bicycle facilities and pedestrians as listed below.

- Transit System – Analysis of transit-related impacts encompasses two components: (1) transit capacity, and (2) the proposed Project's consistency with local transit plans. For transit capacity, a significant impact would occur if the proposed Project creates demand for public transit above the capacity which is provided or planned.

  To determine the proposed Project's consistency with local transit plans, significant impacts would occur if any part of the proposed Project:

  1. Disrupts existing transit services or facilities;[13] or
  2. Conflicts with an existing or planned transit facility; or

[13] This includes disruptions caused by the Project relative to transit street operations and transit stops/shelters; or impacts to transit operations from traffic improvements proposed or resulting from the Project.

3. Conflicts with transit policies adopted by the Town of Los Gatos, or the Santa Clara Valley Transportation Authority (VTA) for their respective facilities in the study area.

- Roadway System – To determine the proposed Project's consistency with local roadway plans, significant impacts would occur if any part of the proposed Project:

    1. Disrupts existing or planned roadway facilities or conflicts with applicable program, plan, ordinance or policy.

- Bicycle System – The project would create a significant impact related to the bicycle system if the any part of the proposed Project:

    1. Disrupts existing bicycle facilities;
    2. Interferes with planned bicycle facilities; or,
    3. Conflicts with applicable bicycle system plans, guidelines, policies, or standards.

- Pedestrian System – The project would create a significant impact related to the pedestrian system if any part of the proposed Project:

    1. Disrupts existing pedestrian facilities; or
    2. Interferes with planned pedestrian facilities; or
    3. Conflicts with applicable pedestrian system plans, guidelines, policies, or standards.

4.1.2 VMT Impacts

The following summarizes the land use plan VMT thresholds per the Town of Los Gatos "Resolution of the Town Council of the Town of Los Gatos Adopting Vehicle Miles Traveled Thresholds of Significance for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act" adopted as of November 17, 2020. The VMT impact analysis presented in this report considers both the Project's direct impacts relative to Project generated VMT per service population, as well as a cumulative analysis, which considers the Project's long-term effect on VMT using boundary VMT per service population. Each analysis is addressed separately below.

- The VMT significance thresholds for land use plans under Cumulative Conditions are[14]:

    1. Project Impact: A significant impact would occur if the total VMT per service population for the proposed Project area would exceed a level of 11.3% below the total VMT per service population for the Town of Los Gatos under Existing Conditions.

[14] An induced VMT threshold is not presented because the Town of Los Gatos General Plan 2040 is not adding roadway capacity.

2. Project Effect: A significant impact would occur if the project increases total (boundary) County-wide VMT per service population compared to cumulative no project conditions.
3. A significant impact would occur if the project is inconsistent with the Regional Transportation Plan/Sustainable Community Strategy Plan (Plan Bay Area).

4.1.3 Hazard Impact

The Project would have a significant impact regarding hazards if:

- The Project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

4.1.4 Emergency Access Impact

Ease of access and travel time are critical for first responders when traveling in emergency vehicles. Obstructions in the roadway, detours, and excessive delays due to congestion are among the factors that can affect emergency response time. A significant impact would occur if:

- The Project would result in inadequate emergency access.

4.2 VTA Model Summary

The most common method of calculating the VMT metrics is through a travel forecasting model. A travel forecasting model uses specialized software and is designed to reflect the interactions between different land use and roadway elements in a large area. The San Mateo City and County Association of Government (C/CAG) and Santa Clara Valley Transportation Authority (VTA) Bi-County transportation model ("VTA Model") was used to prepare daily VMT and roadway segment forecasts, and peak hour intersection forecasts.

The VTA Model includes the regional roadways and major arterials of the nine-county Bay Area, the Association of Monterey Bay Area Governments (AMBAG) region (Santa Cruz County, Monterey County and San Benito County), and portions of the San Joaquin (Central) Valley. There is additional transportation network detail and refined transportation analysis zones (TAZs)[15] in San Mateo County and Santa Clara County. The VTA Model land use inputs are based on Association of Bay Area Governments (ABAG) 2017 land use projections (*Plan Bay Area 2040* land use projections), 2010 Census socio-economic data (with some additional refinements in 2019), and a future regional transportation infrastructure consistent with *Plan Bay Area 2040* (July 2017). The VTA Model has a 2040 horizon year. **Table 4-1** shows

[15] Transportation analysis zones, also referred to as TAZs, are small geographic areas within the VTA Model. As defined by *NCHRP Report 716, Travel Demand Forecasting: Parameters and Techniques,* TRB, 2012, "TAZ boundaries are usually major roadways, jurisdictional borders, and geographic boundaries and are defined by homogeneous land uses to the extent possible."

the service populations used in the VMT metrics for the Town of Los Gatos and Santa Clara County for the study scenarios.[16]

Table 4-1: Service Populations

Population	Existing Conditions [A][1]	Cumulative 2040 without Project Conditions [B][1]	Cumulative 2040 with Project Conditions [C][1]	Change [C-A=D][1,2]
Town of Los Gatos				
Residents (A)	36,850	39,010	45,820	+8,970
Employees (B)	19,300	19,890	20,580	+1,280
Service Population (A + B = C)	56,150	58,900	66,400	+10,250
Santa Clara County				
Residents (D)	1,856,250	2,553,720	2,560,530	+704,280
Employees (E)	1,040,510	1,302,710	1,303,400	+262,890
Service Population (D + E = F)	2,896,760	3,856,430	3,863,930	+967,170

Notes:
1. Numbers rounded to the nearest 10.
2. Change (Project - Existing) = Cumulative 2040 with Project Conditions column – Existing Conditions column.

Source: Fehr & Peers, 2021.

As shown on **Table 4-1**, the total residential population is forecasted to increase from the existing 36,850 residents to 45,820 people residing in Los Gatos (an increase of approximately 8,970 residents). In terms of employee population, the proposed Project would accommodate an additional 1,280 employees over the next 20 years.

The TAZ size influences the types of streets vehicle traffic is typically assigned to. For the VTA Model, an arterial or minor arterial is the lowest street level that traffic is assigned to because the TAZ structure in Los Gatos has moderate detail. The VTA Model has a mode share model that can be used to express changes in mode share.

The future year VTA Model is used to develop forecasts for Cumulative 2040 Conditions and includes projected growth to Year 2040. Planned and funded roadway improvements associated with the *Valley Transportation Plan (VTP) 2040* (adopted in October 2014) are also included. VTP projects near the Town of Los Gatos include:

- BART Silicon Valley: The Santa Clara Extension (VTP ID: T1)
- SR 85 Express Lanes: US 101 (South San Jose to Mountain View) (VTP ID: H1)

[16] Service population is the sum of the number of employees plus residents.

Finally, the VTA Model has four time periods to address travel during congested morning and evening peak periods and uncongested mid-day and midnight time periods. During congested times, the average trip length and speed of travel change.

4.3 VMT Analysis Methods

The VTA Model was used to develop daily VMT and traffic forecasts for the proposed Town of Los Gatos General Plan 2040 and the proposed Project study area. VMT forecasts were prepared for the VMT assessment, as well as for use as inputs for the Air Quality, Energy Consumption, and Greenhouse Gas (GHG) analysis. To understand the VMT forecasts and VMT impact analysis, this section defines important technical terms and analysis methods.

4.3.1 Including Inter-Regional Travel for VMT Analysis

The OPR *Technical Advisory* cites the importance of not truncating (i.e., ending or omitting a trip outside off the geographic boundary. Truncating has the effect of shortening a trip to/from a destination.) trip lengths based on travel forecasting model or political boundaries:

> ***Considerations for All Projects***. *Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary. CEQA requires environmental analyses to reflect a "good faith effort at full disclosure." (CEQA Statute & Guidelines, § 15151.) Thus, where methodologies exist that can estimate the full extent of vehicle travel from a project, the lead agency should apply them to do so. Where those VMT effects will grow over time, analyses should consider both a project's short-term and long-term effects on VMT.* (Quote from page 6 of the *Technical Advisory: On Evaluating Transportation Impacts in CEQA*, December 2018).

The VTA Model extends beyond the Bay Area regional boundary to the south into the AMBAG region (e.g., Santa Cruz County, Monterey County and San Benito County) and east into San Joaquin County. However, the travel model stops at the Bay Area regional boundary and does not include inter-regional travel to Mendocino County, Lake County, Yolo County, and Merced County, which shortens the vehicle travel to those Counties. This truncation results in a lower total project generated VMT estimate for the region and Santa Clara County and affects baseline regional or county baseline VMT values used to establish VMT thresholds.

The California statewide travel demand model (CSTDM) was used to estimate and forecast trip lengths that occur outside the VTA Model boundary. These trip lengths have been appended to the external stations[17] (refer to **Table 4-2**) and are reflected in the VMT estimates and forecasts contained in this analysis.

[17] External stations are located on the major transportation routes into and out of the VTA Model boundary. These stations are used to load traffic generated from and/or destined to locations outside of the VTA Model boundary.

Table 4-2: External Station Adjustments at Bay Area Regional Boundary

External Station (Connecting County)	Distance (Miles)
SR 1 – Mendocino County	9.4
US 101 – Mendocino County	48.4
SR 29 – Lake County	21.4
I-505 – Yolo County	101.2
SR 113 – Yolo County	12.9
I-80 – Yolo County	39.2
SR 12 – San Joaquin County	No adjustment made to these external station distances because the VTA Model area incudes San Joaquin County.
SR 4 – San Joaquin County	
I-205 – San Joaquin County	
SR 152 – Merced County	162.9
SR 25 – San Benito County	No adjustment made to these external station distances because the VTA Model area incudes San Benito County.
US 101 – San Benito County	
SR 152 – Santa Cruz County	No adjustment made to these external station distances because the VTA Model area incudes Santa Cruz County.
SR 17 – Santa Cruz County	
SR 9 – Santa Cruz County	
SR 1 – Santa Cruz County	

Notes: External station adjustments rounded to nearest tenth of a mile.
Source: California statewide travel demand model (CSTDM) was used to develop the external station adjustments.
Fehr & Peers, 2021.

4.4 Overview of Methods for VMT Thresholds

The proposed Town of Los Gatos General Plan 2040 VMT assessment is one of the Town's first transportation evaluation using VMT. Specifically, the Town has established VMT thresholds that focus on the VMT for all trip purposes and vehicle types (i.e., there is no separation of VMT by land use). This analysis uses the VMT metrics, VMT calculation methods, VMT significance thresholds, and VMT mitigation actions documented in the *SB 743 Implementation Decisions for the Town of Los Gatos* (June 2021). The Town of Los Gatos established its VMT reduction rate based on the statewide VMT scenario prepared by CARB, the long-term expectation that VMT can grow by 6.5% in California and still achieve its GHG emissions goals by 2050 (refer to **Figure 4-1** below).[18] This means that to be consistent with state policies, the long-term expectation would be that boundary VMT on California's vehicle transportation system would need to be less than 6.5% by 2050.

[18] California Air Resources Board's *2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (January 2019).

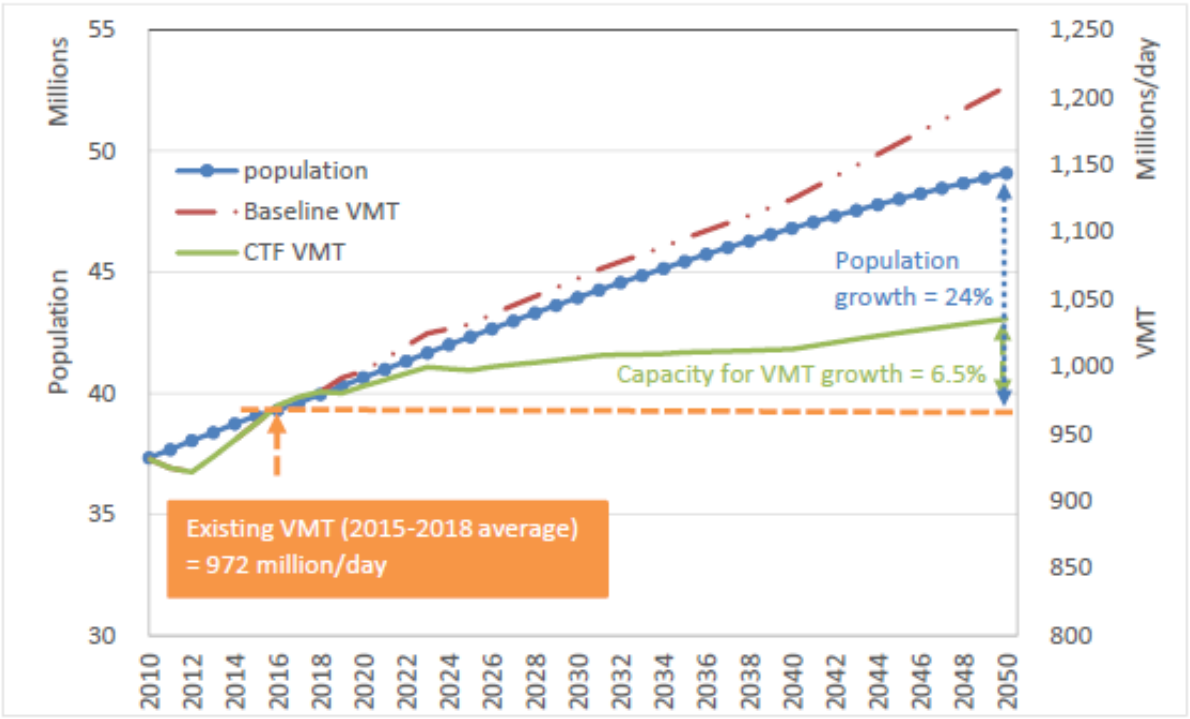


Figure 4-1: California Total Project Population Growth and VMT Growth

4.4.1 Project Generated VMT Estimation Method

Project generated VMT is the VMT from all vehicle trips for all trip purposes and types. Project generated VMT per service population is the metric used to evaluate how the Town VMT changes (increases or decreases) between the baseline and with Project scenario, considering both VMT increases due to land use growth and VMT changes due to changes in travel behavior. Project generated VMT values include VMT on all streets including centroid connectors[19], and travel outside of the VTA Model area (see **Section 4.3.1**). It is calculated by summing the "VMT from" and "VMT to" a specified area, as follows:

$$Project\ Generated\ VMT = (II + IX) + (II + XI) = 2 * II + IX + XI$$

- Internal-internal (II): The full length of all trips made entirely within the geographic area limits.
- Internal-external (IX): The full length of all trips with an origin within the geographic area and destination outside of the area.
- External-internal (XI): The full length of all trips with an origin outside of the geographic area and destination within the area.

[19] Centroids are points that identify the center of activity within a transportation analysis zone and connect that zone to the transportation network. A centroid connector is a feature of a travel model network that connect the centroid to the network and represent the local streets within a zone.

The intra-zonal VMT and VMT between traffic analysis zones, or TAZs, that are in the study area causes some double counting, which is an expected result when summing the trip end based VMT. To ensure a VMT rate is expressed properly (i.e., that the numerator and denominator include the generators of both trip ends of the VMT), the proposed Project generated VMT is divided by the service population (residential population, and employment population), the generators of both trip ends of the VMT. The VMT estimates are also presented on a per service population basis to account for both the effects of population and/or employment growth and the effects of changes in personal travel behavior. For example, population growth may cause an increase in VMT, while travelers changing their behavior by using different travel modes or decreasing their vehicle trip lengths (such as a higher percentage of Los Gatos residents working or shopping in Los Gatos) would cause decreases in VMT.

As shown in **Table 4-3**, the adopted threshold for Project generated VMT per service population is 11.3 percent below the Town of Los Gatos Project generated VMT per service population under Existing Conditions (a threshold value of 32.3 Project generated VMT per service population). With the proposed service population growth to 66,400, the Project generated VMT per service population allows an increase in the Town of Los Gatos VMT to 2,144,720, which is a 4.9 percent increase in the Project generated VMT. Project generated VMT per service population is used to evaluate if the VMT rate due to the proposed Project (i.e., the direct impacts) is greater than a specified VMT threshold; however, it does not evaluate a Project's effect on VMT on the entire roadway system,[20] which is evaluated as part of the cumulative analysis.

With this statewide boundary VMT growth rate in mind, and knowing that the Town's service population growth will be relatively small to 2040, the Town of Los Gatos established VMT reduction threshold from Existing Conditions of 11.3% such that the Town of Los Gatos Project generated VMT per service population would not increase by more than 6.5% by 2050. By establishing a low "capacity of VMT growth," the Town is supporting state policies and long-term expectations to reduce greenhouse gas emissions. Specifically, by applying a 11.3% reduction to the Town of Los Gatos Project generated VMT per service population rate would result in a growth capacity of 4.9% in the Town's Project generated VMT, which is approximately the pro-rated VMT growth capacity allowed between 2018 and 2040. Not increasing the Town's Project generated VMT by more than 4.9% would mean that the VMT on the Town's street system VMT would not increase by more than 6.5% (when excluding through traffic changes).

[20] An often-cited example of how a project can affect VMT is the addition of a grocery store in a food desert. Residents of a neighborhood without a grocery store must travel a great distance to an existing grocery store. Adding the grocery store to that neighborhood will shorten many of the grocery shopping trips and reduce the VMT to/from the neighborhood.

Table 4-3: Project Generated VMT Thresholds

Item[1]	Town of Los Gatos
Adopted Threshold (11.3% Reduction in Existing Conditions Project Generated VMT per Service Population)	
Existing Conditions: Project Generated Vehicle Miles Traveled (A)	2,044,940
Existing Service Population (B)[2]	56,150
Project Generated VMT per Service Population (A/B = C)	36.4
Project Generated VMT per Service Population Threshold (C*88.7% = D)	32.3 (11.3% reduction from Existing Conditions)
Project Generated VMT Miles Threshold (66,400*D=E)	2,144,720 (4.9% increase from Existing Conditions)

Notes:
1. Rounded Project generated VMT and service population to the nearest 10, and Project generated VMT per service population, and Project generated VMT per service population Threshold to the nearest one-tenth.
2. Service population is defined as the sum of all employees, and residents. Refer to **Table 4-1** for breakdown of employees and residents.

Source: Fehr & Peers, 2021.

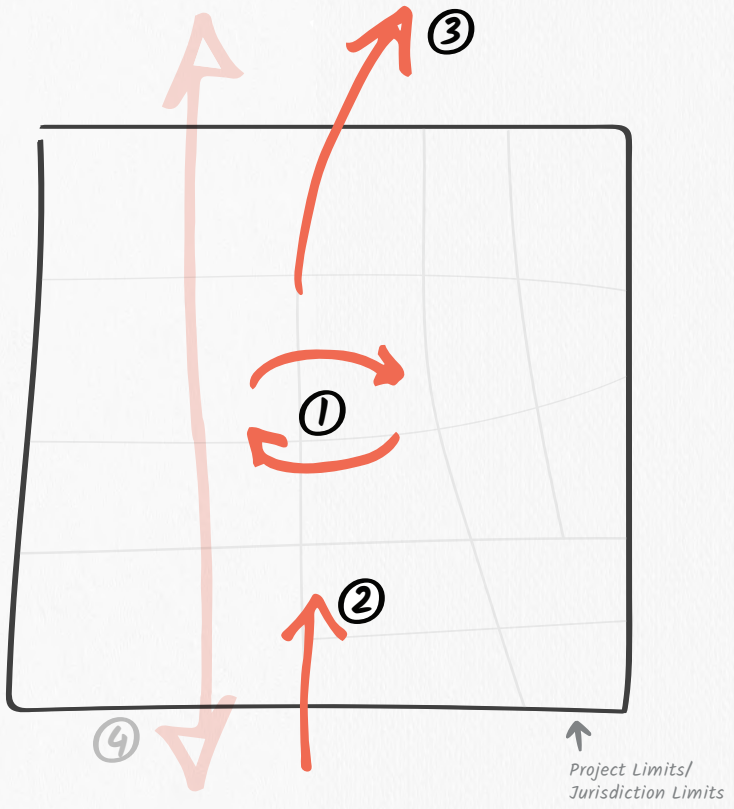
4.4.2 Project's Effect on VMT Estimation Method (Using Boundary VMT)

Project's effect on VMT (also referred to as "boundary VMT) is the VMT that occurs within a selected geographic boundary (e.g., Town, County, or region) by any type of vehicle. Boundary VMT captures all on-road vehicle travel on a roadway network (i.e., VMT on the centroid connectors, and all other streets and freeway segments in the travel model within the physical limits of the selected geographic boundary) for any purpose, and includes local trips as well as trips that pass through the area without stopping. The use of boundary VMT is a more complete evaluation of the potential effects of the proposed Project because it captures the combined effect of new VMT, shifting existing VMT to/from other jurisdictions, and/or shifts in existing traffic to alternate travel routes or modes.

The boundary VMT (within Santa Clara County) per service population is used to evaluate the proposed Project's effect on VMT between the Cumulative 2040 without Project Conditions and Cumulative 2040 with Project Conditions. The boundary VMT is divided by the service population (sum of residential population, and employment population) to account for the effects of population and/or employment growth and the effects of changes in personal travel behavior within the specified geographic area between scenarios.

For illustration purposes **Figure 4-2** presents a representation of both Project generated VMT and boundary VMT. Both metrics are needed for a comprehensive view of a project's VMT effects.

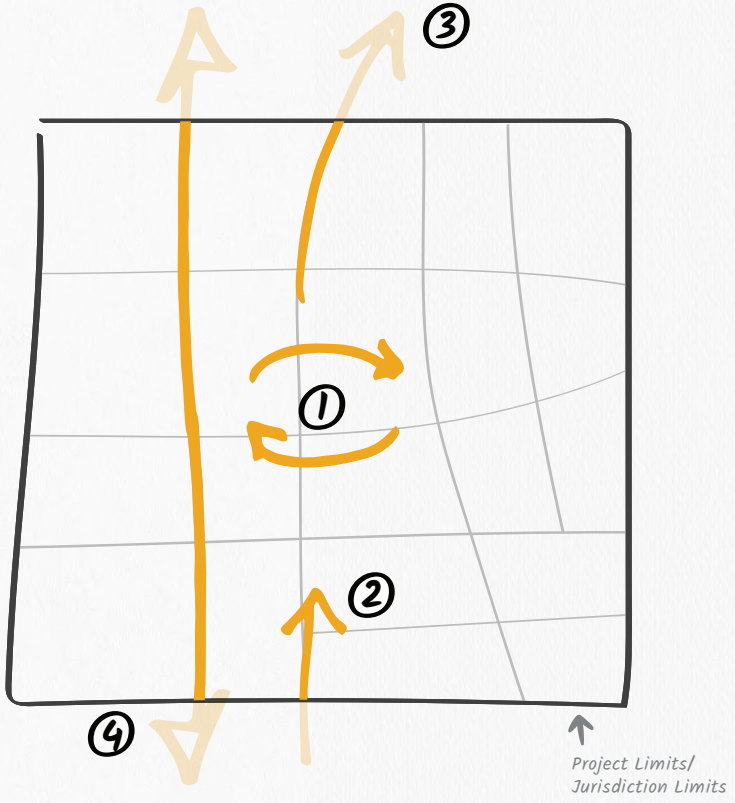
Project Generated VMT



① 2x Internal to Internal (2xII) VMT
② External to Internal (XI) VMT
③ Internal to External (IX) VMT
④ External to External (XX) VMT

Notes: External to External (XX) trips are excluded from this VMT metric. Adjustments to project generated VMT made to include the full length of trips that leave the jurisdiction to capture inter-jurisdiction travel.

Project Effect on VMT
(Boundary VMT)



① Internal to Internal VMT
② External to Internal (XI) VMT
③ Internal to External (IX) VMT
④ External to External (XX) VMT

Notes: Boundary VMT is all the VMT within the jurisdictional boundary. Transparent portions of arrows 2, 3 and 4 are not included in the VMT metric.

Figure 4-2

Measuring Vehicle Miles Traveled (VMT)

5. CEQA Impacts and Mitigation

This chapter discusses potential proposed Project impacts per the significance criteria described in **Section 4.1**. The determination of a significant impact related to the transportation network is based on the evaluation of key plans, policies, and goals described in **Chapter 2** of this report.

5.1 Transit, Roadway, Bicycle and Pedestrian Evaluation

This section provides an overview of the transit, roadway, bicycle, and pedestrian evaluations and identifications of potential impacts. This evaluation is summarized by travel mode below.

5.1.1 Transit Evaluation

Implementation of the proposed Town of Los Gatos General Plan 2040 may result in an increased demand for transit facilities and services. The proposed Project would cause a potential impact to transit facilities and services based on the criteria described earlier in **Chapter 4**.

Under Cumulative 2040 Conditions, implementation of the proposed Project would increase the number of potential transit users on the various transit systems serving the Town of Los Gatos. Additional roadway traffic congestion caused by the project may affect several transit corridors by increasing travel times and decreasing headway reliability for transit vehicles.

Potential Impact: Increased Transit Demand – Light rail, commuter bus, private shuttle, and fixed-route bus services operate near and within the Town of Los Gatos. The addition of passengers from the proposed Project has the potential to increase demand on the private and public transit systems. Increasing frequency and/or capacity of the bus service could address the potential impact. This effort to increase transit capacity would likely be a partnership between the Town of Los Gatos and the VTA. The proposed Town of Los Gatos General Plan 2040 policies supportive of reducing congestion and improve connectivity include the following:

- MOB-1.1: Require all development and redevelopment proposals with more than 10 housing units or over 5,000 square feet of non-residential square footage to include a detailed, sustainable, and measurable Transportation Demand Management (TDM) program with accountability requirements to ensure the TDM measures are achieved.
- MOB-1.3: Development near transit stops shall provide TDM programs or facilities that encourage transit use for all types of trips.
- MOB-1.4: Encourage employers with over 100 employees to develop shuttle services (i.e., corporate busing) to transport employees to and from the worksite. Entities may form transportation management associations (TMAs) to pool resources to fund TDM measures.

- MOB-5.1: Encourage the use of non-driving transportation modes such as walking, bicycling, transit, a shuttle system and other forms of personal mobility that are energy conserving and non-polluting.
- MOB-5.2: Encourage private entities to develop and maintain publicly accessible transportation facilities, including transit, pedestrian, and bicycle facilities.
- MOB-6.1: Support VTA's Vasona Light Rail Extension project to the Town if/when allocated funds are available.
- MOB-6.2: At transit stops, work with VTA and other agencies to prioritize land uses and patterns that generate high transit ridership and encourage affordable housing (i.e., senior housing, multi-family housing, and mixed-use with housing) in appropriate locations.
- MOB-6.3: Coordinate with appropriate agencies to plan and develop adequate public transit services for everyone in the Town (i.e., bus, Santa Cruz express bus, rail, shuttle, light rail, streetcar, and on-demand transit).
- MOB-6.4: Work with the VTA and commercial carriers to improve transit service for Los Gatos and increase ridership.
- MOB-6.5: Work with transit agencies and major employers in the region to determine the feasibility of financing additional shuttles to improve connections to key destinations in the Town and throughout the region. Include pro rata funding contributions to Town managed shuttle services in all TDM plans.
- MOB-6.6: Coordinate with appropriate agencies to provide and expand transit services for seniors, school children, low-income people, and people with disabilities.
- MOB-6.7: Encourage public transit use by requiring all new developments to provide bus shelters and on-going maintenance as part of their developments, when appropriate.
- MOB-6.8: Support State and County efforts to reduce vehicle use and encourage the use of public transit.
- MOB-6.9: Work with VTA to facilitate transit services in Los Gatos through the provision of bus stop amenities, such as basic route and schedule information, bus shelters, seating, and lighting.
- MOB-6.10: Private or public parking developed near transit stops shall be designed to provide reciprocal access to adjacent parking areas to enhance parking availability at all times.
- MOB-7.1: The Town shall ensure that land use and transportation planning are cohesive, consistent, mutually supportive, and strive to reduce VMT. This includes:
    - Promoting land use patterns that encourage people to walk, bicycle, or use public transit routinely for a significant number of their daily trips;
    - Promoting TDM options;
    - Using the Town's provision of public services to direct development to the most appropriate
    - locations; and
    - Promoting the infill of vacant land and redevelopment sites.

- MOB-9.5: Support efforts to keep regional traffic on regional roadways, such as SR 85 and SR 17, prioritizing opportunities for increased transit and greater roadway efficiency, over expanding roadway capacity.
- MOB-15.1: Minimize potential conflicts between trucks, truck loading and unloading areas, and pedestrian, bicycle, and transit travel on streets designated as truck routes.

The proposed Town of Los Gatos General Plan 2040 policies encourage an increase in transit ridership, decrease dependence on motor vehicles, and reduce transit delays. While the implementation of the proposed Project is supportive of an increase in transit ridership, declining transit ridership trends,[21] and increasing Project Generated VMT rates in Los Gatos (see **Table 5-1**) suggest that the supportive polices may not be effective at generating the desired policy outcomes. Today many of the vehicles (i.e., private vehicles and public transit) on the roadway have a poor seat utilization (i.e., most of the vehicle seats are empty). The existing roadway network in Santa Clara County has a limited capacity and this capacity is routinely filled up during peak periods by vehicles with solo drivers (i.e., low seat utilization). Further, limited facilities exist that prioritize travel by high occupancy vehicles.

The increase in demand for transit service caused by the proposed Project would be accommodated by existing and planned improvements to the transit system, such as improving access to transit for local residents and employees (e.g., transit stop enhancements, sidewalk widening, etc.), and improving how transit vehicles move in and around the Town of Los Gatos (e.g., new and more frequent bus services, expansion of the VTA system, provision of transit-focused facilities, etc.). Transit vehicle preemption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations by reducing person delay and improving vehicle travel time reliability.

While the proposed Project could add peak hour transit riders, implementation of the proposed Project would not disrupt existing or interfere with planned transit services or facilities. The proposed Town of Los Gatos General Plan 2040 policies support multimodal transportation options, encourage the formation of a transportation management association (TMA) to fund TDM Townwide measures (MOB-1.4), and support the *Town of Los Gatos Bicycle and Pedestrian Master Plan* (March 7, 2017) to reduce congestion and improve bicycle and pedestrian connectivity. However, the proposed Project does not include actions to increase the cost of using vehicles nor do they include provisions for bus services to avoid congestion delays. As a result, transit service will experience reductions in quality of experience inconsistent with the Project polices, which could contribute to lower transit demand in the future and higher demand for vehicles use contributing to higher VMT levels. Because the needed additional transit vehicles and supporting infrastructure may not be provided to accommodate additional transit demand, the proposed Project would have a ***potentially significant impact*** effect on transit ridership.

To support the potential increase in transit service caused by the proposed Project, transit vehicle speeds and reliability would needed to increase transit ridership. Improvements to the transit system, such as

[21] Santa Clara Valley Transportation Authority. Annual Report 2019. Available online at https://www.vta.org/sites/default/files/2020-04/AnnualReport2019_Accessible.pdf

improving access to transit for local residents and employees (e.g., transit stop enhancements, sidewalk widening, etc.), and improving how transit vehicles move in and around the Town of Los Gatos (e.g., new and more frequent bus services, expansion of the VTA system, provision of transit-focused facilities, etc.). Transit vehicle preemption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations by reducing person delay and improving vehicle travel time reliability could improve transit ridership.

Potential Impact: Increased Transit Vehicle Delay at Congested Intersections – Project deficiencies associated with increased vehicle delay at intersections are a result of buses and shuttles operating in mixed-flow lanes with other vehicles. Public agencies such as the VTA will make service changes over time based on ridership performance standards and land use density targets. Increased or modified public transit service is approved by a publicly appointed decision body (like the VTA board). Transit vehicle preemption, signal coordination, and other improvements such as a dedicated bus lane would help reduce the magnitude of peak hour congestion on transit operations. Implementation of the proposed Project would not disrupt existing or interfere with planned transit services or facilities; however, the potential increase in transit vehicles, local street congestion within and near the Town of Los Gatos, and increased delay at off-site intersections would delay transit vehicles. Therefore, this project would result in a ***significant-and-unavoidable*** effect on transit vehicle operations, in particular at those intersections without feasible improvement options for traffic delay. Transit operational improvements such as signal coordination and transit vehicle preemption could potentially improve the overall reliability of transit in congested areas but are not likely to fully address this effect.

Consistent with the *VTP 2040 (2014)*, the existing transit circulation would be maintained in the future. The changes to the vehicle circulation system as part of the proposed Project would not be expected to interfere with existing transit facilities nor conflict with planned transit facilities and services or conflict with adopted transit plans, guidelines, policies, or standards. Additionally, the proposed Project is supportive of the transit use and goals summarized in **Chapter 2**. Therefore, the impact relative to disruption of existing or planned transit facilities or conflicts with transit program, plan, ordinance or policy would be ***less-than-significant***.

5.1.2 Roadway Evaluation

The proposed Project includes modifications to existing street facilities to create a more pedestrian and bicycle-oriented streets. These modifications could cause existing and future local and regional traffic to circulate differently. The expected influence on existing and future traffic is likely to be minimal because no through vehicle lanes are proposed to be removed within the proposed Project.

Overall, the proposed Project would not conflict with existing or planned roadway facilities because the proposed street changes are additions of pedestrian and bicycle facilities with few if any reduction in vehicle lanes. The proposed Project would not be expected to interfere with existing roadway facilities, conflict with planned roadway facilities or conflict with adopted transportation plans, guidelines, policies, or standards. Therefore, the impact relative to disruption of existing or planned roadways or conflicts with program, plan, ordinance or policy would be ***less-than-significant***.

5.1.3 Bicycle Evaluation

To accommodate future growth in the Town of Los Gatos, the proposed Project includes a complete streets network, new bicycle facilities, and transportation policies to accommodate increased bicycle demands generated by the anticipated development. This network will accommodate bicycle demand generated by the anticipated land development.

The proposed Project encourages bicycling by improving bicycle connectivity with a comprehensive community-wide network of on-street and off-street bicycle facilities as defined in the *Town of Los Gatos Bicycle and Pedestrian Master Plan* (March 7, 2017). Commuting by bicycle is supported with a street system that enhances bicycle connections by shortening bicycle distances and providing a higher quality bicycle network (with lower vehicle speeds and volumes where possible) within the Town of Los Gatos.

Implementation of the proposed Project would not interfere with existing bicycle facilities or conflict with planned bicycle facilities or adopted bicycle system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed Project will create new bicycle facilities consistent with the *Town of Los Gatos Bicycle and Pedestrian Master Plan* (March 7, 2017), which will have a beneficial effect on bicycle circulation and access. Therefore, the implementation of the proposed Town of Los Gatos General Plan 2040 would be considered a ***less-than-significant*** impact on bicycle facilities, and no mitigation measures would be required.

5.1.4 Pedestrian Evaluation

To accommodate future growth in the Town of Los Gatos, the proposed Project includes a complete streets network, new pedestrian facilities, and transportation policies to accommodate increased pedestrian demands generated by the anticipated land development.

The proposed Project encourages walking by improving pedestrian facilities and connectivity with a safe and continuous pedestrian network to shorten walking distances and improve pedestrian connections to popular local destinations.

Implementation of the proposed Project would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed Project will create new pedestrian facilities and will have a beneficial effect on pedestrian circulation and access consistent with the *Town of Los Gatos Bicycle and Pedestrian Master Plan* (March 7, 2017). Therefore, the implementation of the proposed Town of Los Gatos General Plan 2040 would be considered a ***less-than-significant*** impact on pedestrian facilities, and no mitigation measures would be required.

5.2 Vehicle Miles Traveled (VMT) Analysis

This section presents an analysis of the proposed Project's impacts relative to VMT, including the daily VMT estimates for the VMT analysis. The development of the VMT thresholds and VMT modeling methods are described in **Chapter 4**. Under Cumulative with Project Conditions, the Project generated

VMT per services population is used to evaluate the direct effects of the Project, while the boundary VMT in Santa Clara County is used to evaluate the project's effect on VMT. The results of the proposed Project generated VMT and proposed Project's effect on VMT analyses are presented in **Table 5-1** and **Table 5-3**, respectively. Each analysis is separately addressed below.

5.2.1 Project Generated VMT

As shown in **Table 5-1**, the population and employment growth of the general plan is projected to increase Project generated VMT from 2,044,940 to 2,552,780 from Existing Conditions to Cumulative 2040 with Project Conditions. For impact analysis purposes, the absolute increase is not the focus. Instead, the expectation is that the VMT generation rate of the service population will decrease from the Existing Conditions value of 36.4 to 32.3 or lower. Under the Cumulative 2040 with Project Conditions, the Project generated VMT per service population of 38.4 is 19 percent greater than the applicable VMT threshold of 32.3. Therefore, the proposed Project generated VMT per service population would exceed the applicable threshold.

Implementation of the proposed Town of Los Gatos General Plan 2040 would result in excessive Project generated VMT per service population under Cumulative 2040 with Project Conditions due to population and employment growth planned within the Town and would, therefore, be considered a ***potentially significant*** impact.

Table 5-1: Project Generated VMT for VMT Analysis

Item[1]	Existing Conditions	Cumulative 2040 with Project Conditions	Percent Change
Town of Los Gatos			
Project Generated Vehicle Miles Traveled (A)	2,044,940	2,552,780	24.8%
Service Population (B)[2]	56,150	66,400	18.3%
Project Generated VMT per Service Population (A/B = C)	36.4	38.4	5.6%
Initial Impact Assessment			
Project Generated VMT per Service Population Threshold (32.3) (Impact Conclusion)		38.4 (19% greater than the threshold) (Potentially Significant)	

Notes:
1. Rounded Project generated VMT and service population to the nearest 10, and Project generated VMT per service population, and Project generated VMT per service population Threshold to the nearest one-tenth.
2. Service population is defined as the sum of all employees, and residents. Refer to **Table 4-1** for breakdown of employees and residents.

Source: Fehr & Peers, 2021.

5.2.2 VMT Mitigation

This VMT impact is projected to occur because of the overall land use growth and increased destination choices throughout the Bay Area region, Santa Clara County, and within Town of Los Gatos. A goal of the

proposed Town of Los Gatos General Plan 2040 is to reduce the impacts from transportation and promote alternative forms of transportation that will reduce the local and regional effects of vehicle travel. The Town can take actions to reduce daily trips and vehicle miles traveled by changing the proposed Project description in a way that reduces VMT and/or implementing a VMT program designed to reduce VMT, such as an individual site level transportation demand management (TDM) program, townwide level VMT mitigation program, or a regionwide level VMT reduction program.

The VMT mitigation action's effectiveness depends on its scale (how much VMT the mitigation acts on) and its ability to reduce VMT in different VMT reduction programs. The biggest effects of VMT mitigation actions (and resultant emissions reductions) derive from statewide or regionwide policies that increase the cost, or reduce the convenience, of using vehicles. Other regionwide actions include improving land use location efficiency and infrastructure investments that support transit, walking, and bicycling (see the "Regionwide Level" measures listed below). While there are many VMT mitigation actions that can influence VMT and emissions, individual site level VMT mitigation actions typically have the smallest effect on VMT reductions because they are applied to new VMT generated by new buildings, while regionwide level have the greatest effect on VMT reduction. The *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020) includes the following list of potential VMT reduction strategies the Town of Los Gatos that are considered here as potential mitigation actions to mitigate proposed Project generated VMT in the Town of Los Gatos and Santa Clara County. These VMT reduction strategies are organized by their relative scale for implementation (i.e., individual site level, Townwide level, and Regionwide level). Potential VMT mitigation actions the Town could take could directly or in partnership with other jurisdictions in Santa Clara County or the Bay Area region include:

Individual Site Level

- Encourage Telecommuting and Alternative Work Schedules: This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. This strategy would reduce commute VMT but also result in a change in VMT for other travel purposes; thus, this strategy should consider the net change in the Town's project generated VMT.
- Provide Ride-Sharing Programs: This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants.
- Provide Local Shuttles: This strategy focuses on providing local shuttle service. The local shuttles would provide service to transit hubs, schools, commercial centers, and residential areas to improve transit connectivity and address the "first/last mile" problems. Alternatively, a demand-responsive service could be provided as subsidized trips by contracting to private TNCs or taxi companies. Note that implementation of this strategy would require regional or local agency implementation.
- Provide Employer-Sponsored Vanpool/Shuttle: This strategy relies on employers purchasing or leasing vans or shuttles, and often subsidizing the cost of at least program administration, if not more. Vanpools typically service employee's commute to work, while shuttles service nearby

transit stations and surrounding commercial centers. Scheduling and rider charges (if any) are within the employer's purview.

Townwide Level

- Provide Pedestrian Network Improvements: This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Projects in Los Gatos tend to be smaller so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on regional or local plans such as the *Bicycle and Pedestrian Master Plan* (2017) and *Connect Los Gatos*.
- Provide Traffic Calming Measures: This strategy combines the California Air Pollution Control Officers Association (CAPCOA) research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. One potential change in this strategy over time is that e-bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.
- Implement Car-Sharing Program: This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Examples include programs like ZipCar, Car2Go, and Gig.
- Limit Parking Supply: When combined with companion TDM measures, reduced parking supply discourages driving by limiting easy and convenient parking options. Implementation of this strategy may require reducing (or removing) minimum parking requirements and allowing developers to use shared parking strategies.
- Unbundle Parking Costs from Property Cost: Unbundling separates parking costs from property cost, for instance by not including a parking space in a residential unit's rent, or by requiring employers to lease each parking space separately from the building owner. This strategy ensures that the user understands that the cost of driving includes parking and can encourage people to use an alternative mode to save money.
- Implement Market Price Public Parking (On-Street): This strategy focuses on implementing a pricing strategy for parking by pricing all on-street parking in central business districts, employment centers, and retail centers. Priced parking would encourage "park once" behavior and may also result in area-wide mode shifts.

Regionwide Level

- Increase Density: This strategy focuses on increasing density of land uses, where allowed by the General Plan and/or Zoning Ordinance, to reduce distances people travel and provide more travel mode options. This strategy also provides a foundation for many other strategies. For example, densification increases transit ridership, which justifies enhanced transit service.

- Increase Diversity of Urban and Suburban Developments: This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips.
- Increase Transit Accessibility: This strategy focuses on encouraging the use of transit by locating a project with high density near transit. A project with a residential/commercial center designed around a bus station is referred to as a transit-oriented development (TOD).
- Integrate Affordable and Below Market Rate Housing: This strategy provides greater opportunities for lower income families to live closer to job centers since income effects probability that a commute will take transit or walk to work.
- Increase Transit Service Frequency/Speed: This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given existing land use density in Los Gatos, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations, or it may require new forms of demand-responsive transit service. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.
- Implement Area or Cordon Pricing:[22] This strategy focuses on implementing a cordon (i.e., boundary) pricing scheme, where a cordon is set around a specific area to charge a toll to enter the area by vehicle. The cordon location is usually the boundary of an area with limited points of access. The cordon toll may be constant, applied during peak periods, or be variable, with higher prices during congestion peak periods. The toll can also be based on a fixed schedule or be dynamic, responding to real-time congestion levels. Note that implementation of this strategy requires alternative modes of travel that are available and reliable, such as high-quality transit infrastructure.

Table 5-2 presents the three groups of VMT mitigation actions discussed above, and presents the potential reduction from utilizing strategies in each group. As shown in **Appendix D**, individual VMT strategies range widely in effectiveness, therefore, **Table 5-2** summarizes an approximate range of VMT reductions by strategy group. **Appendix D** presents a table of the VMT Reduction Actions for the Town of Los Gatos with details about the VMT reduction (e.g., Reduction Range (%), VMT Type (Commute or Total), and VMT Reduction Application), literature evidence, Feasibility Considerations (e.g., Fiscal Impact to the Town, Implementation Challenge, Political Acceptance, implementation Party) and Town staff priorities. This information was used to develop the reduction range for each of the groups of VMT mitigation actions.

[22] Additional statewide mitigation actions could include a gas tax increase, new VMT tax, higher vehicle registration fees, and/or new parking space tax.

Table 5-2: Summary of VMT Mitigation Action Options

Scope	VMT Reduction Ranges	
	Low[1]	High[2]
Individual Site Level	0%	6%
Townwide Level	3%	10%
Regionwide Level	20%	60%

Notes:
1. Low/"Typical" indicates a conservative estimate that is highly defensible and suitable for use in environmental analysis documents, or to mitigate a VMT impact. Not all strategies provide a quantifiable reduction suitable for environmental use.
2. High/"Ambitions" indicates a potential upper limit to reductions, and requires a very high level of investment in most cases.
3. Please note that disruptive trends, including but not limited to, transportation network companies (TNCs), autonomous vehicles (AVs), internet shopping, and micro-transit may affect the future effectiveness of these strategies.

Source: SB 743 Implementation Decisions for the Town of Los Gatos (July 2020). Available online at https://www.losgatosca.gov/DocumentCenter/View/24841/Los-Gatos-SB-743-Implementation-Plan?bidId=

Overall, CAPCOA indicates that projects in suburban areas may be able to achieve up to a 15 percent reduction in VMT. However, achieving this level of reduction requires that the project implement many Individual Site Level and Townwide Level VMT mitigation actions *and* be sited in an efficient, transit-adjacent location (characteristics of the Regionwide Level VMT mitigation actions). These traits may not be feasible for many future projects in Los Gatos. In addition, individual site level VMT mitigation actions are often implemented by individual building tenants (i.e., employers), so their use requires on-going monitoring and adjusting to account for changes in tenants and their travel behavior.

Due to these individual site level implementation barriers, ad-hoc project-by-project mitigation is less effective at reducing VMT compared with larger scale Townwide level and Regionwide level VMT mitigation actions. The Town will require implementation of individual site level, Townwide level, and Regionwide level VMT mitigation actions to reduce VMT. These mitigation actions may be implemented through transportation demand management programs, a transportation management association (TMA) that runs a community shuttle and/or other Townwide VMT mitigation actions, VMT Cap, VMT Based Impact Fee Program, VMT Mitigation Bank, VMT Mitigation Exchange, in-lieu fee programs, and other land use project conditions to reduce VMT. As noted in section 5.9 Implementation Programs (pages 5-20 to 5-23) of the Preliminary Draft 2040 General Plan, to achieve the General Plan's long-term desired outcome to reduce Project generated VMT, the Town will update its transportation impact fee program to include mostly VMT reduction projects such as bicycle and pedestrian improvements and localize vehicle operations improvements (e.g., local intersection modifications) (Item C), evaluate a community shuttle system (Item D) and develop a Transportation Master Plan (Item M). A Townwide VMT impact fee program can be complemented by the emergence of Regionwide VMT mitigation concepts [e.g., VMT Cap, VMT Based Impact Fee Program, VMT Mitigation Bank, or VMT Mitigation Exchange; refer to Chapter

6 of the *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020)[23]] presents opportunities to reduce VMT at a Regionwide scale, though the measured effects of these programs (and their ability to reach desired long-term land use outcomes) are largely unknown.

This VMT reduction analysis does not account for any future increases in the use of Transportation Network Companies (such as Uber and Lyft) or commercial delivery services, nor does it envision the potential for development of autonomous vehicles or any other emerging transportation innovations. These emerging transportation innovations will alter the effectiveness of the VMT mitigation actions described earlier, some increasing VMT reduction effectiveness while others decreasing VMT reduction effectiveness.

However, impacts as the result of implementation of the proposed Project would likely remain significant until policies and analysis assumptions within the proposed Town of Los Gatos General Plan 2040 are modified to significantly increase the vehicle travel costs and density, diversity, and location of land uses above the changes identified in the proposed Project. Additionally, the CARB analysis[24] assumes that all of the regions in the state will meet the GHG reduction targets set in their Regional Transportation Plans and Sustainable Communities Strategies (RTP/SCS); thus far, indications are that not all regions are meeting those targets, and vehicular travel in California (at least prior to the COVID-19 pandemic) has been increasing rather than decreasing over the past several years (see CARB"s *Improved Program Measurement Would Help California Work More Strategically to Meet Its Climate Change Goals*, February 2021, and CARB's 2018 Progress Report: California's Sustainable Community and Climate Protection Act, November 2018). Further, the CARB analysis does not account for any future increases in the use of Transportation Network Companies (such as Uber and Lyft) or commercial delivery services, nor does it envision the potential for development of autonomous vehicles or any other emerging transportation innovations. Therefore, there is growing evidence that the VMT reduction values from the CARB publication may not be enough to actually meet the State's GHG goals. The proposed Town of Los Gatos General Plan 2040 policies, land use forecasts, and targeted areas for are the result of an extensive outreach process among staff, policymakers and the public to arrive at a that balance competing concerns about accommodating growth and jobs and quality of life. Therefore, implementation of the proposed Project would result in VMT that would be considered a ***significant-and-unavoidable*** impact.

5.2.1 Project's Effect on VMT (Using Boundary VMT)

To evaluate the Project's effect on VMT between the Cumulative 2040 and Cumulative 2040 with Project Conditions, the boundary VMT is divided by the service population (sum of residential population, and employment population). The growth in boundary VMT captures the combined effect of:

- shifting existing VMT due to land use and transportation network changes in Santa Clara County,

[23] *SB 743 Implementation Decisions for the Town of Los Gatos* (July 2020). Available online at https://www.losgatosca.gov/DocumentCenter/View/24841/Los-Gatos-SB-743-Implementation-Plan?bidId=

[24] California Air Resources Board's *2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (January 2019)

- shifts in existing traffic to alternate travel routes or modes, and
- new VMT from additional land use development in Santa Clara County.

The changes in Countywide boundary VMT per service population between the Cumulative 2040 and Cumulative 2040 with Project Conditions shows the relatively small Project's effect on VMT. The Town of Los Gatos travel activities are a relatively small portion of the Santa Clara County travel; therefore, it is to be expected that the proposed Project's effect on VMT would have predominately localized VMT effects near the Town of Los Gatos.

Table 5-3: Project's Effect on VMT (Boundary VMT)

	Cumulative 2040 without Project Conditions	Cumulative 2040 with Project Conditions	Percent Change
Santa Clara County			
Boundary Vehicle Miles Traveled (A)[1]	48,838,530	48,989,410	0.3%
Service Population (B)[1,2]	3,856,430	3,863,930	0.2%
Boundary VMT per Service Population (A/B = C)	12.7	12.7	0%

Notes:
1. Rounded service population and VMT to nearest 100.
2. Service population is defined as the sum of all employees, and residents.

Source: Fehr & Peers, 2021.

5.2.2 Regional Transportation Plan/Sustainable Community Strategy Plan Consistency

California Environmental Quality Act, Section 15125(d), requires an EIR to discuss any inconsistencies between the proposed Project and applicable general and regional plans. The purpose of this section is to discuss the proposed Project's consistency with the local growth forecasts in the region's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as *Plan Bay Area 2040* (July 2017),[25] and to provide an analysis of the proposed Project's impacts on the housing and employment projections for the region. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are the designated metropolitan planning organizations, and as such, is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality.

Population forecasts for the Town of Los Gatos and surrounding area are provided by ABAG in the *Plan Bay Area Projections 2040* (November 2018) by jurisdiction. **Table 5-4** shows the ABAG household population and employment forecasts for the Town of Los Gatos for years 2015 and 2040.

[25] Metropolitan Transportation Commission, 2017. *Plan Bay Area 2040*. Available online at http://2040.planbayarea.org/.

Table 5-4: Town of Los Gatos Household Population and Employment Growth Forecasts

Forecasts	2015 [A]	2040 [B]	Change [B-A=C]	Percent Change [C/A]
Household Population	30,925	32,645	+1,720	+5.6%
Employment	18,860	20,620	+1,760	+9.3%

Source: *Plan Bay Area 2040 Projections*, November 2018

As discussed in **Section 1.2** of this report, the proposed Town of Los Gatos General Plan 2040 includes land use designations that could accommodate up to 3,738 housing units by 2040, which is 3,276 more units than currently accommodated under the existing *Town of Los Gatos 2020 General Plan*. This allocation of housing units will result in a projected household population increase of 6,811 in 2040. Further, the proposed Project is projected to generate approximately 1,280 employment opportunities by the buildout year. **Table 5-5** identifies the change between Existing Conditions and the proposed Town of Los Gatos General Plan 2040 compared to the ABAG household population and employment forecasts in *Plan Bay Area 2040*.

Table 5-5: Town of Los Gatos General Plan 2040 Buildout Comparison to Plan Bay Area 2040 Projections

Forecasts	Town of Los Gatos General Plan 2040		ABAG Plan Bay Area 2040 Projections	
	Existing Conditions[1]	Cumulative 2040 with Project Conditions[1]	2015	2040
Household Population	36,850	45,820	30,925	32,645
Employment	19,300	20,580	18,860	20,620

Notes:
1. Numbers rounded to the nearest 10.

Source: Fehr & Peers, 2021.

The proposed Project projected household population will increase by 8,970 compared to what is considered existing. As identified in **Table 5-4**, the ABAG growth forecast for horizon year 2040 projected a household population increase of 1,720 in the Town of Los Gatos. Consequently, the Town of Los Gatos General Plan 2040 will increase household population by more than what is currently projected by ABAG. Therefore, the impact is ***potentially significant***.

5.3 Hazard Impact Analysis

The proposed Project would have a significant impact relative to hazards if it would substantially increase hazards due to a roadway geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Safety impacts may occur due to changes in the physical or

operational conditions of the transportation network. Physical impacts may be related to changes in the land use context along a roadway such that the volume, mix, or speed of traffic was not anticipated as part of the original multimodal transportation network design. To address potential safety impacts, the proposed Town of Los Gatos General Plan 2040 includes the following goals supportive of a safe transportation network:

- MOB-2: Provide continuous, safe, and efficient bikeway and pedestrian facilities.
- MOB-4: Encourage the development of a comprehensive and integrated transportation network with infrastructure and design features that allow safe and convenient travel for all users.
- MOB-7: Optimize the Town's transportation system to provide safe and efficient movement to meet the needs of all users.
- MOB-8: Provide a safe, efficient, and well-designed roadway network transportation system.
- MOB-12: Ensure that hillside streets maintain safe and continuous access.
- MOB-15: Provide for the safe and efficient movement of goods to support commerce, industry, and the community.

In addition, the Town of Los Gatos is preparing a Local Roadway Safety Plan which will address roadway safety needs in Los Gatos and satisfy Caltrans requirements for future Highway Safety Improvement Program (HSIP) applications.

The proposed Project includes modifications that will change the design of local streets and intersections; these modifications would not create hazards such as sharp curves or include otherwise dangerous features. However, the proposed Project may increase trips on facilities that were not originally designed for that volume, mix, or speed of traffic. The Town would remediate such adverse conditions with transportation systems designed to the appropriate standard and implement the needed policy. Therefore, the impact is ***less-than-significant***.

5.4 Emergency Access Impact Analysis

For this analysis, a significant impact would occur if the proposed Project or an element of the Project would result in inadequate emergency access. Future parking facilities and streets will be designed to accommodate emergency vehicles. Emergency and service vehicles will continue to have the access to the Town and ability to circulate through streets restricted to other vehicles. Therefore, the impact is ***less-than-significant***.

6. Roadway Operations and Project Traffic Forecasting Methods

This chapter describes the traffic analysis methods, intersection deficiency criteria and traffic forecasting methods used for the roadway operations analysis under Cumulative 2040 without and with the Project Conditions. Cumulative Conditions are defined as traffic conditions expected in the year 2040.

6.1 Traffic Analysis Methods and Deficiency Criteria

6.1.1 Roadway Segments

Directional daily roadway volumes were developed for select streets in the Town of Los Gatos. These daily volumes are used as inputs into the Noise section of this environmental analysis. This daily analysis approach is consistent with the level of planning detail addressed in a General Plan. This approach helps to evaluate and determine the roadway cross-sections (e.g., two, four or six travel lanes) rather than detailed operational issues at the intersection level, which are dependent on the number of turn lanes, signal timing, adjacent driveway operations.

6.1.2 Signalized Intersections

The operations of roadway facilities are described with the term level of service (LOS), a qualitative description of vehicular traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, which reflects free-flow conditions where there is very little interaction between vehicles, to LOS F, where the vehicle demand exceeds the capacity and high levels of vehicle delay result. LOS E represents "at-capacity" operations. When traffic volumes exceed the capacity at a signalized intersection, vehicles may wait through multiple signal cycles before traveling through the intersection; these operations are designated as LOS F. Examples of the various levels of service for a signalized intersection are illustrated on **Figure 6-1**.

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Transportation Research Board) was used to prepare the LOS calculations for the study intersections. This level of service method, which is approved by the Town of Los Gatos and the VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay is calculated using TRAFFIX 8.0 analysis software and is correlated to a LOS designation as shown in **Table 6-1.**

Table 6-1: Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and / or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and / or short cycle lengths.	10.1 to 12.1 12.1 to 18.0 18.0 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and / or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.0 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V / C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V / C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; and *Highway Capacity Manual*, Transportation Research Board, 2000.

Signalized intersection operations and deficiencies are evaluated based on each jurisdiction's minimum standard for acceptable operations as shown in **Table 6-2** and as identified in **Chapter 7**.

Table 6-2: Signalized Intersection LOS Standard for Acceptable Operations

Jurisdiction	Intersection LOS Standards	Citation
Town of Los Gatos	Town of Los Gatos all intersections LOS D[1]	Town of Los Gatos 2020 General Plan, page TRA-24 (2010)
Town of Los Gatos	Town of Los Gatos all intersections LOS D[2]	Town of Los Gatos General Plan 2040 Preliminary Draft, page 5-15 (April 2021)
VTA Congestion Management Program (CMP)[3]	VTA CMP all intersections LOS E	Santa Clara County Annual Monitoring and Conformance Report, page 9 (2014)

Notes:

1. Town of Los Gatos 2020 General Plan, 2010.
    a. Policy TRA-3.4 New projects shall not cause the level of service for inter-sections to drop more than one level if it is at Level A, B, or C and not drop at all if it is at D or below.
    b. Policy TRA-3.5: If project traffic will cause any intersection to drop more than one level if the intersection is at LOS A, B, or C, or to drop at all if the intersection is at LOS D or below, the project shall mitigate the traffic so that the level of service will remain at an acceptable level.
2. Town of Los Gatos General Plan 2040 Preliminary Draft, April 2021.
    a. Policy MOB-10.2: If a project will cause the current LOS for any project-affected intersection to drop by more than one level for an intersection currently at LOS A, B, or C, or to drop at all if the intersection is at LOS D or below, the project shall construct improvements and/or put TDM measures in place, as directed by the Town Engineer, so that the operation will remain at an acceptable level. These measures shall be implemented and maintained as a condition of approval of the project.
3. VTA Congestion Management Program, 2017.

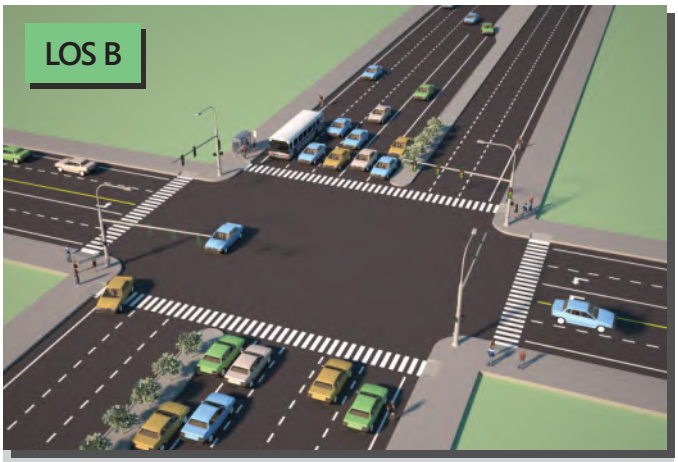
Source: Fehr & Peers, May 2021.

Intersection Operation: Free Flow

Degree of Delay: Negligible Delays

Intersection Operation: Less Stable Flow

Degree of Delay: Long Delays



Intersection Operation: Stable Flow

Degree of Delay: Minimal Delays

Intersection Operation: Unstable Flow

Degree of Delay: Substantial Delays Can Occur

Intersection Operation: Stable Flow

Degree of Delay: Moderate Delays

Intersection Operation: Unpredictable Flow/Wait Through Multiple Cycles

Degree of Delay: Excessive Delays Can Occur

Figure 6-1

Signalized Intersection Level of Service Examples

6.1.3 Freeway Segments

The Town of Los Gatos includes several freeway segments. Caltrans is the owner/operator of the State highway system including freeways, interchanges, and arterial State Routes. *The Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2001) covers the information needed for Caltrans to review a project's impact on State highway facilities, including freeway segments. However, as the Congestion Management Agency, VTA is responsible for monitoring operations on Caltrans facilities within Santa Clara County.

Existing freeway segments in Santa Clara County are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow during the AM and PM peak hours using methods described in the *2000 HCM*. Data presented in the *2016 Santa Clara VTA 2016 CMP Monitoring and Conformance Report* was used to evaluate existing freeway operations. Density is expressed in passenger cars per mile per lane. The CMP ranges of densities for each freeway segment level of service are shown in **Table 6-3**.

Table 6-3: Level of Service Definitions for Freeway Segments in Santa Clara County

Level of Service	Description	Density (passenger cars per mile per lane)
A	Free Flow	≤ 11
B	Reasonably Free Flow	11.1 to 18.0
C	Stable Flow	18.1 to 26.0
D	Unstable Flow	26.1 to 46.0
E	Capacity Flow	46.1 to 58.0
F	Forced Flow	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

The LOS standard for CMP freeway segments in Santa Clara County is LOS E for both mixed-flow and High Occupancy Vehicle (HOV) lanes (*Santa Clara VTA 2016 CMP Monitoring and Conformance Report*, VTA, 2017).

6.2 Traffic Forecast Methods

Existing intersection volumes were obtained from counts conducted on February 6, 2018, May 15, 2018, and January 17, 2019 (see **Table 3-3** for specific intersection count dates). Existing roadway segment volumes were obtained from counts conducted on January 17, 2019. At present, the VTA Model is the best tool available for developing long-range traffic forecasts for streets and highways within greater Los Gatos and to estimate daily citywide performance indicators such as vehicle miles traveled (VMT). **Section 4.3** provides a summary of the VTA Model and summary of the land use and transportation network assumptions in and near the Town of Los Gatos.

Intersection and roadway forecasts were developed using guidelines published in National Cooperative Highway Research Program (NCHRP) Report 765[26] for converting raw model results into forecasted volumes. This method, known as the *difference forecast method*, is based on existing counts and the difference between the model's baseline and future volumes. This method normalizes the model projections based on the accuracy of the model validation and the existing roadway volumes.

Intersection geometries from Existing Conditions were adjusted under Cumulative 2040 without Project and Cumulative 2040 with Project Conditions to include improvements recommended in the *Town of Los Gatos 2020 General Plan*. Local roadway improvements from the *2020 General Plan* are summarized in **Table 6-4**.

Table 6-4: Roadway Improvement Projects for Cumulative 2040 Conditions

Intersection		Improvement	Source
2	Los Gatos Boulevard and Samaritan Drive	Widen the unimproved segments along the east side of Los Gatos Boulevard from approximately Camino del Sol to approximately Samaritan Drive with a consistent curb, gutter and sidewalk treatment as present on the existing improved segment. Add a third through lane for the northbound approach of Los Gatos Boulevard south of the Samaritan Drive intersection.	Town of Los Gatos 2020 General Plan (2010)

Source: Town of Los Gatos, 2010

[26] National Cooperative Highway Research Program (NCHRP). *Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design,* Washington, D.C.: National Academy Press, 2014.

7. Motor Vehicle Deficiencies and Improvements

This chapter discusses potential proposed Project effects on the study intersections. First, the deficiency criteria are described. Next the roadway forecasts and intersection operations are presented. Finally, the deficiencies and improvements are presented for deficient intersections.

7.1 Deficiency Criteria

The determination of deficiencies in the transportation network is based on applicable policies, regulations, goals, and guidelines defined by the Town of Los Gatos and the Santa Clara Valley Transportation Authority. Deficiencies were evaluated by comparing the results of the analysis under Cumulative 2040 with Project Conditions with Cumulative without Project Conditions.

7.1.1 Town of Los Gatos Intersection Deficiency Criteria

The Town of Los Gatos has defined LOS D as an acceptable level of service. Traffic deficiencies at intersections would occur when traffic resulting from the implementation of a project causes:

- Intersection operations to deteriorate by more than one letter grade from LOS A, B or C;
- Intersection operations to deteriorate from LOS D to an unacceptable level (LOS E or LOS F); or,
- Any increase to average delay at an intersection already operating at an unacceptable level.

These guidelines apply to signalized intersections only.

7.1.2 Congestion Management Plan (CMP) Intersection Deficiency Criteria

Intersections in the County of Santa Clara's Congestion Management Plan (CMP) have a standard of LOS E. Traffic deficiencies at intersections would occur when the addition of traffic associated with implementation of a project causes:

- Intersection operations to deteriorate from an acceptable level (LOS E) to an unacceptable level (LOS F); or,
- Exacerbation of unacceptable operations by increasing the average critical delay by more than four seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.010 or more at an intersection operating at LOS F; or,
- The V/C ratio to increase by 0.010 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

CMP intersections within the Town of Los Gatos are evaluated according to Town of Los Gatos standards.

7.2 Roadway Volume Forecasts

The daily roadway volume forecasts are presented in **Table 7-1** below.

Table 7-1: Daily Roadway Volume Forecasts

ID	Location	Jurisdiction	Direction	Existing Count[1]	Cumulative 2040 without Project Forecasts	Cumulative 2040 with Project Forecasts
1	Blossom Hill Road (Cherry Blossom Lane and Los Gatos Blvd)	Los Gatos	EB WB	7,800 7,600	8,100 8,000	8,600 8,600
2	Blossom Hill Road (Greenridge Terrace and Union Avenue)	Los Gatos	EB WB	6,300 6,600	6,600 7,000	6,900 7,200
3	Blossom Hill Road (Harwood Road and Belwood Gateway)	Los Gatos	EB WB	9,500 9,300	11,700 10,100	12,000 10,400
4	East Main Street (Jackson Street and School Court)	Los Gatos	EB WB	4,000 4,900	4,500 5,100	4,800 5,500
5	Highway 9 (at West Town Limits)	Los Gatos	EB WB	9,600 9,100	14,500 12,900	15,300 13,800
6	Kennedy Drive (West of Englewood Avenue)	Los Gatos	EB WB	1,900 2,500	2,200 2,900	2,300 3,000
7	Lark (East of University)	Los Gatos	EB WB	11,100 14,000	13,600 17,000	14,900 18,000
8	Los Gatos Almaden Road (East of Peach Blossom Lane)	Los Gatos	EB WB	5,200 4,800	5,300 4,900	5,500 5,000
9	Los Gatos Boulevard (Farley Road and Los Gatos Almaden Road)	Los Gatos	NB SB	13,900 15,900	17,300 22,000	19,700 25,000
10	Los Gatos Boulevard (Spencer and Nino Avenue)	Los Gatos	NB SB	9,300 9,000	12,000 12,900	13,000 14,500
11	Los Gatos Boulevard (South of Samaritan Drive)	Los Gatos	NB SB	13,900 11,500	19,100 17,600	21,000 20,700
12	North Santa Cruz Avenue (Los Gatos Saratoga and Andrews Street)	Los Gatos	NB SB	6,000 7,400	6,900 9,100	7,100 9,600
13	National Avenue (North of Carlton Avenue)	Los Gatos	NB SB	1,900 2,600	2,300 2,900	2,600 3,100
14	Pollard (East of Quito)	Los Gatos	EB WB	4,900 5,100	6,400 7,100	6,700 7,300
15	South Santa Cruz Avenue (Wood Road and 17 On-Off Ramp)	Los Gatos	NB SB	2,500 2,700	3,800 3,200	4,200 3,600
16	Shannon Road (West of Englewood)	Los Gatos	EB WB	2,400 2,700	3,100 3,000	3,300 3,100
17	University Avenue (South of Lark)	Los Gatos	NB SB	3,900 3,700	4,300 4,100	4,500 4,300

Table 7-1: Daily Roadway Volume Forecasts

ID	Location	Jurisdiction	Direction	Existing Count[1]	Cumulative 2040 without Project Forecasts	Cumulative 2040 with Project Forecasts
18	West Main Street (North Santa Cruz Avenue and University Avenue)	Los Gatos	EB WB	4,800 3,600	5,700 4,300	5,900 4,600
19	Winchester Boulevard (La Rinconada and Eaton Lane)	Los Gatos	NB SB	6,800 7,200	7,900 8,200	8,900 8,900
20	Winchester Boulevard (SR 85 and Knowles Drive)	Los Gatos	NB SB	12,600 11,200	13,700 12,100	14,400 12,600

Notes:
1. Existing average daily traffic counts were collected on Thursday, January 17, 2019. They are rounded to the nearest 100.
Source: Fehr & Peers, 2021. Machine counts collected by Traffic Data Services (TDS), 2019.

7.3 Intersection Operations and Deficiencies

Level of service calculations were prepared to evaluate intersection operations under Cumulative 2040 without Project Conditions and Cumulative 2040 with Project Conditions. Intersection volumes for Cumulative 2040 without Project Conditions are shown on **Figure 7-1**. Cumulative 2040 with Project volumes are shown on **Figure 7-2**. Intersection LOS were calculated for Cumulative 2040 without Project Conditions and Cumulative 2040 with Project Conditions. **Table 7-2** shows the delays, LOS, and changes in critical volume-to-capacity (V/C) ratio and delay used to identify intersection deficiencies. The corresponding LOS calculation sheets are included in **Appendix C**. As shown in **Table 7-2**, under Cumulative without Project Conditions, all intersections operate at LOS D or better except for Los Gatos Boulevard and Lark Avenue intersection during the morning peak hour (LOS F). Based on the Los Gatos deficiency criteria, the proposed Project would result in deficient operations at these intersections:

- Intersection #1 – Winchester Boulevard and Lark Avenue
  - LOS E in the AM peak hour
- Intersection #2 – Los Gatos Boulevard and Samaritan Drive
  - LOS E in the PM peak hour
- Intersection #3 – Los Gatos Boulevard and Lark Avenue
  - LOS F in the AM peak hour
  - LOS E in the PM peak hour
- Intersection #7 – North Santa Cruz Avenue and Los Gatos-Saratoga Road
  - LOS E in the AM peak hour

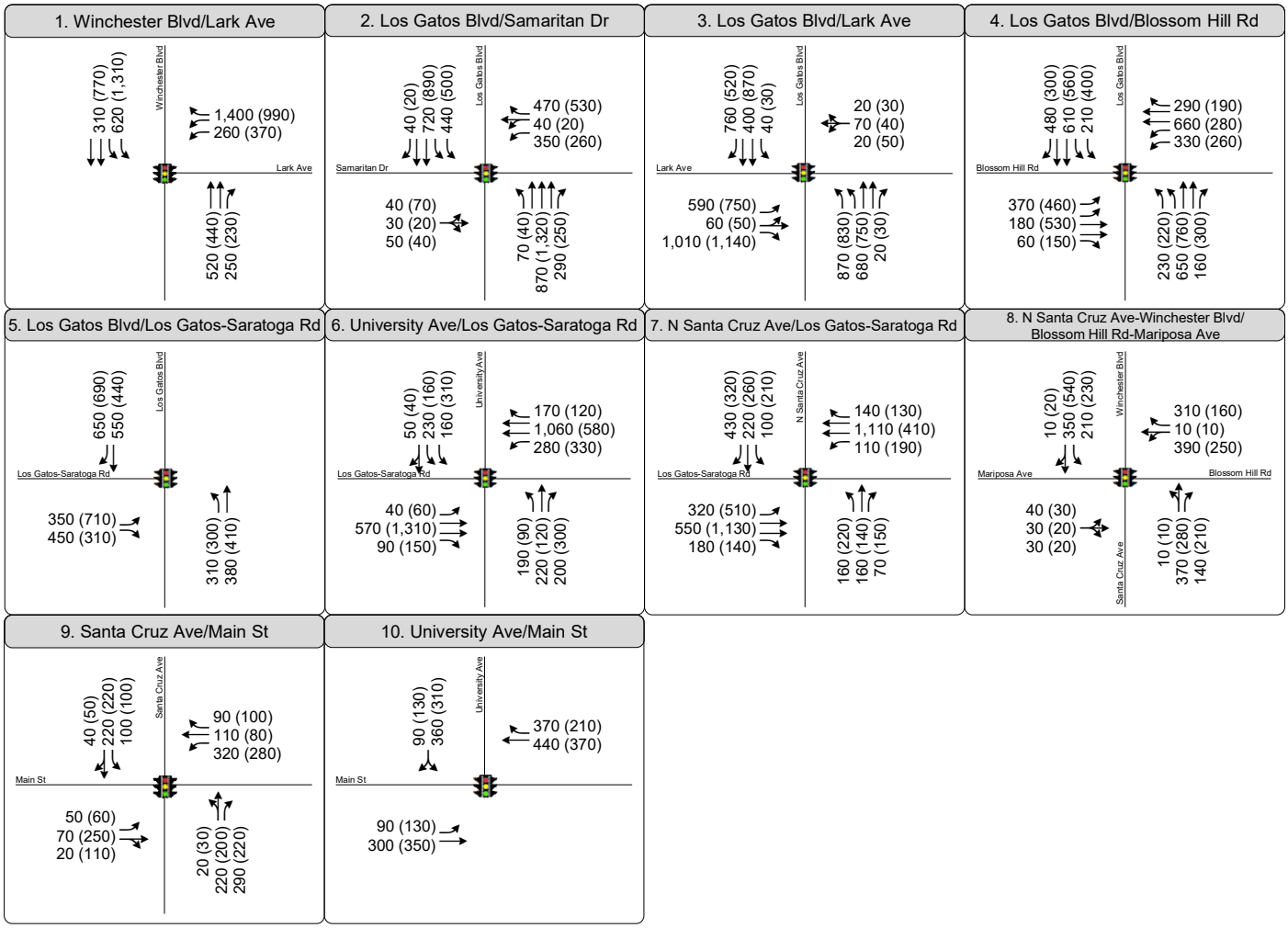


Figure 7-1

Peak Hour Traffic Volumes and Lane Configurations
Cumulative 2040 without Project

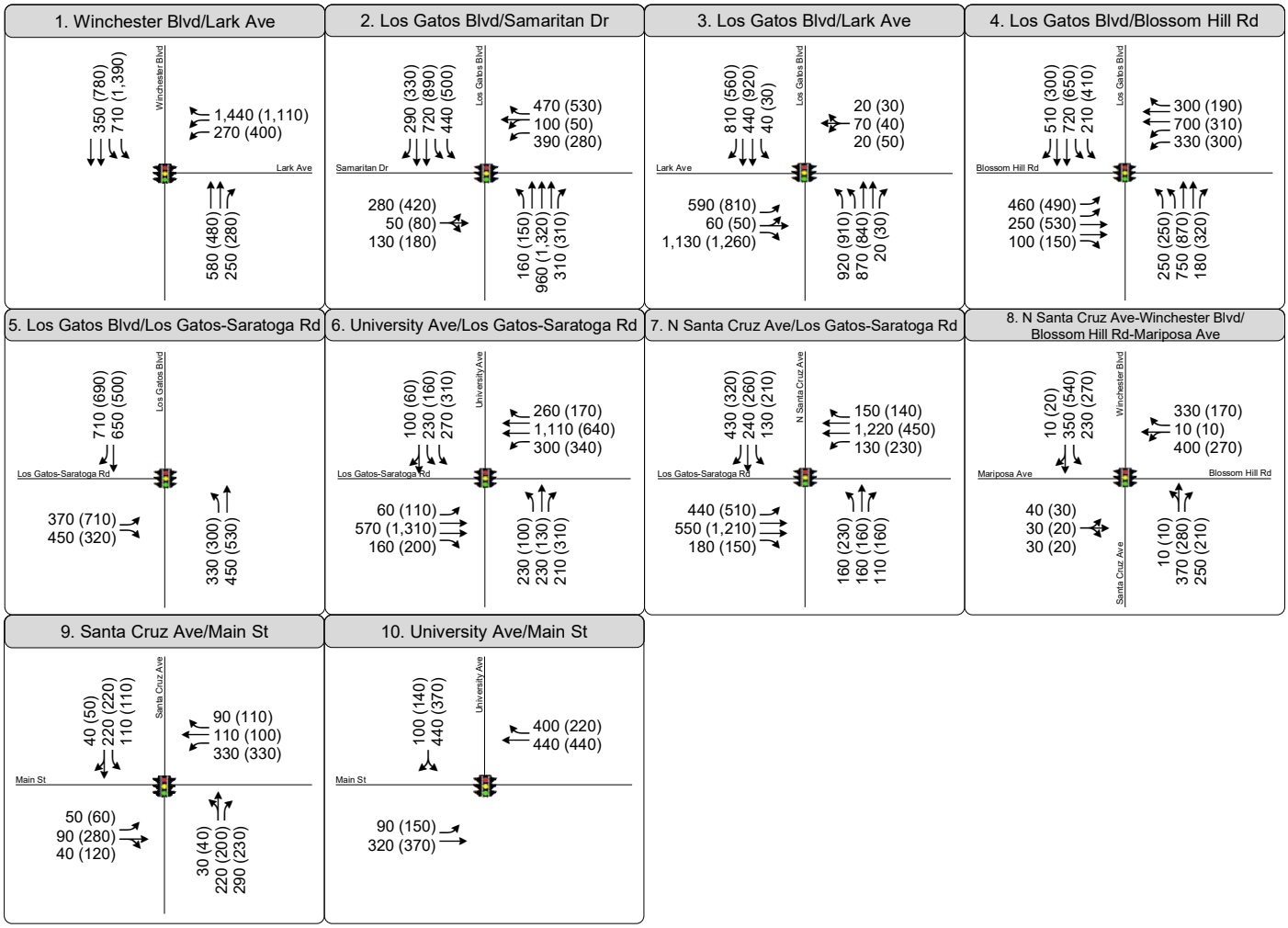


Figure 7-2

Peak Hour Traffic Volumes and Lane Configurations
Cumulative 2040 with Project

Table 7-2: Cumulative 2040 without Project and Cumulative 2040 with Project Intersection Levels of Service

	Intersection	LOS Thres-hold[1]	Peak Hour[2]	Cumulative 2040 without Project		Cumulative 2040 with Project		Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
				Delay[3]	LOS[4]	Delay[3]	LOS[4]		
1	Winchester Boulevard and Lark Avenue	LOS D	AM PM	51.2 19.6	D- B-	**61.4** 22.7	**E** C+	0.042 0.086	13.2 4.4
2	Los Gatos Boulevard and Samaritan Drive	LOS D	AM PM	33.5 33.5	C- C-	47.3 **69.5**	D **E**	0.237 0.346	17.6 45.6
3	Los Gatos Boulevard and Lark Avenue	LOS D	AM PM	**80.9** 53.3	**F** D-	**91.0** **66.8**	**F** **E**	0.050 0.074	20.5 23.1
4	Los Gatos Boulevard and Blossom Hill Road	LOS D	AM PM	36.0 33.5	D+ C-	37.3 34.4	D+ C-	0.078 0.056	2.4 1.0
5	Los Gatos Boulevard and Los Gatos-Saratoga Road	LOS D	AM PM	27.9 32.9	C C	27.9 32.9	C C-	0.081 0.035	4.1 5.6
6	Los Gatos-Saratoga Road and University Avenue	LOS D	AM PM	46.7 28.8	D C	46.7 28.8	D C	0.083 0.012	5.2 0.9
7	N. Santa Cruz Avenue and Los Gatos-Saratoga Road	LOS D	AM PM	67.2 42.7	D- D	**67.2** 42.7	**E** D	0.106 0.056	21.1 5.1
8	N. Santa Cruz-Winchester Boulevard and Blossom Hill- Mariposa Road	LOS D	AM PM	29.3 23.3	C C	29.3 23.3	C C	0.020 0.028	1.3 4.1
9	Main Street and N. Santa Cruz Avenue	LOS D	AM PM	27.6 42.9	C D	27.6 42.9	C D	0.042 0.063	0.4 3.7
10	Main Street and University Avenue	LOS D	AM PM	22.6 22.8	B- C+	22.6 22.8	C+ C+	0.059 0.087	2.0 2.9

Notes:
Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates deficiencies.

1. LOS Threshold is the threshold between acceptable and unacceptable level of service.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical volume to capacity ratio between Cumulative 2040 without Project Conditions and Cumulative 2040 with Project Conditions.
6. Change in average critical movement delay between Cumulative 2040 without Project Conditions and Cumulative 2040 with Project Conditions.

Source: Fehr & Peers, 2021.

7.4 Intersection Improvements

Where physical capacity improvements or other operational improvements are potentially feasible, they have been identified and are described below along with the post-improvement level of service. The proposed improvements described below are for the Town of Los Gatos to consider as physical improvements to be consistent with the forthcoming Town of Los Gatos General Plan 2040 update. Intersection improvements Los Gatos Boulevard and Samaritan Drive (Intersection #2) and Los Gatos Boulevard and Lark Avenue (Intersection #3) are the same as the planned improvements in the approved *North 40 Specific Plan* (June 2015).[27]

- Intersection #1 – Winchester Boulevard and Lark Avenue
    - Modify the westbound configuration from 2 westbound left-turn lanes and 1 westbound right-turn lane to 1 westbound left-turn lane and 2 westbound right-turn lanes.
- Intersection #2 – Los Gatos Boulevard and Samaritan Drive (same as the planned improvements in the approved *North 40 Specific Plan*)
    - Modify the eastbound configuration from 1 shared eastbound left-through-right lane to 1 eastbound left-turn lane, 1 shared eastbound through-left lane, and 1 eastbound right-turn lane.
- Intersection #3 – Los Gatos Boulevard and Lark Avenue (same as the North 40 Phase 1 Off-Sites Improvements)
    - Add a third eastbound left turn lane on Lark Avenue.
    - Add a third northbound left turn lane on Los Gatos Boulevard.
    - Add a third westbound lane on Lark Avenue, which will operate as a second right turn lane for the State Route 17 on-ramp.
    - Modify and re-stripe intersection and restrict parking as needed.
- Intersection #7 – North Santa Cruz Avenue and Los Gatos-Saratoga Road
    - Modify the southbound right-turn to an overlap right-turn phase.

Table 7-3 summarizes the intersection improvement LOS at the intersections with proposed Project-related deficiencies. **Appendix C** contains the improvement level of service calculations.

[27] *Town of Los Gatos North 40 Specific Plan* (June 17, 2015). Available online at https://www.losgatosca.gov/1729/North-40-Specific-Plan-Area.

Table 7-3: Cumulative 2040 with Project Intersection Improvement Levels of Service

	Intersection	LOS Thres-hold[1]	Peak Hour[2]	Cumulative 2040 without Project		Cumulative 2040 with Project		Cumulative 2040 with Project with Improvement	
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Delay[3]	LOS[4]
1	Winchester Boulevard and Lark Avenue	LOS D	AM PM	51.2 19.6	D- B-	**61.4** 22.7	**E** C+	21.2 24.0	C+ C
2	Los Gatos Boulevard and Samaritan Drive	LOS D	AM PM	33.5 33.5	C- C-	47.3 **69.5**	D **E**	37.5 39.5	D D
3	Los Gatos Boulevard and Lark Avenue	LOS D	AM PM	**80.9** 53.3	**F** D-	**91.0** **66.8**	**F** **E**	52.3 39.1	D- D+
7	N. Santa Cruz Avenue and Los Gatos-Saratoga Road	LOS D	AM PM	67.2 42.7	D- D	**67.2** 42.7	**E** D	49.0 37.1	D D+

Notes:
Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates Project-related deficiencies.

1. LOS Threshold is the threshold between acceptable and unacceptable level of service.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.

Source: Fehr & Peers, 2021.

7.5 Secondary Effects of Intersection Improvements

The draft improvements to widen the eastbound approach of Intersection #2, Los Gatos Boulevard and Samaritan Drive, would cause secondary effects such as the lengthening of crosswalks and/or of signal plans that would increase the crossing distance/time for pedestrians and bicyclists. Dual right-turn lanes proposed at Intersection #1, Winchester Boulevard and Lark Avenue, would result in relocation of traffic signal equipment and a double threat condition for pedestrians and bicyclists. The double threat for pedestrians and bicyclist may be reduced by implementing a no right-turn on red for movements that have two right-turn lanes. However, despite the implementation of the no right-turn on red, there continues to be a secondary effect to pedestrians and bicyclists caused by the increased crossing distance on all legs of the intersection.

Appendix A:
Roadway Segment Counts

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2987 -- English (ENU)

Datasets:

Site: **[12] BLOSSOM HILL RD BT CHERRY BLOSSOM LN AND LOS GATOS BLVD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=7786, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**13**	**4**	**3**	**11**	**27**	**86**	**287**	**385**	**297**	**343**	**437**	**488**	**474**	**673**	**742**	**821**	**972**	**731**	**432**	**264**	**161**	**87**	**39**	
6	4	0	2	2	1	17	37	132	66	86	130	**107**	106	158	195	211	**256**	224	138	76	46	26	15	4
5	6	3	1	0	5	12	50	88	72	84	99	**125**	119	167	160	190	**274**	189	122	66	39	22	8	3
0	2	1	0	3	7	20	76	93	76	80	95	**145**	110	156	188	221	**217**	166	88	65	47	16	10	3
4	1	0	0	6	15	38	125	72	84	93	**114**	111	139	193	200	199	**226**	152	85	57	29	23	6	1

AM Peak 1145 - 1245 (491), AM PHF=0.85 PM Peak 1700 - 1800 (972), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2986 -- English (ENU)

Datasets:

Site: **[12] BLOSSOM HILL RD BT CHERRY BLOSSOM LN AND LOS GATOS BLVD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=7596, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**4**	**3**	**8**	**30**	**60**	**290**	**1005**	**1272**	**687**	**414**	**414**	**366**	**391**	**508**	**512**	**390**	**459**	**320**	**198**	**105**	**64**	**52**	**33**	
8	2	1	2	2	11	27	190	**383**	208	107	92	98	81	82	**151**	88	101	92	56	29	25	16	12	8
5	2	2	0	6	14	53	243	**371**	162	95	109	96	93	91	**131**	118	96	83	48	33	13	20	11	2
0	0	0	2	11	12	90	**276**	261	172	104	101	72	104	**164**	112	96	96	68	52	30	6	9	8	5
3	0	0	4	11	23	121	**297**	259	146	108	113	100	113	**172**	119	88	168	78	43	13	20	7	2	3

AM Peak 0730 - 0830 (1325), AM PHF=0.87 PM Peak 1430 - 1530 (617), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2995 -- English (ENU)

Datasets:

Site: **[16] BLOSSOM HILL RD BT GREENRIDGE TERRACE AND UNION AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=6258, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**8**	**2**	**4**	**8**	**23**	**53**	**181**	**327**	**248**	**288**	**368**	**378**	**365**	**510**	**634**	**726**	**770**	**603**	**318**	**189**	**137**	**71**	**32**	
6	5	0	1	1	4	16	29	87	50	56	**84**	79	82	108	168	201	181	**187**	103	56	40	20	18	7
6	3	1	3	1	6	7	35	95	68	71	**98**	101	91	108	144	166	**199**	160	82	47	42	23	3	1
0	0	1	0	3	6	7	47	74	62	87	**97**	99	87	122	157	168	**195**	126	61	40	30	16	3	2
3	0	0	0	3	7	23	70	71	68	74	**89**	99	105	172	165	191	**195**	130	72	46	25	12	8	3

AM Peak 1100 - 1200 (368), AM PHF=0.94 PM Peak 1715 - 1815 (776), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2994 -- English (ENU)

Datasets:

Site: **[16] BLOSSOM HILL RD BT GREENRIDGE TERRACE AND UNION AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=6605, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**1**	**5**	**6**	**30**	**43**	**280**	**906**	**802**	**590**	**387**	**350**	**385**	**376**	**485**	**420**	**389**	**348**	**312**	**221**	**114**	**72**	**45**	**21**	
11	1	0	0	2	3	26	182	**204**	164	99	70	94	74	100	**108**	91	96	90	73	37	18	12	6	5
2	0	3	0	6	13	39	**254**	193	158	95	91	88	96	**130**	102	90	81	85	54	29	17	17	8	3
1	0	1	2	10	7	86	**238**	212	140	90	90	94	95	**142**	106	105	81	72	52	23	16	10	3	1
3	0	1	4	12	20	129	**232**	193	128	103	99	109	111	**113**	104	103	90	65	42	25	21	6	4	3

AM Peak 0715 - 0815 (928), AM PHF=0.91 PM Peak 1415 - 1515 (493), PM PHF=0.87

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2985 -- English (ENU)

Datasets:

Site:	**[11EB] BLOSSOM HILL RD BT HARWOOD RD AND BELWOOD GATEWAY**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=9495, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**14**	**3**	**9**	**9**	**31**	**70**	**303**	**455**	**329**	**365**	**457**	**509**	**468**	**725**	**1011**	**1177**	**1385**	**1053**	**493**	**289**	**193**	**96**	**38**	
6	5	1	5	1	5	12	38	**148**	80	76	116	133	113	124	251	280	325	**325**	164	94	61	20	13	12
6	7	0	3	1	4	12	49	**116**	84	94	95	127	122	199	241	283	**361**	274	133	67	54	39	14	4
4	0	2	1	3	12	13	68	**98**	78	95	134	114	111	224	281	299	**373**	246	94	72	46	17	5	6
2	2	0	0	4	11	33	**149**	93	88	101	113	136	123	179	239	316	**327**	208	102	56	32	20	6	3

AM Peak 0745 - 0845 (511), AM PHF=0.86 PM Peak 1715 - 1815 (1385), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2984 -- English (ENU)

Datasets:

Site:	**[11WB] BLOSSOM HILL RD BT HARWOOD RD AND BELWOOD GATEWAY**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=9325, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**7**	**15**	**6**	**26**	**58**	**499**	**1352**	**1251**	**767**	**523**	**432**	**450**	**446**	**676**	**621**	**512**	**550**	**448**	**291**	**177**	**116**	**68**	**24**	
8	1	5	0	0	4	42	249	**339**	195	139	104	105	92	162	**178**	110	140	119	101	56	36	17	8	12
3	2	6	1	5	15	60	**352**	334	203	134	98	113	104	**174**	172	150	132	120	76	35	25	21	7	6
5	3	2	2	10	11	134	**340**	303	205	120	108	118	123	**180**	141	133	138	114	64	48	28	18	5	2
0	1	2	3	11	28	264	**413**	276	166	130	123	115	127	**161**	131	119	141	96	50	38	27	12	4	4

AM Peak 0715 - 0815 (1442), AM PHF=0.87 PM Peak 1415 - 1515 (692), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2968 -- English (ENU)

Datasets:

Site: **[3] E MAIN ST BT JACKSON ST AND SCHOOL CT**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, January 15, 2019 - Total=4039, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**7**	**0**	**1**	**17**	**38**	**69**	**199**	**189**	**164**	**217**	**303**	**334**	**315**	**208**	**361**	**347**	**329**	**357**	**216**	**150**	**124**	**47**	**39**	
3	1	0	0	2	7	11	17	47	40	52	81	**84**	66	71	91	**112**	100	106	51	40	33	12	15	1
2	3	0	1	5	8	15	37	38	32	55	81	**81**	67	27	**74**	72	76	96	71	40	42	10	8	1
2	2	0	0	1	11	18	72	50	45	52	57	**85**	97	49	**87**	83	76	79	48	40	28	13	10	2
1	1	0	0	9	12	25	73	54	47	58	**84**	84	85	61	**109**	80	77	76	46	30	21	12	6	2

AM Peak 1145 - 1245 (334), AM PHF=0.98 PM Peak 1515 - 1615 (382), PM PHF=0.85

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2967 -- English (ENU)

Datasets:

Site: **[3] E MAIN ST BT JACKSON ST AND SCHOOL CT**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=4894, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**7**	**6**	**5**	**7**	**33**	**79**	**304**	**358**	**319**	**305**	**355**	**362**	**318**	**290**	**419**	**374**	**360**	**410**	**241**	**147**	**120**	**44**	**18**	
4	3	3	0	1	4	7	42	**93**	87	77	82	98	81	79	**110**	89	72	101	62	40	47	14	7	5
4	4	1	3	2	4	20	60	**87**	63	107	77	82	79	59	**110**	81	88	106	78	43	40	10	6	1
1	0	0	0	3	7	28	**94**	93	86	53	81	82	80	66	**94**	115	105	88	49	37	14	10	2	0
4	0	2	2	1	18	24	**108**	85	83	68	115	100	78	86	**105**	89	95	115	52	27	19	10	3	2

AM Peak 0730 - 0830 (382), AM PHF=0.88 PM Peak 1500 - 1600 (419), PM PHF=0.95

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-3001 -- English (ENU)

Datasets:

Site: **[19] HWY 9 AT WEST TOWN LIMITS**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, January 16, 2019 - Total=9593, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**11**	**10**	**4**	**19**	**48**	**116**	**399**	**520**	**471**	**529**	**595**	**530**	**553**	**710**	**1019**	**1200**	**1066**	**893**	**404**	**179**	**148**	**112**	**35**	
6	5	0	1	3	8	14	51	119	117	119	139	**148**	133	149	212	**307**	255	258	150	71	32	35	12	6
9	1	3	0	6	8	25	88	136	104	141	**159**	132	129	172	237	**288**	301	261	109	43	34	36	12	7
5	1	5	0	2	16	32	118	134	126	131	**138**	121	138	176	274	**308**	280	196	70	37	35	30	6	6
2	4	2	3	8	16	45	142	131	124	138	**159**	129	153	213	296	**297**	230	178	75	28	47	11	5	2

AM Peak 1115 - 1215 (604), AM PHF=0.95 PM Peak 1600 - 1700 (1200), PM PHF=0.97

*** Thursday, January 17, 2019 - Total=308, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**3**	**7**	**7**	**21**	**49**	**116**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
6	0	0	3	3	7	20	**45**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
7	0	3	1	1	11	20	**39**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
6	2	2	0	7	14	**38**	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
2	1	2	3	10	17	**38**	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0630 - 0730 (160), AM PHF=0.89 PM Peak 1200 - 1300 (0), PM PHF=1.00

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-3000 -- English (ENU)

Datasets:

Site: **[19] HWY 9 AT WEST TOWN LIMITS**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, January 16, 2019 - Total=9138, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**7**	**7**	**6**	**17**	**73**	**587**	**1456**	**1175**	**721**	**518**	**536**	**557**	**474**	**467**	**496**	**424**	**415**	**367**	**279**	**229**	**160**	**94**	**50**	
8	2	2	2	3	8	58	**332**	314	204	130	131	**172**	120	111	133	105	119	107	84	78	43	29	15	7
5	3	0	1	5	15	91	**365**	321	186	125	138	**135**	114	131	123	89	92	88	67	58	47	17	18	6
7	2	2	2	5	12	180	**393**	270	164	126	137	**114**	127	128	123	122	107	93	61	45	31	28	8	2
3	0	3	1	4	38	258	**366**	270	167	137	130	**136**	113	97	117	108	97	79	67	48	39	20	9	4

AM Peak 0700 - 0800 (1456), AM PHF=0.93 PM Peak 1200 - 1300 (557), PM PHF=0.81

*** Thursday, January 17, 2019 - Total=1186, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**6**	**3**	**6**	**14**	**68**	**538**	**532**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
7	3	1	0	2	8	52	**294**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
6	3	0	3	2	6	85	**238**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	2	6	15	**165**	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
4	0	2	1	4	39	**236**	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0630 - 0730 (933), AM PHF=0.79 PM Peak 1200 - 1300 (0), PM PHF=1.00

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2970 -- English (ENU)

Datasets:

Site: **[4] KENNEDY DR W OF ENGLEWOOD AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=1923, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**2**	**2**	**2**	**2**	**8**	**19**	**125**	**120**	**90**	**100**	**117**	**123**	**113**	**168**	**145**	**133**	**157**	**170**	**105**	**85**	**75**	**47**	**8**	
4	0	1	1	0	2	3	15	**36**	20	27	24	33	26	37	**45**	30	43	43	30	35	26	17	5	2
1	1	0	0	1	1	4	26	**37**	20	31	25	30	27	**36**	35	32	41	48	33	19	23	14	1	0
0	1	0	1	0	1	3	**35**	17	19	21	38	29	35	**46**	41	33	37	46	28	17	11	8	2	0
2	0	1	0	1	4	9	**49**	30	31	21	30	31	25	**49**	24	38	36	33	14	14	15	8	0	0

AM Peak 0730 - 0830 (157), AM PHF=0.80 PM Peak 1415 - 1515 (176), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2969 -- English (ENU)

Datasets:

Site: **[4] KENNEDY DR W OF ENGLEWOOD AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=2481, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**2**	**1**	**2**	**10**	**21**	**60**	**245**	**291**	**159**	**161**	**191**	**158**	**137**	**180**	**250**	**165**	**149**	**127**	**72**	**40**	**34**	**15**	**5**	
3	0	0	0	0	2	11	32	**94**	48	35	43	45	36	34	**79**	44	46	34	27	9	11	4	2	1
2	1	0	0	0	4	9	51	**80**	33	34	49	46	26	55	**54**	42	41	28	16	13	12	6	1	1
1	0	0	2	5	5	18	**63**	57	38	48	45	26	37	53	**53**	38	27	29	18	9	6	3	1	0
0	1	1	0	5	10	22	**99**	60	40	44	54	41	38	38	**64**	41	35	36	11	9	5	2	1	0

AM Peak 0730 - 0830 (336), AM PHF=0.85 PM Peak 1500 - 1600 (250), PM PHF=0.79

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-3003 -- English (ENU)

Datasets:

Site: **[20EB] LARK E OF UNIVERSITY**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=11102, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**16**	**14**	**12**	**26**	**75**	**204**	**505**	**757**	**643**	**646**	**745**	**713**	**729**	**888**	**931**	**1051**	**1144**	**798**	**484**	**317**	**223**	**101**	**56**	
10	5	3	3	5	7	29	88	**209**	154	160	186	192	164	218	227	242	**325**	227	155	102	68	30	17	13
10	4	8	1	2	23	53	112	**210**	147	148	176	177	177	193	236	261	**296**	204	132	92	51	28	15	7
7	3	1	3	6	20	48	149	**174**	157	169	199	168	190	227	230	**298**	265	203	103	65	65	18	16	5
3	4	2	5	13	25	74	156	**165**	186	170	184	176	199	251	240	**251**	259	165	95	59	40	25	8	2

AM Peak 0800 - 0900 (757), AM PHF=0.90 PM Peak 1630 - 1730 (1169), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-3002 -- English (ENU)

Datasets:

Site: **[20WB] LARK E OF UNIVERSITY**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=14000, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**13**	**10**	**14**	**73**	**228**	**517**	**1101**	**1446**	**1427**	**961**	**799**	**836**	**852**	**865**	**898**	**1109**	**912**	**703**	**466**	**310**	**245**	**136**	**57**	
9	4	4	2	7	27	115	200	337	**372**	268	181	204	226	206	206	**294**	218	196	147	80	66	53	20	2
8	1	3	4	9	36	74	249	344	**375**	260	201	219	214	216	224	**296**	242	194	112	86	76	36	13	12
6	3	2	3	16	52	145	282	**362**	356	224	205	219	204	226	201	**262**	232	153	106	75	56	26	15	6
4	5	1	6	41	113	184	371	**404**	325	210	213	195	208	217	**268**	258	221	160	102	69	47	21	9	6

AM Peak 0830 - 0930 (1512), AM PHF=0.94 PM Peak 1545 - 1645 (1119), PM PHF=0.95

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2999 -- English (ENU)

Datasets:

Site:	**[18EB] LG ALMADEN RD E OF PEACH BLOSSOM LN**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=5174, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**7**	**0**	**3**	**6**	**8**	**50**	**171**	**258**	**216**	**220**	**252**	**321**	**322**	**407**	**457**	**533**	**725**	**479**	**335**	**197**	**126**	**52**	**22**	
1	3	0	1	1	1	10	25	55	52	63	61	**82**	68	88	124	123	**169**	143	113	51	28	16	9	1
4	2	0	0	3	1	9	44	65	56	45	62	**68**	84	101	95	131	**193**	132	79	60	34	19	5	2
1	2	0	0	0	1	12	43	76	54	61	67	**81**	75	101	119	120	**196**	102	76	31	38	6	7	4
3	0	0	2	2	5	19	59	63	54	51	**63**	90	96	117	120	159	**168**	103	68	55	26	11	1	0

AM Peak 1145 - 1245 (293), AM PHF=0.90 PM Peak 1700 - 1800 (725), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2998 -- English (ENU)

Datasets:

Site:	**[18WB] LG ALMADEN RD E OF PEACH BLOSSOM LN**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=4829, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**5**	**11**	**5**	**20**	**58**	**155**	**527**	**580**	**412**	**329**	**325**	**335**	**302**	**344**	**351**	**0**	**351**	**272**	**178**	**128**	**86**	**38**	**13**	
3	2	3	0	1	9	18	98	**179**	101	72	79	83	79	76	**104**	0	66	67	48	30	28	8	2	1
1	1	6	1	4	10	30	108	**146**	114	91	92	101	86	71	**103**	0	110	72	57	28	33	10	4	0
2	2	1	0	5	21	36	**156**	139	102	93	75	82	64	**103**	101	0	82	66	42	34	14	10	6	2
2	0	1	4	10	18	72	**165**	117	96	74	80	70	74	**94**	43	0	95	67	32	36	12	10	1	2

AM Peak 0730 - 0830 (645), AM PHF=0.90 PM Peak 1430 - 1530 (404), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2976 -- English (ENU)

Datasets:

Site: **[7] LOS GATOS BLVD BT FARLEY RD AND LOS GATOS ALMADEN RD**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=13889, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	**22**	**10**	**20**	**34**	**138**	**346**	**765**	**1064**	**866**	**813**	**931**	**1021**	**1061**	**1090**	**1190**	**1008**	**1044**	**813**	**613**	**458**	**332**	**131**	**92**	
16	8	5	11	1	26	69	177	**283**	226	196	204	279	257	242	**353**	239	303	252	182	138	106	44	40	11
6	7	3	2	9	17	72	193	**316**	225	188	212	247	250	219	**268**	261	256	209	153	127	85	32	26	6
4	5	1	3	8	35	95	165	**259**	208	209	251	247	281	291	**306**	247	250	184	141	103	70	28	18	11
5	2	1	5	16	60	111	**230**	207	208	221	265	249	274	**339**	263	261	236	169	138	90	72	28	9	9

AM Peak 0745 - 0845 (1088), AM PHF=0.86 PM Peak 1445 - 1545 (1265), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2977 -- English (ENU)

Datasets:

Site: **[7] LOS GATOS BLVD BT FARLEY RD AND LOS GATOS ALMADEN RD**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=15870, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
39	**22**	**18**	**29**	**78**	**130**	**279**	**853**	**1027**	**915**	**928**	**1048**	**1153**	**1132**	**1301**	**1300**	**1456**	**1396**	**1116**	**747**	**420**	**275**	**135**	**77**	
18	8	3	4	11	13	50	141	317	230	217	232	**280**	261	302	351	352	**359**	297	185	135	84	29	20	8
9	5	6	3	10	29	58	162	243	228	241	260	**288**	296	322	325	362	**363**	290	236	98	72	42	21	6
8	6	3	4	26	28	82	237	239	223	217	267	**284**	293	364	317	**367**	340	250	181	87	56	20	24	9
4	3	6	18	31	61	89	313	228	235	254	**290**	302	283	313	307	**376**	335	280	146	101	64	44	13	10

AM Peak 1145 - 1245 (1142), AM PHF=0.98 PM Peak 1630 - 1730 (1465), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2990 -- English (ENU)

Datasets:

Site:	**[14] LOS GATOS BLVD BT SPENCER AVE AND NINO AVE**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=9267, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**8**	**6**	**7**	**35**	**77**	**185**	**462**	**676**	**490**	**549**	**574**	**671**	**627**	**874**	**726**	**770**	**755**	**661**	**453**	**257**	**234**	**110**	**53**	
5	4	1	5	7	10	30	77	**212**	141	124	134	183	139	169	**172**	196	198	186	134	85	73	37	22	6
4	1	1	1	0	8	39	102	**215**	126	129	158	181	161	**231**	166	172	182	162	115	71	60	29	14	4
1	2	1	1	7	23	48	97	**129**	101	150	121	168	153	**248**	185	203	190	169	111	51	55	24	14	5
2	1	3	0	21	36	69	**188**	121	123	147	162	140	175	**227**	204	199	186	144	94	51	46	20	4	4

AM Peak 0745 - 0845 (742), AM PHF=0.86 PM Peak 1415 - 1515 (877), PM PHF=0.88

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2991 -- English (ENU)

Datasets:

Site: **[14] LOS GATOS BLVD BT SPENCER AVE AND NINO AVE**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=9002, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**8**	**8**	**6**	**15**	**54**	**154**	**596**	**660**	**610**	**527**	**559**	**583**	**597**	**666**	**755**	**773**	**824**	**652**	**409**	**262**	**167**	**63**	**40**	
8	5	2	2	5	6	22	90	**151**	142	134	134	146	129	171	217	191	**199**	181	122	74	52	17	15	5
5	3	4	1	4	8	28	134	**205**	167	136	125	143	164	136	198	187	**216**	168	126	64	45	24	11	0
2	0	1	1	2	15	35	**170**	167	160	113	147	144	162	167	167	207	**192**	150	94	62	34	8	8	2
2	0	1	2	4	25	70	**202**	138	142	145	153	150	143	193	173	189	**218**	154	67	62	36	14	6	5

AM Peak 0730 - 0830 (728), AM PHF=0.89 PM Peak 1700 - 1800 (824), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2996 -- English (ENU)

Datasets:

Site:	**[17NB] LOS GATOS BLVD S OF SAMARITAN DR**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=13857, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	**19**	**18**	**19**	**38**	**118**	**332**	**672**	**1055**	**915**	**881**	**1000**	**913**	**1026**	**1033**	**1196**	**1098**	**1228**	**885**	**512**	**370**	**286**	**128**	**83**	
16	7	7	5	3	18	46	122	**259**	232	204	234	277	254	283	299	305	**294**	284	169	123	105	43	26	11
8	5	4	5	9	27	71	152	**284**	221	225	248	199	258	234	290	240	**336**	234	131	100	73	26	27	13
9	3	4	6	11	26	101	179	**287**	217	219	262	222	258	247	296	263	**316**	202	107	68	66	30	20	10
4	4	3	3	16	47	115	219	**225**	245	233	256	216	257	270	311	**291**	283	166	106	79	42	29	10	7

AM Peak 0800 - 0900 (1055), AM PHF=0.92 PM Peak 1645 - 1745 (1237), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2997 -- English (ENU)

Datasets:

Site:	**[17SB] LOS GATOS BLVD S OF SAMARITAN DR**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=11491, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
35	**25**	**14**	**27**	**47**	**114**	**254**	**625**	**944**	**780**	**770**	**818**	**842**	**785**	**890**	**980**	**961**	**908**	**602**	**443**	**254**	**173**	**103**	**104**	
11	3	3	4	5	22	45	112	**262**	214	189	194	203	182	215	240	**267**	270	185	130	73	55	31	21	9
13	4	4	4	6	26	61	109	**231**	195	192	206	228	228	213	226	**244**	237	155	108	69	49	27	22	15
7	8	3	3	18	27	75	189	**210**	189	192	232	210	190	227	**253**	216	226	128	98	54	47	18	43	8
4	10	4	17	18	39	74	216	**241**	182	198	186	202	185	235	**262**	235	176	135	107	60	22	27	18	7

AM Peak 0800 - 0900 (944), AM PHF=0.90 PM Peak 1530 - 1630 (1025), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2965 -- English (ENU)

Datasets:

Site: **[2] N SANTA CRUZ AVE BT LOS GATOS SARATOGA RD AND ANDREWS ST**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=6012, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**9**	**6**	**7**	**17**	**54**	**131**	**260**	**381**	**363**	**335**	**431**	**481**	**441**	**518**	**479**	**447**	**479**	**403**	**287**	**196**	**151**	**77**	**37**	
8	0	0	1	2	8	25	41	131	81	80	111	**102**	118	110	**126**	125	130	113	88	64	33	25	11	10
5	4	3	0	6	12	22	47	96	98	68	119	**114**	96	**136**	126	100	116	104	65	53	49	23	9	8
4	3	0	2	4	11	34	75	85	91	97	100	**122**	112	**156**	117	120	117	94	67	39	36	15	13	2
5	2	3	4	5	23	50	97	69	93	90	**101**	143	115	**116**	110	102	116	92	67	40	33	14	4	2

AM Peak 1145 - 1245 (439), AM PHF=0.90 PM Peak 1415 - 1515 (534), PM PHF=0.86

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2966 -- English (ENU)

Datasets:

Site: **[2] N SANTA CRUZ AVE BT LOS GATOS SARATOGA RD AND ANDREWS ST**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=7398, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**5**	**8**	**5**	**11**	**35**	**140**	**533**	**596**	**457**	**410**	**508**	**543**	**483**	**537**	**587**	**706**	**570**	**475**	**316**	**192**	**143**	**71**	**43**	
13	1	1	0	2	3	15	83	**155**	113	101	97	153	121	116	160	**198**	131	130	107	57	44	25	13	8
3	0	0	1	2	5	30	124	**155**	109	88	134	132	137	127	135	**158**	159	119	77	55	37	17	11	13
7	3	3	1	2	9	31	**147**	143	122	114	134	126	110	127	134	**175**	141	116	65	34	41	14	11	6
1	1	4	3	5	18	64	**179**	143	113	107	143	132	115	167	158	**175**	139	110	67	46	21	15	8	2

AM Peak 0730 - 0830 (636), AM PHF=0.89 PM Peak 1600 - 1700 (706), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2982 -- English (ENU)

Datasets:

Site: **[10] NATIONAL AVE N OF CARLTON AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=1910, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**4**	**4**	**4**	**10**	**27**	**59**	**157**	**174**	**148**	**144**	**162**	**135**	**131**	**167**	**156**	**107**	**118**	**62**	**58**	**32**	**24**	**14**	**11**	
0	1	2	2	0	6	9	40	**40**	31	28	32	37	27	33	**36**	32	39	19	13	9	6	5	6	1
0	0	0	0	3	8	9	38	**49**	30	32	47	34	39	35	**45**	24	26	11	11	8	8	3	2	1
2	1	1	0	5	9	20	44	**48**	43	41	40	24	32	46	**50**	21	29	17	18	8	5	4	3	2
0	2	1	2	2	4	21	35	**37**	44	43	43	40	33	**53**	25	30	24	15	16	7	5	2	0	1

AM Peak 0800 - 0900 (174), AM PHF=0.89 PM Peak 1445 - 1545 (184), PM PHF=0.87

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2983 -- English (ENU)

Datasets:

Site: **[10] NATIONAL AVE N OF CARLTON AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=2579, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**3**	**6**	**2**	**4**	**25**	**41**	**104**	**186**	**185**	**190**	**165**	**173**	**182**	**194**	**217**	**215**	**255**	**150**	**119**	**72**	**45**	**30**	**11**	
2	0	2	1	0	3	15	13	67	43	**51**	30	49	39	40	57	42	**82**	47	37	16	9	10	2	3
1	1	2	0	1	6	7	16	44	50	**49**	50	37	52	55	42	52	**53**	42	25	18	10	8	2	1
1	0	2	0	1	4	7	22	30	38	**44**	48	43	41	48	61	67	**72**	31	25	19	11	2	6	2
1	2	0	1	2	12	12	53	45	**54**	46	37	44	50	51	57	**54**	48	30	32	19	15	10	1	0

AM Peak 0945 - 1045 (198), AM PHF=0.92 PM Peak 1645 - 1745 (261), PM PHF=0.80

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2979 -- English (ENU)

Datasets:

Site:	**[8] POLLARD E OF QUITO**
Input A:	4 - West bound. - Lane= 0, Excluded from totals.
Input B:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=4925, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**6**	**4**	**4**	**7**	**16**	**58**	**143**	**505**	**237**	**195**	**258**	**249**	**255**	**442**	**490**	**501**	**513**	**403**	**244**	**172**	**113**	**80**	**20**	
3	1	2	1	0	1	9	10	**138**	76	53	56	48	68	52	**148**	126	125	113	65	60	38	18	8	4
4	3	0	2	1	5	14	25	**222**	48	46	63	74	60	73	**124**	139	120	123	60	43	30	25	4	4
2	0	0	0	2	4	10	40	**80**	58	52	63	64	67	96	**126**	105	138	82	61	35	26	26	5	3
5	2	2	1	4	6	25	**69**	66	56	44	76	64	61	**222**	92	132	131	85	59	34	19	11	3	3

AM Peak 0745 - 0845 (508), AM PHF=0.57 PM Peak 1445 - 1545 (619), PM PHF=0.70

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2978 -- English (ENU)

Datasets:

Site:	**[8] POLLARD E OF QUITO**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	2 - East bound. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=5096, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**3**	**4**	**5**	**7**	**28**	**134**	**562**	**795**	**371**	**289**	**261**	**256**	**271**	**375**	**370**	**326**	**361**	**247**	**169**	**104**	**80**	**45**	**26**	
3	0	2	1	0	2	13	90	**319**	118	77	56	72	57	93	**94**	78	79	65	49	37	23	17	7	2
2	1	2	1	1	2	19	120	**200**	80	78	73	67	66	96	**130**	94	91	76	38	26	16	11	6	3
3	1	0	1	1	12	45	151	**175**	90	67	69	58	82	**115**	73	71	88	61	42	20	29	7	9	3
4	1	0	2	5	12	58	**203**	101	83	67	64	59	67	**72**	73	84	104	45	40	21	12	10	4	2

AM Peak 0745 - 0845 (896), AM PHF=0.70 PM Peak 1430 - 1530 (411), PM PHF=0.79

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2971 -- English (ENU)

Datasets:

Site:	**[5] S SANTA CRUZ AVE BT WOOD RD AND 17 ON-OFF RAMP**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=2509, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**4**	**1**	**5**	**14**	**37**	**188**	**415**	**238**	**193**	**163**	**160**	**149**	**144**	**158**	**113**	**155**	**119**	**117**	**62**	**30**	**30**	**7**	**5**	
2	2	0	1	4	8	39	**72**	68	59	51	45	40	42	**53**	27	45	30	33	15	6	9	1	1	2
0	1	0	1	2	6	35	**87**	52	35	35	45	39	31	**30**	31	35	24	28	11	10	9	2	0	2
0	0	1	0	4	11	46	**116**	60	49	41	37	36	35	**35**	30	31	29	22	18	7	10	1	3	2
2	1	0	3	4	12	68	**140**	58	50	36	33	34	36	**40**	25	44	36	34	18	7	2	3	1	1

AM Peak 0700 - 0800 (415), AM PHF=0.74 PM Peak 1400 - 1500 (158), PM PHF=0.74

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2973 -- English (ENU)

Datasets:

Site: **[5] S SANTA CRUZ AVE BT WOOD RD AND 17 ON-OFF RAMP**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=2725, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**6**	**3**	**5**	**2**	**4**	**17**	**71**	**71**	**57**	**72**	**99**	**104**	**127**	**215**	**351**	**510**	**339**	**222**	**173**	**135**	**77**	**41**	**18**	
1	1	3	2	0	2	5	8	20	14	14	36	**24**	28	45	56	**117**	90	66	63	40	31	12	8	2
6	4	0	1	1	0	6	14	21	15	24	19	**27**	38	64	83	**133**	99	57	36	37	26	13	4	4
1	0	0	2	1	1	4	20	17	21	22	19	**28**	36	55	108	**135**	78	51	30	30	4	12	3	2
0	1	0	0	0	1	2	29	13	7	12	**25**	25	26	51	104	**125**	73	48	44	28	16	4	3	0

AM Peak 1145 - 1245 (104), AM PHF=0.93 PM Peak 1600 - 1700 (510), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2975 -- English (ENU)

Datasets:

Site: **[6] SHANNON RD W OF ENGLEWOOD AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=2361, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**2**	**2**	**2**	**2**	**7**	**43**	**128**	**184**	**93**	**116**	**116**	**125**	**125**	**235**	**233**	**205**	**246**	**163**	**132**	**72**	**71**	**35**	**20**	
2	2	0	1	0	0	6	12	**50**	26	22	24	35	35	42	**85**	52	59	37	32	24	21	13	5	1
1	0	1	0	0	2	3	23	**55**	33	31	29	27	23	40	**52**	50	81	46	25	15	21	12	10	0
0	0	0	1	1	1	11	38	**45**	15	32	29	29	39	**50**	49	60	49	41	42	17	9	6	4	1
1	0	1	0	1	4	23	**55**	34	19	31	34	34	28	**103**	47	43	57	39	33	16	20	4	1	1

AM Peak 0745 - 0845 (205), AM PHF=0.93 PM Peak 1430 - 1530 (290), PM PHF=0.70

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2974 -- English (ENU)

Datasets:

Site: **[6] SHANNON RD W OF ENGLEWOOD AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=2686, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**3**	**2**	**7**	**11**	**35**	**70**	**270**	**323**	**248**	**166**	**145**	**160**	**133**	**216**	**201**	**197**	**167**	**140**	**85**	**43**	**42**	**12**	**6**	
0	2	0	4	0	5	12	44	**104**	81	33	27	46	33	37	**54**	43	42	32	27	13	15	5	1	1
1	1	0	3	1	7	14	62	**98**	67	38	39	42	35	43	**63**	52	40	40	26	12	14	2	3	0
0	0	2	0	1	11	12	**75**	63	55	54	40	31	35	**71**	48	48	34	36	19	9	5	1	1	0
3	0	0	0	9	12	32	**89**	58	45	41	39	41	30	**65**	36	54	51	32	13	9	8	4	1	2

AM Peak 0730 - 0830 (366), AM PHF=0.88 PM Peak 1430 - 1530 (253), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2992 -- English (ENU)

Datasets:

Site: **[15] UNIVERSITY AVE S OF LARK**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=3854, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**2**	**5**	**2**	**7**	**27**	**68**	**183**	**312**	**260**	**206**	**275**	**272**	**263**	**280**	**318**	**379**	**367**	**289**	**140**	**98**	**56**	**19**	**19**	
0	0	2	1	1	3	13	28	**80**	70	54	53	75	51	76	90	82	**105**	73	49	25	9	6	7	5
1	0	2	0	0	6	14	47	**89**	50	45	66	58	75	52	79	92	**97**	76	32	29	18	5	6	5
5	1	0	1	3	5	16	53	**77**	69	57	80	74	71	78	75	**100**	84	77	32	27	15	6	4	4
1	1	1	0	3	13	25	55	**66**	71	50	76	65	66	74	74	**105**	81	63	27	17	14	2	2	0

AM Peak 0800 - 0900 (312), AM PHF=0.88 PM Peak 1630 - 1730 (407), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-2993 -- English (ENU)

Datasets:

Site: **[15] UNIVERSITY AVE S OF LARK**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019 - Total=3710, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**6**	**2**	**4**	**14**	**42**	**106**	**255**	**346**	**334**	**238**	**226**	**233**	**278**	**255**	**247**	**373**	**346**	**168**	**94**	**58**	**45**	**24**	**11**	
0	1	1	0	1	3	21	43	79	**87**	73	61	54	72	78	55	**104**	91	42	22	14	12	11	2	1
3	0	1	2	4	2	16	52	88	**88**	70	48	50	84	66	51	**113**	107	54	30	20	12	5	5	4
1	2	0	1	6	13	28	63	85	**89**	45	56	71	61	62	53	**84**	87	39	24	15	12	7	2	1
1	3	0	1	3	24	41	97	**94**	70	50	61	58	61	49	**88**	72	61	33	18	9	9	1	2	0

AM Peak 0845 - 0945 (358), AM PHF=0.95 PM Peak 1545 - 1645 (389), PM PHF=0.86

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2963 -- English (ENU)

Datasets:

Site:	**[1EB] W MAIN ST BT N SANTA CRUZ AVE AND UNIVERSITY AVE**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=4752, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**10**	**3**	**5**	**14**	**26**	**91**	**347**	**284**	**251**	**252**	**353**	**370**	**366**	**373**	**350**	**370**	**338**	**351**	**221**	**160**	**110**	**52**	**49**	
5	2	1	1	1	5	19	43	**127**	58	42	103	97	80	**99**	77	93	100	96	55	40	42	17	19	4
1	3	0	1	2	6	19	45	**50**	60	71	92	108	88	**89**	99	107	81	80	66	56	37	19	7	4
5	2	1	1	5	7	24	**104**	45	59	84	86	80	93	**103**	88	73	83	78	59	37	16	4	13	4
0	3	1	2	6	8	30	**156**	63	75	56	72	86	**106**	82	87	98	75	97	42	27	15	12	10	0

AM Peak 0730 - 0830 (436), AM PHF=0.70 PM Peak 1345 - 1445 (396), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2964 -- English (ENU)

Datasets:

Site: **[1WB] W MAIN ST BT N SANTA CRUZ AVE AND UNIVERSITY AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=3558, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**8**	**2**	**2**	**6**	**17**	**56**	**161**	**201**	**186**	**172**	**232**	**275**	**258**	**298**	**316**	**293**	**276**	**251**	**178**	**156**	**131**	**56**	**18**	
3	3	1	0	0	2	6	24	58	53	45	66	**79**	73	51	69	**75**	67	72	59	50	54	21	10	4
5	3	0	1	3	2	13	25	50	37	42	52	**69**	49	87	**82**	79	58	64	44	40	40	14	5	2
2	2	0	1	0	4	20	40	43	40	35	**61**	59	76	87	**82**	77	77	53	36	32	22	11	1	0
3	0	1	0	3	9	17	72	51	56	51	**54**	68	61	73	**83**	63	74	63	40	34	15	10	2	1

AM Peak 1130 - 1230 (263), AM PHF=0.83 PM Peak 1515 - 1615 (322), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2980 -- English (ENU)

Datasets:

Site: **[9NB] WINCHESTER BLVD BT LA RINCONDADA AND EATON LN**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=6804, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**5**	**5**	**5**	**22**	**82**	**198**	**433**	**637**	**537**	**459**	**495**	**394**	**438**	**488**	**578**	**489**	**490**	**383**	**233**	**167**	**142**	**73**	**30**	
6	0	1	2	2	12	39	76	**129**	129	119	132	121	108	106	**128**	114	132	114	64	57	38	21	7	6
13	2	3	0	2	15	47	97	**215**	132	122	114	84	97	105	**156**	125	136	107	59	49	37	21	8	4
4	0	1	2	5	23	52	122	**131**	131	119	124	87	102	132	**168**	143	110	80	55	28	49	18	10	3
2	3	0	1	13	32	60	139	**163**	146	100	126	103	132	**145**	126	108	113	82	55	33	19	13	5	3

AM Peak 0800 - 0900 (637), AM PHF=0.74 PM Peak 1445 - 1545 (596), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2981 -- English (ENU)

Datasets:

Site:	**[9SB] WINCHESTER BLVD BT LA RINCONDADA DR AND EATON LN**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=7183, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**6**	**7**	**3**	**15**	**31**	**114**	**385**	**408**	**400**	**461**	**422**	**455**	**467**	**525**	**607**	**771**	**709**	**545**	**324**	**229**	**164**	**90**	**33**	
6	1	4	0	2	4	16	53	**116**	103	104	108	125	111	136	156	**194**	168	179	96	70	38	32	10	8
5	2	1	0	2	4	21	69	**100**	98	109	108	118	124	132	127	**191**	209	127	77	55	45	22	11	6
5	2	2	3	5	7	35	**113**	86	97	136	103	104	114	136	137	**208**	188	127	93	50	46	17	7	6
1	1	0	0	6	17	42	**151**	107	102	113	103	108	118	121	**188**	178	145	112	59	54	35	19	5	8

AM Peak 0730 - 0830 (480), AM PHF=0.79 PM Peak 1545 - 1645 (780), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2988 -- English (ENU)

Datasets:

Site:	**[13] WINCHESTER BLVD BT SR 85 AND KNOWLES DR**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=12566, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
49	**21**	**11**	**22**	**33**	**146**	**317**	**838**	**1084**	**975**	**807**	**819**	**828**	**840**	**846**	**912**	**863**	**933**	**722**	**546**	**382**	**289**	**188**	**100**	
19	5	2	4	9	20	58	177	255	**257**	210	180	193	187	201	229	191	**237**	190	163	123	84	59	37	17
14	5	3	3	5	21	60	173	**259**	231	213	195	211	196	202	264	201	**259**	179	137	98	81	49	25	14
7	3	2	8	9	37	81	223	**275**	246	199	224	221	214	215	216	226	**229**	170	118	74	70	41	26	8
9	8	4	7	10	68	118	266	**296**	242	186	220	204	244	228	204	**246**	209	183	130	88	55	40	12	8

AM Peak 0815 - 0915 (1087), AM PHF=0.92 PM Peak 1645 - 1745 (970), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2989 -- English (ENU)

Datasets:

Site: **[13] WINCHESTER BLVD BT SR 85 AND KNOWLES DR**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, January 17, 2019=11172, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**9**	**13**	**22**	**74**	**154**	**272**	**497**	**706**	**724**	**670**	**718**	**697**	**704**	**804**	**987**	**996**	**1231**	**704**	**480**	**298**	**213**	**111**	**70**	
8	6	5	1	6	24	50	99	158	**181**	164	192	179	184	193	247	269	**341**	206	165	97	67	31	14	6
6	0	5	7	11	23	83	94	**174**	167	182	177	188	161	194	240	234	**312**	221	127	75	61	33	23	8
3	2	1	7	23	47	63	150	**172**	175	160	170	173	167	185	250	254	**324**	169	112	64	47	29	18	6
5	1	2	7	34	60	76	156	**203**	201	165	180	158	193	233	251	240	**255**	108	77	62	39	18	15	4

AM Peak 0815 - 0915 (729), AM PHF=0.90 PM Peak 1700 - 1800 (1231), PM PHF=0.90

Appendix B:
Study Intersection Turning Movement Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: Winchester Blvd & Lark Ave
City: Campbell
Control:

Project ID: 18-08245-010
Date: 5/15/2018

Total

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Lark Ave				Lark Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	49	36	0	73	30	0	1	0	0	0	0	28	0	153	0	370
7:15 AM	0	66	34	0	78	43	0	0	0	0	0	0	36	0	168	0	425
7:30 AM	0	80	55	0	84	48	0	1	0	0	0	0	46	0	242	0	556
7:45 AM	0	84	48	0	123	67	0	0	0	0	0	0	50	0	270	0	642
8:00 AM	0	101	63	0	121	92	0	0	0	0	0	0	49	0	271	0	697
8:15 AM	0	124	68	0	146	74	0	0	0	0	0	0	46	0	291	0	749
8:30 AM	0	113	60	0	114	62	0	0	0	0	0	0	51	0	289	0	689
8:45 AM	0	113	56	0	127	64	0	0	0	0	0	0	57	0	333	0	750
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	730	420	0	866	480	0	2	0	0	0	0	363	0	2017	0	4878
APPROACH %'s :	0.00%	63.48%	36.52%	0.00%	64.24%	35.61%	0.00%	0.15%					15.25%	0.00%	84.75%	0.00%	
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	0	451	247	0	508	292	0	0	0	0	0	0	203	0	1184	0	2885
PEAK HR FACTOR :	0.000	0.909	0.908	0.000	0.870	0.793	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.000	0.889	0.000	0.962
		0.909				0.909								0.889			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	72	54	0	237	151	0	0	0	0	0	0	116	0	169	0	799
4:15 PM	0	59	60	0	215	162	0	1	0	0	0	0	102	0	177	0	776
4:30 PM	0	79	56	0	231	136	0	0	0	0	0	0	104	0	164	0	770
4:45 PM	0	99	62	0	221	186	0	0	0	0	0	0	99	0	175	0	842
5:00 PM	0	85	56	0	262	173	0	0	0	0	0	0	107	0	192	0	875
5:15 PM	0	113	52	0	233	153	0	0	0	0	0	0	70	0	195	0	816
5:30 PM	0	75	58	0	281	172	0	0	0	0	0	0	87	0	202	0	875
5:45 PM	0	81	42	0	255	161	0	1	0	0	0	0	75	0	190	0	805
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	663	440	0	1935	1294	0	2	0	0	0	0	760	0	1464	0	6558
APPROACH %'s :	0.00%	60.11%	39.89%	0.00%	59.89%	40.05%	0.00%	0.06%					34.17%	0.00%	65.83%	0.00%	
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	0	372	228	0	997	684	0	0	0	0	0	0	363	0	764	0	3408
PEAK HR FACTOR :	0.000	0.823	0.919	0.000	0.887	0.919	0.000	0.000	0.000	0.000	0.000	0.000	0.848	0.000	0.946	0.000	0.974
		0.909				0.928								0.942			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Winchester Blvd & Lark Ave
City: Campbell
Control: 0

Project ID: 18-08245-010
Date: 5/15/2018

Bikes

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Lark Ave				Lark Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	3	2	0	0	0	0	0	0	1	0	0	0	6
8:00 AM	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	1	2	0	0	1	0	0	0	0	0	0	1	0	0	0	5
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
8:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	4	0	6	8	0	0	0	0	0	0	2	0	4	0	29
APPROACH %'s :	0.00%	55.56%	44.44%	0.00%	42.86%	57.14%	0.00%	0.00%					33.33%	0.00%	66.67%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	5	4	0	0	4	0	0	0	0	0	0	1	0	3	0	17
PEAK HR FACTOR :	0.000	0.625	0.500	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.850
	0.563				1.000								0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	4
4:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	3
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
5:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	1	0	2	3	0	0	0	0	0	0	3	0	6	0	19
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	40.00%	60.00%	0.00%	0.00%					33.33%	0.00%	66.67%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	2	0	0	2	2	0	0	0	0	0	0	1	0	2	0	9
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.750
	0.250				1.000								0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Winchester Blvd & Lark Ave
City: Campbell
Project ID: 18-08245-010
Date: 5/15/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Winchester Blvd		Winchester Blvd		Lark Ave		Lark Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	2	2	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	5	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	2	0	0	1	0	0	0	12
APPROACH %'s :	81.82%	18.18%			100.00%	0.00%			
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	7	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.350								0.350
	0.350								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	1	0	0	0	2
5:45 PM	0	0	0	0	0	1	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	1	0	1	3	0	0	7
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%	25.00%	75.00%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	1	0	1	0	1	0	0	0	3
PEAK HR FACTOR :	0.250		0.250		0.250				0.375
	0.250		0.250		0.250				

Prepared by National Data & Surveying Services

Winchester Blvd & Lark Ave

Peak Hour Turning Movement Count

ID: 18-08245-010
City: Campbell

Day: Tuesday
Date: 05/15/2018

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

Winchester Blvd — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	0	292	508	0	1635
NOON	0	0	0	0	0
PM	0	684	997	0	1136
	0	0	0	0	

Lark Ave — EASTBOUND

	AM	NOON	PM	
Departing	0	0	0	
U-Turn	0	0	0	0
Left	0	0	0	0
Through	0	0	0	0
Right	0	0	0	0

Lark Ave — WESTBOUND

		PM	NOON	AM
Right	0	764	0	1184
Through	0	0	0	0
Left	0	363	0	203
U-Turn	0	0	0	0
Departing		1225	0	755

Winchester Blvd — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
		0	0	0	0
PM	1047	0	0	372	228
NOON	0	0	0	0	0
AM	495	0	0	451	247

CONTROL

0

	AM	NOON	PM
TEV	2885	0	3408
PHF	0.96		0.97

Total Vehicles (AM)

- Southbound: U-Turn 0, Through 292, Left 508
- Westbound: Right 1184, Through 0, Left 203
- Eastbound: Left 0, Through 0, Right 0
- Northbound: U-Turn 0, Through 451, Right 247

Total Vehicles (Noon)

- Southbound: N/A, N/A, N/A
- Westbound: N/A, N/A, N/A
- Eastbound: N/A, N/A, N/A
- Northbound: N/A, N/A, N/A

Total Vehicles (PM)

- Southbound: U-Turn 0, Through 684, Left 997
- Westbound: Right 764, Through 0, Left 363
- Eastbound: Left 0, Through 0, Right 0
- Northbound: U-Turn 0, Through 372, Right 228

Bikes (AM)

- Southbound: 0, 4, 0
- Westbound: Right 3, Through 0, Left 1
- Eastbound: 0, 0, 0
- Northbound: 0, 5, 4

Bikes (NOON)

- Southbound: N/A, N/A, N/A
- Westbound: N/A, N/A, N/A
- Eastbound: N/A, N/A, N/A
- Northbound: N/A, N/A, N/A

Bikes (PM)

- Southbound: 0, 2, 2
- Westbound: Right 2, Through 0, Left 1
- Eastbound: 0, 0, 0
- Northbound: 0, 2, 0

Pedestrians (Crosswalks)

Crosswalk	Direction	AM	NOON	PM
North	Eastbound	7	0	1
North	Westbound	0	0	0
West	Southbound	0	0	0
West	Northbound	0	0	0
East	Southbound	0	0	0
East	Northbound	0	0	1
South	Eastbound	0	0	1
South	Westbound	0	0	0
Northwest diagonal		0	0	0
Northeast diagonal		0	0	0
Southwest diagonal		0	0	0
Southeast diagonal		0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bascom Ave & Samaritan Dr
City: Campbell
Control:

Project ID: 18-08245-019
Date: 5/15/2018

Total

NS/EW Streets:	Bascom Ave				Bascom Ave				Samaritan Dr				Samaritan Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	95	38	0	42	79	4	0	15	3	6	0	32	7	85	0	411
7:15 AM	9	91	34	0	55	97	2	0	7	4	8	0	32	5	95	0	439
7:30 AM	14	105	49	0	69	120	1	0	7	7	8	0	70	4	123	0	577
7:45 AM	7	161	58	0	108	156	0	0	7	12	3	0	83	6	102	0	703
8:00 AM	9	134	64	0	117	151	5	0	8	4	12	0	74	9	146	0	733
8:15 AM	19	172	71	0	98	151	8	0	8	5	11	0	99	8	127	0	777
8:30 AM	17	191	79	0	113	138	10	0	8	7	8	0	71	8	106	0	756
8:45 AM	11	154	68	0	108	171	14	0	12	8	13	0	66	9	82	0	716
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	91	1103	461	0	710	1063	44	0	72	50	69	0	527	56	866	0	5112
APPROACH %'s :	5.50%	66.65%	27.85%	0.00%	39.08%	58.50%	2.42%	0.00%	37.70%	26.18%	36.13%	0.00%	36.37%	3.86%	59.77%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	56	651	282	0	436	611	37	0	36	24	44	0	310	34	461	0	2982
PEAK HR FACTOR :	0.737	0.852	0.892	0.000	0.932	0.893	0.661	0.000	0.750	0.750	0.846	0.000	0.783	0.944	0.789	0.000	0.959
		0.861				0.925				0.788				0.860			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bascom Ave & Samaritan Dr
City: Campbell
Control: 0

Project ID: 18-08245-019
Date: 5/15/2018

Bikes

NS/EW Streets:	Bascom Ave				Bascom Ave				Samaritan Dr				Samaritan Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	4
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	2	0	1	4	0	0	0	1	0	0	1	0	7	0	19
APPROACH %'s :	0.00%	60.00%	40.00%	0.00%	20.00%	80.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	12.50%	0.00%	87.50%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	2	0	1	2	0	0	0	0	0	0	1	0	5	0	12
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.625	0.000	0.750
		0.375				0.750								0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bascom Ave & Samaritan Dr
City: Campbell
Control: 0

Project ID: 18-08245-019
Date: 5/15/2018

RTOR

NS/EW Streets:	Bascom Ave				Bascom Ave				Samaritan Dr				Samaritan Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	16	0	0	0	0	0	0	0	0	0	0	0	32	0	48
7:15 AM	0	0	9	0	0	0	0	0	0	0	3	0	0	0	47	0	59
7:30 AM	0	0	37	0	0	0	0	0	0	0	1	0	0	0	60	0	98
7:45 AM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	38	0	68
8:00 AM	0	0	15	0	0	0	0	0	0	0	10	0	0	0	67	0	92
8:15 AM	0	0	50	0	0	0	1	0	0	0	2	0	0	0	48	0	101
8:30 AM	0	0	40	0	0	0	1	0	0	0	3	0	0	0	41	0	85
8:45 AM	0	0	13	0	0	0	0	0	0	0	2	0	0	0	32	0	47
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	210	0	0	0	2	0	0	0	21	0	0	0	365	0	598
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	118	0	0	0	2	0	0	0	17	0	0	0	188	0	325
PEAK HR FACTOR :	0.000	0.000	0.590	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.425	0.000	0.000	0.000	0.701	0.000	0.804
			0.590				0.500				0.425				0.701		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bascom Ave & Samaritan Dr
City: Campbell

Project ID: 18-08243-019
Date: 5/15/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Bascom Ave		Bascom Ave		Samaritan Dr		Samaritan Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	0	0	0	1	0	0	2
7:15 AM	0	1	0	0	0	1	0	0	2
7:30 AM	4	2	0	0	0	1	0	1	8
7:45 AM	2	3	0	0	2	1	0	0	8
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	1	4	0	0	0	0	0	0	5
8:30 AM	3	0	0	0	0	0	1	0	4
8:45 AM	2	1	0	0	0	0	1	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	13	11	0	0	2	4	2	1	33
APPROACH %'s :	54.17%	45.83%			33.33%	66.67%	66.67%	33.33%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	6	5	0	0	0	0	2	0	13
PEAK HR FACTOR :	0.500	0.313					0.500		0.650
	0.550						0.500		

Prepared by National Data & Surveying Services

Bascom Ave & Samaritan Dr

Peak Hour Turning Movement Count

ID: 18-08245-019
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Bascom Ave — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	37	611	436	0	1148
NOON	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	

Samaritan Dr — WESTBOUND

	AM	NOON	PM	
Right	461	0	0	0
Through	34	0	0	0
Left	310	0	0	0
U-Turn	0	0	0	0
Departing	742	0	0	

Samaritan Dr — EASTBOUND

	AM	NOON	PM	
Departing	127	0	0	
U-Turn	0	0	0	0
Left	36	0	0	0
Through	24	0	0	0
Right	44	0	0	0

Bascom Ave — NORTHBOUND

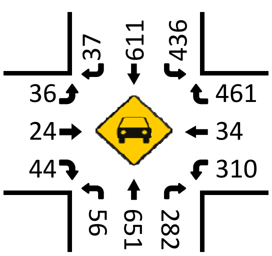
	Departing	U-Turn	Left	Through	Right
		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	965	0	56	651	282

CONTROL

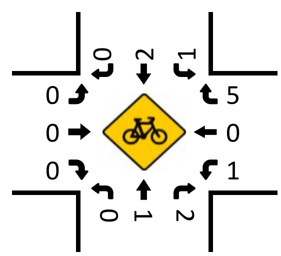
0

	AM	NOON	PM
TEV	2982	0	0
PHF	0.96		

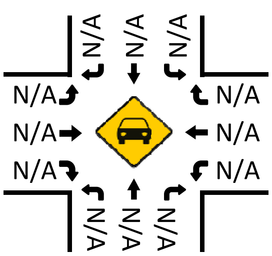
Total Vehicles (AM)



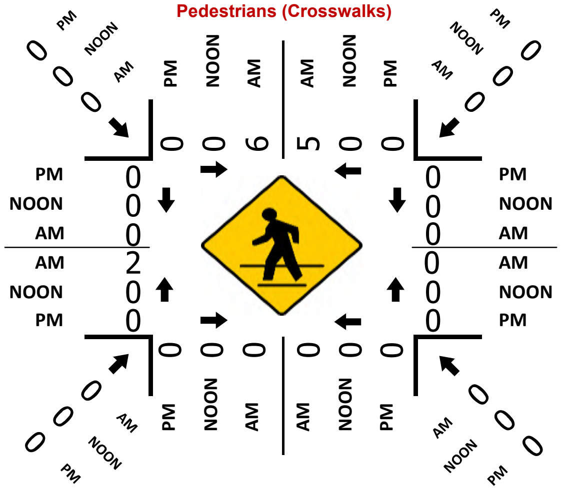
Bikes (AM)



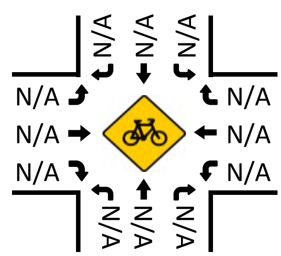
Total Vehicles (Noon)



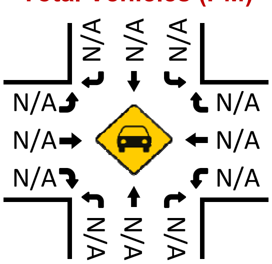
Pedestrians (Crosswalks)



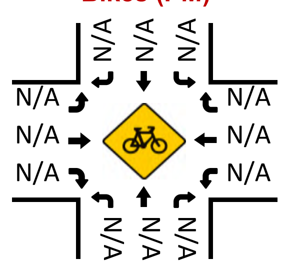
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Los Gatos Blvd & Lark Ave
City: Campbell
Control:

Project ID: 18-08245-013
Date: 5/15/2018

Total

NS/EW Streets:	Los Gatos Blvd				Los Gatos Blvd				Lark Ave				Lark Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	175	72	4	1	4	48	73	1	62	4	96	3	2	1	1	0	547
7:15 AM	183	63	1	0	1	62	84	1	72	10	142	7	4	8	0	0	638
7:30 AM	228	102	1	1	10	76	128	3	80	9	163	8	0	7	0	0	816
7:45 AM	216	103	1	1	6	87	140	1	102	7	223	2	3	10	1	0	903
8:00 AM	206	117	2	0	0	89	163	2	106	11	230	6	5	16	4	0	957
8:15 AM	205	170	1	1	11	104	171	3	102	17	216	7	2	18	1	0	1029
8:30 AM	192	161	6	2	6	87	150	1	148	14	176	6	4	20	7	0	980
8:45 AM	204	96	10	3	7	112	115	5	132	9	201	5	7	11	4	0	921
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1609	884	26	9	45	665	1024	17	804	81	1447	44	27	91	18	0	6791
APPROACH %'s :	63.65%	34.97%	1.03%	0.36%	2.57%	37.98%	58.48%	0.97%	33.84%	3.41%	60.90%	1.85%	19.85%	66.91%	13.24%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	807	544	19	6	24	392	599	11	488	51	823	24	18	65	16	0	3887
PEAK HR FACTOR :	0.979	0.800	0.475	0.500	0.545	0.875	0.876	0.550	0.824	0.750	0.895	0.857	0.643	0.813	0.571	0.000	0.944
	0.912				0.888				0.982				0.798				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Los Gatos Blvd & Lark Ave
City: Campbell
Control: 0

Project ID: 18-08245-013
Date: 5/15/2018

Bikes

NS/EW Streets:	Los Gatos Blvd				Los Gatos Blvd				Lark Ave				Lark Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4
7:15 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
8:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	5	0	0	0	3	2	0	0	0	5	0	0	0	0	0	19
APPROACH %'s :	44.44%	55.56%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	4	0	0	0	2	1	0	0	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.333	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438
		0.333				0.375											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Los Gatos Blvd & Lark Ave
City: Campbell
Control: 0

Project ID: 18-08245-013
Date: 5/15/2018

RTOR

NS/EW Streets:	Los Gatos Blvd				Los Gatos Blvd				Lark Ave				Lark Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	6
8:45 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	12	0	0	0	0	0	0	0	0	0	0	0	9	0	21
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%									0.00%	0.00%	100.00%	0.00%	
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	0	0	7	0	0	0	0	0	0	0	0	0	0	0	8	0	15
PEAK HR FACTOR :	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.625
			0.438												0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Los Gatos Blvd & Lark Ave
City: Campbell

Project ID: 18-08243-013
Date: 5/15/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Los Gatos Blvd		Los Gatos Blvd		Lark Ave		Lark Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	2	0	1	1	4	8
7:15 AM	0	0	0	1	0	1	0	0	2
7:30 AM	0	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	3	0	2	0	0	5
8:00 AM	0	0	0	3	0	0	0	0	3
8:15 AM	0	0	1	3	0	0	0	0	4
8:30 AM	0	0	4	1	3	0	2	0	10
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	7	13	3	4	3	4	34
APPROACH %'s :			35.00%	65.00%	42.86%	57.14%	42.86%	57.14%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	0	0	5	7	3	0	2	0	17
PEAK HR FACTOR :			0.313	0.583	0.250		0.250		0.425
			0.600		0.250		0.250		

Prepared by National Data & Surveying Services

Los Gatos Blvd & Lark Ave

Peak Hour Turning Movement Count

ID: 18-08245-013
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	NONE

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	NONE

Los Gatos Blvd — SOUTHBOUND

	Left	Thru	Right	U-Turn	Total	
AM	599	392	24	11	1059	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Lark Ave — EASTBOUND

	Left	Thru	Right	
AM	1495	24	488	823
NOON	0	0	0	0
PM	0	0	0	0

CONTROL

0

	Total	AM	NOON	PM
TEV	3887	0	0	
PHF	0.94			

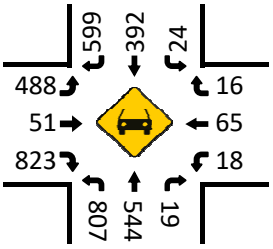
WESTBOUND — Lark Ave

	Left	Thru	Right	
AM	16	65	18	94
NOON	0	0	0	0
PM	0	0	0	0

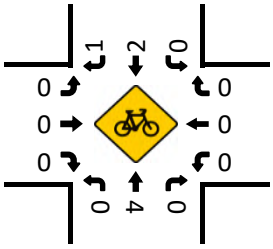
Los Gatos Blvd — NORTHBOUND

	Left	Thru	Right	U-Turn	Total	
AM	6	807	544	19	1239	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

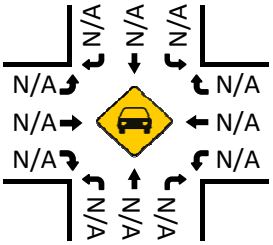
Total Vehicles (AM)



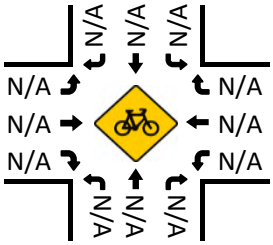
Bikes (AM)



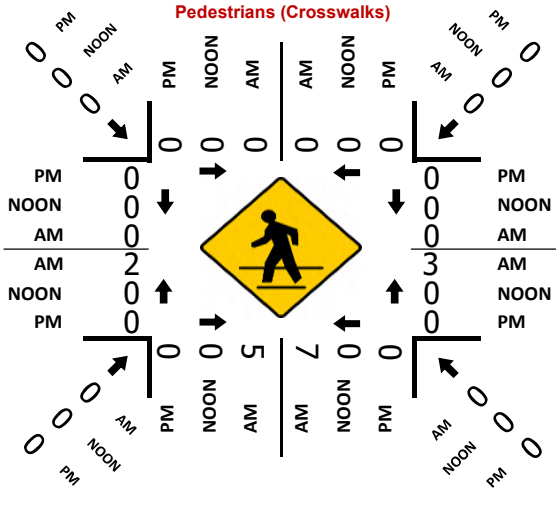
Total Vehicles (Noon)



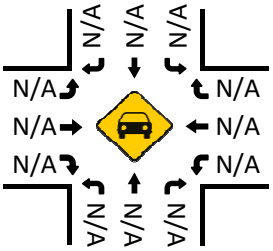
Bikes (NOON)



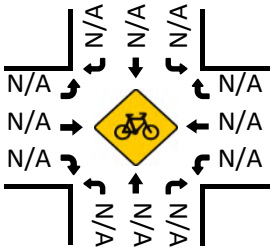
Pedestrians (Crosswalks)



Total Vehicles (PM)



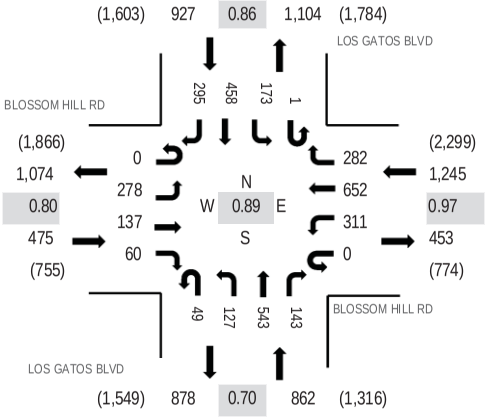
Bikes (PM)



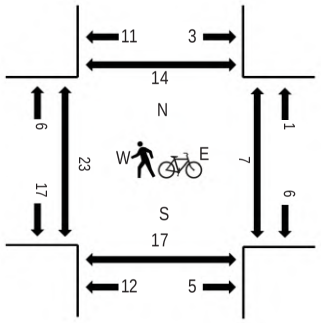
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 2 LOS GATOS BLVD & BLOSSOM HILL RD AM
Date and Start Time: Tuesday, February 06, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	25	17	6	0	47	67	56	6	9	71	12	0	24	49	27	416	2,464	3	1	2	0
7:15 AM	0	40	24	5	0	72	168	54	4	11	73	16	0	21	70	36	594	2,968	3	0	0	3
7:30 AM	0	39	22	9	0	68	176	58	9	17	80	17	0	37	83	47	662	3,363	4	0	2	0
7:45 AM	0	38	41	14	0	70	152	66	14	18	80	17	0	73	145	64	792	3,498	7	2	7	0
8:00 AM	0	61	40	20	0	76	148	96	11	31	140	34	0	50	134	79	920	3,509	9	3	6	4
8:15 AM	0	99	37	12	0	84	168	58	11	60	178	57	0	49	104	72	989		2	0	3	0
8:30 AM	0	60	33	10	0	65	175	78	13	22	107	30	1	34	108	61	797		1	0	4	1
8:45 AM	0	58	27	18	0	86	161	50	14	14	118	22	0	40	112	83	803		2	1	4	2

Peak Rolling Hour Flow Rates

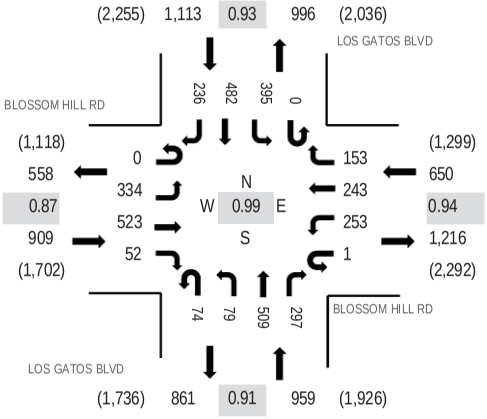
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	5
Lights	0	273	137	60	0	307	648	275	48	125	527	137	1	164	445	292	3,439
Mediums	0	5	0	0	0	4	4	7	1	2	14	6	0	9	11	2	65
Total	0	278	137	60	0	311	652	282	49	127	543	143	1	173	458	295	3,509

All Traffic Data Services Inc.

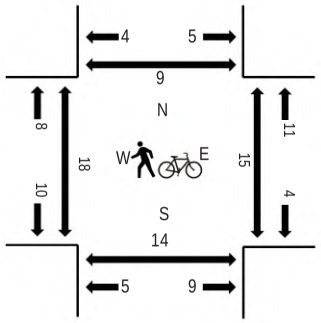
(303) 216-2439
www.alltrafficdata.net

Location: 2 LOS GATOS BLVD & BLOSSOM HILL RD PM
Date and Start Time: Tuesday, February 06, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	59	111	11	0	59	56	60	15	28	147	66	0	100	138	58	908	3,613	7	0	0	0
4:15 PM	0	95	131	10	1	54	77	46	24	17	128	68	2	102	119	66	940	3,626	3	4	2	7
4:30 PM	1	63	103	11	0	42	59	54	15	19	140	72	1	86	133	63	862	3,601	8	5	6	5
4:45 PM	0	89	97	13	0	59	63	36	21	31	109	66	0	121	122	76	903	3,631	3	2	1	2
5:00 PM	0	78	130	11	1	56	64	33	20	17	143	91	0	88	122	67	921	3,569	2	3	6	2
5:15 PM	0	80	138	12	0	67	57	49	23	17	132	66	0	99	119	56	915		9	0	2	2
5:30 PM	0	87	158	16	0	71	59	35	10	14	125	74	0	87	119	37	892		2	1	0	2
5:45 PM	1	88	95	14	2	61	47	31	22	21	126	59	0	80	147	47	841		6	2	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	331	522	52	1	250	239	151	74	79	503	296	0	393	480	230	3,601
Mediums	0	3	1	0	0	3	4	2	0	0	6	0	0	2	2	6	29
Total	0	334	523	52	1	253	243	153	74	79	509	297	0	395	482	236	3,631

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 1/17/2019
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Groups Printed- Lights - Buses - Trucks

	LOS GATOS BLVD Southbound					Westbound					LOS GATOS BLVD Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	79	29	0	0	108	0	0	0	0	0	0	33	43	0	76	26	0	46	2	74	258
07:15 AM	91	40	0	0	131	0	0	0	0	0	0	26	56	0	82	45	0	56	1	102	315
07:30 AM	115	88	0	0	203	0	0	0	0	0	0	46	65	2	113	91	0	76	0	167	483
07:45 AM	110	98	0	0	208	0	0	0	0	0	0	78	73	0	151	140	0	100	7	247	606
Total	395	255	0	0	650	0	0	0	0	0	0	183	237	2	422	302	0	278	10	590	1662
08:00 AM	118	97	0	0	215	0	0	0	0	0	0	110	95	5	210	167	0	79	8	254	679
08:15 AM	186	58	0	0	244	0	0	0	0	0	0	104	70	0	174	82	0	65	5	152	570
08:30 AM	190	74	0	0	264	0	0	0	0	0	0	66	70	0	136	60	0	77	2	139	539
08:45 AM	129	65	0	0	194	0	0	0	0	0	0	33	71	0	104	63	0	86	0	149	447
Total	623	294	0	0	917	0	0	0	0	0	0	313	306	5	624	372	0	307	15	694	2235
Grand Total	1018	549	0	0	1567	0	0	0	0	0	0	496	543	7	1046	674	0	585	25	1284	3897
Apprch %	65	35	0	0		0	0	0	0		0	47.4	51.9	0.7		52.5	0	45.6	1.9		
Total %	26.1	14.1	0	0	40.2	0	0	0	0	0	0	12.7	13.9	0.2	26.8	17.3	0	15	0.6	32.9	
Lights	997	540	0	0	1537	0	0	0	0	0	0	490	539	7	1036	669	0	566	25	1260	3833
% Lights	97.9	98.4	0	0	98.1	0	0	0	0	0	0	98.8	99.3	100	99	99.3	0	96.8	100	98.1	98.4
Buses	6	4	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	15
% Buses	0.6	0.7	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.3	0	0	0.3	0	0.2	0.4
Trucks	15	5	0	0	20	0	0	0	0	0	0	3	4	0	7	5	0	17	0	22	49
% Trucks	1.5	0.9	0	0	1.3	0	0	0	0	0	0	0.6	0.7	0	0.7	0.7	0	2.9	0	1.7	1.3

	LOS GATOS BLVD Southbound				Westbound				LOS GATOS BLVD Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	110	**98**	0	208	0	0	0	0	0	78	73	151	140	0	**100**	240	599
08:00 AM	118	97	0	215	0	0	0	0	0	**110**	**95**	**205**	**167**	0	79	**246**	**666**
08:15 AM	186	58	0	244	0	0	0	0	0	104	70	174	82	0	65	147	565
08:30 AM	**190**	74	0	**264**	0	0	0	0	0	66	70	136	60	0	77	137	537
Total Volume	604	327	0	931	0	0	0	0	0	358	308	666	449	0	321	770	2367
% App. Total	64.9	35.1	0		0	0	0		0	53.8	46.2		58.3	0	41.7		
PHF	.795	.834	.000	.882	.000	.000	.000	.000	.000	.814	.811	.812	.672	.000	.803	.783	.889

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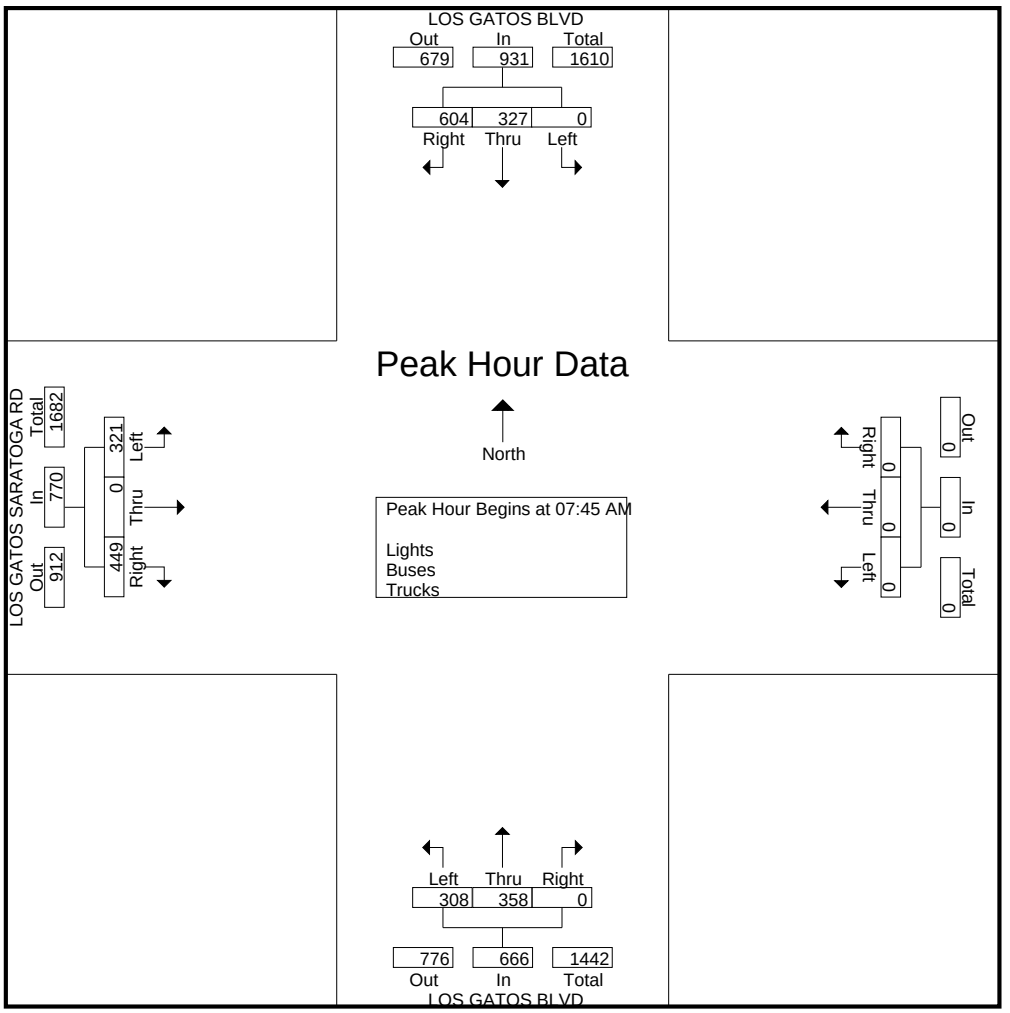

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Groups Printed- Bikes

	LOS GATOS BLVD Southbound					Westbound					LOS GATOS BLVD Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	LOS GATOS BLVD Southbound				Westbound				LOS GATOS BLVD Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

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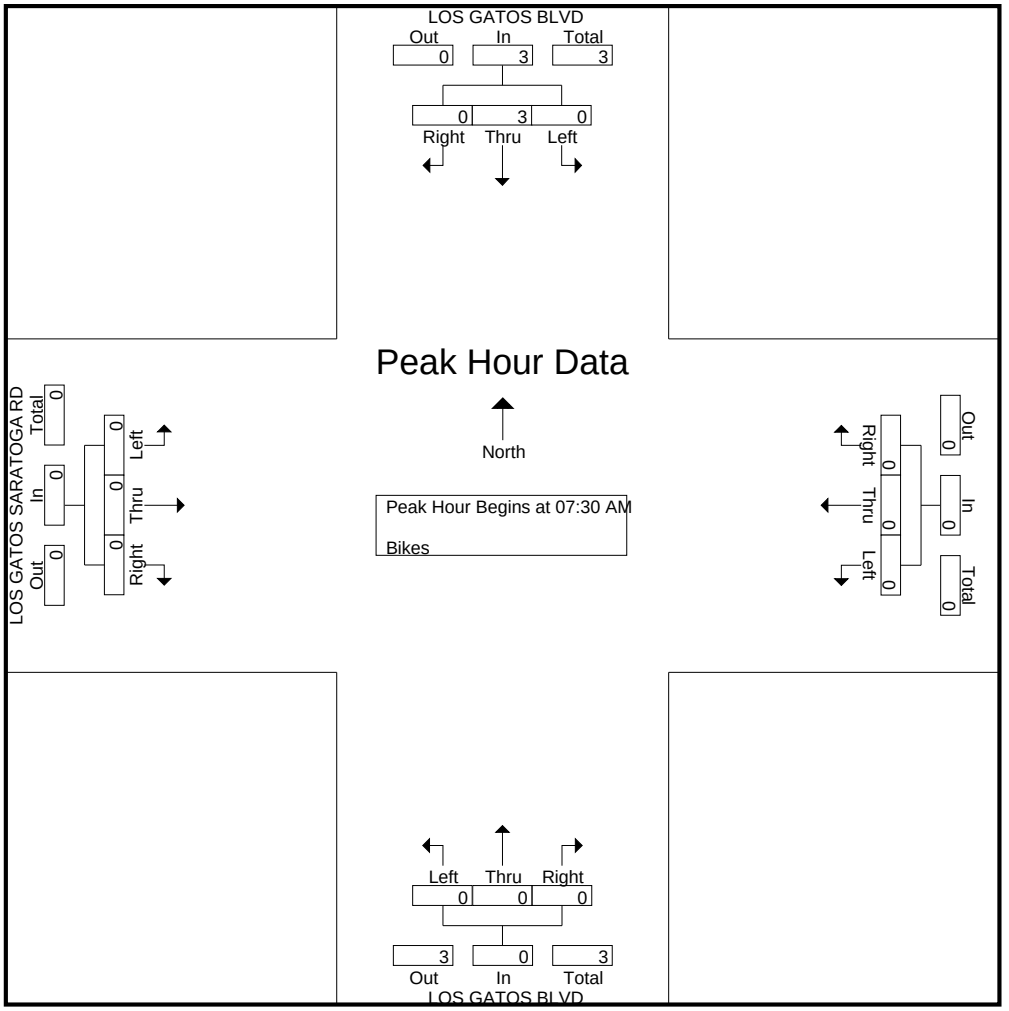

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File Name : 1PM FINAL
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Start Date : 1/17/2019
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Groups Printed- Lights - Buses - Trucks

	LOS GATOS BLVD Southbound					Westbound					LOS GATOS BLVD Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	106	80	0	0	186	0	0	0	0	0	0	97	71	6	174	62	0	99	6	167	527
04:15 PM	139	78	0	0	217	0	0	0	0	0	0	89	78	0	167	38	0	113	2	153	537
04:30 PM	113	107	0	0	220	0	0	0	0	0	0	80	54	0	134	70	0	96	3	169	523
04:45 PM	141	88	0	0	229	0	0	0	0	0	0	89	90	1	180	67	0	122	1	190	599
Total	499	353	0	0	852	0	0	0	0	0	0	355	293	7	655	237	0	430	12	679	2186
05:00 PM	131	76	0	0	207	0	0	0	0	0	0	85	76	5	166	64	0	127	4	195	568
05:15 PM	126	74	0	0	200	0	0	0	0	0	0	85	68	0	153	83	0	121	3	207	560
05:30 PM	122	109	0	0	231	0	0	0	0	0	0	74	57	0	131	96	0	111	1	208	570
05:45 PM	100	69	0	0	169	0	0	0	0	0	0	77	56	1	134	88	0	134	2	224	527
Total	479	328	0	0	807	0	0	0	0	0	0	321	257	6	584	331	0	493	10	834	2225
Grand Total	978	681	0	0	1659	0	0	0	0	0	0	676	550	13	1239	568	0	923	22	1513	4411
Apprch %	59	41	0	0		0	0	0	0		0	54.6	44.4	1		37.5	0	61	1.5		
Total %	22.2	15.4	0	0	37.6	0	0	0	0	0	0	15.3	12.5	0.3	28.1	12.9	0	20.9	0.5	34.3	
Lights	964	677	0	0	1641	0	0	0	0	0	0	668	542	13	1223	564	0	916	22	1502	4366
% Lights	98.6	99.4	0	0	98.9	0	0	0	0	0	0	98.8	98.5	100	98.7	99.3	0	99.2	100	99.3	99
Buses	5	3	0	0	8	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	14
% Buses	0.5	0.4	0	0	0.5	0	0	0	0	0	0	0.6	0.2	0	0.4	0.2	0	0	0	0.1	0.3
Trucks	9	1	0	0	10	0	0	0	0	0	0	4	7	0	11	3	0	7	0	10	31
% Trucks	0.9	0.1	0	0	0.6	0	0	0	0	0	0	0.6	1.3	0	0.9	0.5	0	0.8	0	0.7	0.7

	LOS GATOS BLVD Southbound				Westbound				LOS GATOS BLVD Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**141**	88	0	229	0	0	0	0	0	**89**	**90**	**179**	67	0	122	189	**597**
05:00 PM	131	76	0	207	0	0	0	0	0	85	76	161	64	0	**127**	191	559
05:15 PM	126	74	0	200	0	0	0	0	0	85	68	153	83	0	121	204	557
05:30 PM	122	**109**	0	**231**	0	0	0	0	0	74	57	131	**96**	0	111	**207**	569
Total Volume	520	347	0	867	0	0	0	0	0	333	291	624	310	0	481	791	2282
% App. Total	60	40	0		0	0	0		0	53.4	46.6		39.2	0	60.8		
PHF	.922	.796	.000	.938	.000	.000	.000	.000	.000	.935	.808	.872	.807	.000	.947	.955	.956

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File Name : 1PM FINAL
Site Code : 00000001
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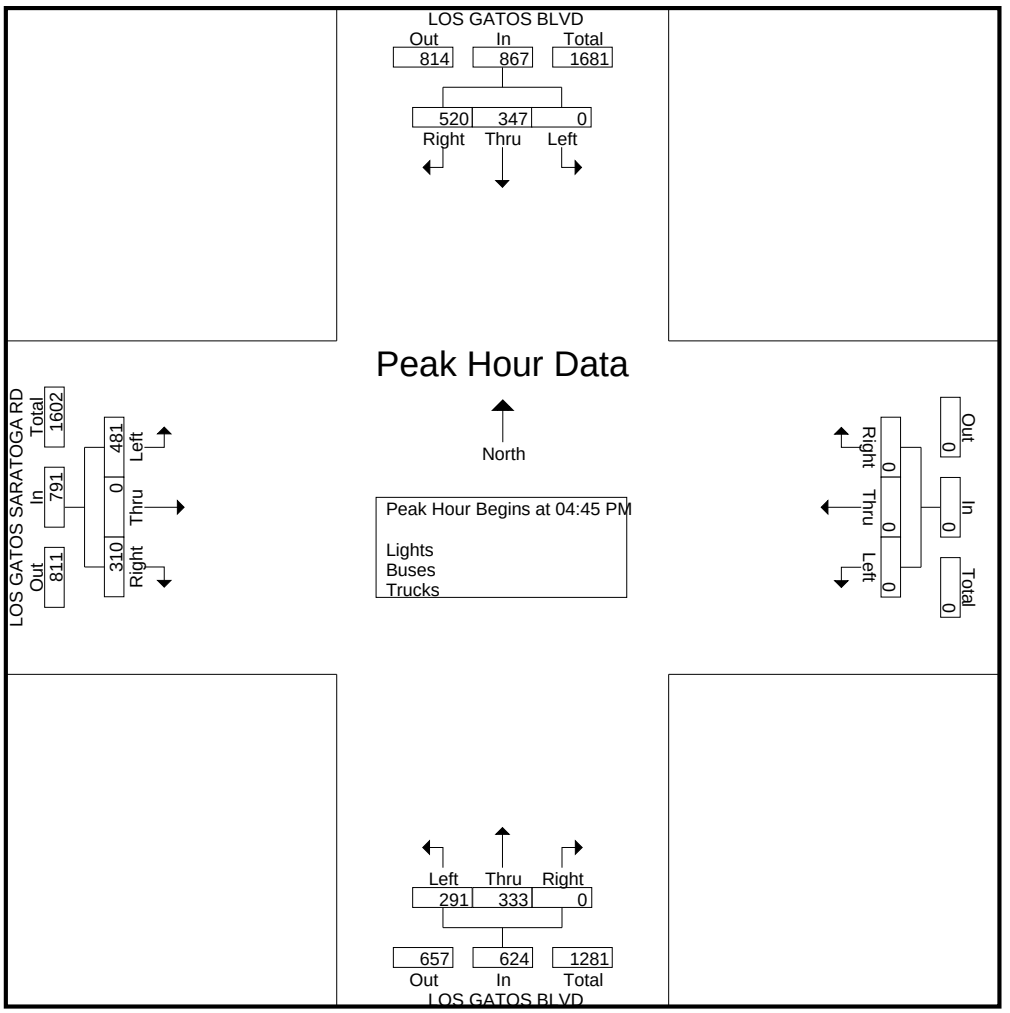

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Groups Printed- Bikes

	LOS GATOS BLVD Southbound					Westbound					LOS GATOS BLVD Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

	LOS GATOS BLVD Southbound				Westbound				LOS GATOS BLVD Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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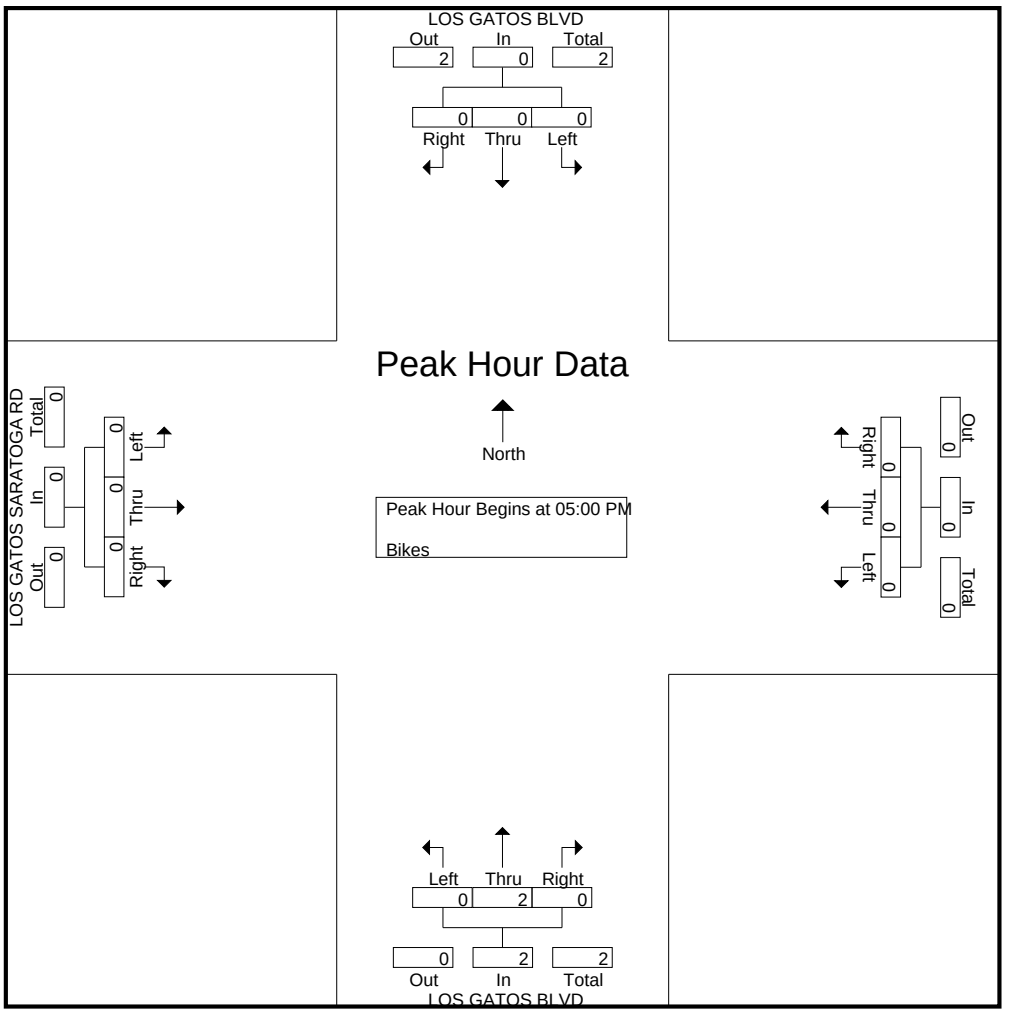

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File Name : 2AM FINAL
Site Code : 00000002
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Groups Printed- Lights - Buses - Trucks

	UNIVERSITY AVE Southbound					LOS GATOS SARATOGA RD Westbound					UNIVERSITY AVE Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	14	11	18	0	43	22	214	36	2	274	20	7	6	0	33	3	54	3	0	60	410
07:15 AM	9	14	32	5	60	18	260	44	1	323	34	6	14	0	54	6	88	2	0	96	533
07:30 AM	11	29	37	1	78	26	220	46	0	292	43	10	20	0	73	11	134	5	1	151	594
07:45 AM	10	67	53	0	130	42	206	67	6	321	49	57	25	0	131	16	132	8	1	157	739
Total	44	121	140	6	311	108	900	193	9	1210	146	80	65	0	291	36	408	18	2	464	2276
08:00 AM	6	51	42	0	99	42	219	50	1	312	68	68	37	0	173	15	124	12	1	152	736
08:15 AM	3	29	19	1	52	49	276	50	0	375	46	37	24	0	107	6	129	6	0	141	675
08:30 AM	8	37	29	2	76	29	273	63	0	365	32	18	11	0	61	8	102	7	1	118	620
08:45 AM	5	25	18	0	48	29	237	73	0	339	31	17	15	0	63	11	123	7	1	142	592
Total	22	142	108	3	275	149	1005	236	1	1391	177	140	87	0	404	40	478	32	3	553	2623
Grand Total	66	263	248	9	586	257	1905	429	10	2601	323	220	152	0	695	76	886	50	5	1017	4899
Apprch %	11.3	44.9	42.3	1.5		9.9	73.2	16.5	0.4		46.5	31.7	21.9	0		7.5	87.1	4.9	0.5		
Total %	1.3	5.4	5.1	0.2	12	5.2	38.9	8.8	0.2	53.1	6.6	4.5	3.1	0	14.2	1.6	18.1	1	0.1	20.8	
Lights	65	260	243	9	577	253	1860	423	10	2546	313	217	146	0	676	74	865	49	5	993	4792
% Lights	98.5	98.9	98	100	98.5	98.4	97.6	98.6	100	97.9	96.9	98.6	96.1	0	97.3	97.4	97.6	98	100	97.6	97.8
Buses	0	1	0	0	1	0	7	0	0	7	1	0	2	0	3	1	3	0	0	4	15
% Buses	0	0.4	0	0	0.2	0	0.4	0	0	0.3	0.3	0	1.3	0	0.4	1.3	0.3	0	0	0.4	0.3
Trucks	1	2	5	0	8	4	38	6	0	48	9	3	4	0	16	1	18	1	0	20	92
% Trucks	1.5	0.8	2	0	1.4	1.6	2	1.4	0	1.8	2.8	1.4	2.6	0	2.3	1.3	2	2	0	2	1.9

	UNIVERSITY AVE Southbound				LOS GATOS SARATOGA RD Westbound				UNIVERSITY AVE Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**10**	**67**	**53**	**130**	42	206	**67**	315	49	57	25	131	**16**	**132**	8	**156**	732
08:00 AM	6	51	42	99	42	219	50	311	**68**	**68**	**37**	**173**	15	124	**12**	151	**734**
08:15 AM	3	29	19	51	**49**	**276**	50	**375**	46	37	24	107	6	129	6	141	674
08:30 AM	8	37	29	74	29	273	63	365	32	18	11	61	8	102	7	117	617
Total Volume	27	184	143	354	162	974	230	1366	195	180	97	472	45	487	33	565	2757
% App. Total	7.6	52	40.4		11.9	71.3	16.8		41.3	38.1	20.6		8	86.2	5.8		
PHF	.675	.687	.675	.681	.827	.882	.858	.911	.717	.662	.655	.682	.703	.922	.688	.905	.939

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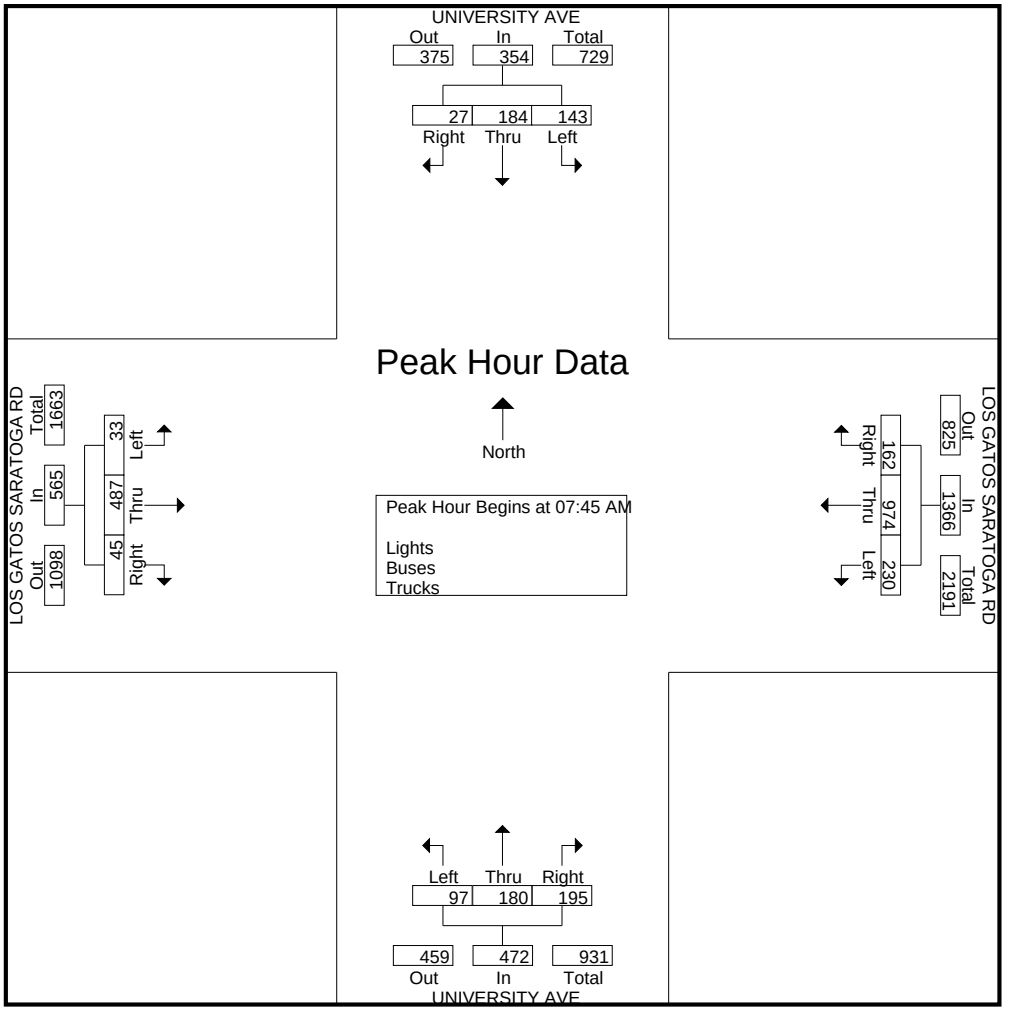

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File Name : 2AM FINAL
Site Code : 00000002
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Groups Printed- Bikes

	UNIVERSITY AVE Southbound					LOS GATOS SARATOGA RD Westbound					UNIVERSITY AVE Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	UNIVERSITY AVE Southbound				LOS GATOS SARATOGA RD Westbound				UNIVERSITY AVE Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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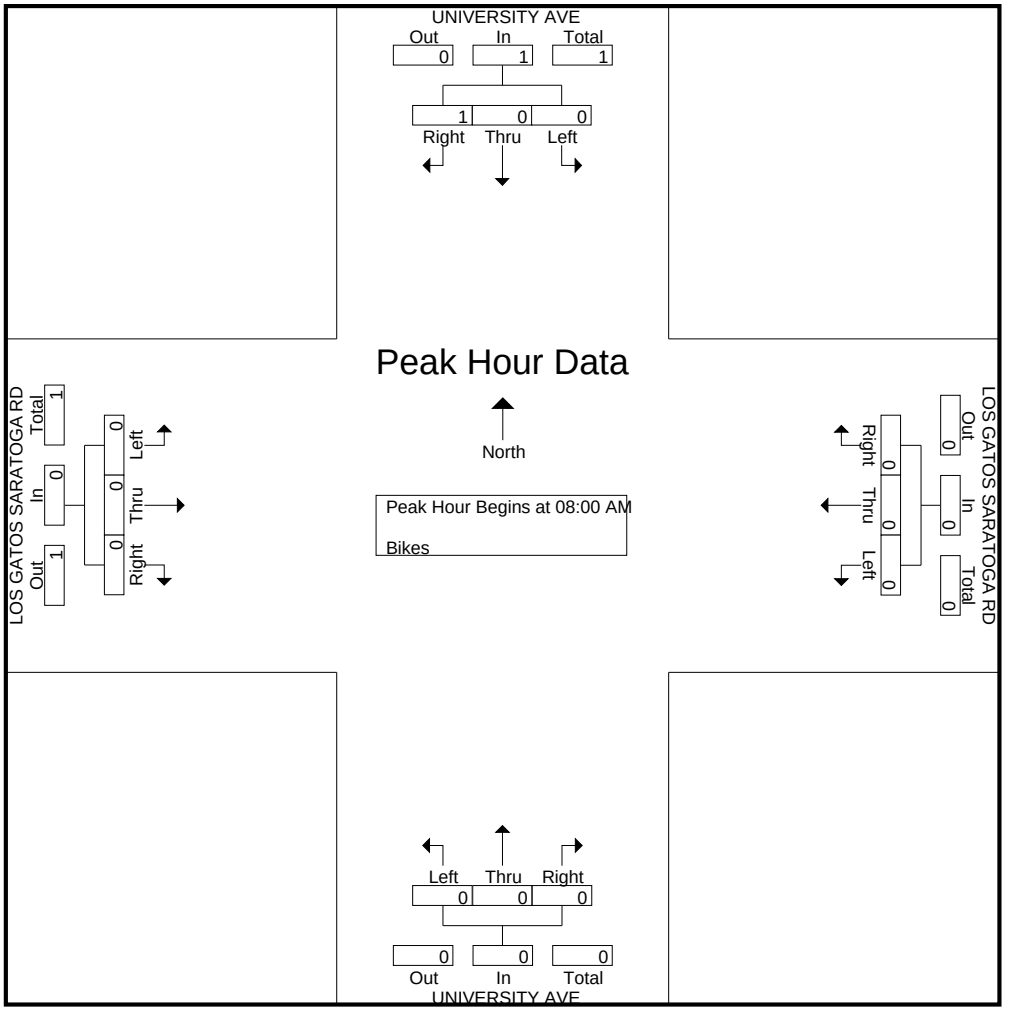

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File Name : 2PM FINAL
Site Code : 00000002
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Groups Printed- Lights - Buses - Trucks

	UNIVERSITY AVE Southbound					LOS GATOS SARATOGA RD Westbound					UNIVERSITY AVE Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	48	53	2	110	20	83	42	0	145	87	24	18	0	129	20	264	8	0	292	676
04:15 PM	9	51	71	2	133	25	102	66	1	194	76	31	14	1	122	7	261	10	2	280	729
04:30 PM	8	50	58	1	117	24	82	52	8	166	71	29	14	1	115	13	260	9	1	283	681
04:45 PM	12	23	55	3	93	23	134	52	3	212	75	22	23	1	121	14	259	17	1	291	717
Total	36	172	237	8	453	92	401	212	12	717	309	106	69	3	487	54	1044	44	4	1146	2803
05:00 PM	5	35	51	1	92	32	99	63	0	194	85	35	15	0	135	18	313	11	1	343	764
05:15 PM	8	43	44	1	96	29	110	61	0	200	85	34	19	0	138	9	271	18	4	302	736
05:30 PM	8	38	37	1	84	25	144	65	0	234	68	9	23	0	100	27	239	14	0	280	698
05:45 PM	10	20	54	4	88	29	146	70	2	247	61	13	17	0	91	34	300	9	1	344	770
Total	31	136	186	7	360	115	499	259	2	875	299	91	74	0	464	88	1123	52	6	1269	2968
Grand Total	67	308	423	15	813	207	900	471	14	1592	608	197	143	3	951	142	2167	96	10	2415	5771
Apprch %	8.2	37.9	52	1.8		13	56.5	29.6	0.9		63.9	20.7	15	0.3		5.9	89.7	4	0.4		
Total %	1.2	5.3	7.3	0.3	14.1	3.6	15.6	8.2	0.2	27.6	10.5	3.4	2.5	0.1	16.5	2.5	37.5	1.7	0.2	41.8	
Lights	67	307	419	15	808	206	893	466	14	1579	604	195	140	3	942	142	2151	96	10	2399	5728
% Lights	100	99.7	99.1	100	99.4	99.5	99.2	98.9	100	99.2	99.3	99	97.9	100	99.1	100	99.3	100	100	99.3	99.3
Buses	0	0	0	0	0	0	2	2	0	4	0	0	3	0	3	0	1	0	0	1	8
% Buses	0	0	0	0	0	0	0.2	0.4	0	0.3	0	0	2.1	0	0.3	0	0	0	0	0	0.1
Trucks	0	1	4	0	5	1	5	3	0	9	4	2	0	0	6	0	15	0	0	15	35
% Trucks	0	0.3	0.9	0	0.6	0.5	0.6	0.6	0	0.6	0.7	1	0	0	0.6	0	0.7	0	0	0.6	0.6

	UNIVERSITY AVE Southbound				LOS GATOS SARATOGA RD Westbound				UNIVERSITY AVE Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	35	51	91	**32**	99	63	194	**85**	**35**	15	135	18	**313**	11	342	762
05:15 PM	8	**43**	44	**95**	29	110	61	200	85	34	19	**138**	9	271	**18**	298	731
05:30 PM	8	38	37	83	25	144	65	234	68	9	**23**	100	27	239	14	280	697
05:45 PM	**10**	20	**54**	84	29	**146**	**70**	**245**	61	13	17	91	**34**	300	9	**343**	**763**
Total Volume	31	136	186	353	115	499	259	873	299	91	74	464	88	1123	52	1263	2953
% App. Total	8.8	38.5	52.7		13.2	57.2	29.7		64.4	19.6	15.9		7	88.9	4.1		
PHF	.775	.791	.861	.929	.898	.854	.925	.891	.879	.650	.804	.841	.647	.897	.722	.921	.968

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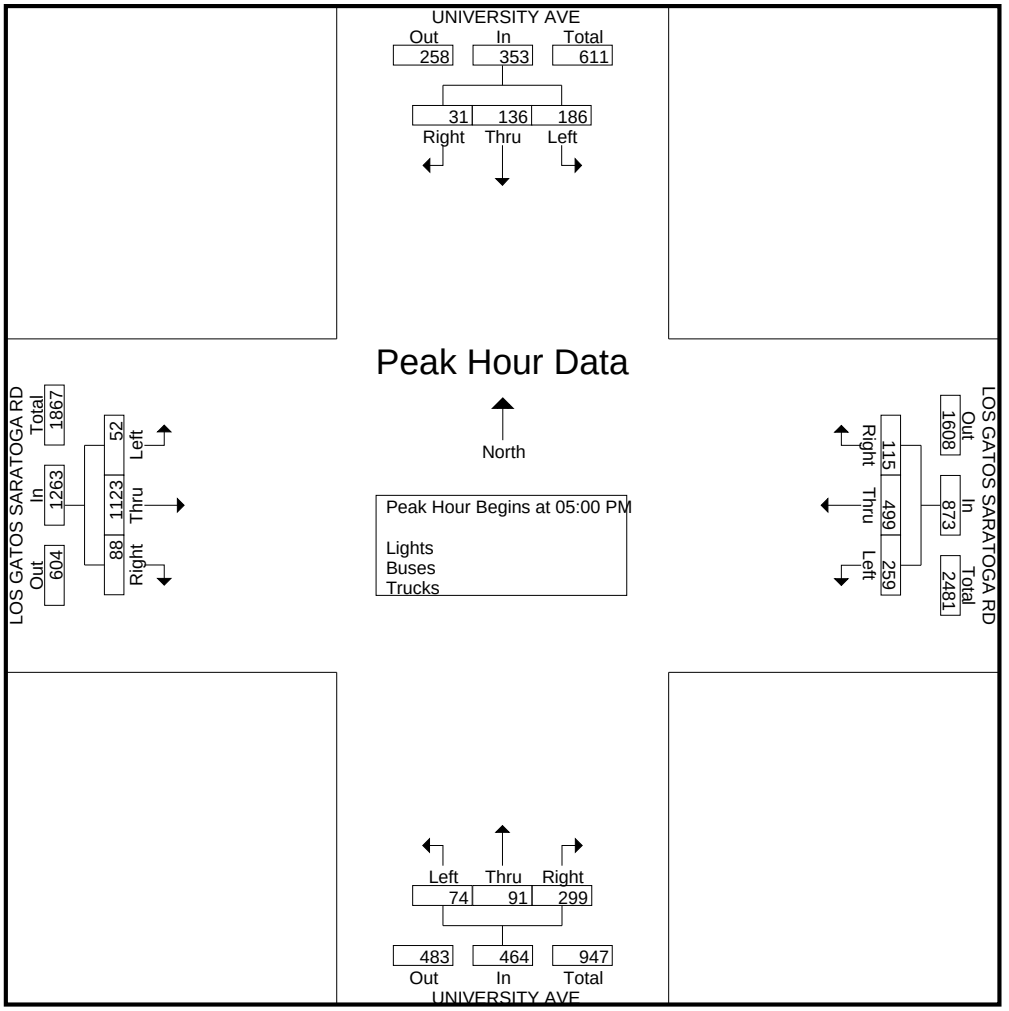

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File Name : 2PM FINAL
Site Code : 00000002
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Groups Printed- Bikes

	UNIVERSITY AVE Southbound					LOS GATOS SARATOGA RD Westbound					UNIVERSITY AVE Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

	UNIVERSITY AVE Southbound				LOS GATOS SARATOGA RD Westbound				UNIVERSITY AVE Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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File Name : 2PM FINAL
Site Code : 00000002
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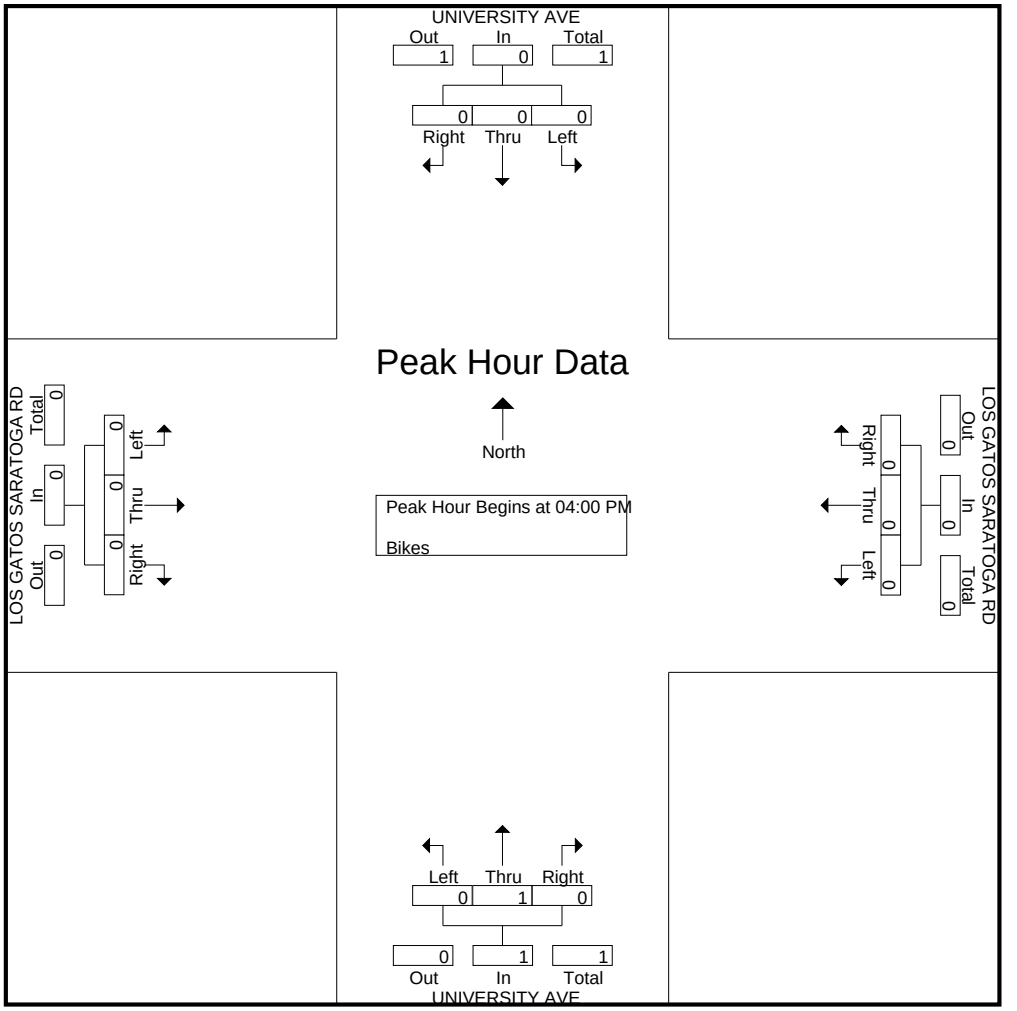

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 1/17/2019
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Groups Printed- Lights - Buses - Trucks

	N SANTA CRUZ AVE Southbound					LOS GATOS SARATOGA RD Westbound					N SANTA CRUZ AVE Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	39	23	9	0	71	14	211	13	1	239	7	13	46	0	66	8	41	14	1	64	440
07:15 AM	87	26	24	1	138	23	230	19	4	276	11	21	39	0	71	7	69	13	1	90	575
07:30 AM	82	40	28	0	150	32	203	19	1	255	12	23	36	0	71	20	104	30	1	155	631
07:45 AM	78	68	28	0	174	32	186	24	5	247	18	34	43	0	95	20	109	48	3	180	696
Total	286	157	89	1	533	101	830	75	11	1017	48	91	164	0	303	55	323	105	6	489	2342
08:00 AM	75	56	27	0	158	41	202	15	4	262	19	56	47	0	122	23	109	45	4	181	723
08:15 AM	83	50	25	0	158	32	233	40	1	306	12	39	26	0	77	13	99	36	2	150	691
08:30 AM	68	41	16	0	125	32	222	26	2	282	16	23	37	0	76	30	84	46	0	160	643
08:45 AM	77	52	16	0	145	24	212	34	1	271	14	17	23	0	54	18	92	35	2	147	617
Total	303	199	84	0	586	129	869	115	8	1121	61	135	133	0	329	84	384	162	8	638	2674
Grand Total	589	356	173	1	1119	230	1699	190	19	2138	109	226	297	0	632	139	707	267	14	1127	5016
Apprch %	52.6	31.8	15.5	0.1		10.8	79.5	8.9	0.9		17.2	35.8	47	0		12.3	62.7	23.7	1.2		
Total %	11.7	7.1	3.4	0	22.3	4.6	33.9	3.8	0.4	42.6	2.2	4.5	5.9	0	12.6	2.8	14.1	5.3	0.3	22.5	
Lights	583	348	167	1	1099	214	1668	184	19	2085	104	223	297	0	624	138	693	261	14	1106	4914
% Lights	99	97.8	96.5	100	98.2	93	98.2	96.8	100	97.5	95.4	98.7	100	0	98.7	99.3	98	97.8	100	98.1	98
Buses	0	3	0	0	3	6	1	2	0	9	1	0	0	0	1	0	4	0	0	4	17
% Buses	0	0.8	0	0	0.3	2.6	0.1	1.1	0	0.4	0.9	0	0	0	0.2	0	0.6	0	0	0.4	0.3
Trucks	6	5	6	0	17	10	30	4	0	44	4	3	0	0	7	1	10	6	0	17	85
% Trucks	1	1.4	3.5	0	1.5	4.3	1.8	2.1	0	2.1	3.7	1.3	0	0	1.1	0.7	1.4	2.2	0	1.5	1.7

	N SANTA CRUZ AVE Southbound				LOS GATOS SARATOGA RD Westbound				N SANTA CRUZ AVE Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	78	**68**	**28**	**174**	32	186	24	242	18	34	43	95	20	**109**	**48**	**177**	688
08:00 AM	75	56	27	158	**41**	202	15	258	**19**	**56**	**47**	**122**	23	109	45	177	**715**
08:15 AM	**83**	50	25	158	32	**233**	**40**	**305**	12	39	26	77	13	99	36	148	688
08:30 AM	68	41	16	125	32	222	26	280	16	23	37	76	**30**	84	46	160	641
Total Volume	304	215	96	615	137	843	105	1085	65	152	153	370	86	401	175	662	2732
% App. Total	49.4	35	15.6		12.6	77.7	9.7		17.6	41.1	41.4		13	60.6	26.4		
PHF	.916	.790	.857	.884	.835	.905	.656	.889	.855	.679	.814	.758	.717	.920	.911	.935	.955

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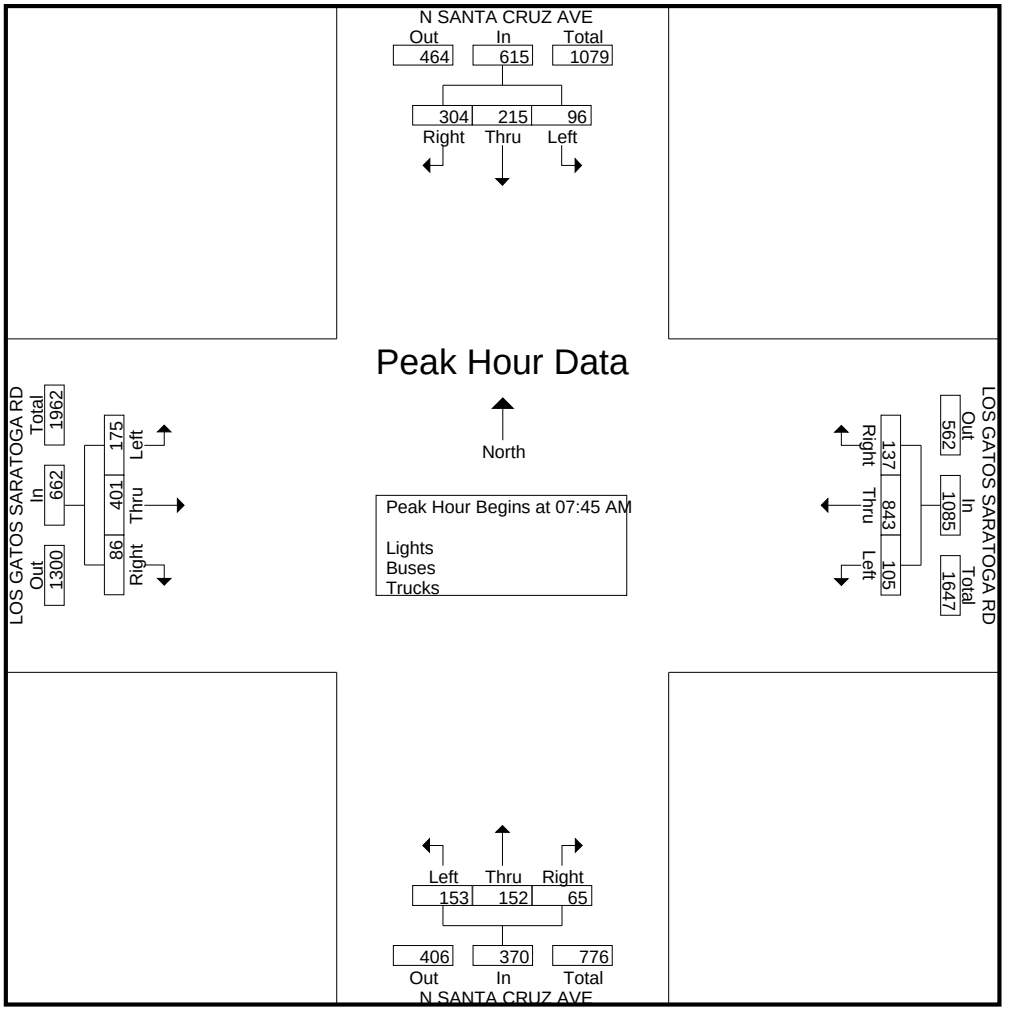

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File Name : 3AM FINAL
Site Code : 00000003
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Groups Printed- Bikes

	N SANTA CRUZ AVE Southbound					LOS GATOS SARATOGA RD Westbound					N SANTA CRUZ AVE Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	50	50	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	33.3	33.3	0	66.7	0	33.3	0	0	33.3	0	0	0	0	0	0	0	0	0	0	

	N SANTA CRUZ AVE Southbound				LOS GATOS SARATOGA RD Westbound				N SANTA CRUZ AVE Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	50	50		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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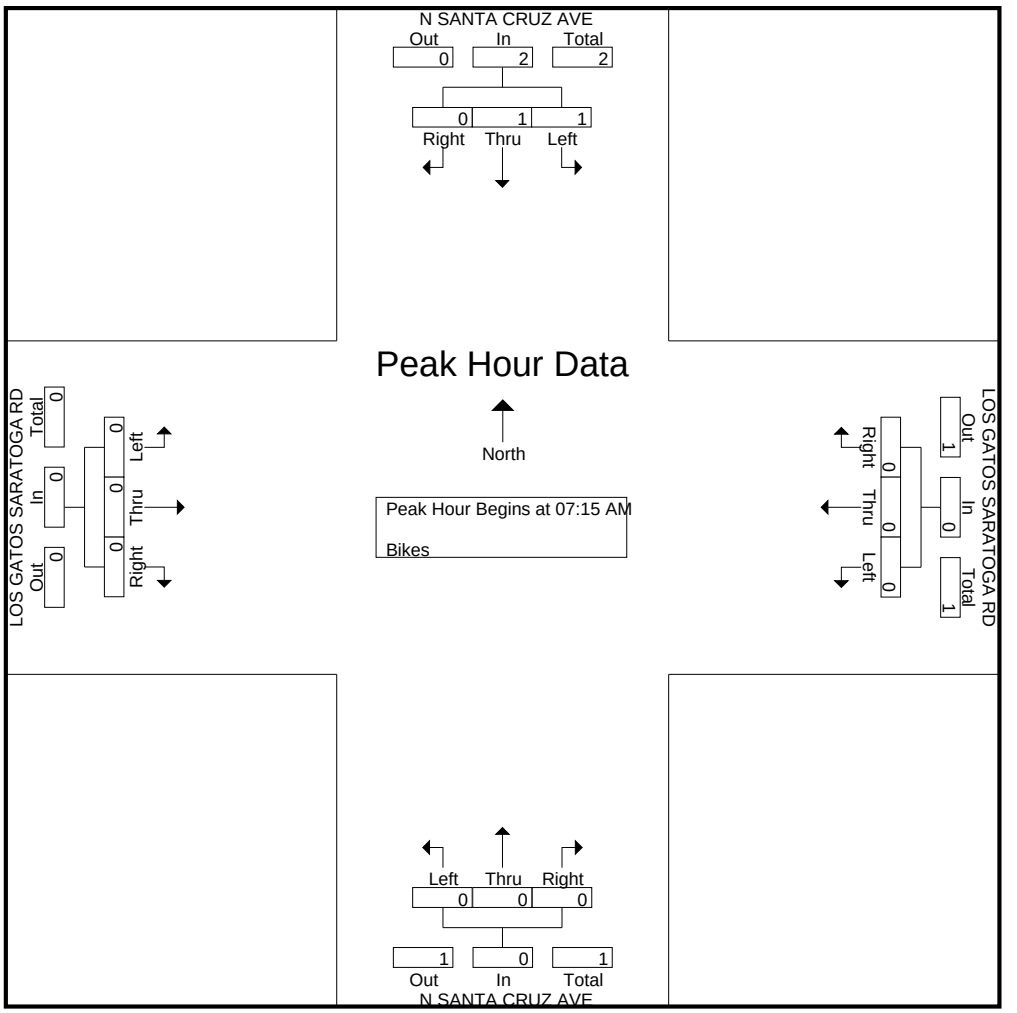

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File Name : 3PM FINAL
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Groups Printed- Lights - Buses - Trucks

	N SANTA CRUZ AVE Southbound					LOS GATOS SARATOGA RD Westbound					N SANTA CRUZ AVE Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	40	75	44	2	161	19	70	34	1	124	34	51	27	0	112	54	197	56	2	309	706
04:15 PM	37	79	53	1	170	19	64	47	5	135	20	36	32	0	88	36	206	54	0	296	689
04:30 PM	43	69	51	1	164	22	59	28	10	119	22	47	25	4	98	45	229	60	0	334	715
04:45 PM	39	76	56	1	172	24	75	47	8	154	28	39	37	1	105	37	188	43	3	271	702
Total	159	299	204	5	667	84	268	156	24	532	104	173	121	5	403	172	820	213	5	1210	2812
05:00 PM	39	63	41	1	144	36	62	36	6	140	42	35	27	0	104	43	220	71	8	342	730
05:15 PM	49	61	39	1	150	21	71	48	6	146	30	35	28	3	96	39	208	62	5	314	706
05:30 PM	31	73	43	0	147	32	87	50	3	172	34	30	25	3	92	31	189	66	6	292	703
05:45 PM	35	62	46	4	147	29	114	44	7	194	37	31	27	0	95	24	225	49	3	301	737
Total	154	259	169	6	588	118	334	178	22	652	143	131	107	6	387	137	842	248	22	1249	2876
Grand Total	313	558	373	11	1255	202	602	334	46	1184	247	304	228	11	790	309	1662	461	27	2459	5688
Apprch %	24.9	44.5	29.7	0.9		17.1	50.8	28.2	3.9		31.3	38.5	28.9	1.4		12.6	67.6	18.7	1.1		
Total %	5.5	9.8	6.6	0.2	22.1	3.6	10.6	5.9	0.8	20.8	4.3	5.3	4	0.2	13.9	5.4	29.2	8.1	0.5	43.2	
Lights	309	547	372	11	1239	196	594	334	46	1170	244	304	226	11	785	308	1647	458	27	2440	5634
% Lights	98.7	98	99.7	100	98.7	97	98.7	100	100	98.8	98.8	100	99.1	100	99.4	99.7	99.1	99.3	100	99.2	99.1
Buses	2	3	1	0	6	4	2	0	0	6	0	0	1	0	1	0	1	2	0	3	16
% Buses	0.6	0.5	0.3	0	0.5	2	0.3	0	0	0.5	0	0	0.4	0	0.1	0	0.1	0.4	0	0.1	0.3
Trucks	2	8	0	0	10	2	6	0	0	8	3	0	1	0	4	1	14	1	0	16	38
% Trucks	0.6	1.4	0	0	0.8	1	1	0	0	0.7	1.2	0	0.4	0	0.5	0.3	0.8	0.2	0	0.7	0.7

	N SANTA CRUZ AVE Southbound				LOS GATOS SARATOGA RD Westbound				N SANTA CRUZ AVE Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	39	63	41	143	**36**	62	36	134	**42**	**35**	27	**104**	**43**	220	**71**	**334**	715
05:15 PM	**49**	61	39	**149**	21	71	48	140	30	35	**28**	93	39	208	62	309	691
05:30 PM	31	**73**	43	147	32	87	**50**	169	34	30	25	89	31	189	66	286	691
05:45 PM	35	62	**46**	143	29	**114**	44	**187**	37	31	27	95	24	**225**	49	298	**723**
Total Volume	154	259	169	582	118	334	178	630	143	131	107	381	137	842	248	1227	2820
% App. Total	26.5	44.5	29		18.7	53	28.3		37.5	34.4	28.1		11.2	68.6	20.2		
PHF	.786	.887	.918	.977	.819	.732	.890	.842	.851	.936	.955	.916	.797	.936	.873	.918	.975

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File Name : 3PM FINAL
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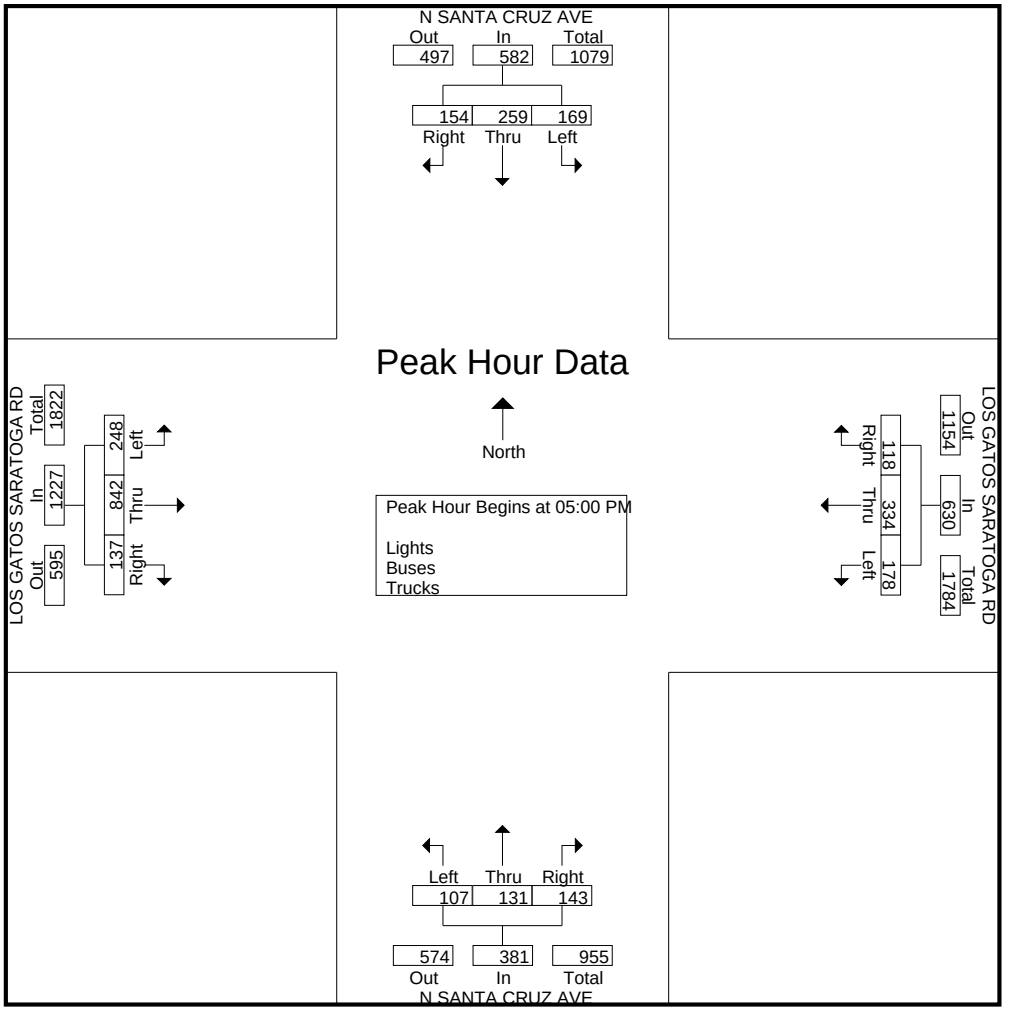

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File Name : 3PM FINAL
Site Code : 00000003
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Groups Printed- Bikes

	N SANTA CRUZ AVE Southbound					LOS GATOS SARATOGA RD Westbound					N SANTA CRUZ AVE Northbound					LOS GATOS SARATOGA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

	N SANTA CRUZ AVE Southbound				LOS GATOS SARATOGA RD Westbound				N SANTA CRUZ AVE Northbound				LOS GATOS SARATOGA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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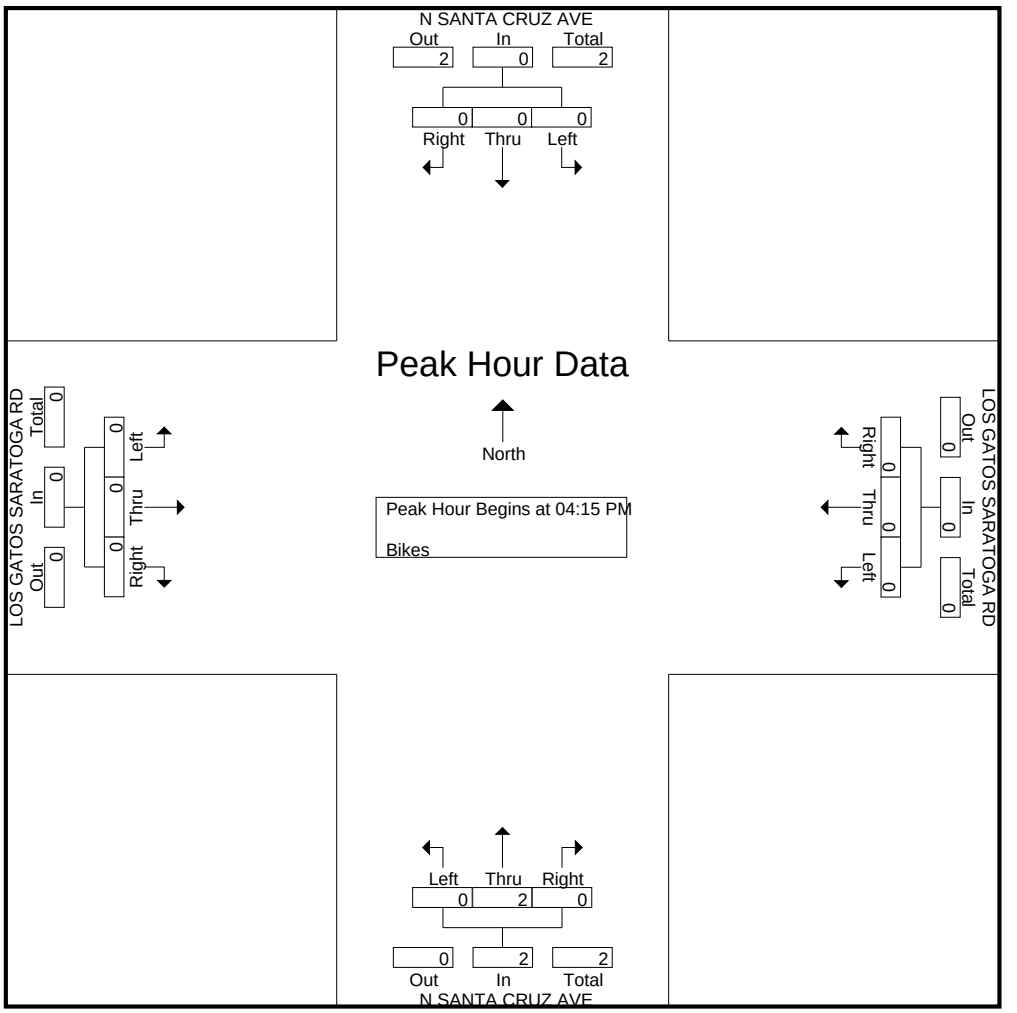

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 1/17/2019
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Groups Printed- Lights - Buses - Trucks

	N SANTA CRUZ AVE Southbound					BLOSSOM HILL RD Westbound					N SANTA CRUZ AVE Northbound					MARIPOSA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	30	12	0	43	29	0	49	1	79	5	23	0	1	29	3	1	2	2	8	159
07:15 AM	2	35	15	0	52	47	0	81	1	129	8	27	0	1	36	14	6	9	3	32	249
07:30 AM	2	70	25	0	97	58	2	87	0	147	9	42	0	1	52	13	2	4	3	22	318
07:45 AM	1	95	31	0	127	78	3	84	0	165	34	62	0	5	101	9	6	10	7	32	425
Total	6	230	83	0	319	212	5	301	2	520	56	154	0	8	218	39	15	25	15	94	1151
08:00 AM	5	73	68	0	146	93	3	86	0	182	22	74	0	5	101	6	7	13	9	35	464
08:15 AM	1	80	40	1	122	72	1	87	1	161	19	70	1	0	90	6	5	7	3	21	394
08:30 AM	1	59	24	0	84	64	0	98	0	162	14	43	0	3	60	2	4	7	1	14	320
08:45 AM	2	58	14	0	74	50	0	86	0	136	31	55	0	2	88	4	1	5	0	10	308
Total	9	270	146	1	426	279	4	357	1	641	86	242	1	10	339	18	17	32	13	80	1486
Grand Total	15	500	229	1	745	491	9	658	3	1161	142	396	1	18	557	57	32	57	28	174	2637
Apprch %	2	67.1	30.7	0.1		42.3	0.8	56.7	0.3		25.5	71.1	0.2	3.2		32.8	18.4	32.8	16.1		
Total %	0.6	19	8.7	0	28.3	18.6	0.3	25	0.1	44	5.4	15	0	0.7	21.1	2.2	1.2	2.2	1.1	6.6	
Lights	14	490	227	1	732	489	9	650	3	1151	131	388	1	18	538	54	31	56	28	169	2590
% Lights	93.3	98	99.1	100	98.3	99.6	100	98.8	100	99.1	92.3	98	100	100	96.6	94.7	96.9	98.2	100	97.1	98.2
Buses	0	3	0	0	3	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	9
% Buses	0	0.6	0	0	0.4	0	0	0	0	0	2.8	0.5	0	0	1.1	0	0	0	0	0	0.3
Trucks	1	7	2	0	10	2	0	8	0	10	7	6	0	0	13	3	1	1	0	5	38
% Trucks	6.7	1.4	0.9	0	1.3	0.4	0	1.2	0	0.9	4.9	1.5	0	0	2.3	5.3	3.1	1.8	0	2.9	1.4

	N SANTA CRUZ AVE Southbound				BLOSSOM HILL RD Westbound				N SANTA CRUZ AVE Northbound				MARIPOSA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	**95**	31	127	78	**3**	84	165	**34**	62	0	**96**	**9**	6	10	25	413
08:00 AM	**5**	73	**68**	**146**	**93**	3	86	**182**	22	**74**	0	96	6	**7**	**13**	**26**	**450**
08:15 AM	1	80	40	121	72	1	87	160	19	70	**1**	90	6	5	7	18	389
08:30 AM	1	59	24	84	64	0	**98**	162	14	43	0	57	2	4	7	13	316
Total Volume	8	307	163	478	307	7	355	669	89	249	1	339	23	22	37	82	1568
% App. Total	1.7	64.2	34.1		45.9	1	53.1		26.3	73.5	0.3		28	26.8	45.1		
PHF	.400	.808	.599	.818	.825	.583	.906	.919	.654	.841	.250	.883	.639	.786	.712	.788	.871

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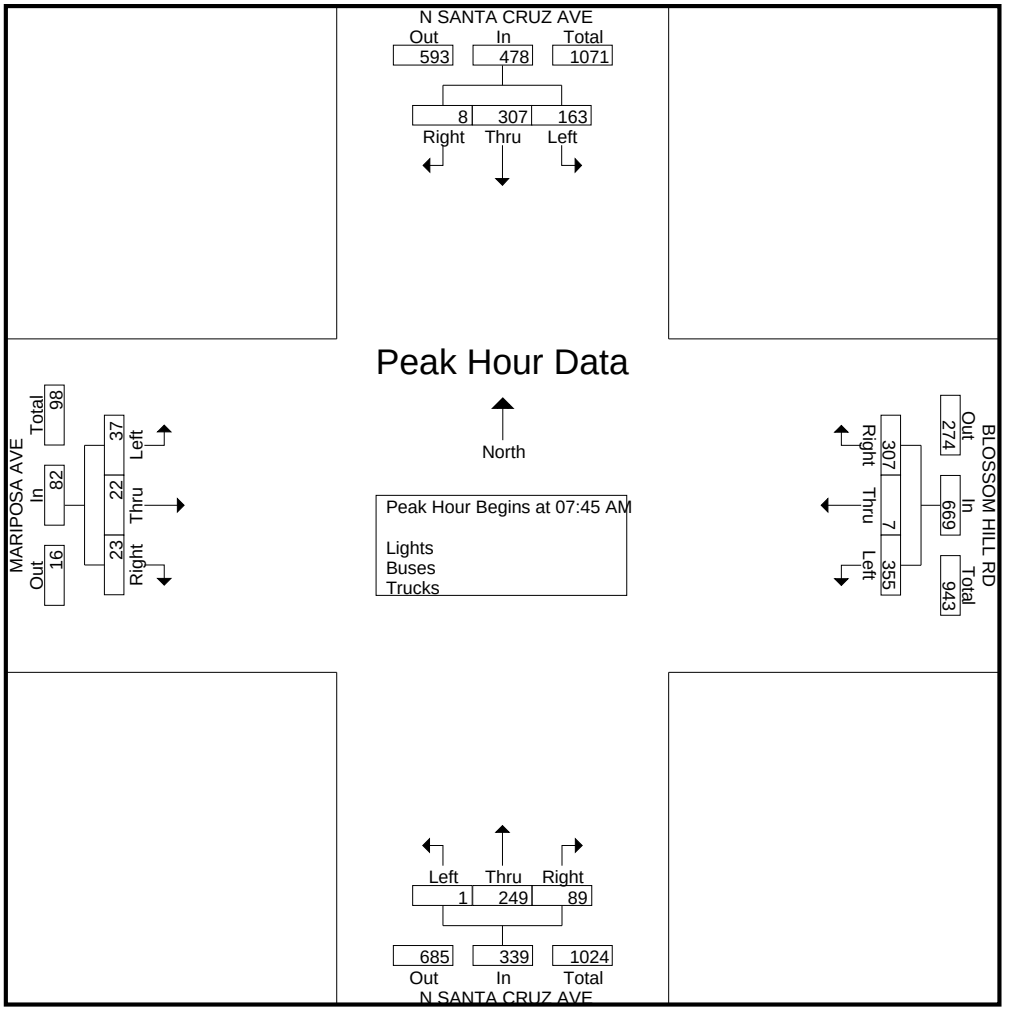

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Groups Printed- Bikes

	N SANTA CRUZ AVE Southbound					BLOSSOM HILL RD Westbound					N SANTA CRUZ AVE Northbound					MARIPOSA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		33.3	66.7	0	0		
Total %	0	40	0	0	40	0	0	0	0	0	0	0	0	0	0	20	40	0	0	60	

	N SANTA CRUZ AVE Southbound				BLOSSOM HILL RD Westbound				N SANTA CRUZ AVE Northbound				MARIPOSA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	**2**
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	1	2	0	3	5
% App. Total	0	100	0		0	0	0		0	0	0		33.3	66.7	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375	.625

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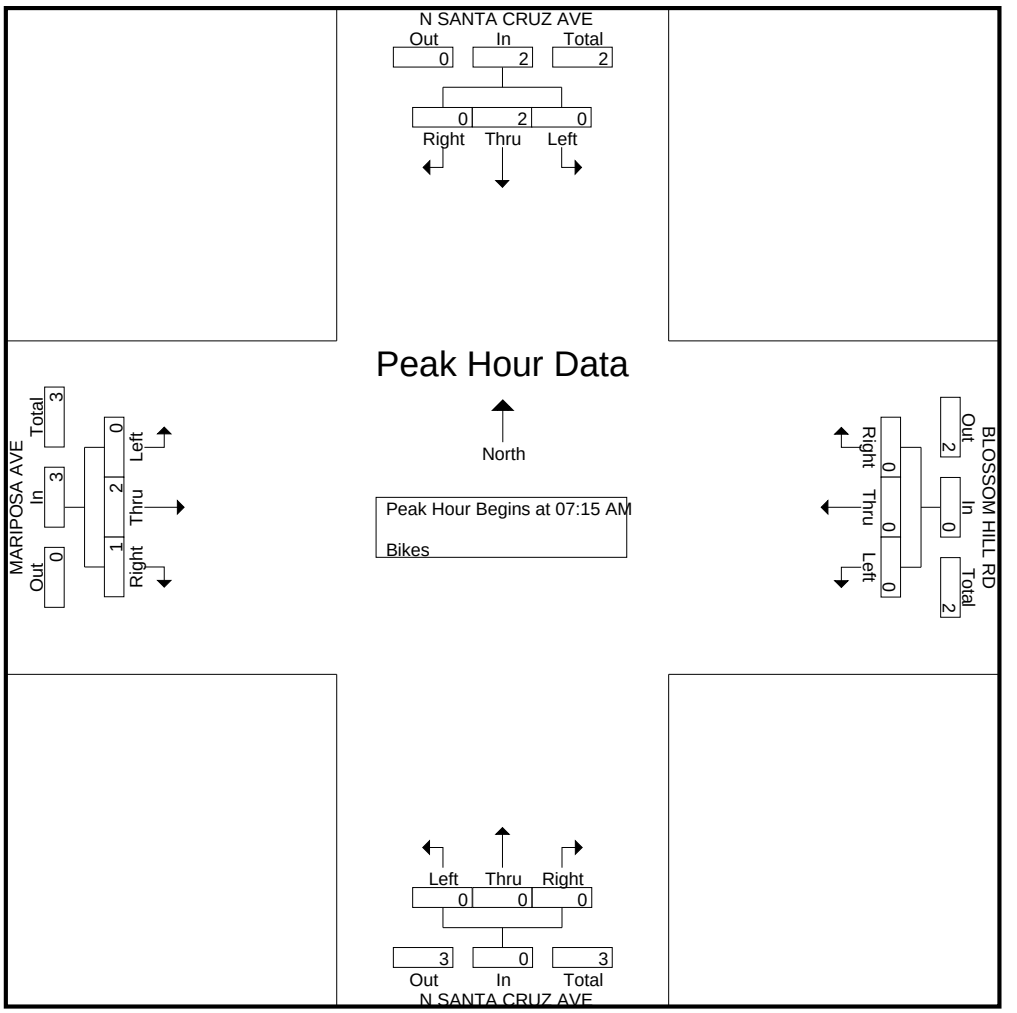

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Groups Printed- Lights - Buses - Trucks

	N SANTA CRUZ AVE Southbound					BLOSSOM HILL RD Westbound					N SANTA CRUZ AVE Northbound					MARIPOSA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	135	63	2	204	45	3	52	1	101	40	68	0	0	108	5	0	8	1	14	427
04:15 PM	4	138	33	0	175	30	2	49	0	81	35	66	2	0	103	6	6	5	0	17	376
04:30 PM	4	120	46	0	170	43	2	54	5	104	42	66	0	4	112	3	5	3	3	14	400
04:45 PM	2	129	53	2	186	27	2	47	1	77	31	56	1	1	89	4	5	6	4	19	371
Total	14	522	195	4	735	145	9	202	7	363	148	256	3	5	412	18	16	22	8	64	1574
05:00 PM	4	78	72	0	154	48	3	33	0	84	57	64	0	4	125	7	2	8	3	20	383
05:15 PM	2	115	61	0	178	40	2	48	1	91	46	66	1	0	113	5	5	1	1	12	394
05:30 PM	1	96	49	2	148	48	3	49	0	100	50	60	0	0	110	5	1	10	2	18	376
05:45 PM	1	89	45	0	135	42	7	45	1	95	40	67	2	3	112	2	4	7	0	13	355
Total	8	378	227	2	615	178	15	175	2	370	193	257	3	7	460	19	12	26	6	63	1508
Grand Total	22	900	422	6	1350	323	24	377	9	733	341	513	6	12	872	37	28	48	14	127	3082
Apprch %	1.6	66.7	31.3	0.4		44.1	3.3	51.4	1.2		39.1	58.8	0.7	1.4		29.1	22	37.8	11		
Total %	0.7	29.2	13.7	0.2	43.8	10.5	0.8	12.2	0.3	23.8	11.1	16.6	0.2	0.4	28.3	1.2	0.9	1.6	0.5	4.1	
Lights	22	893	420	6	1341	318	24	376	9	727	340	507	6	12	865	37	27	48	14	126	3059
% Lights	100	99.2	99.5	100	99.3	98.5	100	99.7	100	99.2	99.7	98.8	100	100	99.2	100	96.4	100	100	99.2	99.3
Buses	0	3	0	0	3	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	9
% Buses	0	0.3	0	0	0.2	0.3	0	0.3	0	0.3	0	0.8	0	0	0.5	0	0	0	0	0	0.3
Trucks	0	4	2	0	6	4	0	0	0	4	1	2	0	0	3	0	1	0	0	1	14
% Trucks	0	0.4	0.5	0	0.4	1.2	0	0	0	0.5	0.3	0.4	0	0	0.3	0	3.6	0	0	0.8	0.5

	N SANTA CRUZ AVE Southbound				BLOSSOM HILL RD Westbound				N SANTA CRUZ AVE Northbound				MARIPOSA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**4**	135	**63**	**202**	**45**	**3**	52	**100**	40	**68**	0	**108**	5	0	**8**	13	**423**
04:15 PM	4	**138**	33	175	30	2	49	81	35	66	**2**	103	**6**	**6**	5	**17**	376
04:30 PM	4	120	46	170	43	2	**54**	99	**42**	66	0	108	3	5	3	11	388
04:45 PM	2	129	53	184	27	2	47	76	31	56	1	88	4	5	6	15	363
Total Volume	14	522	195	731	145	9	202	356	148	256	3	407	18	16	22	56	1550
% App. Total	1.9	71.4	26.7		40.7	2.5	56.7		36.4	62.9	0.7		32.1	28.6	39.3		
PHF	.875	.946	.774	.905	.806	.750	.935	.890	.881	.941	.375	.942	.750	.667	.688	.824	.916

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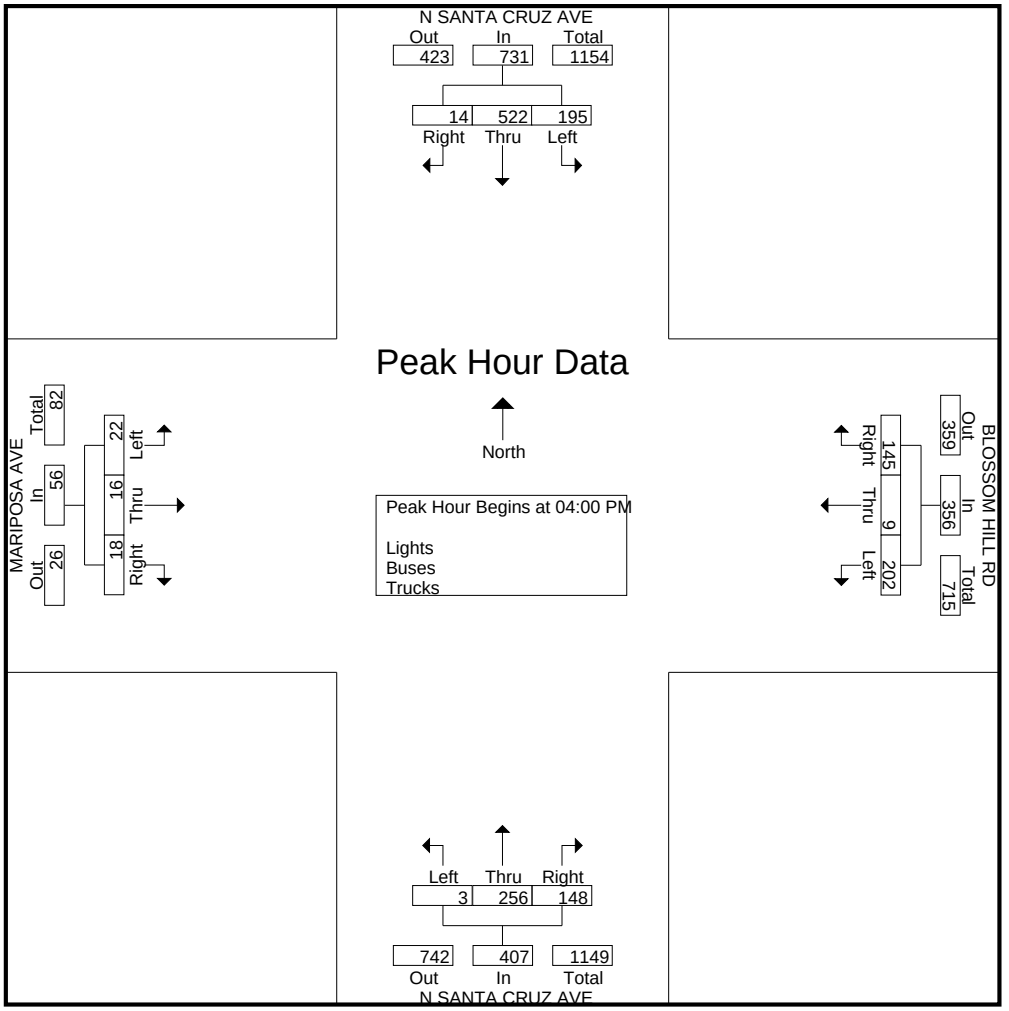

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Groups Printed- Bikes

	N SANTA CRUZ AVE Southbound					BLOSSOM HILL RD Westbound					N SANTA CRUZ AVE Northbound					MARIPOSA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Apprch %	50	50	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	33.3	33.3	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	

	N SANTA CRUZ AVE Southbound				BLOSSOM HILL RD Westbound				N SANTA CRUZ AVE Northbound				MARIPOSA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	50	50	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

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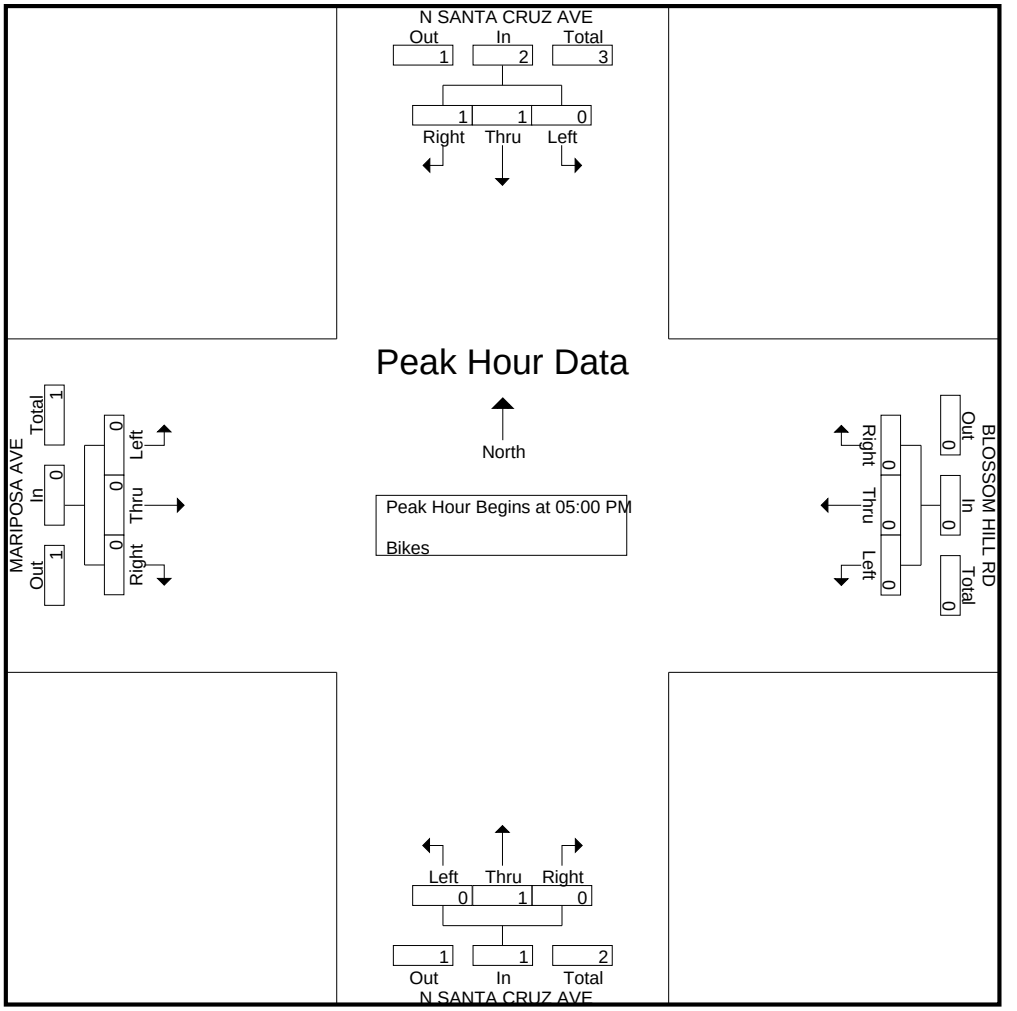

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Groups Printed- Lights - Buses - Trucks

	N SANTA CRUZ AVE Southbound					W MAIN ST Westbound					S SANTA CRUZ AVE Northbound					W MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	12	7	0	26	9	6	8	1	24	28	56	2	2	88	1	7	1	3	12	150
07:15 AM	3	15	4	7	29	9	5	10	0	24	35	56	8	3	102	2	6	4	6	18	173
07:30 AM	8	16	14	0	38	14	15	10	3	42	72	49	1	3	125	4	17	3	0	24	229
07:45 AM	15	11	32	4	62	20	21	28	1	70	89	47	10	7	153	3	19	23	2	47	332
Total	33	54	57	11	155	52	47	56	5	160	224	208	21	15	468	10	49	31	11	101	884
08:00 AM	6	16	29	1	52	23	16	22	0	61	47	45	3	0	95	1	19	14	4	38	246
08:15 AM	3	21	16	1	41	25	10	16	0	51	29	48	1	1	79	6	3	2	2	13	184
08:30 AM	7	17	10	1	35	14	16	13	1	44	28	40	6	4	78	4	7	9	1	21	178
08:45 AM	9	24	20	1	54	16	15	15	1	47	36	43	5	2	86	4	4	9	0	17	204
Total	25	78	75	4	182	78	57	66	2	203	140	176	15	7	338	15	33	34	7	89	812
Grand Total	58	132	132	15	337	130	104	122	7	363	364	384	36	22	806	25	82	65	18	190	1696
Apprch %	17.2	39.2	39.2	4.5		35.8	28.7	33.6	1.9		45.2	47.6	4.5	2.7		13.2	43.2	34.2	9.5		
Total %	3.4	7.8	7.8	0.9	19.9	7.7	6.1	7.2	0.4	21.4	21.5	22.6	2.1	1.3	47.5	1.5	4.8	3.8	1.1	11.2	
Lights	56	130	127	15	328	127	103	118	7	355	356	378	36	22	792	25	80	65	18	188	1663
% Lights	96.6	98.5	96.2	100	97.3	97.7	99	96.7	100	97.8	97.8	98.4	100	100	98.3	100	97.6	100	100	98.9	98.1
Buses	0	1	4	0	5	1	0	1	0	2	5	1	0	0	6	0	0	0	0	0	13
% Buses	0	0.8	3	0	1.5	0.8	0	0.8	0	0.6	1.4	0.3	0	0	0.7	0	0	0	0	0	0.8
Trucks	2	1	1	0	4	2	1	3	0	6	3	5	0	0	8	0	2	0	0	2	20
% Trucks	3.4	0.8	0.8	0	1.2	1.5	1	2.5	0	1.7	0.8	1.3	0	0	1	0	2.4	0	0	1.1	1.2

	N SANTA CRUZ AVE Southbound				W MAIN ST Westbound				S SANTA CRUZ AVE Northbound				W MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	16	14	38	14	15	10	39	72	**49**	1	122	4	17	3	24	223
07:45 AM	**15**	11	**32**	**58**	20	**21**	**28**	**69**	**89**	47	**10**	**146**	3	**19**	**23**	**45**	**318**
08:00 AM	6	16	29	51	23	16	22	61	47	45	3	95	1	19	14	34	241
08:15 AM	3	**21**	16	40	**25**	10	16	51	29	48	1	78	**6**	3	2	11	180
Total Volume	32	64	91	187	82	62	76	220	237	189	15	441	14	58	42	114	962
% App. Total	17.1	34.2	48.7		37.3	28.2	34.5		53.7	42.9	3.4		12.3	50.9	36.8		
PHF	.533	.762	.711	.806	.820	.738	.679	.797	.666	.964	.375	.755	.583	.763	.457	.633	.756

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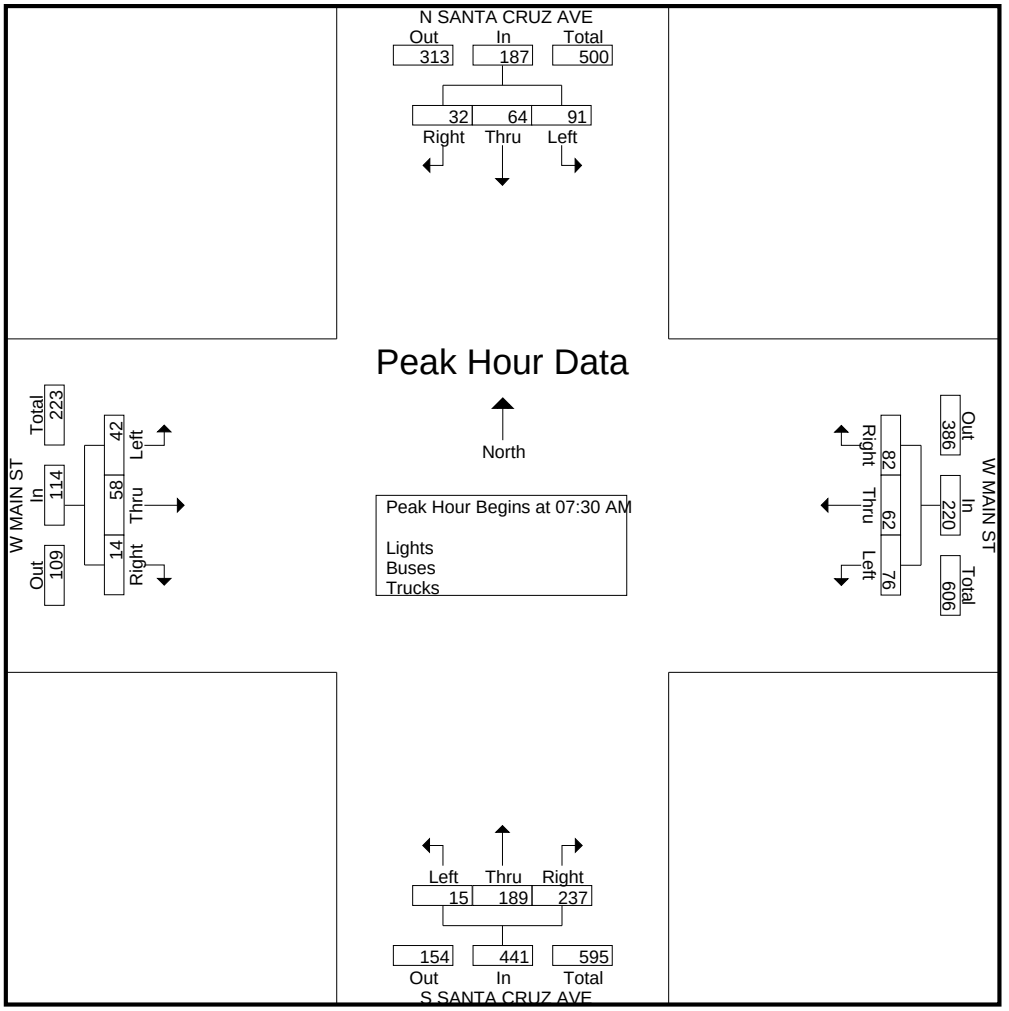

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Groups Printed- Bikes

	N SANTA CRUZ AVE Southbound					W MAIN ST Westbound					S SANTA CRUZ AVE Northbound					W MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	N SANTA CRUZ AVE Southbound				W MAIN ST Westbound				S SANTA CRUZ AVE Northbound				W MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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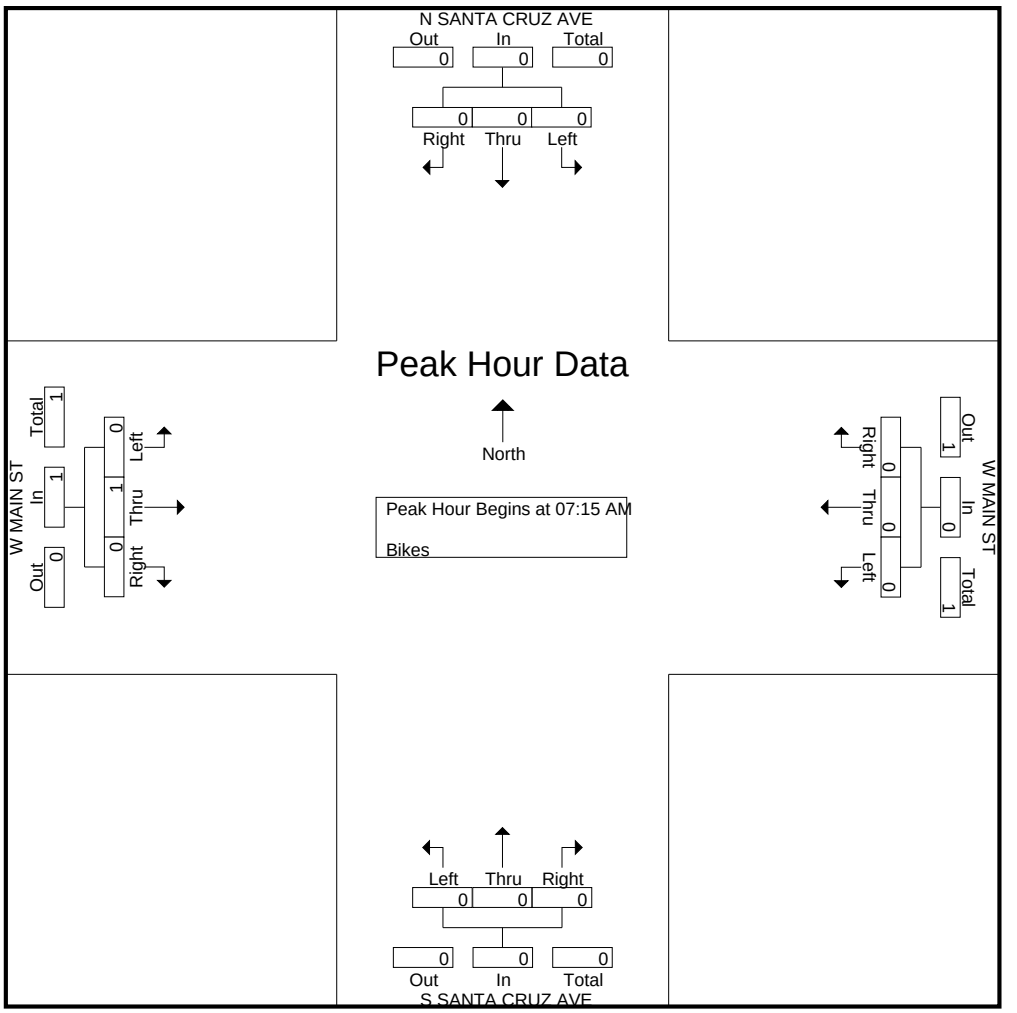

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Groups Printed- Lights - Buses - Trucks

	N SANTA CRUZ AVE Southbound					W MAIN ST Westbound					S SANTA CRUZ AVE Northbound					W MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	10	53	25	7	95	28	15	39	4	86	42	39	2	1	84	17	22	15	11	65	330
04:15 PM	6	55	25	4	90	18	16	46	4	84	46	32	3	5	86	36	32	16	4	88	348
04:30 PM	13	57	16	5	91	19	13	52	3	87	33	22	7	7	69	26	21	12	4	63	310
04:45 PM	12	49	31	4	96	27	7	30	10	74	49	36	3	7	95	29	17	13	17	76	341
Total	41	214	97	20	372	92	51	167	21	331	170	129	15	20	334	108	92	56	36	292	1329
05:00 PM	10	39	22	6	77	17	18	33	5	73	55	31	3	2	91	23	19	24	10	76	317
05:15 PM	9	41	28	10	88	25	10	29	5	69	41	32	4	1	78	19	15	4	4	42	277
05:30 PM	12	39	25	6	82	27	18	34	5	84	39	23	9	6	77	23	16	6	16	61	304
05:45 PM	18	40	25	9	92	24	17	32	22	95	40	21	5	14	80	20	14	12	11	57	324
Total	49	159	100	31	339	93	63	128	37	321	175	107	21	23	326	85	64	46	41	236	1222
Grand Total	90	373	197	51	711	185	114	295	58	652	345	236	36	43	660	193	156	102	77	528	2551
Apprch %	12.7	52.5	27.7	7.2		28.4	17.5	45.2	8.9		52.3	35.8	5.5	6.5		36.6	29.5	19.3	14.6		
Total %	3.5	14.6	7.7	2	27.9	7.3	4.5	11.6	2.3	25.6	13.5	9.3	1.4	1.7	25.9	7.6	6.1	4	3	20.7	
Lights	90	368	193	51	702	185	114	295	58	652	340	234	36	43	653	193	156	100	77	526	2533
% Lights	100	98.7	98	100	98.7	100	100	100	100	100	98.6	99.2	100	100	98.9	100	100	98	100	99.6	99.3
Buses	0	0	3	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
% Buses	0	0	1.5	0	0.4	0	0	0	0	0	0.9	0	0	0	0.5	0	0	0	0	0	0.2
Trucks	0	5	1	0	6	0	0	0	0	0	2	2	0	0	4	0	0	2	0	2	12
% Trucks	0	1.3	0.5	0	0.8	0	0	0	0	0	0.6	0.8	0	0	0.6	0	0	2	0	0.4	0.5

	N SANTA CRUZ AVE Southbound				W MAIN ST Westbound				S SANTA CRUZ AVE Northbound				W MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	10	53	25	88	**28**	15	39	82	42	**39**	2	83	17	22	15	54	307
04:15 PM	6	55	25	86	18	**16**	46	80	46	32	3	81	**36**	**32**	**16**	**84**	**331**
04:30 PM	**13**	**57**	16	86	19	13	**52**	**84**	33	22	**7**	62	26	21	12	59	291
04:45 PM	12	49	**31**	**92**	27	7	30	64	**49**	36	3	**88**	29	17	13	59	303
Total Volume	41	214	97	352	92	51	167	310	170	129	15	314	108	92	56	256	1232
% App. Total	11.6	60.8	27.6		29.7	16.5	53.9		54.1	41.1	4.8		42.2	35.9	21.9		
PHF	.788	.939	.782	.957	.821	.797	.803	.923	.867	.827	.536	.892	.750	.719	.875	.762	.931

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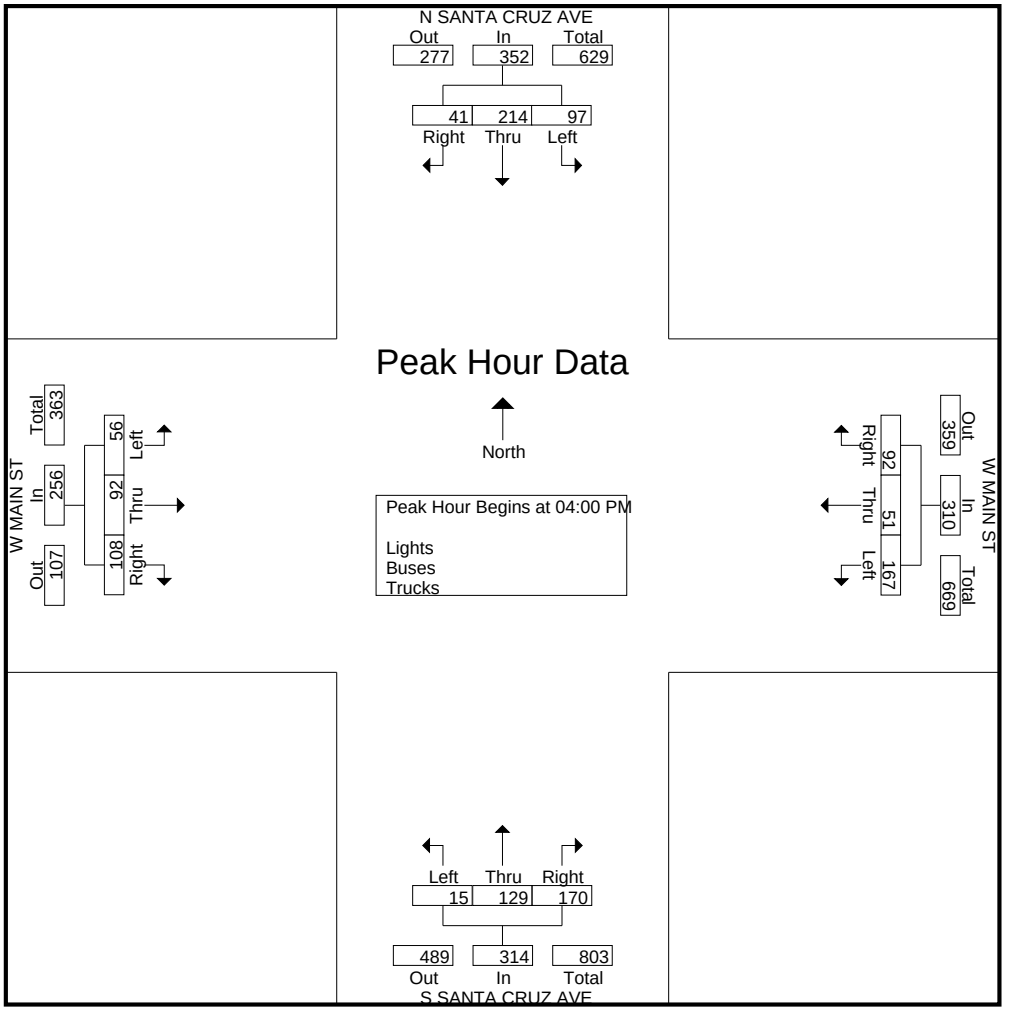

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File Name : 5PM FINAL
Site Code : 00000005
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Groups Printed- Bikes

	N SANTA CRUZ AVE Southbound					W MAIN ST Westbound					S SANTA CRUZ AVE Northbound					W MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Grand Total	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Apprch %	100	0	0	0		50	50	0	0		0	0	0	0		0	100	0	0		
Total %	25	0	0	0	25	25	25	0	0	50	0	0	0	0	0	0	25	0	0	25	

	N SANTA CRUZ AVE Southbound				W MAIN ST Westbound				S SANTA CRUZ AVE Northbound				W MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
05:15 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	1	1	0	2	0	0	0	0	0	1	0	1	4
% App. Total	100	0	0		50	50	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.500

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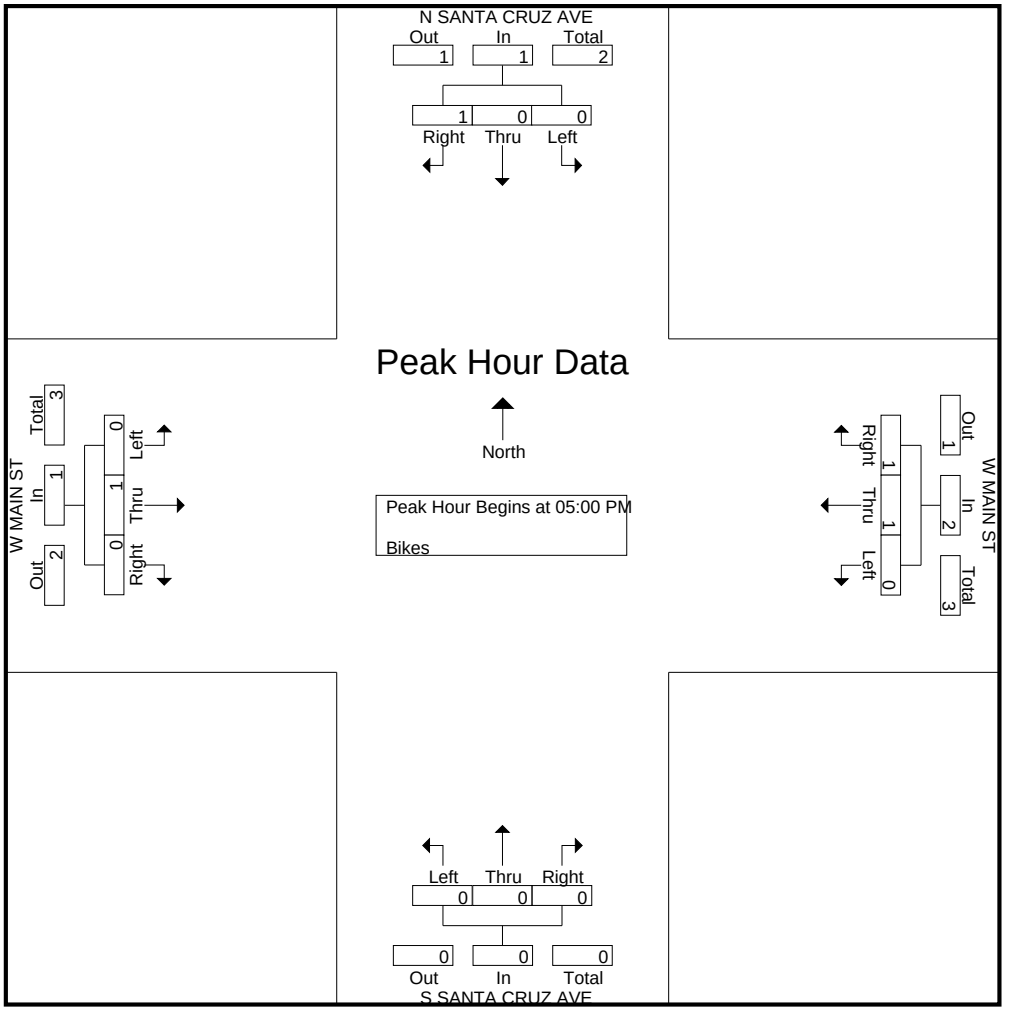

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File Name : 6AM FINAL
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Groups Printed- Lights - Buses - Trucks

	UNIVERSITY AVE Southbound					W MAIN ST Westbound					Northbound					W MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	0	12	3	24	17	24	0	0	41	0	0	0	0	0	0	24	5	4	33	98
07:15 AM	14	0	17	2	33	33	18	0	0	51	0	0	0	0	0	0	29	11	2	42	126
07:30 AM	12	0	25	0	37	44	42	0	0	86	0	0	0	0	0	0	81	10	3	94	217
07:45 AM	19	0	65	9	93	87	61	0	0	148	0	0	0	0	0	0	102	19	3	124	365
Total	54	0	119	14	187	181	145	0	0	326	0	0	0	0	0	0	236	45	12	293	806
08:00 AM	9	0	75	5	89	110	60	0	0	170	0	0	0	0	0	0	84	6	2	92	351
08:15 AM	23	0	25	4	52	58	39	0	0	97	0	0	0	0	0	0	25	12	5	42	191
08:30 AM	23	0	26	3	52	34	33	0	0	67	0	0	0	0	0	0	30	8	3	41	160
08:45 AM	30	0	26	1	57	28	38	0	0	66	0	0	0	0	0	0	39	15	10	64	187
Total	85	0	152	13	250	230	170	0	0	400	0	0	0	0	0	0	178	41	20	239	889
Grand Total	139	0	271	27	437	411	315	0	0	726	0	0	0	0	0	0	414	86	32	532	1695
Apprch %	31.8	0	62	6.2		56.6	43.4	0	0		0	0	0	0		0	77.8	16.2	6		
Total %	8.2	0	16	1.6	25.8	24.2	18.6	0	0	42.8	0	0	0	0	0	0	24.4	5.1	1.9	31.4	
Lights	138	0	266	27	431	407	304	0	0	711	0	0	0	0	0	0	404	82	32	518	1660
% Lights	99.3	0	98.2	100	98.6	99	96.5	0	0	97.9	0	0	0	0	0	0	97.6	95.3	100	97.4	97.9
Buses	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	6	3	0	9	17
% Buses	0	0	0.7	0	0.5	0.2	1.6	0	0	0.8	0	0	0	0	0	0	1.4	3.5	0	1.7	1
Trucks	1	0	3	0	4	3	6	0	0	9	0	0	0	0	0	0	4	1	0	5	18
% Trucks	0.7	0	1.1	0	0.9	0.7	1.9	0	0	1.2	0	0	0	0	0	0	1	1.2	0	0.9	1.1

	UNIVERSITY AVE Southbound				W MAIN ST Westbound				Northbound				W MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	0	25	37	44	42	0	86	0	0	0	0	0	81	10	91	214
07:45 AM	19	0	65	**84**	87	**61**	0	148	0	0	0	0	0	**102**	**19**	**121**	**353**
08:00 AM	9	0	**75**	84	**110**	60	0	**170**	0	0	0	0	0	84	6	90	344
08:15 AM	**23**	0	25	48	58	39	0	97	0	0	0	0	0	25	12	37	182
Total Volume	63	0	190	253	299	202	0	501	0	0	0	0	0	292	47	339	1093
% App. Total	24.9	0	75.1		59.7	40.3	0		0	0	0		0	86.1	13.9		
PHF	.685	.000	.633	.753	.680	.828	.000	.737	.000	.000	.000	.000	.000	.716	.618	.700	.774

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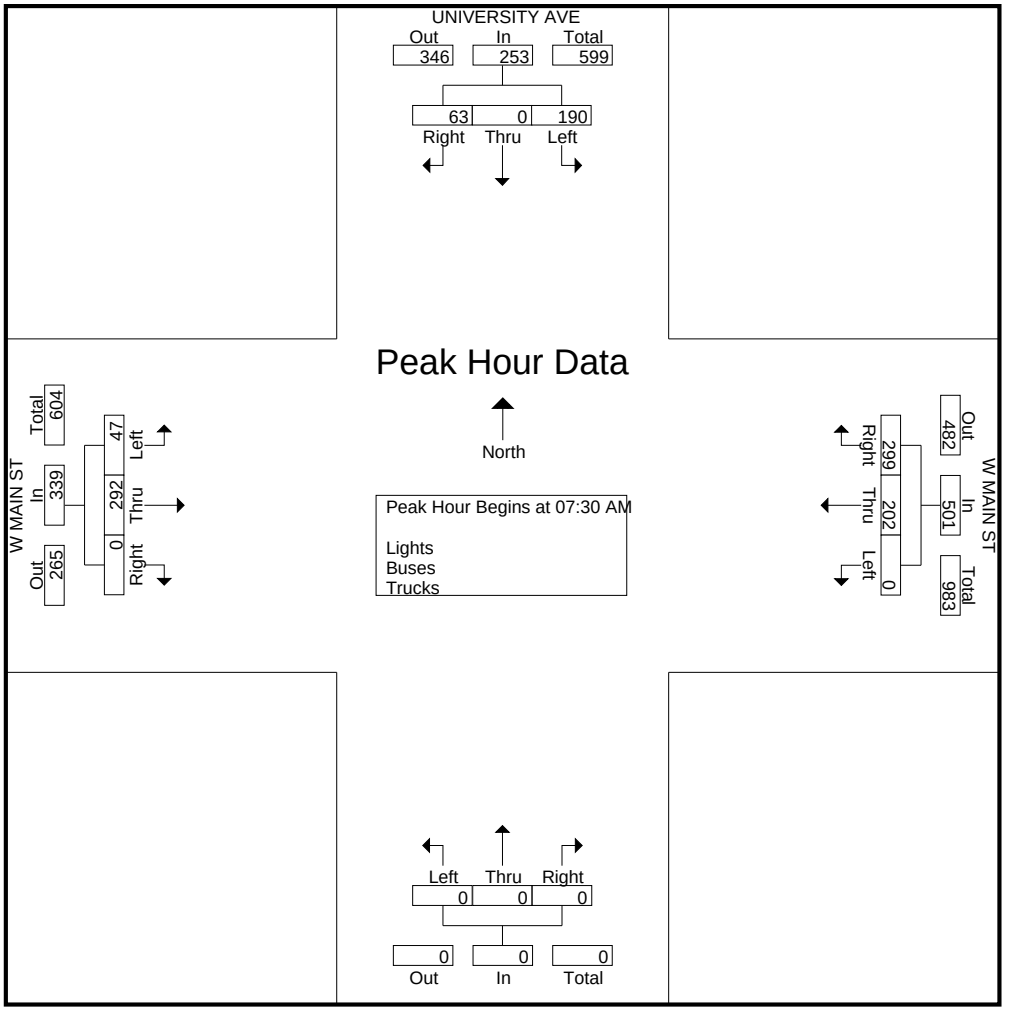

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Groups Printed- Bikes

	UNIVERSITY AVE Southbound					W MAIN ST Westbound					Northbound					W MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	UNIVERSITY AVE Southbound				W MAIN ST Westbound				Northbound				W MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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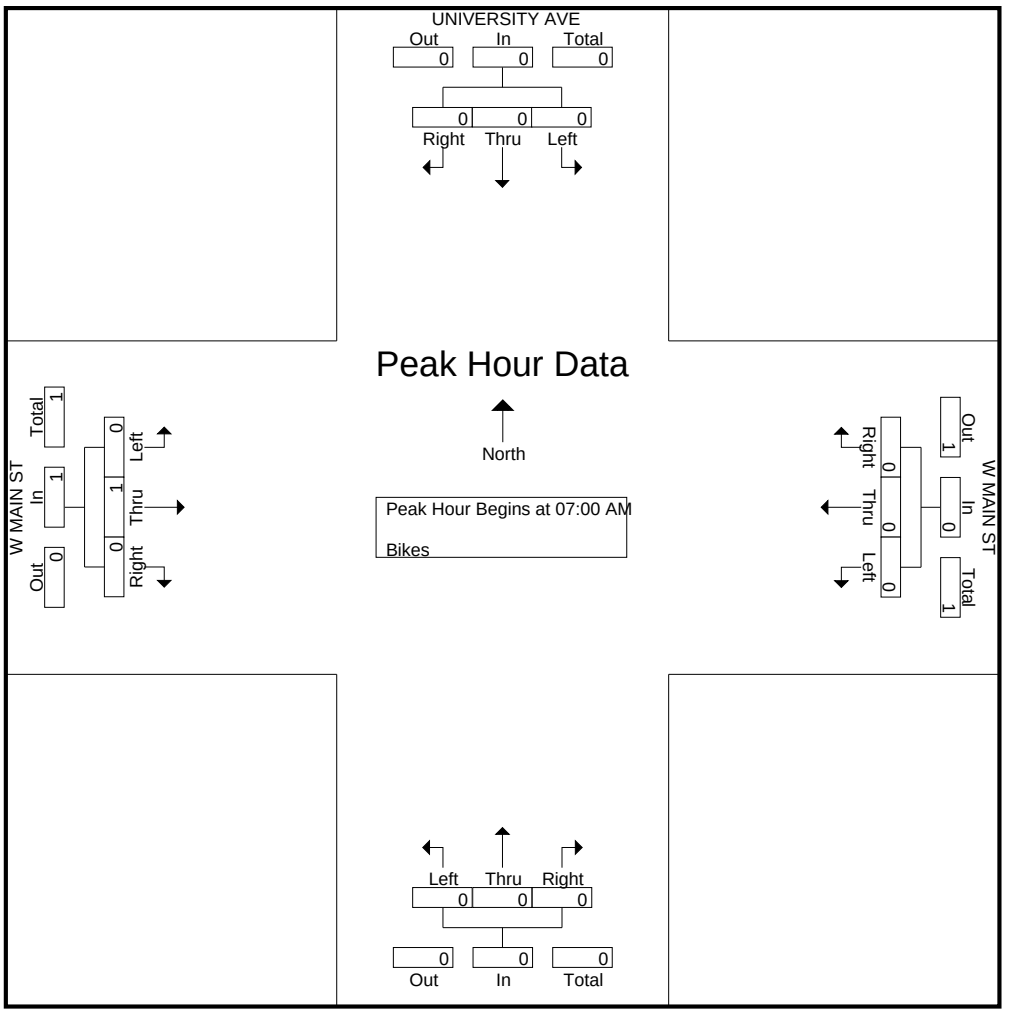

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Groups Printed- Lights - Buses - Trucks

	UNIVERSITY AVE Southbound					W MAIN ST Westbound					Northbound					W MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	29	0	44	12	85	26	56	0	1	83	0	0	0	0	0	0	48	30	11	89	257
04:15 PM	38	0	47	18	103	35	56	0	0	91	0	0	0	0	0	0	56	29	6	91	285
04:30 PM	29	0	39	9	77	56	67	0	0	123	0	0	0	0	0	0	39	13	15	67	267
04:45 PM	25	0	44	12	81	42	59	0	0	101	0	0	0	0	0	0	50	26	9	85	267
Total	121	0	174	51	346	159	238	0	1	398	0	0	0	0	0	0	193	98	41	332	1076
05:00 PM	21	0	46	6	73	39	53	0	1	93	0	0	0	0	0	0	56	34	5	95	261
05:15 PM	21	0	50	9	80	42	51	0	0	93	0	0	0	0	0	0	50	26	9	85	258
05:30 PM	35	0	34	21	90	37	61	0	0	98	0	0	0	0	0	0	52	19	6	77	265
05:45 PM	29	0	38	11	78	28	56	0	0	84	0	0	0	0	0	0	50	19	19	88	250
Total	106	0	168	47	321	146	221	0	1	368	0	0	0	0	0	0	208	98	39	345	1034
Grand Total	227	0	342	98	667	305	459	0	2	766	0	0	0	0	0	0	401	196	80	677	2110
Apprch %	34	0	51.3	14.7		39.8	59.9	0	0.3		0	0	0	0		0	59.2	29	11.8		
Total %	10.8	0	16.2	4.6	31.6	14.5	21.8	0	0.1	36.3	0	0	0	0	0	0	19	9.3	3.8	32.1	
Lights	227	0	339	98	664	305	456	0	2	763	0	0	0	0	0	0	397	191	80	668	2095
% Lights	100	0	99.1	100	99.6	100	99.3	0	100	99.6	0	0	0	0	0	0	99	97.4	100	98.7	99.3
Buses	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	3	3	0	6	11
% Buses	0	0	0.6	0	0.3	0	0.7	0	0	0.4	0	0	0	0	0	0	0.7	1.5	0	0.9	0.5
Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	4
% Trucks	0	0	0.3	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0.2	1	0	0.4	0.2

	UNIVERSITY AVE Southbound				W MAIN ST Westbound				Northbound				W MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**38**	0	**47**	**85**	35	56	0	91	0	0	0	0	0	**56**	29	85	**261**
04:30 PM	29	0	39	68	**56**	**67**	0	**123**	0	0	0	0	0	39	13	52	243
04:45 PM	25	0	44	69	42	59	0	101	0	0	0	0	0	50	26	76	246
05:00 PM	21	0	46	67	39	53	0	92	0	0	0	0	0	56	**34**	**90**	249
Total Volume	113	0	176	289	172	235	0	407	0	0	0	0	0	201	102	303	999
% App. Total	39.1	0	60.9		42.3	57.7	0		0	0	0		0	66.3	33.7		
PHF	.743	.000	.936	.850	.768	.877	.000	.827	.000	.000	.000	.000	.000	.897	.750	.842	.957

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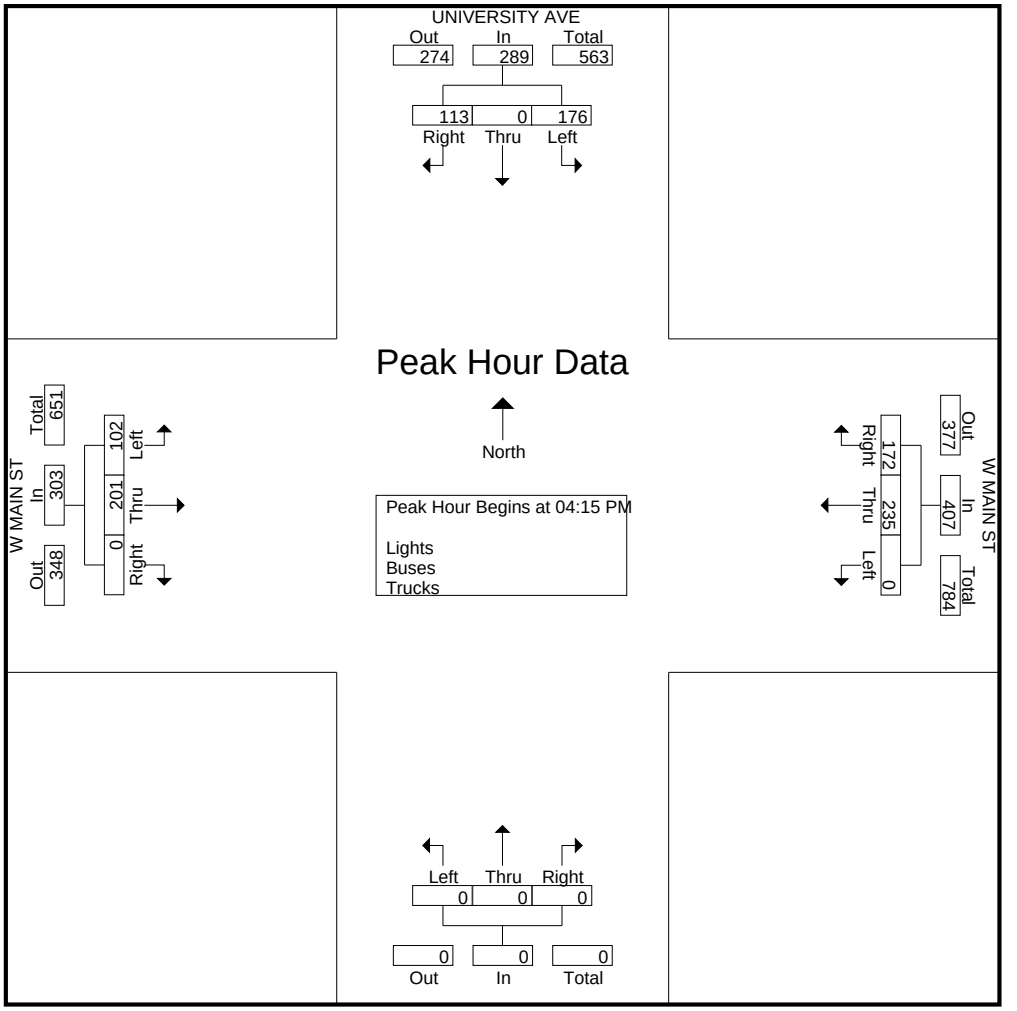

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Groups Printed- Bikes

	UNIVERSITY AVE Southbound					W MAIN ST Westbound					Northbound					W MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	5
Apprch %	0	0	100	0		50	50	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	20	0	20	20	20	0	0	40	0	0	0	0	0	0	40	0	0	40	

	UNIVERSITY AVE Southbound				W MAIN ST Westbound				Northbound				W MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:15 PM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	1	1	1	1	0	2	0	0	0	0	0	1	0	1	4
% App. Total	0	0	100		50	50	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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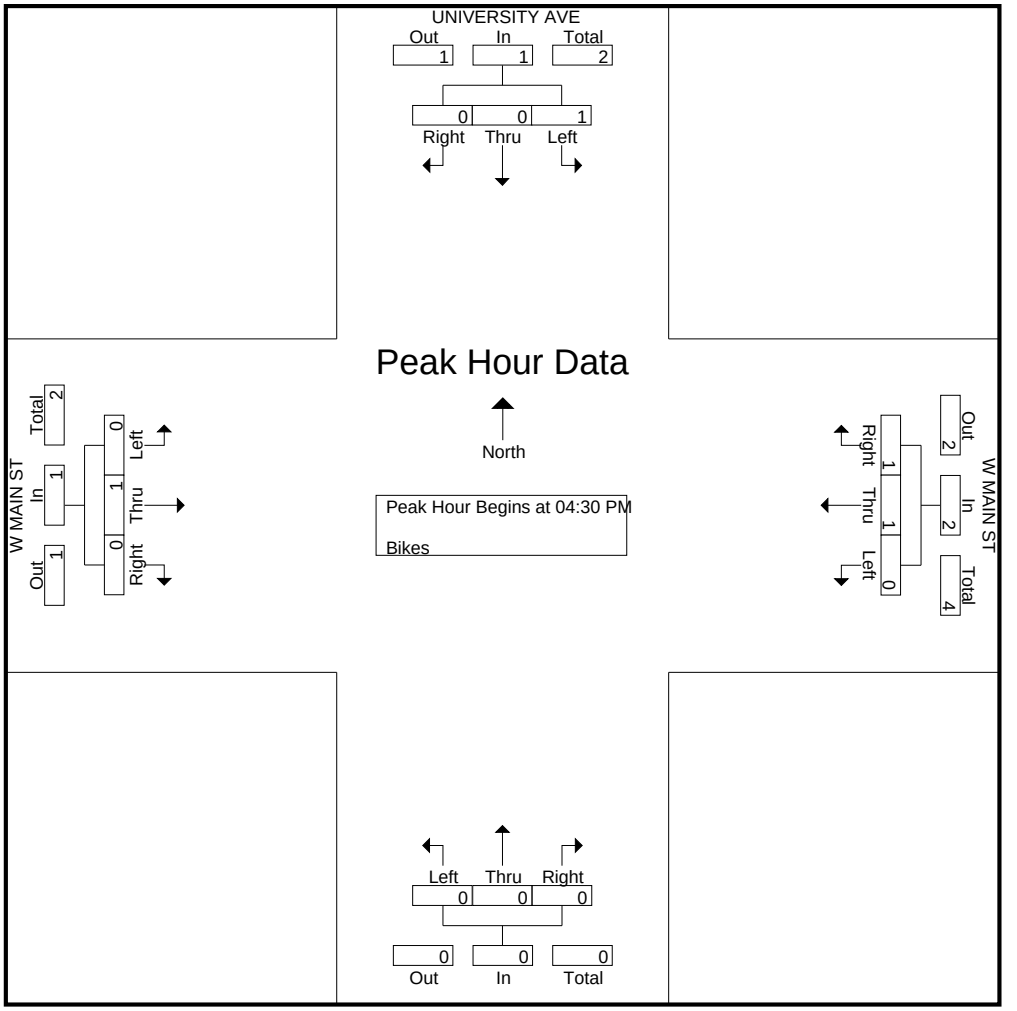

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Groups Printed- Lights - Buses - Trucks

	CHERRY BLOSSOM LN Southbound					BLOSSOM HILL RD Westbound					DRIVEWAY Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	0	1	0	8	4	182	0	0	186	0	0	0	0	0	1	24	0	0	25	219
07:15 AM	5	0	4	0	9	5	231	0	0	236	0	0	0	0	0	3	35	1	0	39	284
07:30 AM	11	0	1	0	12	7	252	2	0	261	0	0	0	0	0	11	44	6	0	61	334
07:45 AM	34	10	3	2	49	9	238	15	0	262	0	0	0	1	1	18	50	13	0	81	393
Total	57	10	9	2	78	25	903	17	0	945	0	0	0	1	1	33	153	20	0	206	1230
08:00 AM	14	20	0	7	41	13	207	16	0	236	0	0	0	2	2	32	68	14	0	114	393
08:15 AM	8	1	2	3	14	15	234	1	0	250	0	0	0	0	0	7	69	21	0	97	361
08:30 AM	8	0	4	0	12	6	214	1	0	221	0	0	0	0	0	5	65	5	0	75	308
08:45 AM	5	0	3	0	8	5	206	1	0	212	0	0	0	0	0	3	49	4	0	56	276
Total	35	21	9	10	75	39	861	19	0	919	0	0	0	2	2	47	251	44	0	342	1338
Grand Total	92	31	18	12	153	64	1764	36	0	1864	0	0	0	3	3	80	404	64	0	548	2568
Apprch %	60.1	20.3	11.8	7.8		3.4	94.6	1.9	0		0	0	0	100		14.6	73.7	11.7	0		
Total %	3.6	1.2	0.7	0.5	6	2.5	68.7	1.4	0	72.6	0	0	0	0.1	0.1	3.1	15.7	2.5	0	21.3	
Lights	91	31	18	12	152	62	1744	36	0	1842	0	0	0	3	3	80	380	63	0	523	2520
% Lights	98.9	100	100	100	99.3	96.9	98.9	100	0	98.8	0	0	0	100	100	100	94.1	98.4	0	95.4	98.1
Buses	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
% Buses	1.1	0	0	0	0.7	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.1
Trucks	0	0	0	0	0	2	19	0	0	21	0	0	0	0	0	0	23	1	0	24	45
% Trucks	0	0	0	0	0	3.1	1.1	0	0	1.1	0	0	0	0	0	0	5.7	1.6	0	4.4	1.8

	CHERRY BLOSSOM LN Southbound				BLOSSOM HILL RD Westbound				DRIVEWAY Northbound				BLOSSOM HILL RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	0	1	12	7	**252**	2	261	0	0	0	0	11	44	6	61	334
07:45 AM	**34**	10	**3**	**47**	9	238	15	**262**	0	0	0	0	18	50	13	81	**390**
08:00 AM	14	**20**	0	34	13	207	**16**	236	0	0	0	0	**32**	68	14	**114**	384
08:15 AM	8	1	2	11	**15**	234	1	250	0	0	0	0	7	**69**	**21**	97	358
Total Volume	67	31	6	104	44	931	34	1009	0	0	0	0	68	231	54	353	1466
% App. Total	64.4	29.8	5.8		4.4	92.3	3.4		0	0	0		19.3	65.4	15.3		
PHF	.493	.388	.500	.553	.733	.924	.531	.963	.000	.000	.000	.000	.531	.837	.643	.774	.940

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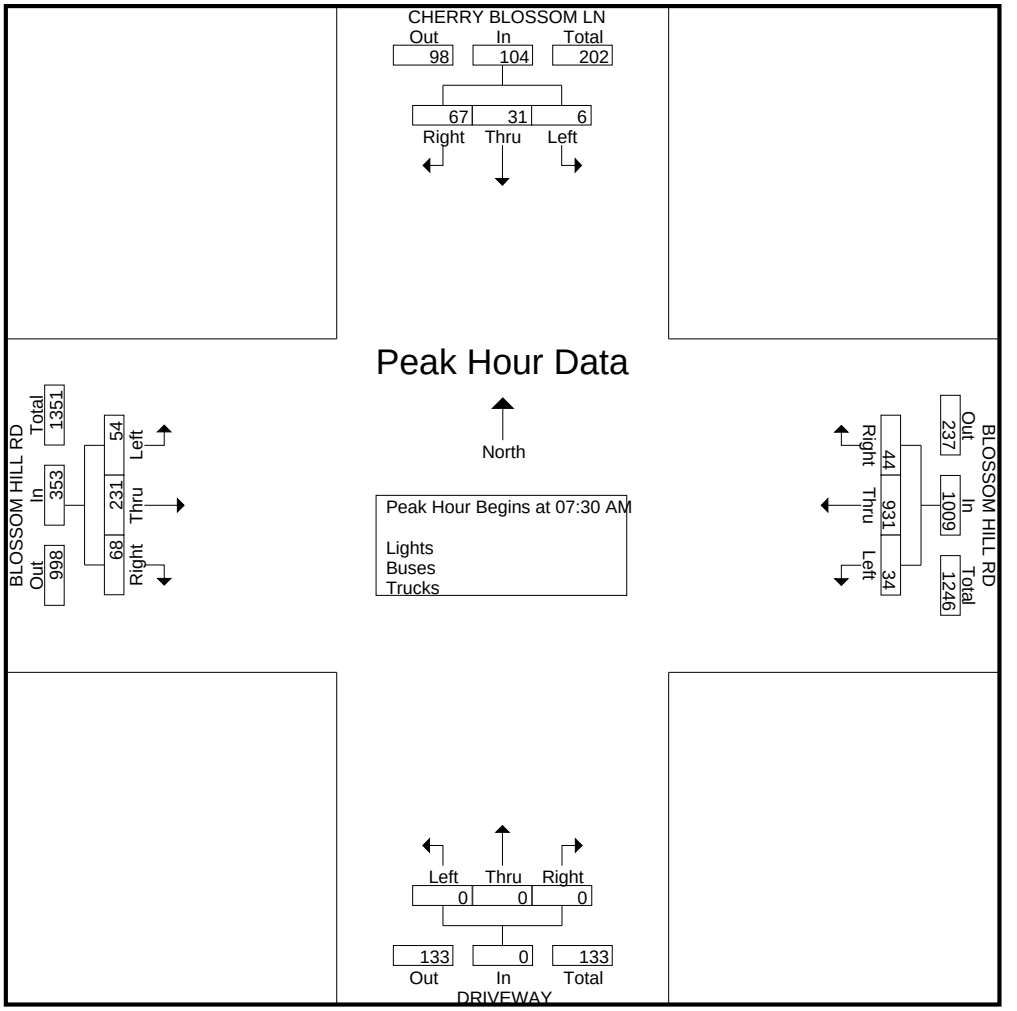

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Groups Printed- Bikes

	CHERRY BLOSSOM LN Southbound					BLOSSOM HILL RD Westbound					DRIVEWAY Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	3
Apprch %	0	0	0	0		50	50	0	0		0	0	0	0		0	0	100	0		
Total %	0	0	0	0	0	33.3	33.3	0	0	66.7	0	0	0	0	0	0	0	33.3	0	33.3	

	CHERRY BLOSSOM LN Southbound				BLOSSOM HILL RD Westbound				DRIVEWAY Northbound				BLOSSOM HILL RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		50	50	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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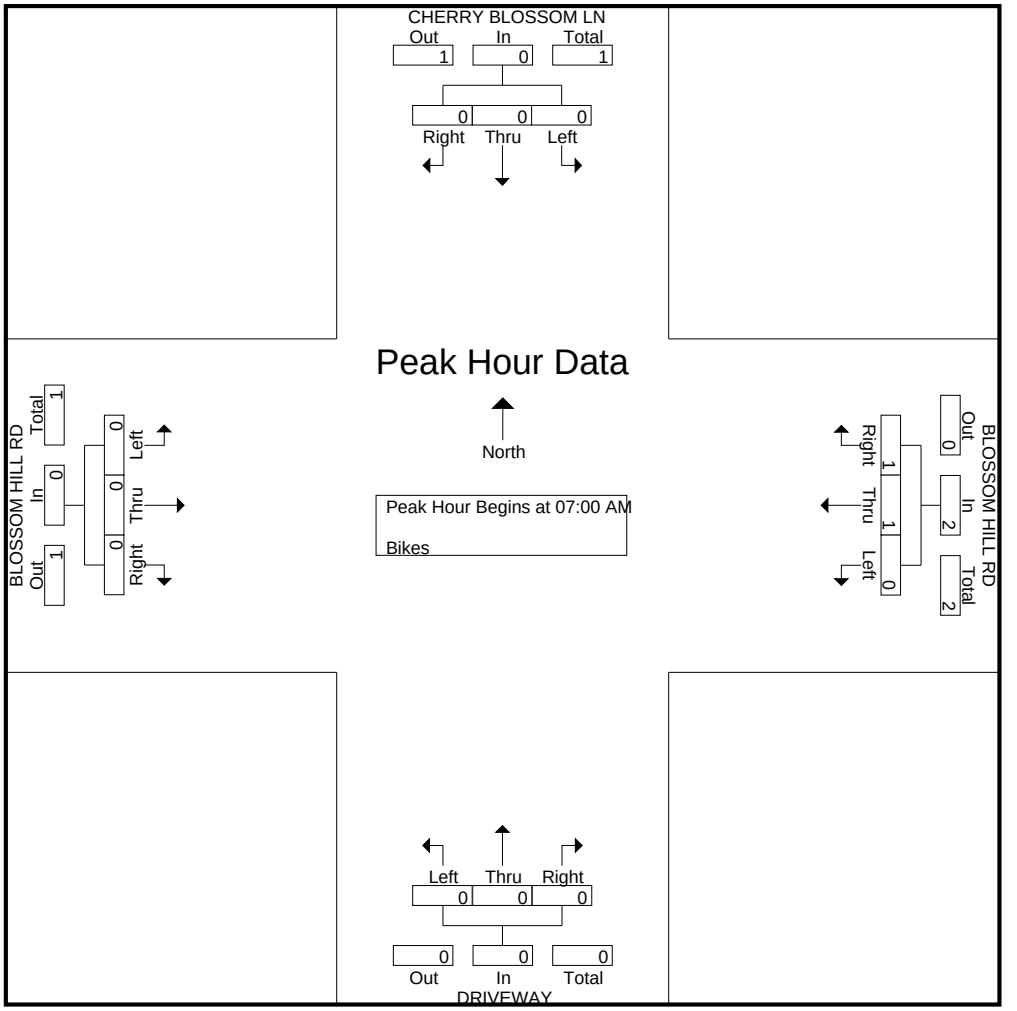

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Groups Printed- Lights - Buses - Trucks

	CHERRY BLOSSOM LN Southbound					BLOSSOM HILL RD Westbound					DRIVEWAY Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	0	4	0	10	3	85	0	0	88	0	0	0	2	2	1	187	11	0	199	299
04:15 PM	3	0	4	1	8	4	97	0	0	101	0	0	0	0	0	3	171	6	0	180	289
04:30 PM	6	0	6	1	13	2	98	1	0	101	0	0	0	0	0	2	188	11	0	201	315
04:45 PM	11	0	2	1	14	4	92	0	0	96	0	0	0	1	1	3	187	14	0	204	315
Total	26	0	16	3	45	13	372	1	0	386	0	0	0	3	3	9	733	42	0	784	1218
05:00 PM	11	1	5	1	18	5	92	3	0	100	0	0	0	1	1	14	218	12	0	244	363
05:15 PM	14	2	3	1	20	8	91	0	0	99	0	0	0	4	4	38	221	12	0	271	394
05:30 PM	9	2	4	0	15	5	84	5	2	96	0	0	0	1	1	16	188	7	0	211	323
05:45 PM	12	1	3	0	16	21	161	0	0	182	0	0	0	0	0	2	206	9	0	217	415
Total	46	6	15	2	69	39	428	8	2	477	0	0	0	6	6	70	833	40	0	943	1495
Grand Total	72	6	31	5	114	52	800	9	2	863	0	0	0	9	9	79	1566	82	0	1727	2713
Apprch %	63.2	5.3	27.2	4.4		6	92.7	1	0.2		0	0	0	100		4.6	90.7	4.7	0		
Total %	2.7	0.2	1.1	0.2	4.2	1.9	29.5	0.3	0.1	31.8	0	0	0	0.3	0.3	2.9	57.7	3	0	63.7	
Lights	72	6	30	5	113	52	793	9	2	856	0	0	0	9	9	79	1561	82	0	1722	2700
% Lights	100	100	96.8	100	99.1	100	99.1	100	100	99.2	0	0	0	100	100	100	99.7	100	0	99.7	99.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	13
% Trucks	0	0	3.2	0	0.9	0	0.9	0	0	0.8	0	0	0	0	0	0	0.3	0	0	0.3	0.5

	CHERRY BLOSSOM LN Southbound				BLOSSOM HILL RD Westbound				DRIVEWAY Northbound				BLOSSOM HILL RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	1	**5**	17	5	92	3	100	0	0	0	0	14	218	**12**	244	361
05:15 PM	**14**	**2**	3	**19**	8	91	0	99	0	0	0	0	**38**	**221**	12	**271**	389
05:30 PM	9	2	4	15	5	84	**5**	94	0	0	0	0	16	188	7	211	320
05:45 PM	12	1	3	16	**21**	**161**	0	**182**	0	0	0	0	2	206	9	217	**415**
Total Volume	46	6	15	67	39	428	8	475	0	0	0	0	70	833	40	943	1485
% App. Total	68.7	9	22.4		8.2	90.1	1.7		0	0	0		7.4	88.3	4.2		
PHF	.821	.750	.750	.882	.464	.665	.400	.652	.000	.000	.000	.000	.461	.942	.833	.870	.895

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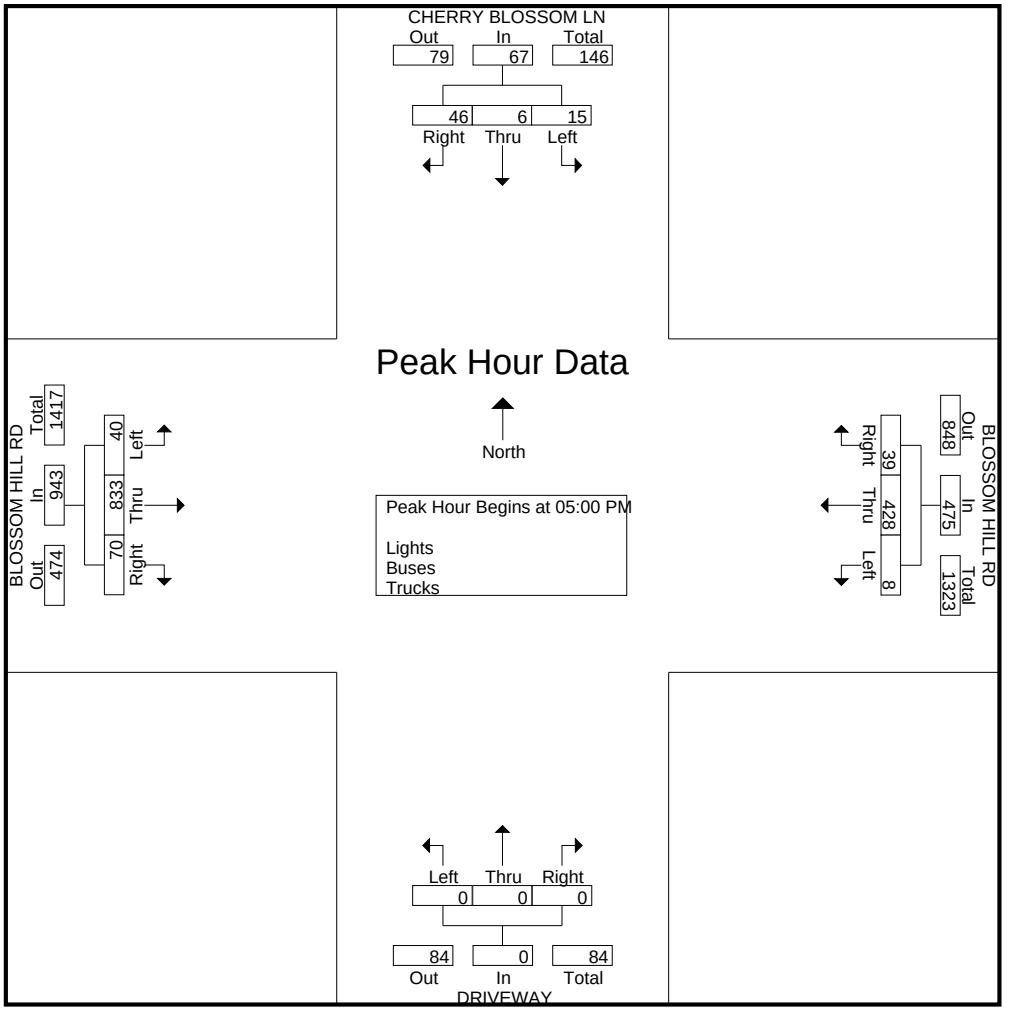

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Groups Printed- Bikes

	CHERRY BLOSSOM LN Southbound					BLOSSOM HILL RD Westbound					DRIVEWAY Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	CHERRY BLOSSOM LN Southbound				BLOSSOM HILL RD Westbound				DRIVEWAY Northbound				BLOSSOM HILL RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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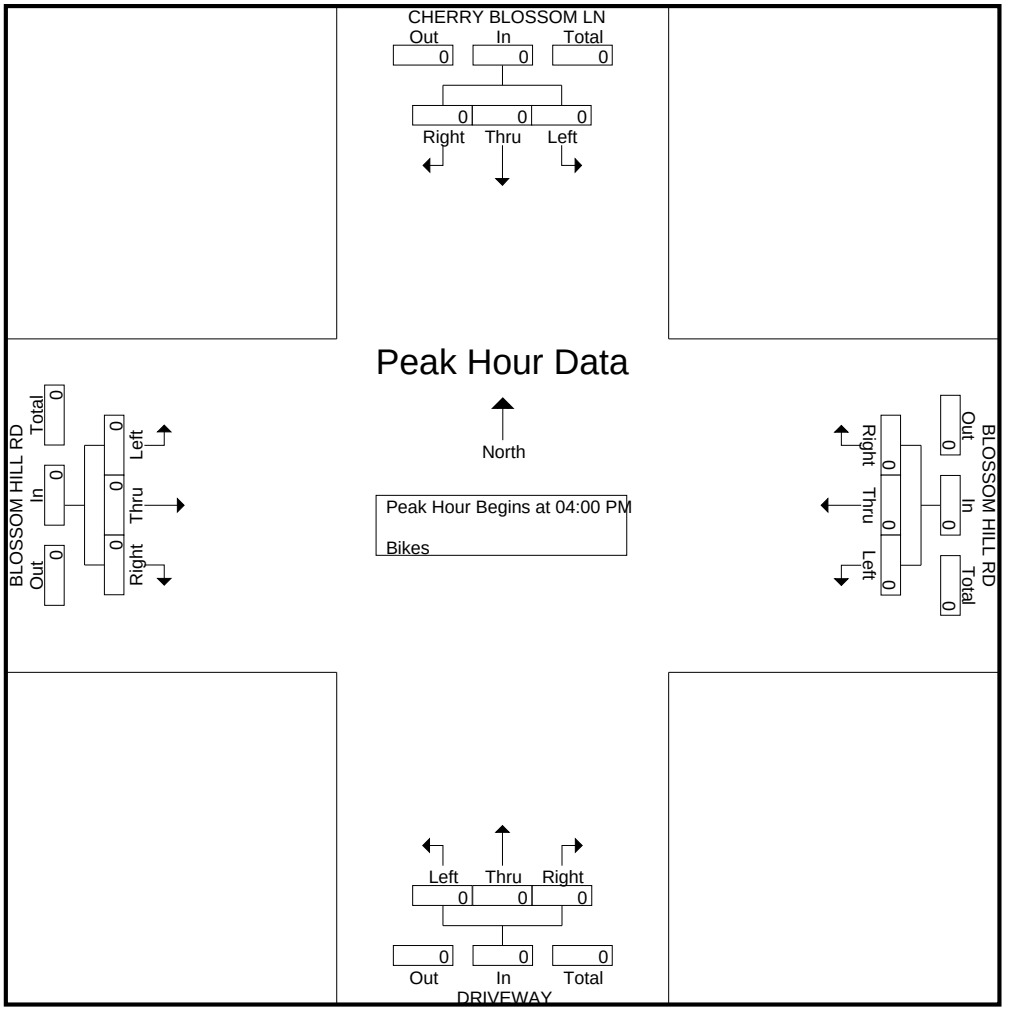

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Groups Printed- Lights - Buses - Trucks

	UNIVERSITY AVE Southbound					BLOSSOM HILL RD Westbound					UNIVERSITY AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	5	7	0	14	21	86	9	0	116	7	14	0	0	21	6	11	3	1	21	172
07:15 AM	5	11	9	0	25	38	127	17	1	183	19	19	2	2	42	2	21	3	0	26	276
07:30 AM	6	14	14	0	34	26	168	32	0	226	15	27	4	0	46	5	24	5	2	36	342
07:45 AM	16	27	12	3	58	33	180	26	2	241	42	18	14	1	75	11	51	8	1	71	445
Total	29	57	42	3	131	118	561	84	3	766	83	78	20	3	184	24	107	19	4	154	1235
08:00 AM	11	16	40	1	68	58	161	33	0	252	34	36	24	3	97	6	84	15	0	105	522
08:15 AM	8	13	20	1	42	78	177	32	0	287	25	38	6	0	69	1	57	11	1	70	468
08:30 AM	11	12	8	1	32	47	176	32	0	255	17	30	5	2	54	5	32	6	1	44	385
08:45 AM	10	12	10	0	32	34	161	30	0	225	21	31	4	0	56	4	48	9	0	61	374
Total	40	53	78	3	174	217	675	127	0	1019	97	135	39	5	276	16	221	41	2	280	1749
Grand Total	69	110	120	6	305	335	1236	211	3	1785	180	213	59	8	460	40	328	60	6	434	2984
Apprch %	22.6	36.1	39.3	2		18.8	69.2	11.8	0.2		39.1	46.3	12.8	1.7		9.2	75.6	13.8	1.4		
Total %	2.3	3.7	4	0.2	10.2	11.2	41.4	7.1	0.1	59.8	6	7.1	2	0.3	15.4	1.3	11	2	0.2	14.5	
Lights	66	107	119	6	298	334	1220	203	3	1760	175	211	59	8	453	37	314	57	6	414	2925
% Lights	95.7	97.3	99.2	100	97.7	99.7	98.7	96.2	100	98.6	97.2	99.1	100	100	98.5	92.5	95.7	95	100	95.4	98
Buses	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	4	0	0	4	6
% Buses	0	0	0	0	0	0	0	0.5	0	0.1	0.6	0	0	0	0.2	0	1.2	0	0	0.9	0.2
Trucks	3	3	1	0	7	1	16	7	0	24	4	2	0	0	6	3	10	3	0	16	53
% Trucks	4.3	2.7	0.8	0	2.3	0.3	1.3	3.3	0	1.3	2.2	0.9	0	0	1.3	7.5	3	5	0	3.7	1.8

	UNIVERSITY AVE Southbound				BLOSSOM HILL RD Westbound				UNIVERSITY AVE Northbound				BLOSSOM HILL RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**16**	**27**	12	55	33	**180**	26	239	**42**	18	14	74	**11**	51	8	70	438
08:00 AM	11	16	**40**	**67**	58	161	**33**	252	34	36	**24**	**94**	6	**84**	**15**	**105**	**518**
08:15 AM	8	13	20	41	**78**	177	32	**287**	25	**38**	6	69	1	57	11	69	466
08:30 AM	11	12	8	31	47	176	32	255	17	30	5	52	5	32	6	43	381
Total Volume	46	68	80	194	216	694	123	1033	118	122	49	289	23	224	40	287	1803
% App. Total	23.7	35.1	41.2		20.9	67.2	11.9		40.8	42.2	17		8	78	13.9		
PHF	.719	.630	.500	.724	.692	.964	.932	.900	.702	.803	.510	.769	.523	.667	.667	.683	.870

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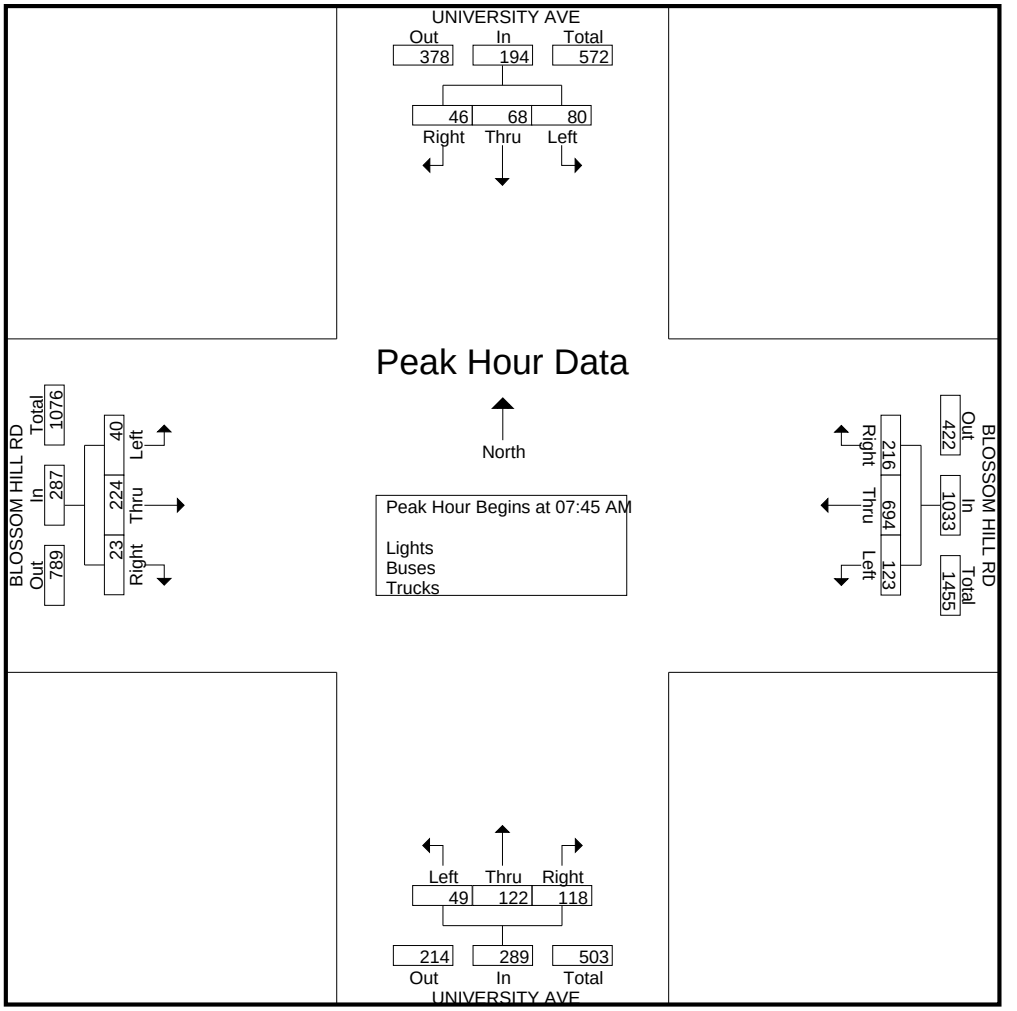

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Groups Printed- Bikes

	UNIVERSITY AVE Southbound					BLOSSOM HILL RD Westbound					UNIVERSITY AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	4
Apprch %	0	0	0	0		100	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	25	0	0	0	25	0	25	0	0	25	0	50	0	0	50	

	UNIVERSITY AVE Southbound				BLOSSOM HILL RD Westbound				UNIVERSITY AVE Northbound				BLOSSOM HILL RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
% App. Total	0	0	0		100	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.750

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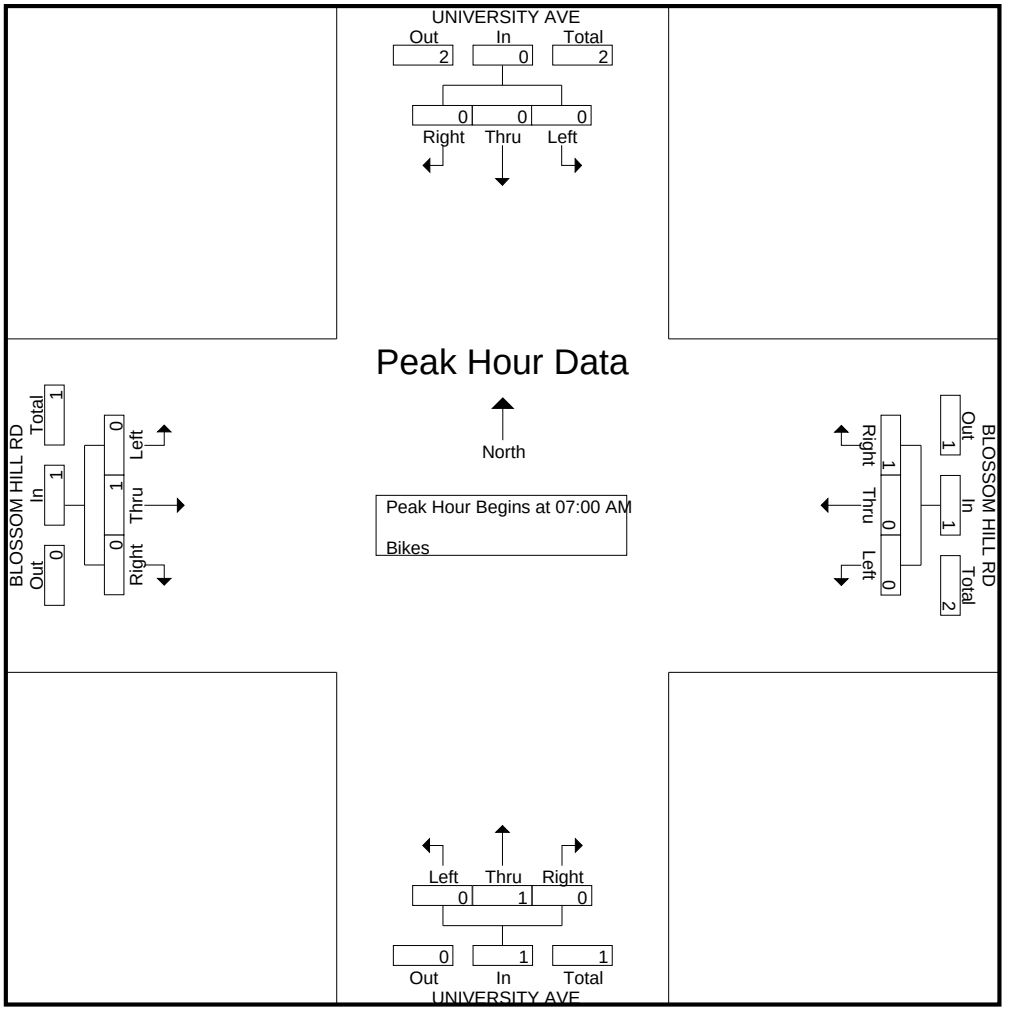

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Groups Printed- Lights - Buses - Trucks

	UNIVERSITY AVE Southbound					BLOSSOM HILL RD Westbound					UNIVERSITY AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	16	62	32	1	111	17	91	31	1	140	31	20	8	0	59	10	89	3	1	103	413
04:15 PM	29	55	32	1	117	25	64	32	2	123	37	30	8	1	76	6	72	9	0	87	403
04:30 PM	25	52	35	2	114	23	91	34	1	149	20	26	7	1	54	10	90	8	1	109	426
04:45 PM	14	42	32	2	90	21	67	20	1	109	35	35	8	2	80	4	71	8	3	86	365
Total	84	211	131	6	432	86	313	117	5	521	123	111	31	4	269	30	322	28	5	385	1607
05:00 PM	13	41	58	0	112	12	77	41	1	131	42	17	7	1	67	6	114	13	0	133	443
05:15 PM	15	54	52	0	121	18	84	25	0	127	43	25	5	0	73	8	115	3	1	127	448
05:30 PM	20	48	39	1	108	23	85	32	0	140	44	22	18	0	84	6	98	3	0	107	439
05:45 PM	24	31	43	0	98	18	81	34	0	133	43	21	1	0	65	9	88	12	0	109	405
Total	72	174	192	1	439	71	327	132	1	531	172	85	31	1	289	29	415	31	1	476	1735
Grand Total	156	385	323	7	871	157	640	249	6	1052	295	196	62	5	558	59	737	59	6	861	3342
Apprch %	17.9	44.2	37.1	0.8		14.9	60.8	23.7	0.6		52.9	35.1	11.1	0.9		6.9	85.6	6.9	0.7		
Total %	4.7	11.5	9.7	0.2	26.1	4.7	19.2	7.5	0.2	31.5	8.8	5.9	1.9	0.1	16.7	1.8	22.1	1.8	0.2	25.8	
Lights	155	382	323	7	867	157	637	247	6	1047	295	195	61	5	556	58	733	59	6	856	3326
% Lights	99.4	99.2	100	100	99.5	100	99.5	99.2	100	99.5	100	99.5	98.4	100	99.6	98.3	99.5	100	100	99.4	99.5
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	1	3	0	0	4	0	1	2	0	3	0	1	1	0	2	1	4	0	0	5	14
% Trucks	0.6	0.8	0	0	0.5	0	0.2	0.8	0	0.3	0	0.5	1.6	0	0.4	1.7	0.5	0	0	0.6	0.4

	UNIVERSITY AVE Southbound				BLOSSOM HILL RD Westbound				UNIVERSITY AVE Northbound				BLOSSOM HILL RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	41	**58**	112	12	77	**41**	130	42	17	7	66	6	114	**13**	**133**	441
05:15 PM	15	**54**	52	**121**	18	84	25	127	43	**25**	5	73	8	**115**	3	126	**447**
05:30 PM	20	48	39	107	**23**	**85**	32	**140**	**44**	22	**18**	**84**	6	98	3	107	438
05:45 PM	**24**	31	43	98	18	81	34	133	43	21	1	65	**9**	88	12	109	405
Total Volume	72	174	192	438	71	327	132	530	172	85	31	288	29	415	31	475	1731
% App. Total	16.4	39.7	43.8		13.4	61.7	24.9		59.7	29.5	10.8		6.1	87.4	6.5		
PHF	.750	.806	.828	.905	.772	.962	.805	.946	.977	.850	.431	.857	.806	.902	.596	.893	.968

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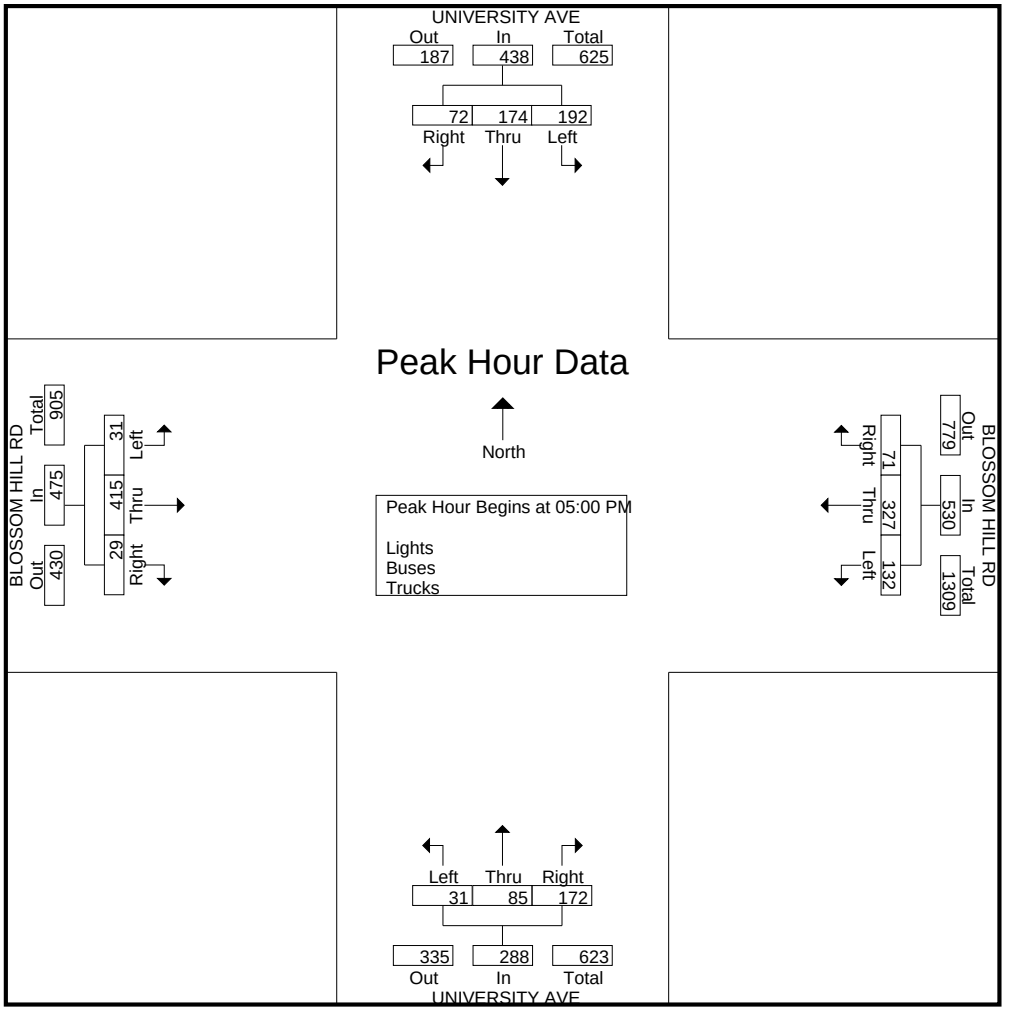

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Groups Printed- Bikes

	UNIVERSITY AVE Southbound					BLOSSOM HILL RD Westbound					UNIVERSITY AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	UNIVERSITY AVE Southbound				BLOSSOM HILL RD Westbound				UNIVERSITY AVE Northbound				BLOSSOM HILL RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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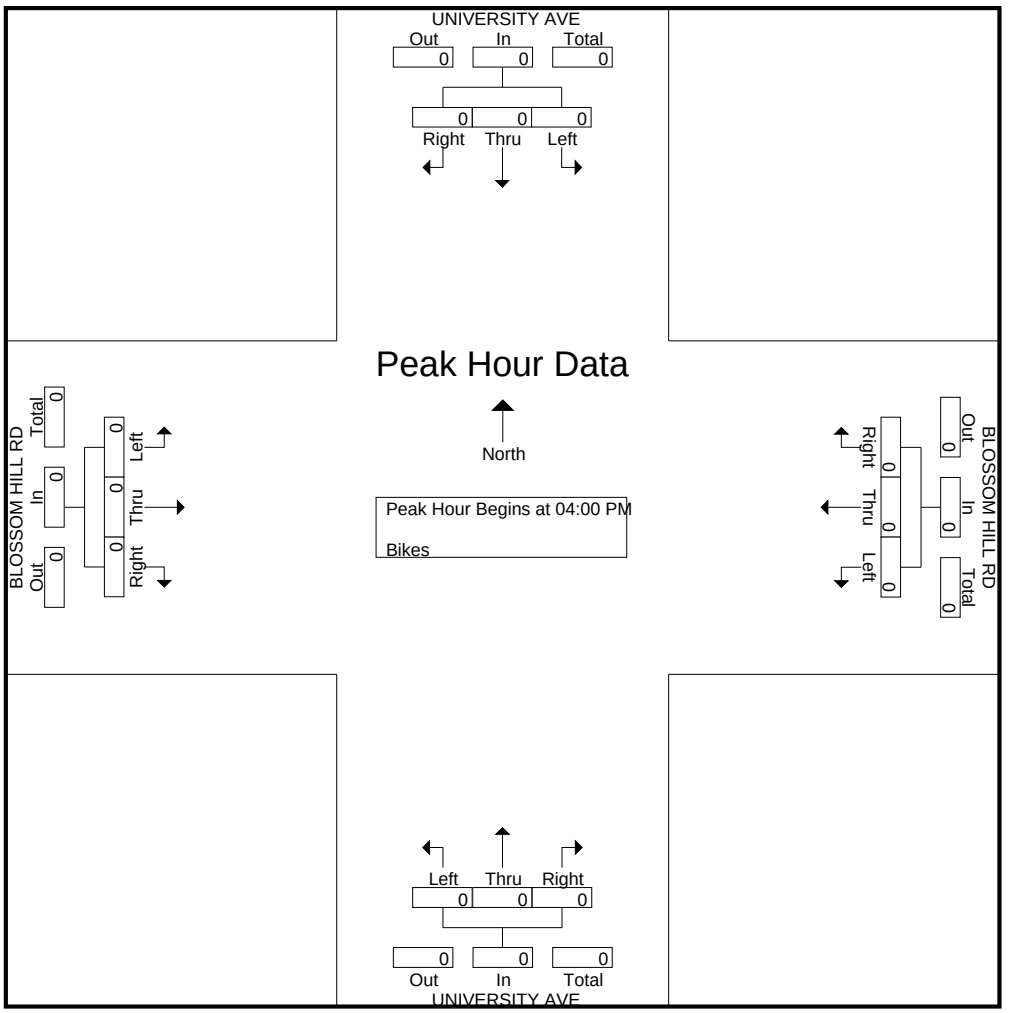

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Groups Printed- Lights - Buses - Trucks

	PLEASANT ST Southbound					LOS GATOS BLVD Westbound					JACKSON ST Northbound					E MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	12	1	13	7	45	1	0	53	9	0	2	3	14	1	25	6	0	32	112
07:15 AM	0	0	10	0	10	19	61	8	1	89	9	0	1	1	11	0	40	4	0	44	154
07:30 AM	5	0	19	7	31	24	98	4	1	127	10	1	3	1	15	2	64	9	2	77	250
07:45 AM	12	0	27	19	58	17	96	8	0	121	24	3	4	41	72	4	77	8	2	91	342
Total	17	0	68	27	112	67	300	21	2	390	52	4	10	46	112	7	206	27	4	244	858
08:00 AM	9	0	29	65	103	34	78	6	2	120	24	2	0	72	98	4	33	9	14	60	381
08:15 AM	11	1	25	3	40	9	81	9	0	99	31	2	3	2	38	1	48	6	3	58	235
08:30 AM	3	1	4	0	8	4	83	12	0	99	16	0	3	3	22	2	44	2	1	49	178
08:45 AM	3	0	4	1	8	4	88	7	1	100	9	1	2	3	15	4	47	0	0	51	174
Total	26	2	62	69	159	51	330	34	3	418	80	5	8	80	173	11	172	17	18	218	968
Grand Total	43	2	130	96	271	118	630	55	5	808	132	9	18	126	285	18	378	44	22	462	1826
Apprch %	15.9	0.7	48	35.4		14.6	78	6.8	0.6		46.3	3.2	6.3	44.2		3.9	81.8	9.5	4.8		
Total %	2.4	0.1	7.1	5.3	14.8	6.5	34.5	3	0.3	44.2	7.2	0.5	1	6.9	15.6	1	20.7	2.4	1.2	25.3	
Lights	43	2	130	96	271	118	619	55	5	797	132	9	18	126	285	18	371	44	22	455	1808
% Lights	100	100	100	100	100	100	98.3	100	100	98.6	100	100	100	100	100	100	98.1	100	100	98.5	99
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
% Buses	0	0	0	0	0	0	0.8	0	0	0.6	0	0	0	0	0	0	1.1	0	0	0.9	0.5
Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
% Trucks	0	0	0	0	0	0	1	0	0	0.7	0	0	0	0	0	0	0.8	0	0	0.6	0.5

	PLEASANT ST Southbound				LOS GATOS BLVD Westbound				JACKSON ST Northbound				E MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	0	19	24	24	**98**	4	**126**	10	1	3	14	2	64	**9**	75	239
07:45 AM	**12**	0	27	**39**	17	96	8	121	24	**3**	**4**	31	**4**	**77**	8	**89**	**280**
08:00 AM	9	0	**29**	38	**34**	78	6	118	24	2	0	26	4	33	9	46	228
08:15 AM	11	**1**	25	37	9	81	**9**	99	**31**	2	3	**36**	1	48	6	55	227
Total Volume	37	1	100	138	84	353	27	464	89	8	10	107	11	222	32	265	974
% App. Total	26.8	0.7	72.5		18.1	76.1	5.8		83.2	7.5	9.3		4.2	83.8	12.1		
PHF	.771	.250	.862	.885	.618	.901	.750	.921	.718	.667	.625	.743	.688	.721	.889	.744	.870

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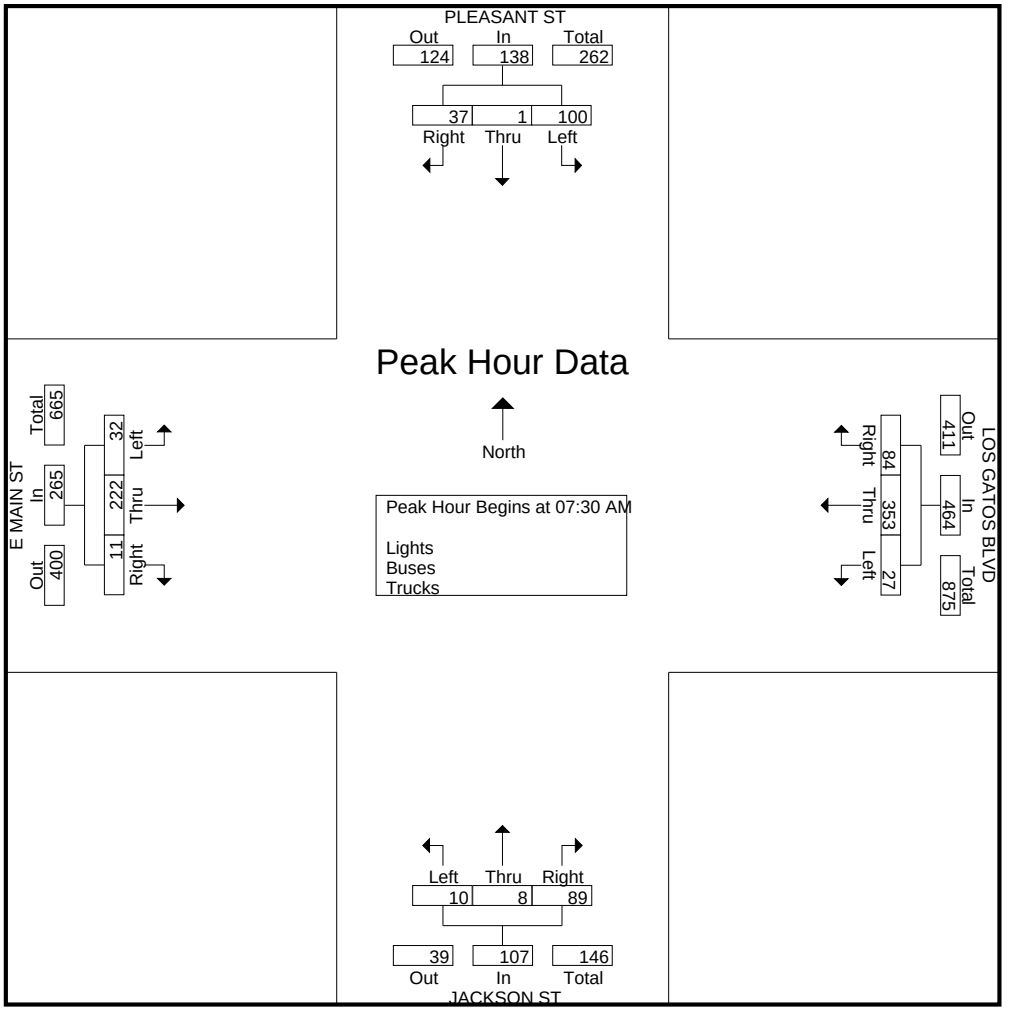

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Groups Printed- Bikes

	PLEASANT ST Southbound					LOS GATOS BLVD Westbound					JACKSON ST Northbound					E MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
Grand Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	0	25	0	0	25	

	PLEASANT ST Southbound				LOS GATOS BLVD Westbound				JACKSON ST Northbound				E MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**4**
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.500

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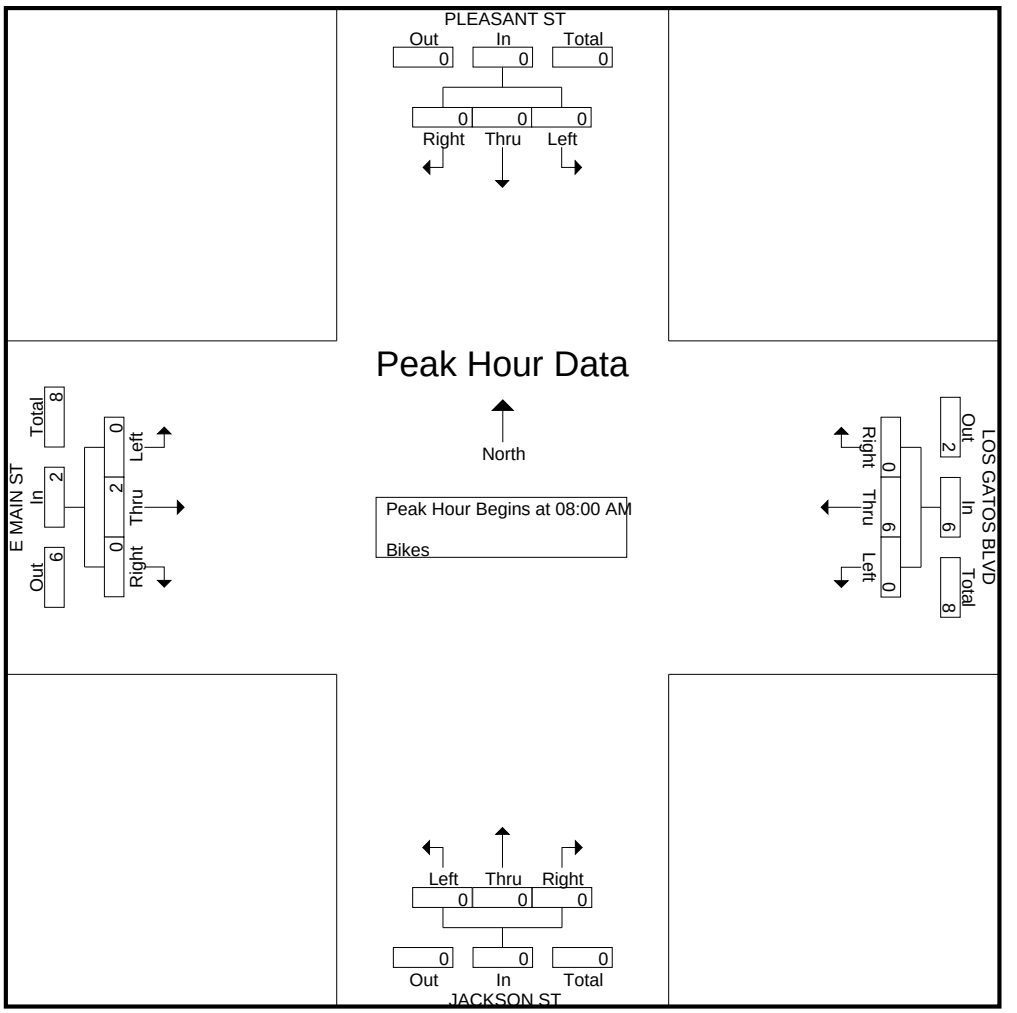

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Groups Printed- Lights - Buses - Trucks

	PLEASANT ST Southbound					LOS GATOS BLVD Westbound					JACKSON ST Northbound					E MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	0	34	3	42	7	79	10	0	96	12	0	1	1	14	5	90	4	2	101	253
04:15 PM	3	0	27	4	34	13	72	13	0	98	14	0	4	4	22	5	86	15	4	110	264
04:30 PM	10	0	39	3	52	16	85	11	0	112	22	0	5	2	29	5	96	10	0	111	304
04:45 PM	6	0	27	2	35	8	71	10	0	89	15	2	7	4	28	5	82	10	1	98	250
Total	24	0	127	12	163	44	307	44	0	395	63	2	17	11	93	20	354	39	7	420	1071
05:00 PM	3	0	19	2	24	19	64	22	1	106	17	0	4	8	29	2	101	7	0	110	269
05:15 PM	2	1	26	0	29	18	79	11	0	108	18	0	5	5	28	2	85	11	0	98	263
05:30 PM	6	0	28	0	34	14	89	18	0	121	10	1	3	3	17	2	76	9	2	89	261
05:45 PM	5	0	11	0	16	12	85	16	1	114	11	0	3	3	17	2	73	10	0	85	232
Total	16	1	84	2	103	63	317	67	2	449	56	1	15	19	91	8	335	37	2	382	1025
Grand Total	40	1	211	14	266	107	624	111	2	844	119	3	32	30	184	28	689	76	9	802	2096
Apprch %	15	0.4	79.3	5.3		12.7	73.9	13.2	0.2		64.7	1.6	17.4	16.3		3.5	85.9	9.5	1.1		
Total %	1.9	0	10.1	0.7	12.7	5.1	29.8	5.3	0.1	40.3	5.7	0.1	1.5	1.4	8.8	1.3	32.9	3.6	0.4	38.3	
Lights	40	1	211	14	266	107	621	111	2	841	118	3	32	30	183	28	680	75	9	792	2082
% Lights	100	100	100	100	100	100	99.5	100	100	99.6	99.2	100	100	100	99.5	100	98.7	98.7	100	98.8	99.3
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0.9	0	0	0.7	0.4
Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	5
% Trucks	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0	0.5	0	0.4	1.3	0	0.5	0.2

	PLEASANT ST Southbound				LOS GATOS BLVD Westbound				JACKSON ST Northbound				E MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**10**	0	**39**	**49**	16	**85**	11	**112**	**22**	0	5	**27**	**5**	96	10	**111**	**299**
04:45 PM	6	0	27	33	8	71	10	89	15	**2**	**7**	24	5	82	10	97	243
05:00 PM	3	0	19	22	**19**	64	**22**	105	17	0	4	21	2	**101**	7	110	258
05:15 PM	2	**1**	26	29	18	79	11	108	18	0	5	23	2	85	**11**	98	258
Total Volume	21	1	111	133	61	299	54	414	72	2	21	95	14	364	38	416	1058
% App. Total	15.8	0.8	83.5		14.7	72.2	13		75.8	2.1	22.1		3.4	87.5	9.1		
PHF	.525	.250	.712	.679	.803	.879	.614	.924	.818	.250	.750	.880	.700	.901	.864	.937	.885

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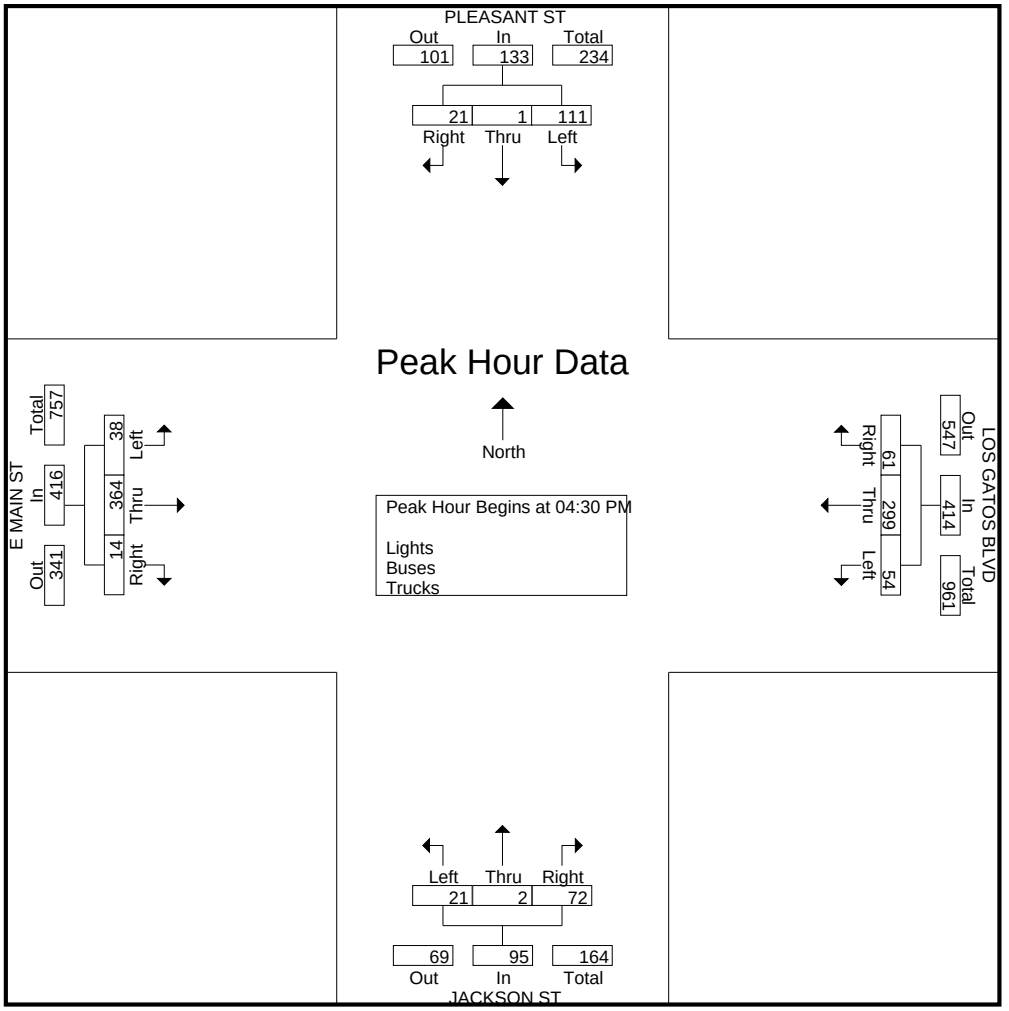

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Groups Printed- Bikes

	PLEASANT ST Southbound					LOS GATOS BLVD Westbound					JACKSON ST Northbound					E MAIN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Grand Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
Apprch %	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	20	0	0	0	20	0	20	0	0	20	0	0	0	0	0	0	60	0	0	60	

	PLEASANT ST Southbound				LOS GATOS BLVD Westbound				JACKSON ST Northbound				E MAIN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

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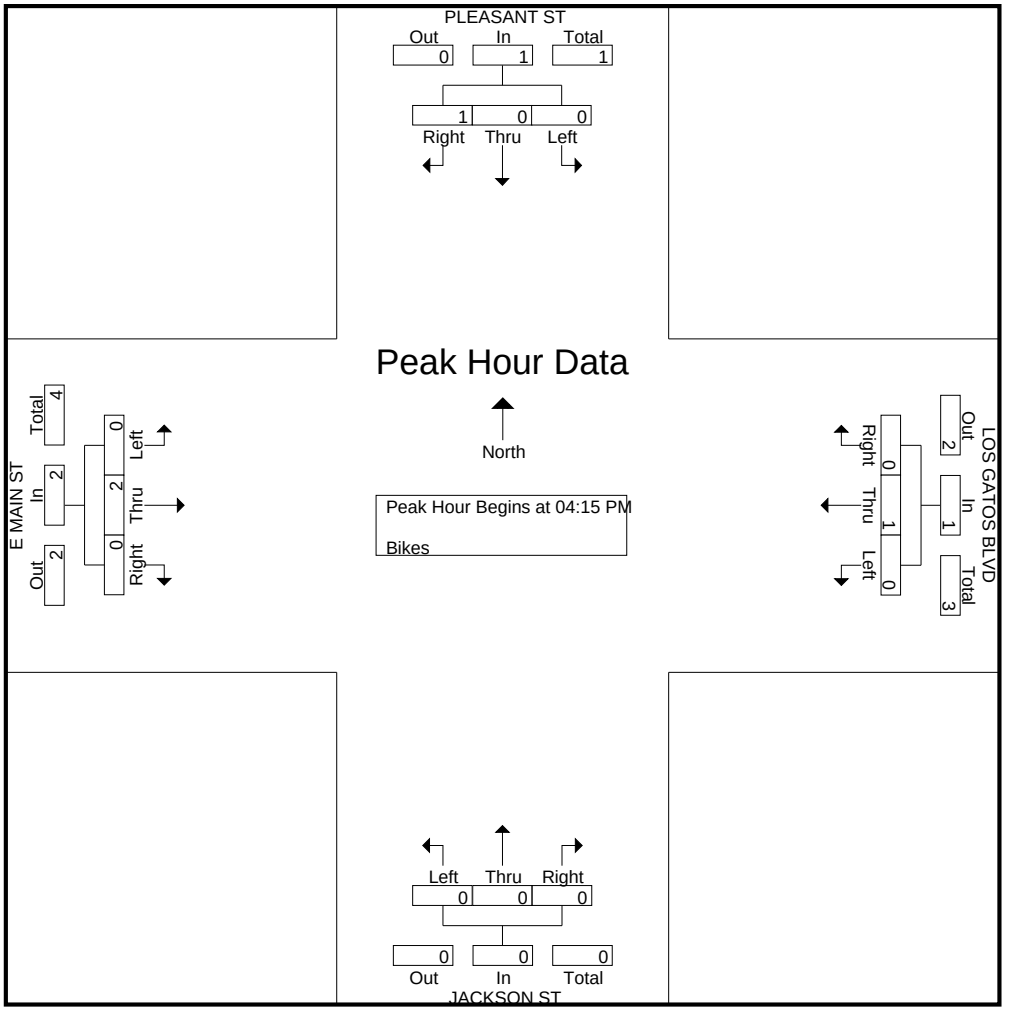

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Groups Printed- Lights - Buses - Trucks

	LOS GATOS BLVD Southbound					KENNEDY RD Westbound					LOS GATOS BLVD Northbound					CALDWELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	88	3	0	91	7	0	23	0	30	13	64	0	0	77	4	1	2	2	9	207
07:15 AM	5	121	5	0	131	8	0	43	0	51	22	84	1	0	107	3	0	2	1	6	295
07:30 AM	24	140	6	1	171	5	11	44	1	61	27	88	3	2	120	3	2	2	8	15	367
07:45 AM	47	139	4	3	193	14	20	39	1	74	35	152	0	16	203	6	4	6	23	39	509
Total	76	488	18	4	586	34	31	149	2	216	97	388	4	18	507	16	7	12	34	69	1378
08:00 AM	23	127	9	3	162	18	11	50	4	83	16	140	2	18	176	6	0	13	40	59	480
08:15 AM	8	165	8	0	181	9	4	59	1	73	23	150	3	6	182	6	1	14	7	28	464
08:30 AM	2	174	9	1	186	13	1	49	0	63	6	105	0	0	111	3	0	1	0	4	364
08:45 AM	0	118	6	1	125	13	1	46	3	63	23	125	0	0	148	2	0	4	0	6	342
Total	33	584	32	5	654	53	17	204	8	282	68	520	5	24	617	17	1	32	47	97	1650
Grand Total	109	1072	50	9	1240	87	48	353	10	498	165	908	9	42	1124	33	8	44	81	166	3028
Apprch %	8.8	86.5	4	0.7		17.5	9.6	70.9	2		14.7	80.8	0.8	3.7		19.9	4.8	26.5	48.8		
Total %	3.6	35.4	1.7	0.3	41	2.9	1.6	11.7	0.3	16.4	5.4	30	0.3	1.4	37.1	1.1	0.3	1.5	2.7	5.5	
Lights	109	1044	50	9	1212	86	48	351	10	495	162	889	9	42	1102	33	8	44	81	166	2975
% Lights	100	97.4	100	100	97.7	98.9	100	99.4	100	99.4	98.2	97.9	100	100	98	100	100	100	100	100	98.2
Buses	0	5	0	0	5	0	0	1	0	1	2	4	0	0	6	0	0	0	0	0	12
% Buses	0	0.5	0	0	0.4	0	0	0.3	0	0.2	1.2	0.4	0	0	0.5	0	0	0	0	0	0.4
Trucks	0	23	0	0	23	1	0	1	0	2	1	15	0	0	16	0	0	0	0	0	41
% Trucks	0	2.1	0	0	1.9	1.1	0	0.3	0	0.4	0.6	1.7	0	0	1.4	0	0	0	0	0	1.4

	LOS GATOS BLVD Southbound				KENNEDY RD Westbound				LOS GATOS BLVD Northbound				CALDWELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**47**	139	4	**190**	14	**20**	39	73	**35**	**152**	0	**187**	**6**	**4**	6	16	**466**
08:00 AM	23	127	**9**	159	**18**	11	50	**79**	16	140	2	158	6	0	13	19	415
08:15 AM	8	165	8	181	9	4	**59**	72	23	150	**3**	176	6	1	**14**	**21**	450
08:30 AM	2	**174**	9	185	13	1	49	63	6	105	0	111	3	0	1	4	363
Total Volume	80	605	30	715	54	36	197	287	80	547	5	632	21	5	34	60	1694
% App. Total	11.2	84.6	4.2		18.8	12.5	68.6		12.7	86.6	0.8		35	8.3	56.7		
PHF	.426	.869	.833	.941	.750	.450	.835	.908	.571	.900	.417	.845	.875	.313	.607	.714	.909

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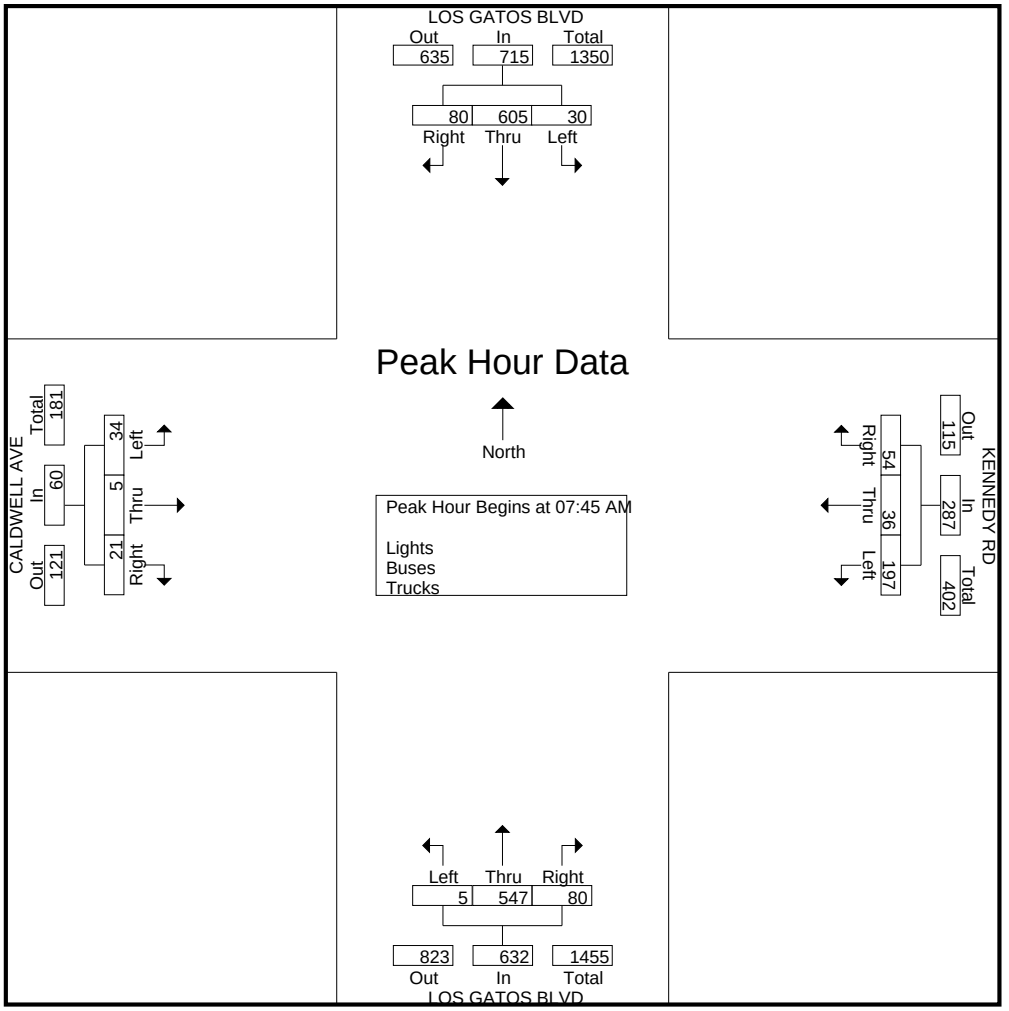

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Groups Printed- Bikes

	LOS GATOS BLVD Southbound					KENNEDY RD Westbound					LOS GATOS BLVD Northbound					CALDWELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	85.7	0	0	85.7	0	14.3	0	0	14.3	0	0	0	0	0	0	0	0	0	0	

	LOS GATOS BLVD Southbound				KENNEDY RD Westbound				LOS GATOS BLVD Northbound				CALDWELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
08:00 AM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**
Total Volume	0	6	0	6	0	1	0	1	0	0	0	0	0	0	0	0	7
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.300	.000	.300	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.350

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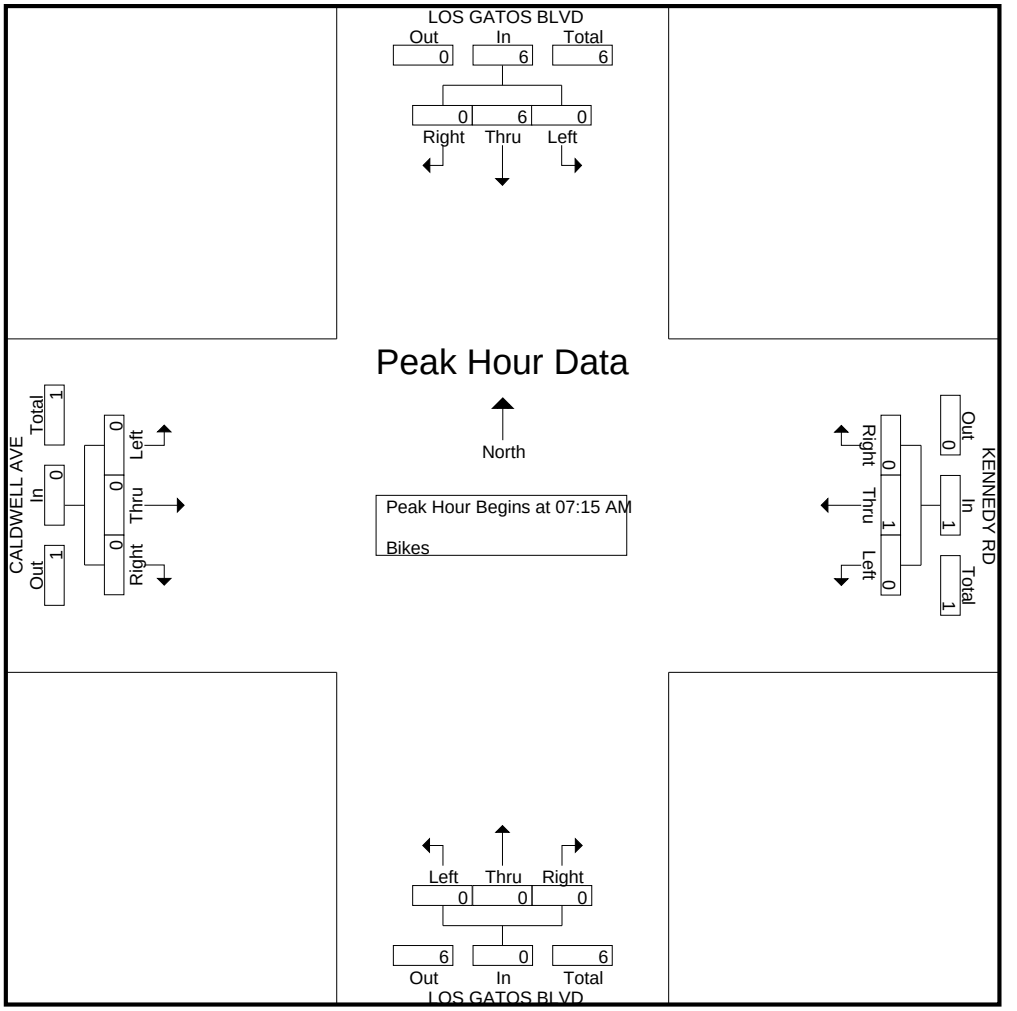

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Groups Printed- Lights - Buses - Trucks

	LOS GATOS BLVD Southbound					KENNEDY RD Westbound					LOS GATOS BLVD Northbound					CALDWELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	155	10	0	174	14	0	36	1	51	18	164	0	0	182	7	0	1	0	8	415
04:15 PM	1	172	7	1	181	11	2	35	0	48	26	148	3	0	177	6	0	1	3	10	416
04:30 PM	5	182	14	0	201	13	1	22	0	36	21	169	1	0	191	2	0	3	2	7	435
04:45 PM	8	173	14	1	196	10	1	32	0	43	23	185	0	2	210	2	1	4	0	7	456
Total	23	682	45	2	752	48	4	125	1	178	88	666	4	2	760	17	1	9	5	32	1722
05:00 PM	4	169	18	1	192	11	2	32	1	46	29	172	1	0	202	2	0	1	2	5	445
05:15 PM	7	172	14	0	193	7	3	42	0	52	27	162	3	2	194	2	0	2	4	8	447
05:30 PM	6	171	21	1	199	8	1	19	0	28	18	168	2	2	190	5	1	5	0	11	428
05:45 PM	11	175	8	0	194	10	1	23	0	34	30	164	0	0	194	1	3	8	0	12	434
Total	28	687	61	2	778	36	7	116	1	160	104	666	6	4	780	10	4	16	6	36	1754
Grand Total	51	1369	106	4	1530	84	11	241	2	338	192	1332	10	6	1540	27	5	25	11	68	3476
Apprch %	3.3	89.5	6.9	0.3		24.9	3.3	71.3	0.6		12.5	86.5	0.6	0.4		39.7	7.4	36.8	16.2		
Total %	1.5	39.4	3	0.1	44	2.4	0.3	6.9	0.1	9.7	5.5	38.3	0.3	0.2	44.3	0.8	0.1	0.7	0.3	2	
Lights	51	1357	106	4	1518	84	11	240	2	337	190	1322	10	6	1528	26	4	25	11	66	3449
% Lights	100	99.1	100	100	99.2	100	100	99.6	100	99.7	99	99.2	100	100	99.2	96.3	80	100	100	97.1	99.2
Buses	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9
% Buses	0	0.4	0	0	0.3	0	0	0	0	0	0.5	0.2	0	0	0.3	0	0	0	0	0	0.3
Trucks	0	7	0	0	7	0	0	1	0	1	1	7	0	0	8	1	1	0	0	2	18
% Trucks	0	0.5	0	0	0.5	0	0	0.4	0	0.3	0.5	0.5	0	0	0.5	3.7	20	0	0	2.9	0.5

	LOS GATOS BLVD Southbound				KENNEDY RD Westbound				LOS GATOS BLVD Northbound				CALDWELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	**182**	14	**201**	**13**	1	22	36	21	169	1	191	**2**	0	3	5	433
04:45 PM	**8**	173	14	195	10	1	32	43	23	**185**	0	**208**	2	**1**	**4**	**7**	**453**
05:00 PM	4	169	**18**	191	11	2	32	45	**29**	172	1	202	2	0	1	3	441
05:15 PM	7	172	14	193	7	**3**	**42**	**52**	27	162	**3**	192	2	0	2	4	441
Total Volume	24	696	60	780	41	7	128	176	100	688	5	793	8	1	10	19	1768
% App. Total	3.1	89.2	7.7		23.3	4	72.7		12.6	86.8	0.6		42.1	5.3	52.6		
PHF	.750	.956	.833	.970	.788	.583	.762	.846	.862	.930	.417	.953	1.00	.250	.625	.679	.976

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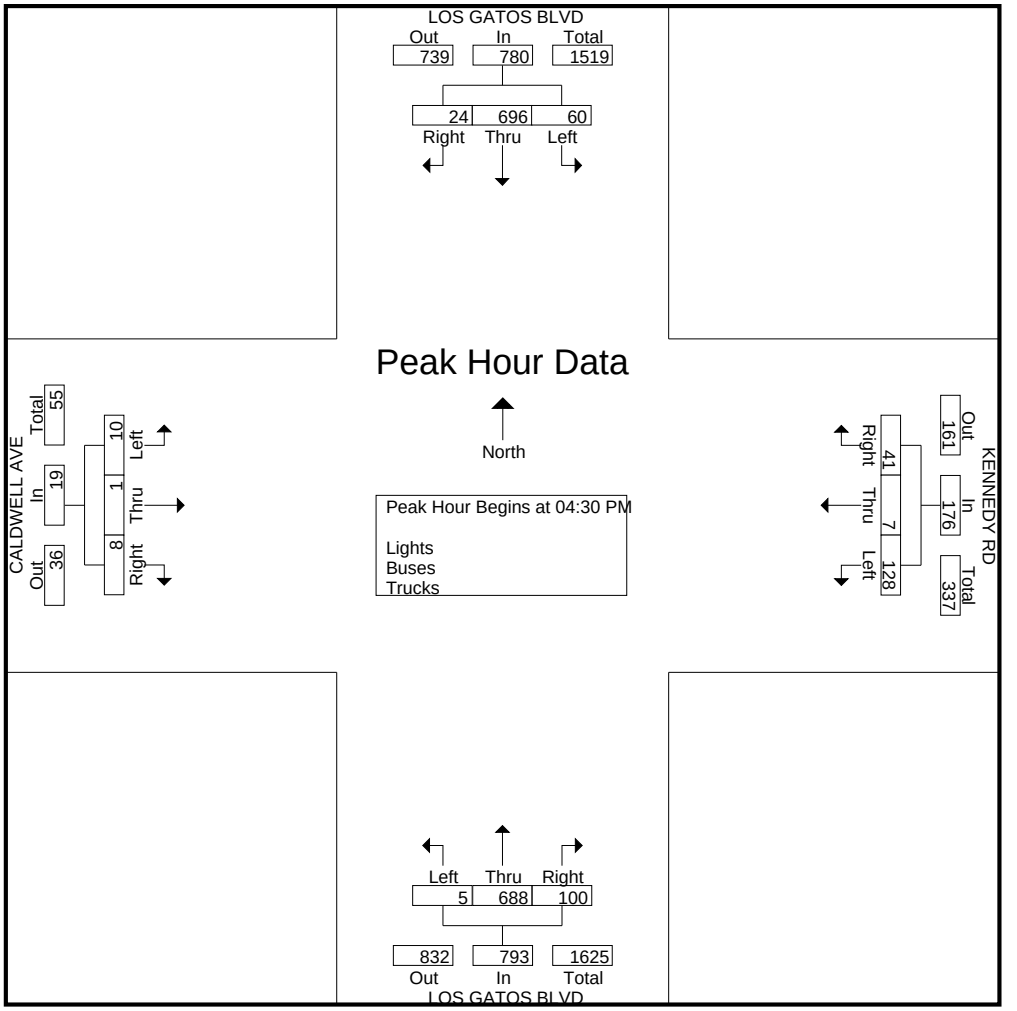

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Groups Printed- Bikes

	LOS GATOS BLVD Southbound					KENNEDY RD Westbound					LOS GATOS BLVD Northbound					CALDWELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
Apprch %	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	0	25	0	0	25	0	0	25	0	25	0	50	0	0	50	0	0	0	0	0	

	LOS GATOS BLVD Southbound				KENNEDY RD Westbound				LOS GATOS BLVD Northbound				CALDWELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.375

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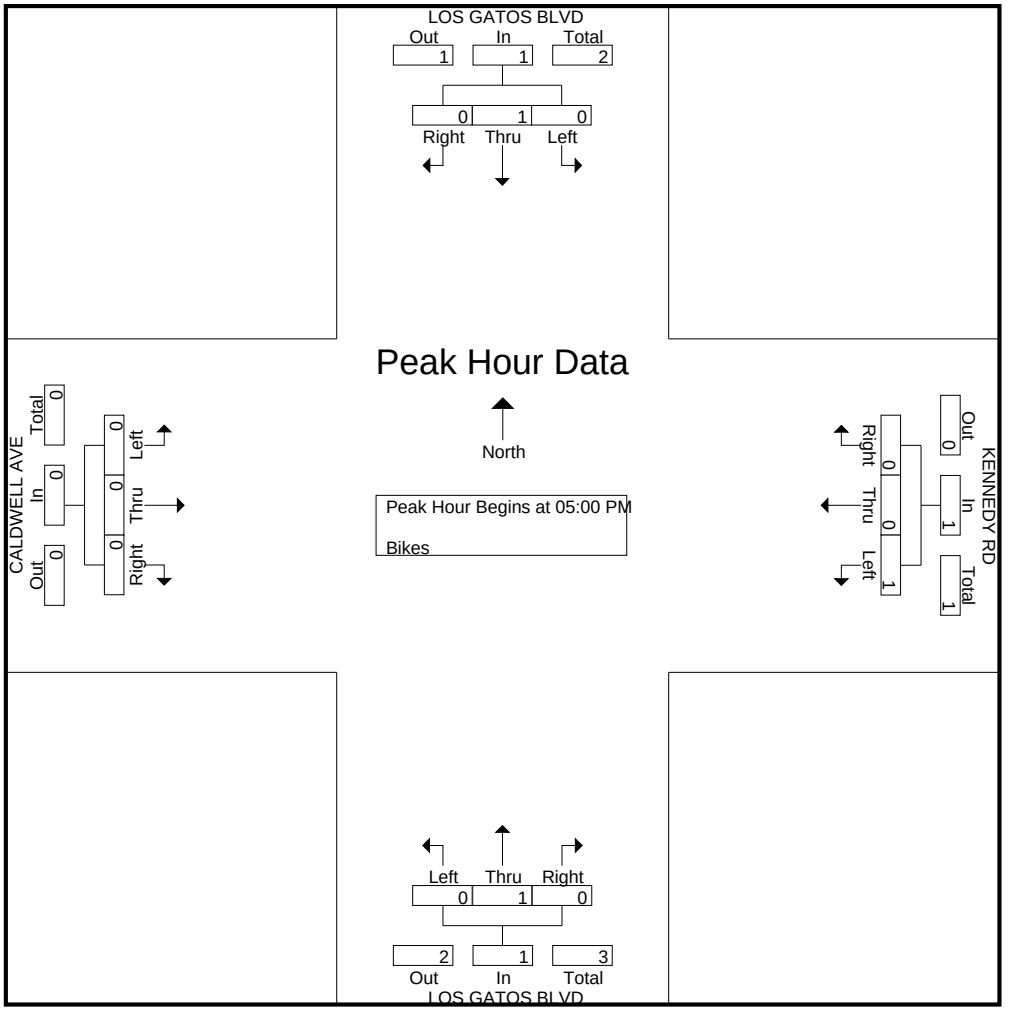


Appendix C:
Study Intersection LOS Calculations

Los Gatos General Plan
SJ18-1854

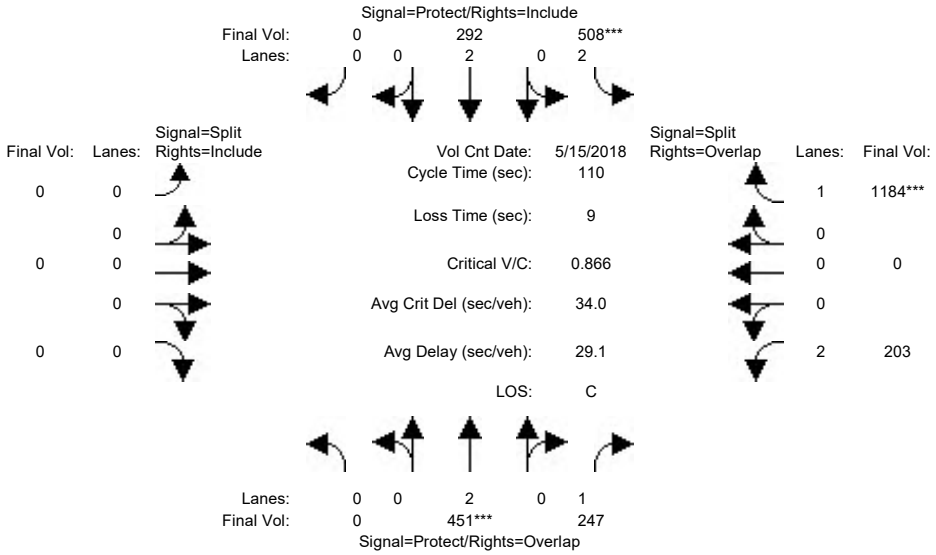
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Winchester Boulevard and Lark Avenue	C	29.1	0.866	34.0	B	17.9	0.584	17.6
#2	Los Gatos Boulevard and Samaritan Drive	C-	32.9	0.549	34.0	C-	32.2	0.673	35.3
#3	Los Gatos Boulevard and Lark Avenue	D	49.0	0.915	61.4	D+	37.1	0.799	44.8
#4	Los Gatos Boulevard and Blossom Hill Road	C-	34.4	0.509	38.0	C-	33.2	0.536	37.7
#5	Los Gatos Boulevard and Los Gatos-Saratoga Road	C+	22.8	0.573	37.4	C+	22.4	0.682	34.9
#6	Los Gatos-Saratoga Road and University Avenue	D+	37.6	0.488	31.2	C	26.5	0.675	28.7
#7	N. Santa Cruz Avenue and Los Gatos-Saratoga Road	D	45.0	0.635	47.6	C-	32.3	0.592	31.5
#8	N. Santa Cruz-Winchester Boulevard and Blossom Hill-	C	24.9	0.554	30.7	C+	22.2	0.539	21.6
#9	Main Street and N. Santa Cruz Avenue	C+	20.0	0.313	19.9	C-	33.5	0.487	33.7
#10	Main Street and University Avenue	B	14.9	0.526	17.9	B-	19.3	0.468	20.9

Los Gatos General Plan
SJ18-1854

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

Intersection #1: Winchester Blvd and Lark Ave



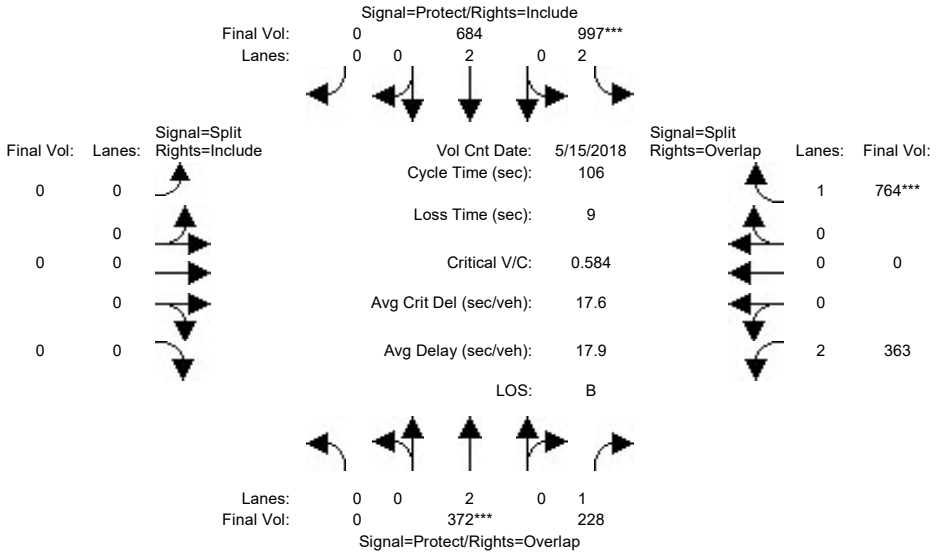
Street Name:	Winchester Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 08:00:00 AM												
Base Vol:	0	451	247	508	292	0	0	0	0	203	0	1184
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	451	247	508	292	0	0	0	0	203	0	1184
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	451	247	508	292	0	0	0	0	203	0	1184
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	451	247	508	292	0	0	0	0	203	0	1184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	451	247	508	292	0	0	0	0	203	0	1184
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	451	247	508	292	0	0	0	0	203	0	1184
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.14	0.16	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.68
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.14	0.73	0.19	0.32	0.00	0.00	0.00	0.00	0.59	0.00	0.78
Volume/Cap:	0.00	0.87	0.19	0.87	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.87
Delay/Veh:	0.0	60.7	4.7	56.3	27.4	0.0	0.0	0.0	0.0	9.7	0.0	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	60.7	4.7	56.3	27.4	0.0	0.0	0.0	0.0	9.7	0.0	14.2
LOS by Move:	A	E	A	E+	C	A	A	A	A	A	A	B
HCM2k95thQ:	0	15	6	23	7	0	0	0	0	3	0	49

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

Los Gatos General Plan
SJ18-1854

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

Intersection #1: Winchester Blvd and Lark Ave



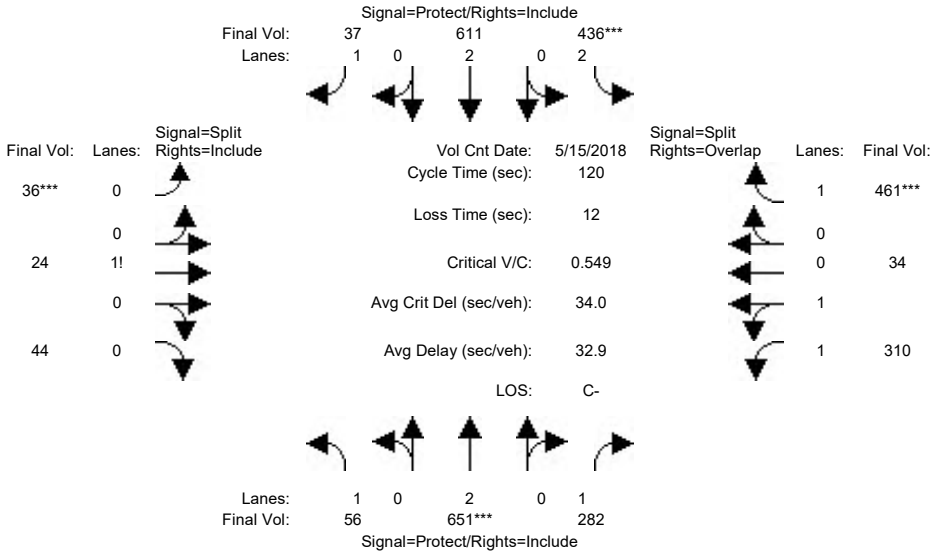
Street Name:	Winchester Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 04:45:00 PM												
Base Vol:	0	372	228	997	684	0	0	0	0	363	0	764
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	372	228	997	684	0	0	0	0	363	0	764
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	372	228	997	684	0	0	0	0	363	0	764
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	372	228	997	684	0	0	0	0	363	0	764
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	372	228	997	684	0	0	0	0	363	0	764
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	372	228	997	684	0	0	0	0	363	0	764
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.13	0.32	0.18	0.00	0.00	0.00	0.00	0.12	0.00	0.44
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.17	0.37	0.54	0.71	0.00	0.00	0.00	0.00	0.21	0.00	0.75
Volume/Cap:	0.00	0.58	0.35	0.58	0.25	0.00	0.00	0.00	0.00	0.56	0.00	0.58
Delay/Veh:	0.0	42.1	24.3	16.8	5.5	0.0	0.0	0.0	0.0	38.9	0.0	6.7
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:	0.0	42.1	24.3	16.8	5.5	0.0	0.0	0.0	0.0	38.9	0.0	6.7
LOS by Move:	A	D	C	B	A	A	A	A	A	D+	A	A
HCM2k95thQ:	0	10	11	24	8	0	0	0	0	12	0	21

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

Los Gatos General Plan
SJ18-1854

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

Intersection #2: Los Gatos Blvd and Samaritan Dr



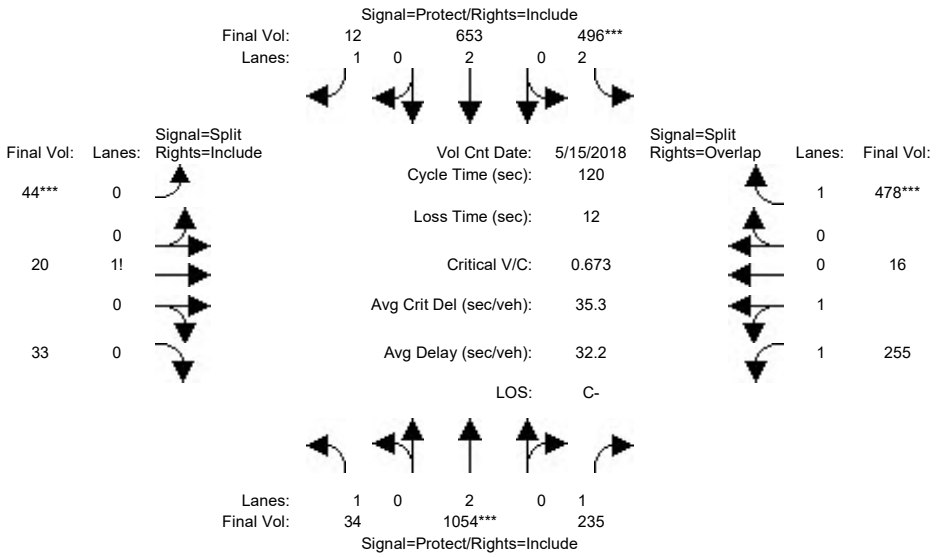
Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 08:00:00 AM												
Base Vol:	56	651	282	436	611	37	36	24	44	310	34	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	651	282	436	611	37	36	24	44	310	34	461
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:	56	651	282	436	611	37	36	24	44	310	34	461
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:	56	651	282	436	611	37	36	24	44	310	34	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	651	282	436	611	37	36	24	44	310	34	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	651	282	436	611	37	36	24	44	310	34	461
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	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.35	0.23	0.42	1.81	0.19	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	606	404	740	3199	351	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.16	0.14	0.16	0.02	0.06	0.06	0.06	0.10	0.10	0.26
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.31	0.31	0.25	0.41	0.41	0.11	0.11	0.11	0.23	0.23	0.48
Volume/Cap:	0.21	0.55	0.52	0.55	0.39	0.05	0.55	0.55	0.55	0.43	0.43	0.55
Delay/Veh:	45.2	34.8	34.7	39.8	24.7	21.1	54.1	54.1	54.1	40.0	40.0	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:	45.2	34.8	34.7	39.8	24.7	21.1	54.1	54.1	54.1	40.0	40.0	22.8
LOS by Move:	D	C-	C-	D	C	C+	D-	D-	D-	D	D	C+
HCM2k95thQ:	4	18	17	16	15	2	9	9	9	12	12	23

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

Los Gatos General Plan
SJ18-1854

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

Intersection #2: Los Gatos Blvd and Samaritan Dr



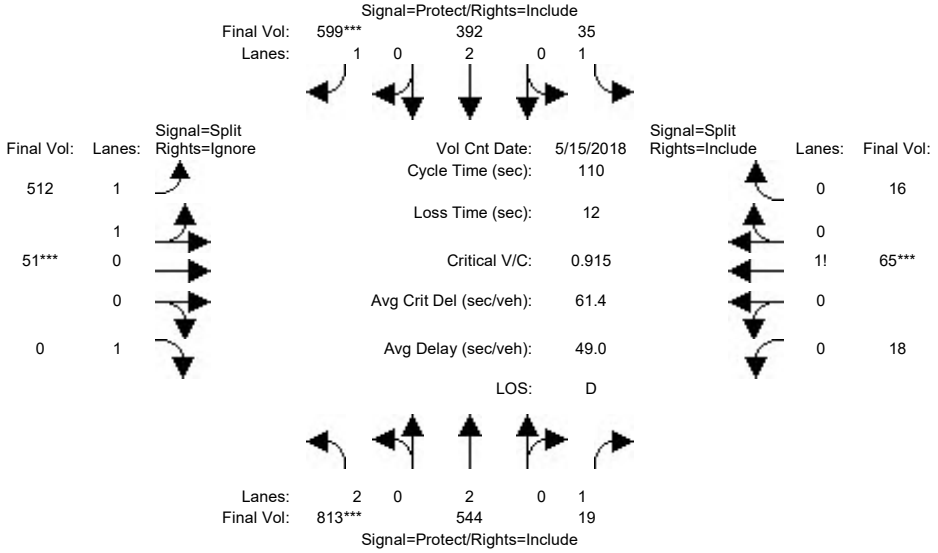
Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 04:45:00 PM												
Base Vol:	34	1054	235	496	653	12	44	20	33	255	16	478
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:	34	1054	235	496	653	12	44	20	33	255	16	478
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:	34	1054	235	496	653	12	44	20	33	255	16	478
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:	34	1054	235	496	653	12	44	20	33	255	16	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1054	235	496	653	12	44	20	33	255	16	478
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:	34	1054	235	496	653	12	44	20	33	255	16	478
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	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.45	0.21	0.34	1.88	0.12	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	794	361	595	3340	210	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.13	0.16	0.17	0.01	0.06	0.06	0.06	0.08	0.08	0.27
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.41	0.41	0.23	0.48	0.48	0.08	0.08	0.08	0.17	0.17	0.41
Volume/Cap:	0.12	0.67	0.33	0.67	0.36	0.01	0.67	0.67	0.67	0.44	0.44	0.67
Delay/Veh:	43.0	29.9	24.3	44.3	19.6	16.2	64.4	64.4	64.4	45.1	45.1	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	29.9	24.3	44.3	19.6	16.2	64.4	64.4	64.4	45.1	45.1	31.8
LOS by Move:	D	C	C	D	B-	B	E	E	E	D	D	C
HCM2k95thQ:	2	27	12	20	14	1	10	10	10	10	10	28

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

Los Gatos General Plan
SJ18-1854

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

Intersection #3: Los Gatos Blvd and Lark Ave



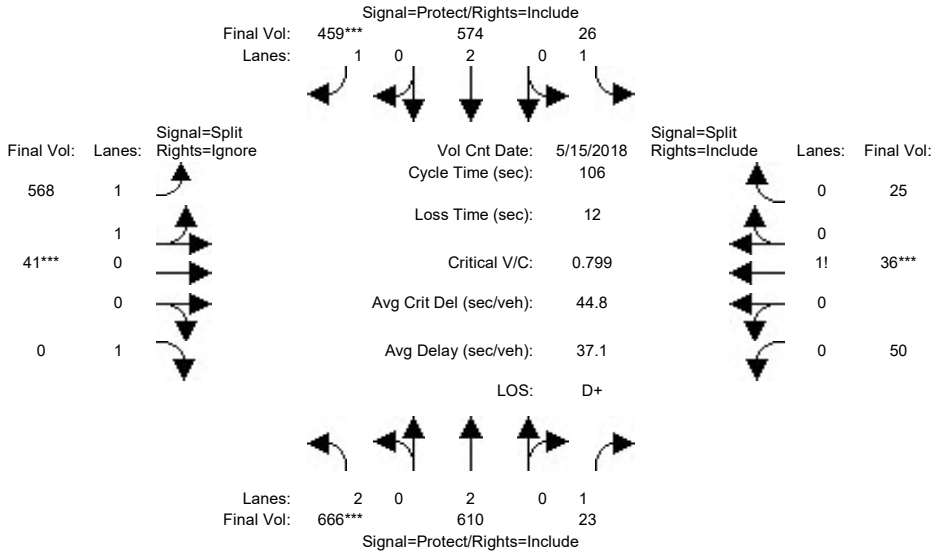
Street Name:	Los Gatos Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 08:00:00 AM												
Base Vol:	813	544	19	35	392	599	512	51	823	18	65	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	544	19	35	392	599	512	51	823	18	65	16
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:	813	544	19	35	392	599	512	51	823	18	65	16
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:	813	544	19	35	392	599	512	51	0	18	65	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	544	19	35	392	599	512	51	0	18	65	16
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:	813	544	19	35	392	599	512	51	0	18	65	16
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.82	0.18	1.00	0.18	0.66	0.16
Final Sat.:	3150	3800	1750	1750	3800	1750	3228	322	1750	318	1149	283
Capacity Analysis Module:												
Vol/Sat:	0.26	0.14	0.01	0.02	0.10	0.34	0.16	0.16	0.00	0.06	0.06	0.06
Crit Moves:	****					****		****			****	
Green/Cycle:	0.27	0.44	0.44	0.19	0.36	0.36	0.17	0.17	0.00	0.09	0.09	0.09
Volume/Cap:	0.95	0.33	0.02	0.10	0.29	0.95	0.95	0.95	0.00	0.62	0.62	0.62
Delay/Veh:	58.7	20.4	17.6	36.5	25.2	58.0	70.2	70.2	0.0	55.6	55.6	55.6
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:	58.7	20.4	17.6	36.5	25.2	58.0	70.2	70.2	0.0	55.6	55.6	55.6
LOS by Move:	E+	C+	B	D+	C	E+	E	E	A	E+	E+	E+
HCM2k95thQ:	32	11	1	2	9	40	22	22	0	9	9	9

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

Los Gatos General Plan
SJ18-1854

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

Intersection #3: Los Gatos Blvd and Lark Ave



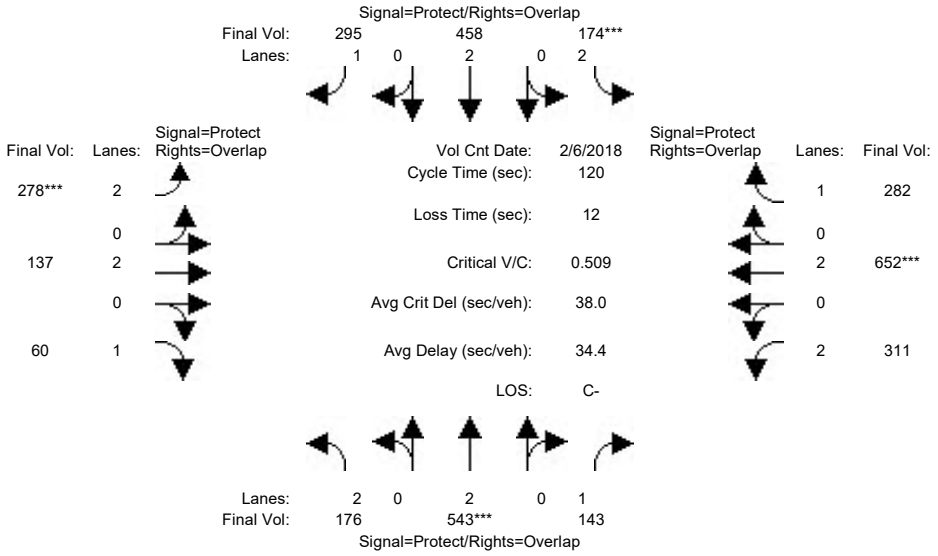
Street Name:	Los Gatos Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 04:45:00 PM												
Base Vol:	666	610	23	26	574	459	568	41	1134	50	36	25
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	610	23	26	574	459	568	41	1134	50	36	25
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	610	23	26	574	459	568	41	1134	50	36	25
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	610	23	26	574	459	568	41	0	50	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	666	610	23	26	574	459	568	41	0	50	36	25
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	610	23	26	574	459	568	41	0	50	36	25
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.87	0.13	1.00	0.45	0.32	0.23
Final Sat.:	3150	3800	1750	1750	3800	1750	3311	239	1750	788	568	394
Capacity Analysis Module:												
Vol/Sat:	0.21	0.16	0.01	0.01	0.15	0.26	0.17	0.17	0.00	0.06	0.06	0.06
Crit Moves:	****					****		****			****	
Green/Cycle:	0.26	0.41	0.41	0.17	0.32	0.32	0.21	0.21	0.00	0.09	0.09	0.09
Volume/Cap:	0.81	0.39	0.03	0.09	0.47	0.81	0.81	0.81	0.00	0.67	0.67	0.67
Delay/Veh:	43.1	22.0	18.6	37.2	29.0	41.9	46.7	46.7	0.0	56.8	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	22.0	18.6	37.2	29.0	41.9	46.7	46.7	0.0	56.8	56.8	56.8
LOS by Move:	D	C+	B-	D+	C	D	D	D	A	E+	E+	E+
HCM2k95thQ:	23	13	1	2	14	27	20	20	0	10	10	10

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

Los Gatos General Plan
SJ18-1854

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

Intersection #4: Los Gatos Blvd and Blossom Hill Rd



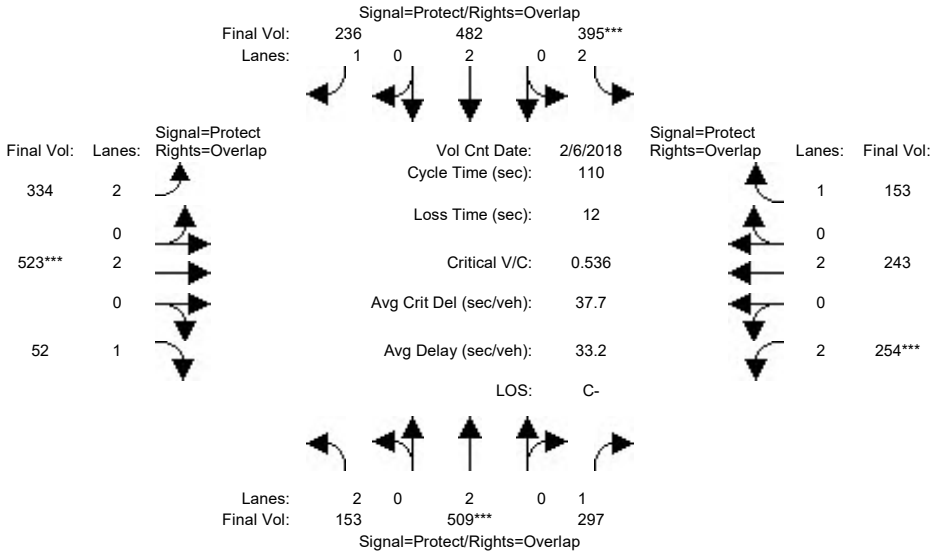
Street Name:	Los Gatos Boulevard						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2018 << 08:00:00 AM												
Base Vol:	176	543	143	174	458	295	278	137	60	311	652	282
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:	176	543	143	174	458	295	278	137	60	311	652	282
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:	176	543	143	174	458	295	278	137	60	311	652	282
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:	176	543	143	174	458	295	278	137	60	311	652	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	543	143	174	458	295	278	137	60	311	652	282
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:	176	543	143	174	458	295	278	137	60	311	652	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.08	0.06	0.12	0.17	0.09	0.04	0.03	0.10	0.17	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.28	0.56	0.11	0.26	0.44	0.17	0.23	0.36	0.28	0.34	0.45
Volume/Cap:	0.44	0.51	0.15	0.51	0.46	0.39	0.51	0.15	0.10	0.36	0.51	0.36
Delay/Veh:	49.2	36.6	12.9	51.7	37.5	23.3	45.8	36.6	25.5	35.1	32.2	22.3
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:	49.2	36.6	12.9	51.7	37.5	23.3	45.8	36.6	25.5	35.1	32.2	22.3
LOS by Move:	D	D+	B	D-	D+	C	D	D+	C	D+	C-	C+
HCM2k95thQ:	7	15	5	7	13	15	12	4	3	11	18	14

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

Los Gatos General Plan
SJ18-1854

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

Intersection #4: Los Gatos Blvd and Blossom Hill Rd



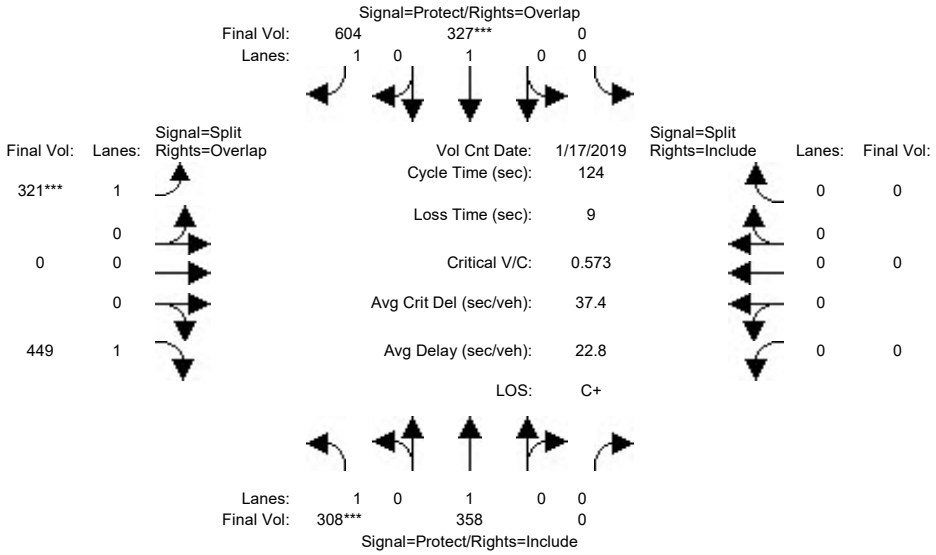
Street Name:	Los Gatos Boulevard						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2018 << 04:45:00 PM												
Base Vol:	153	509	297	395	482	236	334	523	52	254	243	153
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:	153	509	297	395	482	236	334	523	52	254	243	153
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:	153	509	297	395	482	236	334	523	52	254	243	153
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:	153	509	297	395	482	236	334	523	52	254	243	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	509	297	395	482	236	334	523	52	254	243	153
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:	153	509	297	395	482	236	334	523	52	254	243	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.17	0.13	0.13	0.13	0.11	0.14	0.03	0.08	0.06	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.25	0.40	0.23	0.32	0.54	0.22	0.26	0.42	0.15	0.19	0.42
Volume/Cap:	0.30	0.54	0.42	0.54	0.39	0.25	0.48	0.54	0.07	0.54	0.34	0.21
Delay/Veh:	41.0	36.3	24.2	37.7	29.2	13.5	38.0	35.8	19.2	44.4	39.0	20.3
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:	41.0	36.3	24.2	37.7	29.2	13.5	38.0	35.8	19.2	44.4	39.0	20.3
LOS by Move:	D	D+	C	D+	C	B	D+	D+	B-	D	D	C+
HCM2k95thQ:	5	14	14	13	12	9	12	15	2	11	7	7

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

Los Gatos General Plan
SJ18-1854

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

Intersection #5: 5.Los Gatos Blvd and Los- Gatos Saratoga Rd



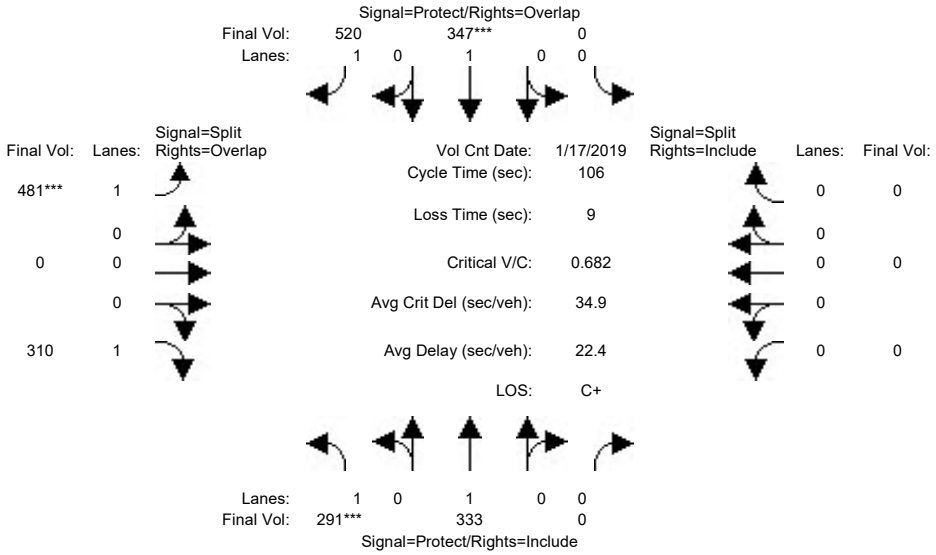
Street Name:	Los Gatos Boulevard						Los Gato-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 07:45:00 AM												
Base Vol:	308	358	0	0	327	604	321	0	449	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:	308	358	0	0	327	604	321	0	449	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:	308	358	0	0	327	604	321	0	449	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:	308	358	0	0	327	604	321	0	449	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	358	0	0	327	604	321	0	449	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:	308	358	0	0	327	604	321	0	449	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.00	0.00	0.17	0.35	0.18	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.31	0.61	0.00	0.00	0.30	0.62	0.32	0.00	0.63	0.00	0.00	0.00
Volume/Cap:	0.57	0.31	0.00	0.00	0.57	0.56	0.57	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	37.6	11.9	0.0	0.0	38.1	14.3	36.5	0.0	11.8	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:	37.6	11.9	0.0	0.0	38.1	14.3	36.5	0.0	11.8	0.0	0.0	0.0
LOS by Move:	D+	B+	A	A	D+	B	D+	A	B+	A	A	A
HCM2k95thQ:	20	12	0	0	19	25	20	0	17	0	0	0

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

Los Gatos General Plan
SJ18-1854

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

Intersection #5: 5.Los Gatos Blvd and Los- Gatos Saratoga Rd



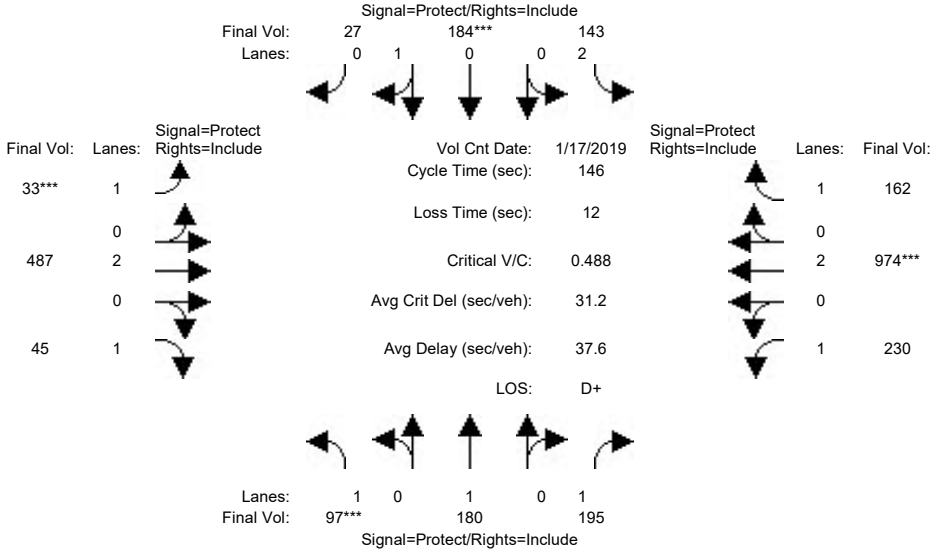
Street Name:	Los Gatos Boulevard						Los Gato-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 04:45:00 PM												
Base Vol:	291	333	0	0	347	520	481	0	310	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:	291	333	0	0	347	520	481	0	310	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:	291	333	0	0	347	520	481	0	310	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:	291	333	0	0	347	520	481	0	310	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	333	0	0	347	520	481	0	310	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:	291	333	0	0	347	520	481	0	310	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.18	0.30	0.27	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.51	0.00	0.00	0.27	0.67	0.40	0.00	0.65	0.00	0.00	0.00
Volume/Cap:	0.68	0.34	0.00	0.00	0.68	0.44	0.68	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	40.8	15.5	0.0	0.0	38.5	8.4	28.8	0.0	8.2	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:	40.8	15.5	0.0	0.0	38.5	8.4	28.8	0.0	8.2	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D+	A	C	A	A	A	A	A
HCM2k95thQ:	19	12	0	0	19	16	24	0	9	0	0	0

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

Los Gatos General Plan
SJ18-1854

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

Intersection #6: University Ave and Los Gatos- Saratoga Rd



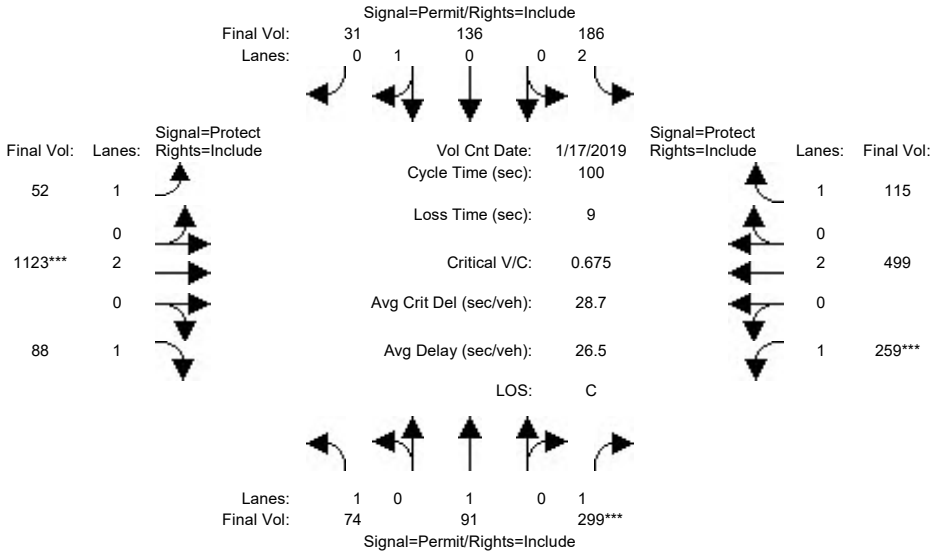
Street Name:	University Avenue						Los Gatos- Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 07:45:00 AM												
Base Vol:	97	180	195	143	184	27	33	487	45	230	974	162
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:	97	180	195	143	184	27	33	487	45	230	974	162
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:	97	180	195	143	184	27	33	487	45	230	974	162
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:	97	180	195	143	184	27	33	487	45	230	974	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	180	195	143	184	27	33	487	45	230	974	162
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:	97	180	195	143	184	27	33	487	45	230	974	162
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	0.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	3150	1570	230	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.11	0.05	0.12	0.12	0.02	0.13	0.03	0.13	0.26	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.24	0.24	0.11	0.24	0.24	0.05	0.28	0.28	0.29	0.52	0.52
Volume/Cap:	0.49	0.39	0.46	0.43	0.49	0.49	0.39	0.46	0.09	0.46	0.49	0.18
Delay/Veh:	62.8	46.5	47.6	62.1	48.9	48.9	70.5	43.7	38.9	43.3	22.8	18.6
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:	62.8	46.5	47.6	62.1	48.9	48.9	70.5	43.7	38.9	43.3	22.8	18.6
LOS by Move:	E	D	D	E	D	D	E	D	D+	D	C+	B-
HCM2k95thQ:	9	12	15	8	16	16	3	16	3	17	24	8

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

Los Gatos General Plan
SJ18-1854

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

Intersection #6: University Ave and Los Gatos- Saratoga Rd



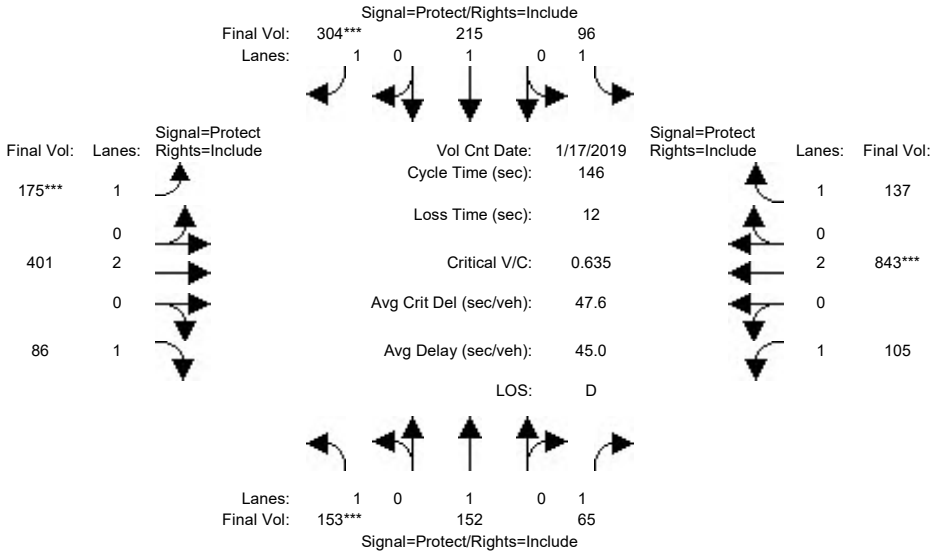
Street Name:	University Avenue						Los Gatos- Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 05:00:00 PM												
Base Vol:	74	91	299	186	136	31	52	1123	88	259	499	115
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:	74	91	299	186	136	31	52	1123	88	259	499	115
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:	74	91	299	186	136	31	52	1123	88	259	499	115
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:	74	91	299	186	136	31	52	1123	88	259	499	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	91	299	186	136	31	52	1123	88	259	499	115
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:	74	91	299	186	136	31	52	1123	88	259	499	115
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	0.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	3150	1466	334	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.17	0.06	0.09	0.09	0.03	0.30	0.05	0.15	0.13	0.07
Crit Moves:			****					****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.23	0.44	0.44	0.22	0.43	0.43
Volume/Cap:	0.17	0.19	0.68	0.23	0.37	0.37	0.13	0.68	0.11	0.68	0.31	0.15
Delay/Veh:	29.3	29.5	37.8	29.8	31.3	31.3	30.8	23.6	16.7	40.5	18.9	17.6
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:	29.3	29.5	37.8	29.8	31.3	31.3	30.8	23.6	16.7	40.5	18.9	17.6
LOS by Move:	C	C	D+	C	C	C	C	C	B	D	B-	B
HCM2k95thQ:	4	4	17	6	9	9	3	24	3	15	9	5

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

Los Gatos General Plan
SJ18-1854

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

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



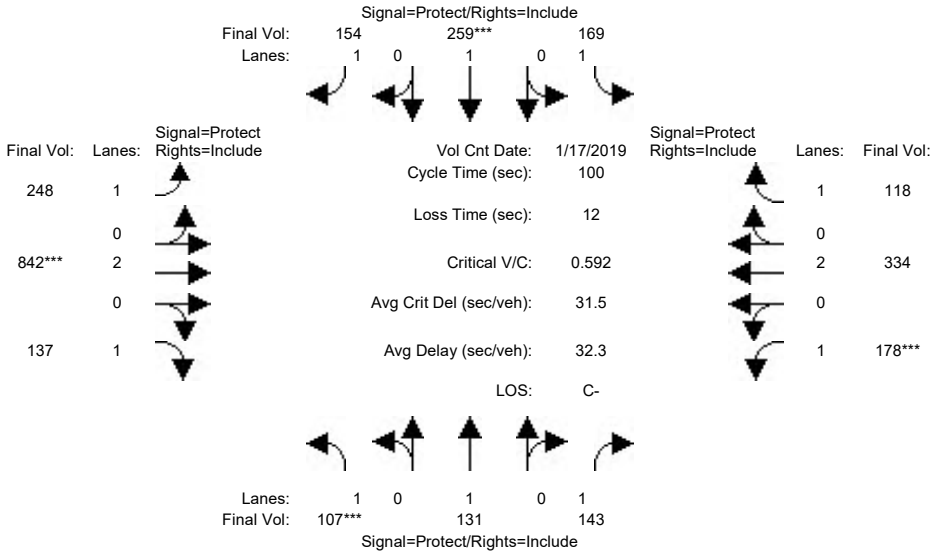
Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 07:45:00 AM												
Base Vol:	153	152	65	96	215	304	175	401	86	105	843	137
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:	153	152	65	96	215	304	175	401	86	105	843	137
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:	153	152	65	96	215	304	175	401	86	105	843	137
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:	153	152	65	96	215	304	175	401	86	105	843	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	152	65	96	215	304	175	401	86	105	843	137
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:	153	152	65	96	215	304	175	401	86	105	843	137
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.04	0.05	0.11	0.17	0.10	0.11	0.05	0.06	0.22	0.08
Crit Moves:	****					****	****				****	
Green/Cycle:	0.14	0.24	0.24	0.17	0.27	0.27	0.16	0.32	0.32	0.18	0.35	0.35
Volume/Cap:	0.64	0.33	0.15	0.33	0.41	0.64	0.64	0.33	0.15	0.33	0.64	0.22
Delay/Veh:	65.0	45.8	43.5	54.2	44.0	49.4	62.4	37.6	35.3	52.3	40.8	33.7
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:	65.0	45.8	43.5	54.2	44.0	49.4	62.4	37.6	35.3	52.3	40.8	33.7
LOS by Move:	E	D	D	D-	D	D	E	D+	D+	D-	D	C-
HCM2k95thQ:	13	10	5	8	14	23	16	13	6	8	27	9

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

Los Gatos General Plan
SJ18-1854

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

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
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: 17 Jan 2019 << 05:00:00 PM												
Base Vol:	107	131	143	169	259	154	248	842	137	178	334	118
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:	107	131	143	169	259	154	248	842	137	178	334	118
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:	107	131	143	169	259	154	248	842	137	178	334	118
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:	107	131	143	169	259	154	248	842	137	178	334	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	131	143	169	259	154	248	842	137	178	334	118
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:	107	131	143	169	259	154	248	842	137	178	334	118
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.08	0.10	0.14	0.09	0.14	0.22	0.08	0.10	0.09	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.17	0.17	0.16	0.23	0.23	0.32	0.37	0.37	0.17	0.23	0.23
Volume/Cap:	0.59	0.41	0.48	0.59	0.59	0.38	0.44	0.59	0.21	0.59	0.39	0.30
Delay/Veh:	48.0	37.9	38.8	41.9	36.5	33.1	27.5	25.8	21.4	41.3	33.1	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	37.9	38.8	41.9	36.5	33.1	27.5	25.8	21.4	41.3	33.1	32.5
LOS by Move:	D	D+	D+	D	D+	C-	C	C	C+	D	C-	C-
HCM2k95thQ:	7	7	8	10	13	8	13	20	6	11	8	6

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

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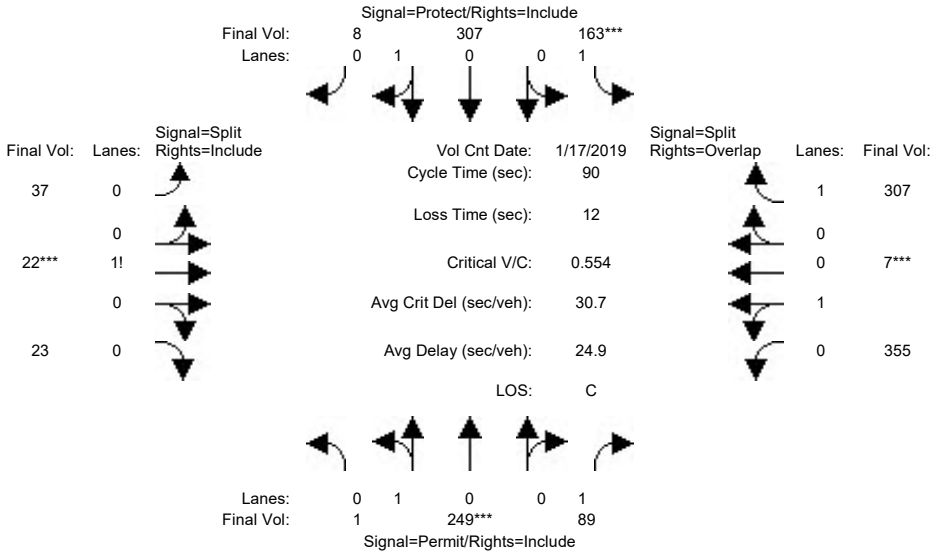
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #8: Santa Cruz-Winchester Blvd and Blossom Hill-Mariposa



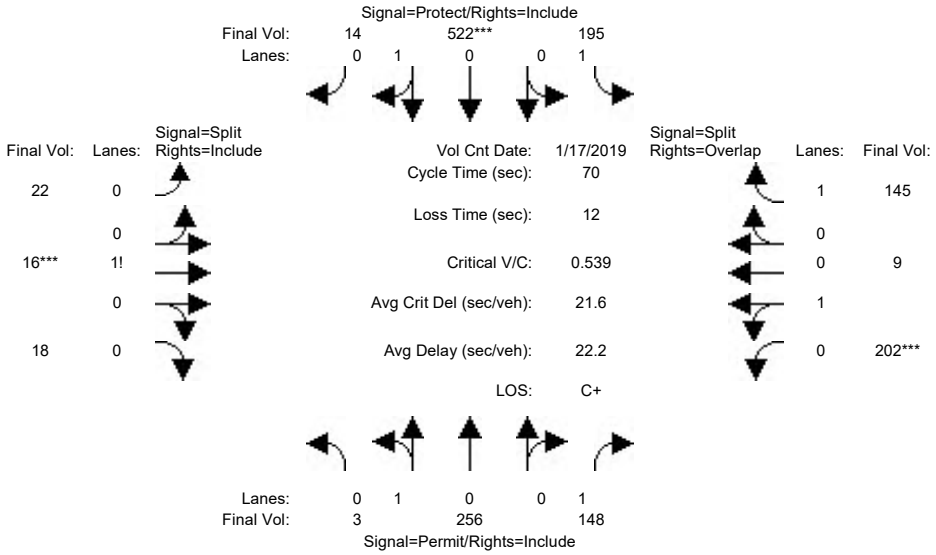
Street Name:	Santa Cruz-Winchester Bloulevard						Blossom Hill-Mariposa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 07:45:00 AM												
Base Vol:	1	249	89	163	307	8	37	22	23	355	7	307
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:	1	249	89	163	307	8	37	22	23	355	7	307
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:	1	249	89	163	307	8	37	22	23	355	7	307
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:	1	249	89	163	307	8	37	22	23	355	7	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	249	89	163	307	8	37	22	23	355	7	307
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:	1	249	89	163	307	8	37	22	23	355	7	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.01	0.99	1.00	1.00	0.97	0.03	0.45	0.27	0.28	0.98	0.02	1.00
Final Sat.:	7	1793	1750	1750	1754	46	790	470	491	1765	35	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.09	0.18	0.18	0.05	0.05	0.05	0.20	0.20	0.18
Crit Moves:		****		****				****			****	
Green/Cycle:	0.24	0.24	0.24	0.16	0.40	0.40	0.11	0.11	0.11	0.35	0.35	0.51
Volume/Cap:	0.57	0.57	0.21	0.57	0.43	0.43	0.42	0.42	0.42	0.57	0.57	0.34
Delay/Veh:	31.9	31.9	27.5	37.6	19.7	19.7	38.8	38.8	38.8	25.0	25.0	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	31.9	27.5	37.6	19.7	19.7	38.8	38.8	38.8	25.0	25.0	13.2
LOS by Move:	C	C	C	D+	B-	B-	D+	D+	D+	C	C	B
HCM2k95thQ:	12	12	4	9	12	12	6	6	6	17	17	11

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

Los Gatos General Plan
SJ18-1854

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

Intersection #8: Santa Cruz-Winchester Blvd and Blossom Hill-Mariposa



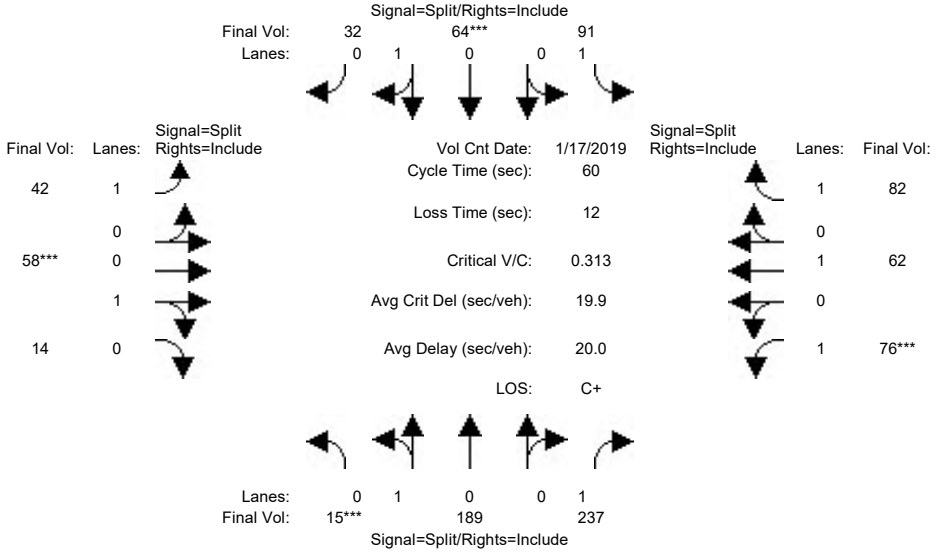
Street Name:	Santa Cruz-Winchester Bloulevard						Blossom Hill-Mariposa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 04:00:00 PM												
Base Vol:	3	256	148	195	522	14	22	16	18	202	9	145
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:	3	256	148	195	522	14	22	16	18	202	9	145
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:	3	256	148	195	522	14	22	16	18	202	9	145
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:	3	256	148	195	522	14	22	16	18	202	9	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	256	148	195	522	14	22	16	18	202	9	145
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:	3	256	148	195	522	14	22	16	18	202	9	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.01	0.99	1.00	1.00	0.97	0.03	0.39	0.29	0.32	0.96	0.04	1.00
Final Sat.:	21	1779	1750	1750	1753	47	688	500	563	1723	77	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.08	0.11	0.30	0.30	0.03	0.03	0.03	0.12	0.12	0.08
Crit Moves:					****			****		****		
Green/Cycle:	0.20	0.20	0.20	0.34	0.54	0.54	0.14	0.14	0.14	0.14	0.14	0.48
Volume/Cap:	0.71	0.71	0.42	0.33	0.55	0.55	0.22	0.22	0.22	0.82	0.82	0.17
Delay/Veh:	32.6	32.6	25.2	17.5	11.1	11.1	27.0	27.0	27.0	46.8	46.8	10.3
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:	32.6	32.6	25.2	17.5	11.1	11.1	27.0	27.0	27.0	46.8	46.8	10.3
LOS by Move:	C-	C-	C	B	B+	B+	C	C	C	D	D	B+
HCM2k95thQ:	11	11	6	7	15	15	3	3	3	14	14	4

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

Los Gatos General Plan
SJ18-1854

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

Intersection #9: Santa Cruz Avenue and Main Street



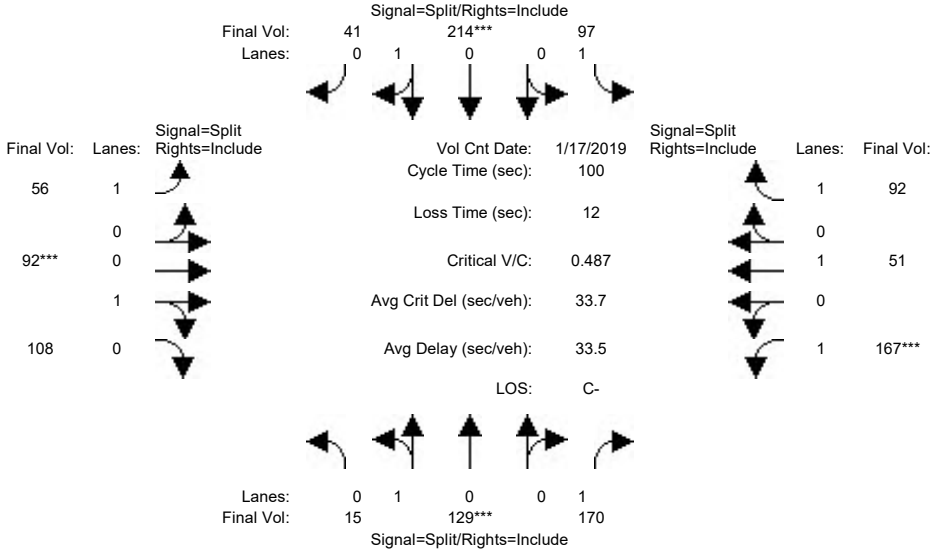
Street Name:	Santa Cruz Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 07:30:00 AM												
Base Vol:	15	189	237	91	64	32	42	58	14	76	62	82
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:	15	189	237	91	64	32	42	58	14	76	62	82
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:	15	189	237	91	64	32	42	58	14	76	62	82
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:	15	189	237	91	64	32	42	58	14	76	62	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	189	237	91	64	32	42	58	14	76	62	82
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:	15	189	237	91	64	32	42	58	14	76	62	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.07	0.93	1.00	1.00	0.67	0.33	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	132	1668	1750	1750	1200	600	1750	1450	350	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.14	0.05	0.05	0.05	0.02	0.04	0.04	0.04	0.03	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.30	0.30	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.38	0.38	0.45	0.31	0.32	0.32	0.14	0.24	0.24	0.26	0.20	0.28
Delay/Veh:	17.0	17.0	17.6	22.6	22.6	22.6	21.6	22.1	22.1	22.3	21.8	22.4
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:	17.0	17.0	17.6	22.6	22.6	22.6	21.6	22.1	22.1	22.3	21.8	22.4
LOS by Move:	B	B	B	C+	C+	C+	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	7	7	8	3	3	3	2	3	3	3	2	3

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

Los Gatos General Plan
SJ18-1854

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

Intersection #9: Santa Cruz Avenue and Main Street



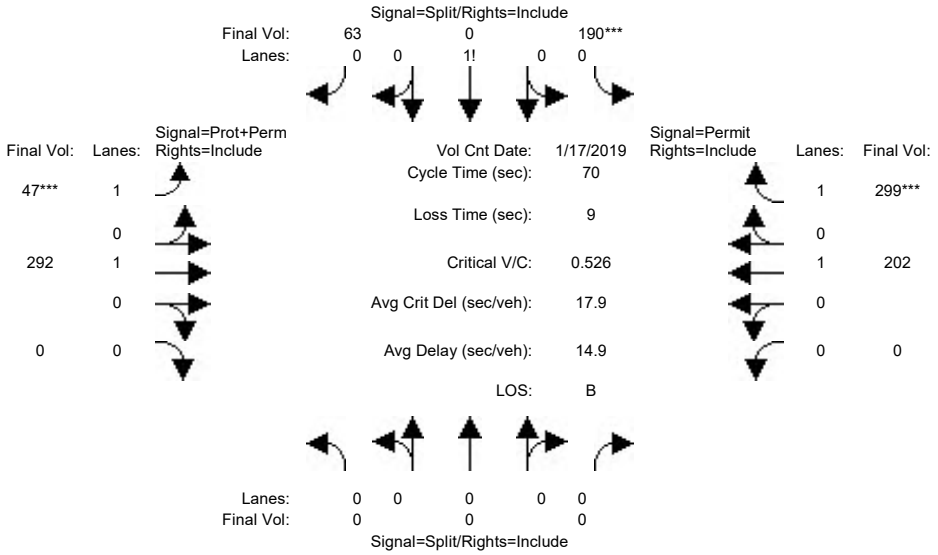
Street Name:	Santa Cruz Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 04:00:00 PM												
Base Vol:	15	129	170	97	214	41	56	92	108	167	51	92
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:	15	129	170	97	214	41	56	92	108	167	51	92
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:	15	129	170	97	214	41	56	92	108	167	51	92
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:	15	129	170	97	214	41	56	92	108	167	51	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	129	170	97	214	41	56	92	108	167	51	92
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:	15	129	170	97	214	41	56	92	108	167	51	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.10	0.90	1.00	1.00	0.84	0.16	1.00	0.46	0.54	1.00	1.00	1.00
Final Sat.:	187	1612	1750	1750	1511	289	1750	828	972	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.10	0.06	0.14	0.14	0.03	0.11	0.11	0.10	0.03	0.05
Crit Moves:		****			****			****			****	
Green/Cycle:	0.20	0.20	0.20	0.29	0.29	0.29	0.23	0.23	0.23	0.20	0.20	0.20
Volume/Cap:	0.40	0.40	0.49	0.19	0.49	0.49	0.14	0.49	0.49	0.49	0.14	0.27
Delay/Veh:	35.5	35.5	36.5	26.8	30.0	30.0	30.9	34.4	34.4	36.8	33.4	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	35.5	36.5	26.8	30.0	30.0	30.9	34.4	34.4	36.8	33.4	34.5
LOS by Move:	D+	D+	D+	C	C	C	C	C-	C-	D+	C-	C-
HCM2k95thQ:	9	9	11	5	13	13	3	12	12	9	3	5

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

Los Gatos General Plan
SJ18-1854

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

Intersection #10: University Ave and Main St



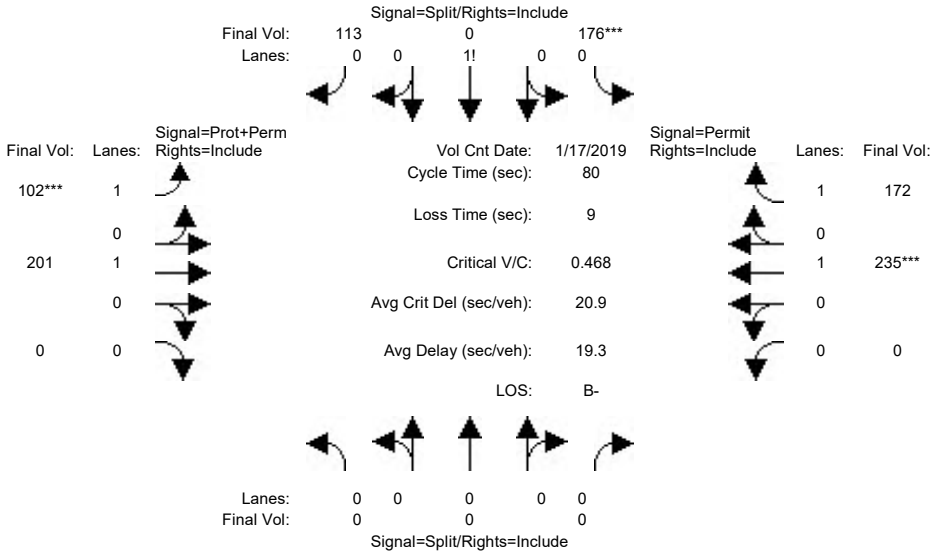
Street Name:	University Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2019 << 07:30:00 AM												
Base Vol:	0	0	0	190	0	63	47	292	0	0	202	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	190	0	63	47	292	0	0	202	299
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	0	0	190	0	63	47	292	0	0	202	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	190	0	63	47	292	0	0	202	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	63	47	292	0	0	202	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	190	0	63	47	292	0	0	202	299
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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.75	0.00	0.25	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1314	0	436	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.15	0.00	0.00	0.11	0.17
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.14	0.54	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.43	0.19	0.29	0.00	0.00	0.27	0.43
Delay/Veh:	0.0	0.0	0.0	18.7	0.0	18.7	26.8	9.0	0.0	0.0	14.5	15.9
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:	0.0	0.0	0.0	18.7	0.0	18.7	26.8	9.0	0.0	0.0	14.5	15.9
LOS by Move:	A	A	A	B-	A	B-	C	A	A	A	B	B
HCM2k95thQ:	0	0	0	9	0	9	2	7	0	0	6	10

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

Los Gatos General Plan
SJ18-1854

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

Intersection #10: University Ave and Main St



Street Name:	University Avenue						Main Street					
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	10	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: 17 Jan 2019 << 04:15:00 PM												
Base Vol:	0	0	0	176	0	113	102	201	0	0	235	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	176	0	113	102	201	0	0	235	172
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	0	0	176	0	113	102	201	0	0	235	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	176	0	113	102	201	0	0	235	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	176	0	113	102	201	0	0	235	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	176	0	113	102	201	0	0	235	172
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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.61	0.00	0.39	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1066	0	684	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.11	0.00	0.00	0.12	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.15	0.47	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.39	0.39	0.23	0.00	0.00	0.39	0.31
Delay/Veh:	0.0	0.0	0.0	16.3	0.0	16.3	31.7	12.9	0.0	0.0	21.8	21.1
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:	0.0	0.0	0.0	16.3	0.0	16.3	31.7	12.9	0.0	0.0	21.8	21.1
LOS by Move:	A	A	A	B	A	B	C	B	A	A	C+	C+
HCM2k95thQ:	0	0	0	10	0	10	5	6	0	0	9	7

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

Los Gatos General Plan
SJ18-1854

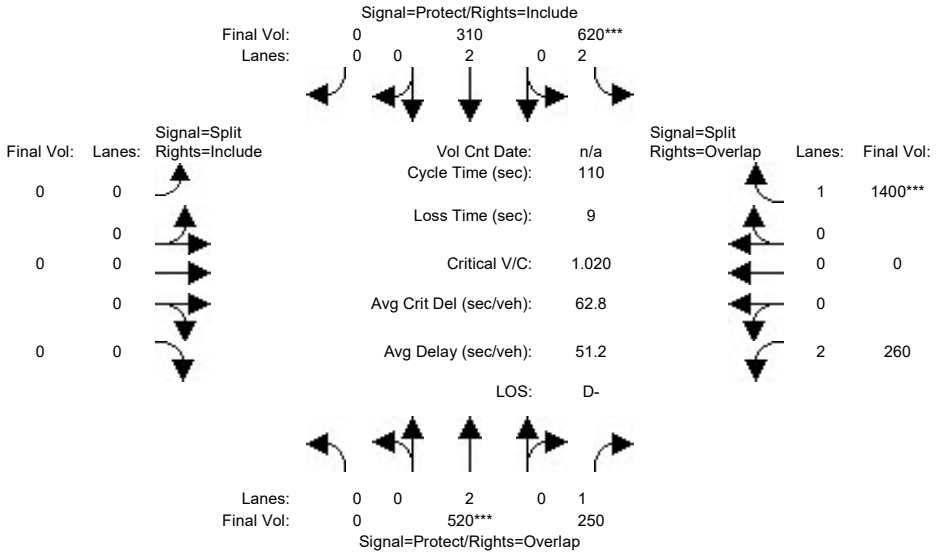
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative AM				Cumulative PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Winchester Boulevard and Lark Avenue	D-	51.2	1.020	62.8	E	61.4	1.062	+ 0.042	76.0	+ 13.2
#2	Los Gatos Boulevard and Samaritan Drive	C-	33.5	0.557	34.4	D	47.3	0.795	+ 0.237	52.0	+ 17.6
#3	Los Gatos Boulevard and Lark Avenue	F	80.9	1.071	109.5	F	91.0	1.121	+ 0.050	130.0	+ 20.5
#4	Los Gatos Boulevard and Blossom Hill Road	D+	36.0	0.588	40.4	D+	37.3	0.666	+ 0.078	42.8	+ 2.4
#5	Los Gatos Boulevard and Los Gatos-Saratoga Road	C	25.7	0.719	41.3	C	27.9	0.800	+ 0.081	45.4	+ 4.1
#6	Los Gatos-Saratoga Road and University Avenue	D	42.9	0.610	39.3	D	46.7	0.693	+ 0.083	44.5	+ 5.2
#7	N. Santa Cruz Avenue and Los Gatos-Saratoga Road	D-	54.1	0.885	64.6	E	67.2	0.991	+ 0.106	85.6	+ 21.1
#8	N. Santa Cruz-Winchester Boulevard and Blossom Hill-	C	28.4	0.697	36.1	C	29.3	0.717	+ 0.020	37.3	+ 1.3
#9	Main Street and N. Santa Cruz Avenue	C	27.2	0.621	28.5	C	27.6	0.663	+ 0.042	29.0	+ 0.4
#10	Main Street and University Avenue	B-	19.8	0.725	22.0	C+	22.6	0.784	+ 0.059	24.0	+ 2.0

Los Gatos General Plan
SJ18-1854

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

Intersection #1: Winchester Blvd and Lark Ave



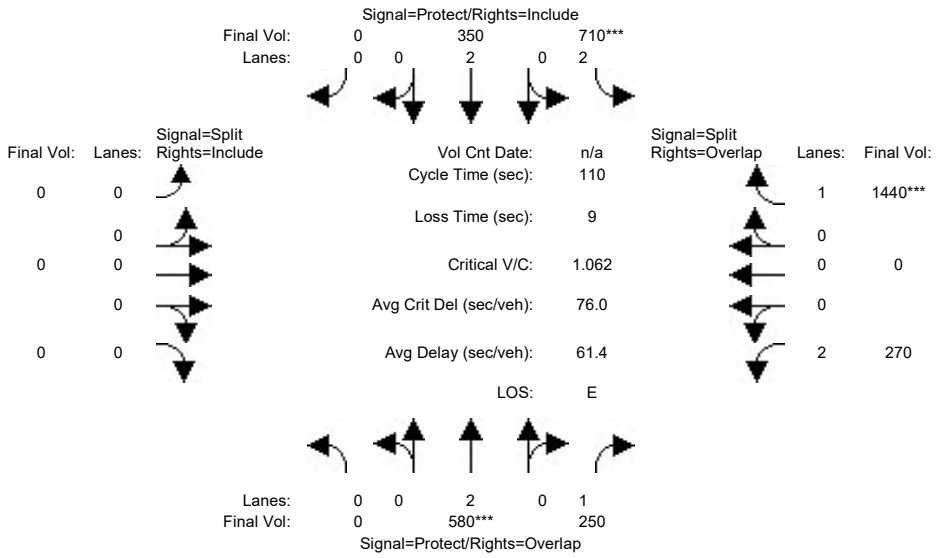
Street Name:	Winchester Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	520	250	620	310	0	0	0	0	260	0	1400
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	520	250	620	310	0	0	0	0	260	0	1400
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	520	250	620	310	0	0	0	0	260	0	1400
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	520	250	620	310	0	0	0	0	260	0	1400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	250	620	310	0	0	0	0	260	0	1400
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	520	250	620	310	0	0	0	0	260	0	1400
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.20	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.80
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.13	0.73	0.19	0.33	0.00	0.00	0.00	0.00	0.59	0.00	0.78
Volume/Cap:	0.00	1.02	0.20	1.02	0.25	0.00	0.00	0.00	0.00	0.14	0.00	1.02
Delay/Veh:	0.0	92.7	4.9	86.1	27.2	0.0	0.0	0.0	0.0	10.1	0.0	41.4
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:	0.0	92.7	4.9	86.1	27.2	0.0	0.0	0.0	0.0	10.1	0.0	41.4
LOS by Move:	A	F	A	F	C	A	A	A	A	B+	A	D
HCM2k95thQ:	0	20	6	32	8	0	0	0	0	5	0	91

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

Los Gatos General Plan
SJ18-1854

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

Intersection #1: Winchester Blvd and Lark Ave



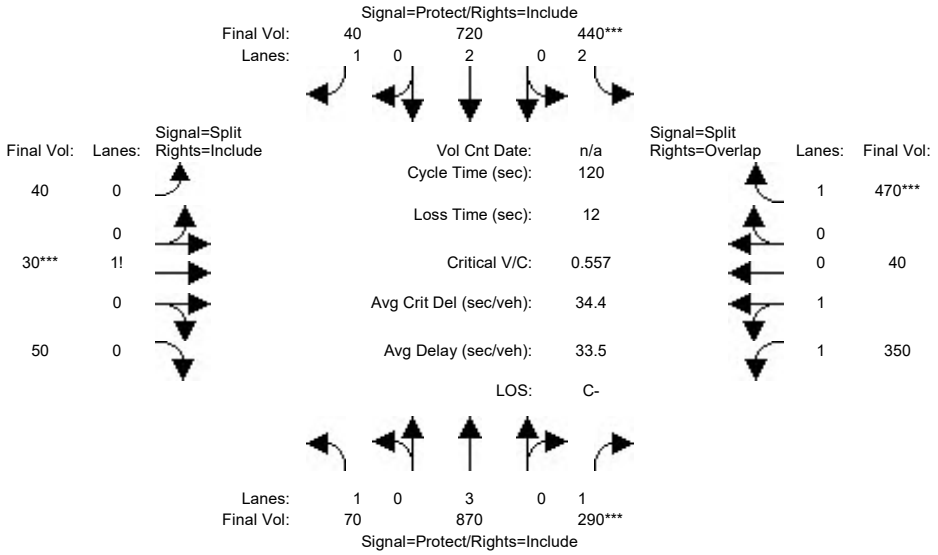
Street Name:	Winchester Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	580	250	710	350	0	0	0	0	270	0	1440
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	580	250	710	350	0	0	0	0	270	0	1440
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	580	250	710	350	0	0	0	0	270	0	1440
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	580	250	710	350	0	0	0	0	270	0	1440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	250	710	350	0	0	0	0	270	0	1440
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	580	250	710	350	0	0	0	0	270	0	1440
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.14	0.23	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.82
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.14	0.71	0.21	0.36	0.00	0.00	0.00	0.00	0.56	0.00	0.77
Volume/Cap:	0.00	1.06	0.20	1.06	0.26	0.00	0.00	0.00	0.00	0.15	0.00	1.06
Delay/Veh:	0.0	103	5.6	95.9	25.2	0.0	0.0	0.0	0.0	11.6	0.0	55.3
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:	0.0	103	5.6	95.9	25.2	0.0	0.0	0.0	0.0	11.6	0.0	55.3
LOS by Move:	A	F	A	F	C	A	A	A	A	B+	A	E+
HCM2k95thQ:	0	23	6	37	8	0	0	0	0	5	0	101

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

Los Gatos General Plan
SJ18-1854

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

Intersection #2: Los Gatos Blvd and Samaritan Dr



Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:												
Base Vol:	70	870	290	440	720	40	40	30	50	350	40	470
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:	70	870	290	440	720	40	40	30	50	350	40	470
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:	70	870	290	440	720	40	40	30	50	350	40	470
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:	70	870	290	440	720	40	40	30	50	350	40	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	870	290	440	720	40	40	30	50	350	40	470
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:	70	870	290	440	720	40	40	30	50	350	40	470
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	2.00	1.00	0.34	0.23	0.43	1.81	0.19	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	595	446	744	3167	362	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.17	0.14	0.19	0.02	0.07	0.07	0.07	0.11	0.11	0.27
Crit Moves:			****	****				****				****
Green/Cycle:	0.13	0.30	0.30	0.25	0.42	0.42	0.12	0.12	0.12	0.23	0.23	0.48
Volume/Cap:	0.31	0.51	0.56	0.56	0.45	0.05	0.56	0.56	0.56	0.48	0.48	0.56
Delay/Veh:	48.2	35.2	36.8	40.0	25.2	20.8	53.0	53.0	53.0	40.3	40.3	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:	48.2	35.2	36.8	40.0	25.2	20.8	53.0	53.0	53.0	40.3	40.3	22.8
LOS by Move:	D	D+	D+	D	C	C+	D-	D-	D-	D	D	C+
HCM2k95thQ:	5	16	18	17	17	2	10	10	10	13	13	24

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

Los Gatos General Plan
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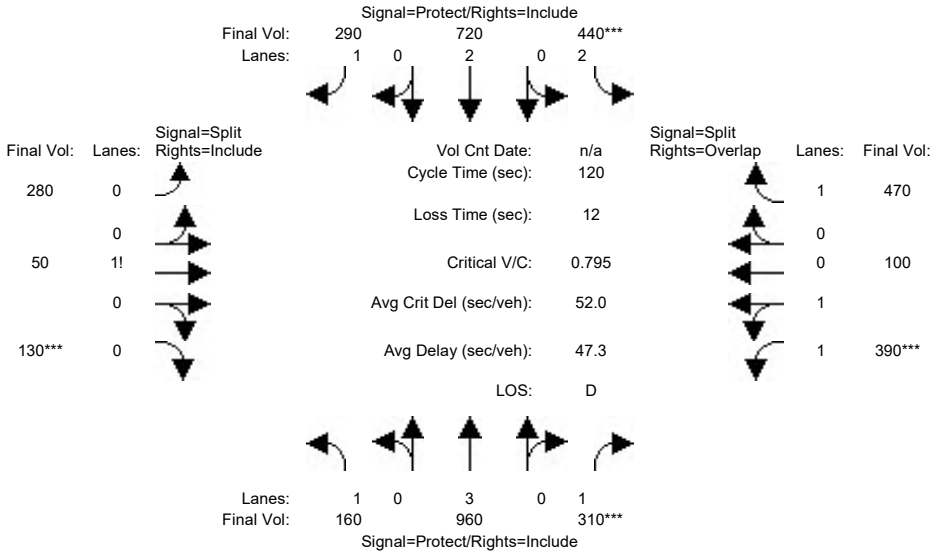
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #2: Los Gatos Blvd and Samaritan Dr



Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:												
Base Vol:	160	960	310	440	720	290	280	50	130	390	100	470
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:	160	960	310	440	720	290	280	50	130	390	100	470
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:	160	960	310	440	720	290	280	50	130	390	100	470
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:	160	960	310	440	720	290	280	50	130	390	100	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	960	310	440	720	290	280	50	130	390	100	470
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:	160	960	310	440	720	290	280	50	130	390	100	470
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	2.00	1.00	0.61	0.10	0.29	1.62	0.38	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1074	192	499	2831	726	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.18	0.14	0.19	0.17	0.26	0.26	0.26	0.14	0.14	0.27
Crit Moves:			****	****					****	****		
Green/Cycle:	0.13	0.22	0.22	0.18	0.27	0.27	0.33	0.33	0.33	0.17	0.17	0.35
Volume/Cap:	0.70	0.76	0.79	0.79	0.70	0.62	0.79	0.79	0.79	0.79	0.79	0.77
Delay/Veh:	59.6	46.2	54.8	55.2	41.8	40.9	44.1	44.1	44.1	54.6	54.6	40.7
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:	59.6	46.2	54.8	55.2	41.8	40.9	44.1	44.1	44.1	54.6	54.6	40.7
LOS by Move:	E+	D	D-	E+	D	D	D	D	D	D-	D-	D
HCM2k95thQ:	12	20	22	21	23	20	31	31	31	20	20	31

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

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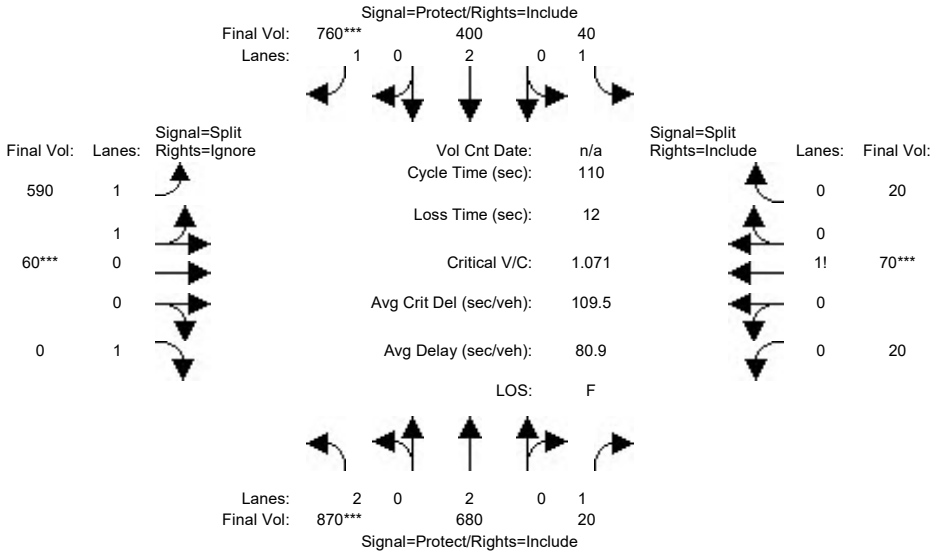
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #3: Los Gatos Blvd and Lark Ave



Street Name:	Los Gatos Boulevard						Lark Avenue					
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:												
Base Vol:	870	680	20	40	400	760	590	60	1010	20	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	870	680	20	40	400	760	590	60	1010	20	70	20
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:	870	680	20	40	400	760	590	60	1010	20	70	20
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:	870	680	20	40	400	760	590	60	0	20	70	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	680	20	40	400	760	590	60	0	20	70	20
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:	870	680	20	40	400	760	590	60	0	20	70	20
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	2.00	1.00	1.83	0.17	1.00	0.19	0.62	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3200	325	1750	335	1173	335
Capacity Analysis Module:												
Vol/Sat:	0.28	0.18	0.01	0.02	0.11	0.43	0.18	0.18	0.00	0.06	0.06	0.06
Crit Moves:	****					****		****			****	
Green/Cycle:	0.25	0.47	0.47	0.17	0.39	0.39	0.16	0.16	0.00	0.09	0.09	0.09
Volume/Cap:	1.12	0.38	0.02	0.14	0.27	1.12	1.12	1.12	0.00	0.66	0.66	0.66
Delay/Veh:	111.4	19.1	15.7	39.3	23.1	105.5	120.3	120	0.0	57.5	57.5	57.5
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:	111.4	19.1	15.7	39.3	23.1	105.5	120.3	120	0.0	57.5	57.5	57.5
LOS by Move:	F	B-	B	D	C	F	F	F	A	E+	E+	E+
HCM2k95thQ:	42	13	1	2	9	63	31	31	0	10	10	10

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

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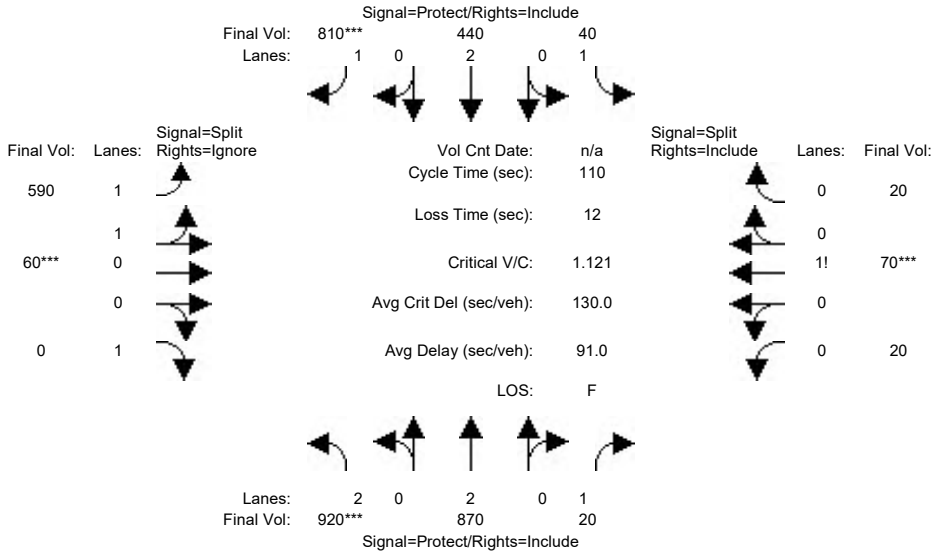
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #3: Los Gatos Blvd and Lark Ave



Street Name:	Los Gatos Boulevard						Lark Avenue					
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:												
Base Vol:	920	870	20	40	440	810	590	60	1130	20	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	920	870	20	40	440	810	590	60	1130	20	70	20
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:	920	870	20	40	440	810	590	60	1130	20	70	20
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:	920	870	20	40	440	810	590	60	0	20	70	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	920	870	20	40	440	810	590	60	0	20	70	20
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:	920	870	20	40	440	810	590	60	0	20	70	20
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	2.00	1.00	1.83	0.17	1.00	0.19	0.62	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3200	325	1750	335	1173	335
Capacity Analysis Module:												
Vol/Sat:	0.29	0.23	0.01	0.02	0.12	0.46	0.18	0.18	0.00	0.06	0.06	0.06
Crit Moves:	****					****		****			****	
Green/Cycle:	0.25	0.50	0.50	0.14	0.39	0.39	0.16	0.16	0.00	0.09	0.09	0.09
Volume/Cap:	1.17	0.46	0.02	0.16	0.29	1.17	1.17	1.17	0.00	0.66	0.66	0.66
Delay/Veh:	132.9	17.8	13.7	42.0	22.9	126.5	142.6	143	0.0	57.5	57.5	57.5
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:	132.9	17.8	13.7	42.0	22.9	126.5	142.6	143	0.0	57.5	57.5	57.5
LOS by Move:	F	B	B	D	C+	F	F	F	A	E+	E+	E+
HCM2k95thQ:	47	17	1	2	9	71	33	33	0	10	10	10

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

Los Gatos General Plan
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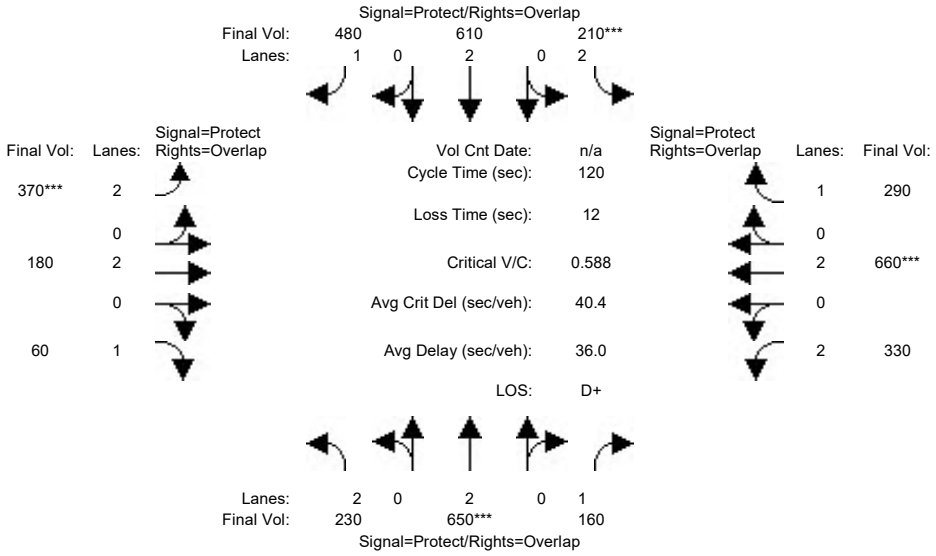
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #4: Los Gatos Blvd and Blossom Hill Rd



Street Name:	Los Gatos Boulevard						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	650	160	210	610	480	370	180	60	330	660	290
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:	230	650	160	210	610	480	370	180	60	330	660	290
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:	230	650	160	210	610	480	370	180	60	330	660	290
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:	230	650	160	210	610	480	370	180	60	330	660	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	650	160	210	610	480	370	180	60	330	660	290
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:	230	650	160	210	610	480	370	180	60	330	660	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.09	0.07	0.16	0.27	0.12	0.05	0.03	0.10	0.17	0.17
Crit Moves:		****			****			****			****	
Green/Cycle:	0.13	0.29	0.57	0.11	0.28	0.48	0.20	0.22	0.35	0.28	0.30	0.41
Volume/Cap:	0.58	0.59	0.16	0.59	0.58	0.57	0.59	0.22	0.10	0.38	0.59	0.41
Delay/Veh:	51.5	37.2	12.5	53.1	38.0	23.5	45.0	38.5	26.6	35.4	36.9	25.5
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:	51.5	37.2	12.5	53.1	38.0	23.5	45.0	38.5	26.6	35.4	36.9	25.5
LOS by Move:	D-	D+	B	D-	D+	C	D	D+	C	D+	D+	C
HCM2k95thQ:	9	18	6	9	18	24	15	6	3	12	20	15

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

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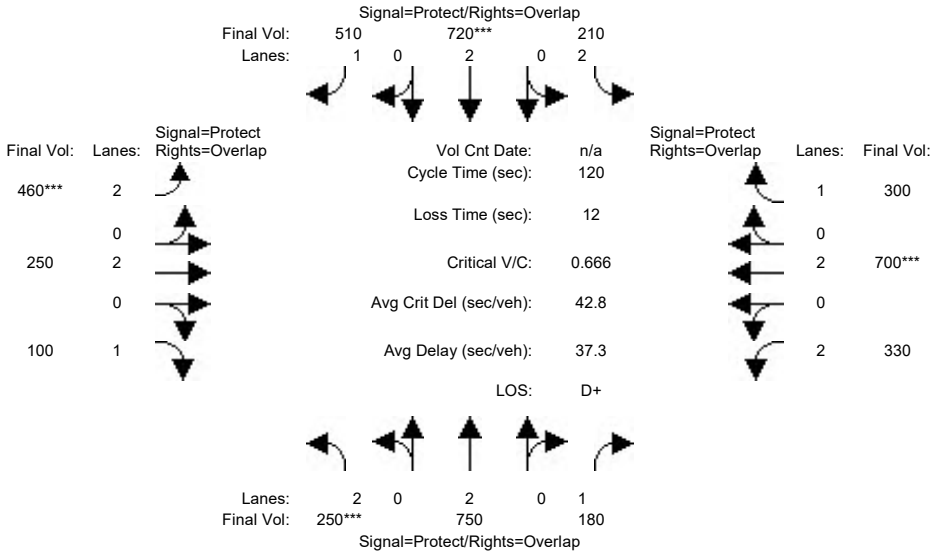
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #4: Los Gatos Blvd and Blossom Hill Rd



Street Name:	Los Gatos Boulevard						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	750	180	210	720	510	460	250	100	330	700	300
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:	250	750	180	210	720	510	460	250	100	330	700	300
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:	250	750	180	210	720	510	460	250	100	330	700	300
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:	250	750	180	210	720	510	460	250	100	330	700	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	750	180	210	720	510	460	250	100	330	700	300
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:	250	750	180	210	720	510	460	250	100	330	700	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.10	0.07	0.19	0.29	0.15	0.07	0.06	0.10	0.18	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.30	0.58	0.10	0.28	0.50	0.22	0.22	0.34	0.28	0.28	0.38
Volume/Cap:	0.67	0.65	0.18	0.65	0.67	0.58	0.67	0.30	0.17	0.38	0.67	0.45
Delay/Veh:	55.1	37.8	12.0	56.6	39.5	21.8	45.3	39.3	27.9	35.4	40.1	28.4
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:	55.1	37.8	12.0	56.6	39.5	21.8	45.3	39.3	27.9	35.4	40.1	28.4
LOS by Move:	E+	D+	B+	E+	D	C+	D	D	C	D+	D	C
HCM2k95thQ:	11	21	6	9	21	25	19	8	6	12	22	17

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

Los Gatos General Plan
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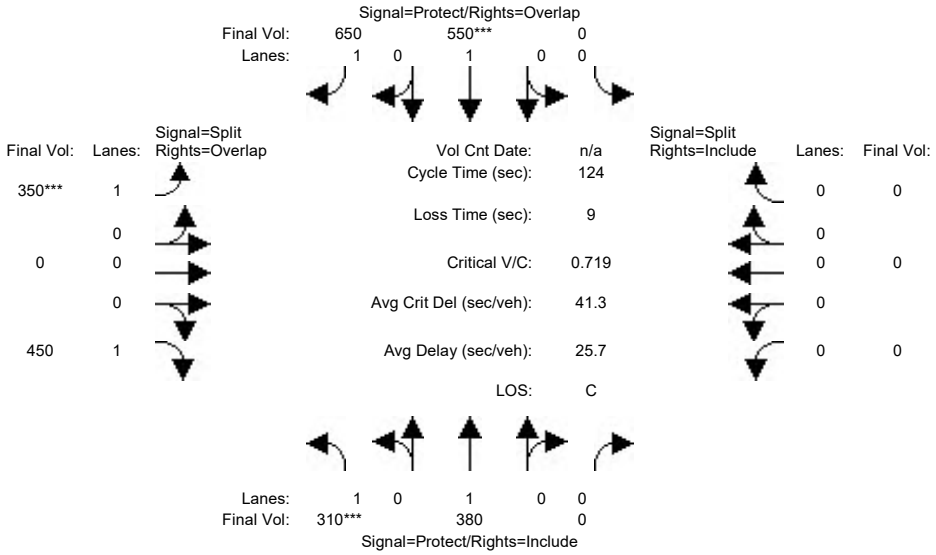
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5: 5.Los Gatos Blvd and Los- Gatos Saratoga Rd



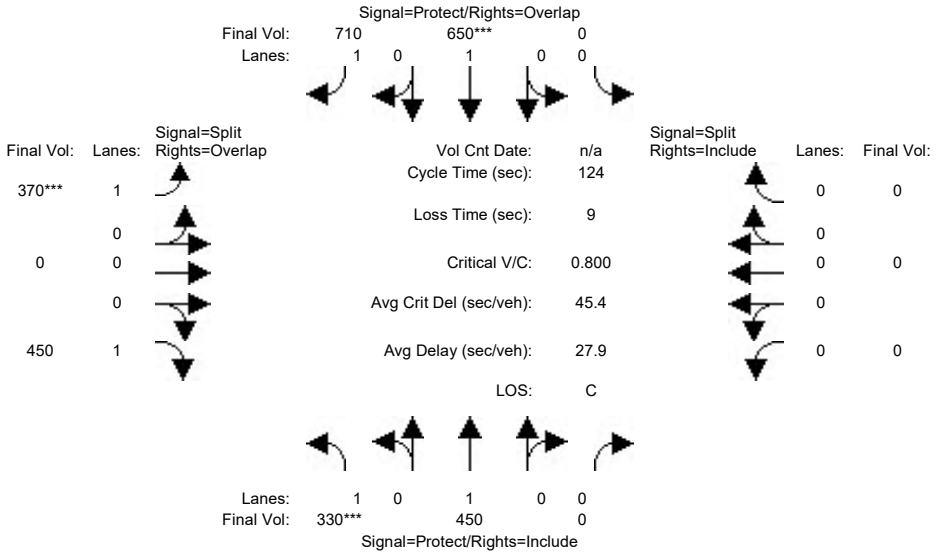
Street Name:	Los Gatos Boulevard						Los Gato-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	380	0	0	550	650	350	0	450	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:	310	380	0	0	550	650	350	0	450	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:	310	380	0	0	550	650	350	0	450	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:	310	380	0	0	550	650	350	0	450	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	380	0	0	550	650	350	0	450	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:	310	380	0	0	550	650	350	0	450	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.20	0.00	0.00	0.29	0.37	0.20	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.65	0.00	0.00	0.40	0.68	0.28	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.72	0.31	0.00	0.00	0.72	0.55	0.72	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	48.6	9.7	0.0	0.0	34.4	10.6	45.5	0.0	19.3	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:	48.6	9.7	0.0	0.0	34.4	10.6	45.5	0.0	19.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C-	B+	D	A	B-	A	A	A
HCM2k95thQ:	23	12	0	0	30	24	23	0	21	0	0	0

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

Los Gatos General Plan
SJ18-1854

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

Intersection #5: 5.Los Gatos Blvd and Los- Gatos Saratoga Rd



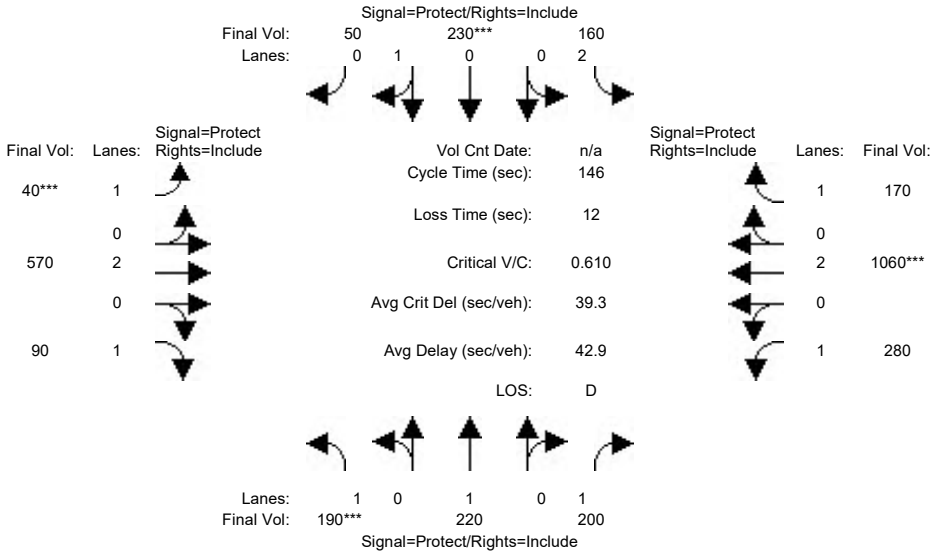
Street Name:	Los Gatos Boulevard						Los Gato-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	450	0	0	650	710	370	0	450	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:	330	450	0	0	650	710	370	0	450	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:	330	450	0	0	650	710	370	0	450	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:	330	450	0	0	650	710	370	0	450	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	450	0	0	650	710	370	0	450	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:	330	450	0	0	650	710	370	0	450	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.00	0.00	0.34	0.41	0.21	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.66	0.00	0.00	0.43	0.69	0.26	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.80	0.36	0.00	0.00	0.80	0.59	0.80	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	55.3	9.4	0.0	0.0	36.6	10.7	52.1	0.0	21.4	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:	55.3	9.4	0.0	0.0	36.6	10.7	52.1	0.0	21.4	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	D+	B+	D-	A	C+	A	A	A
HCM2k95thQ:	26	14	0	0	36	26	25	0	22	0	0	0

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

Los Gatos General Plan
SJ18-1854

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

Intersection #6: University Ave and Los Gatos- Saratoga Rd



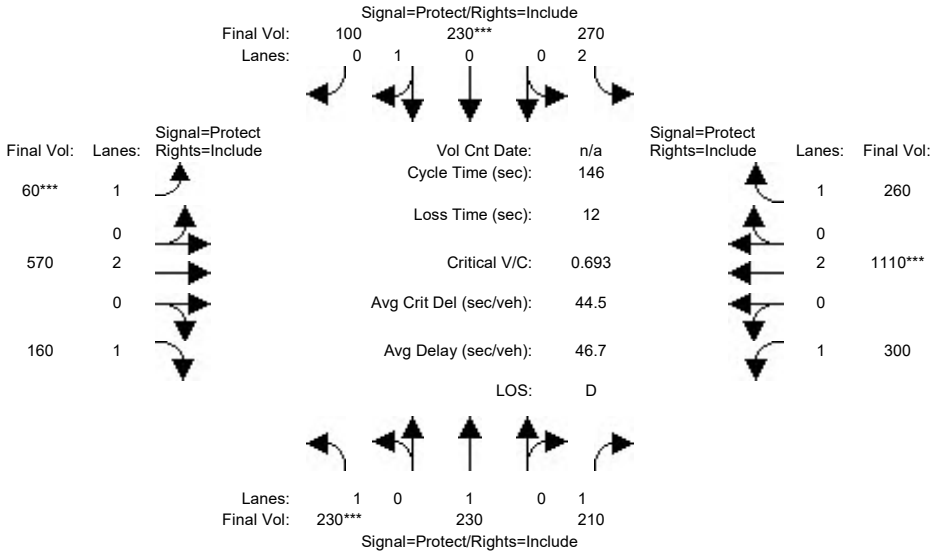
Street Name:	University Avenue						Los Gatos- Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	220	200	160	230	50	40	570	90	280	1060	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	220	200	160	230	50	40	570	90	280	1060	170
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:	190	220	200	160	230	50	40	570	90	280	1060	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	220	200	160	230	50	40	570	90	280	1060	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	220	200	160	230	50	40	570	90	280	1060	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	220	200	160	230	50	40	570	90	280	1060	170
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	1.00	1.00	2.00	0.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	3150	1537	334	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.11	0.05	0.15	0.15	0.02	0.15	0.05	0.16	0.28	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.29	0.29	0.13	0.24	0.24	0.05	0.24	0.24	0.26	0.45	0.45
Volume/Cap:	0.62	0.40	0.39	0.40	0.62	0.62	0.48	0.62	0.21	0.62	0.62	0.22
Delay/Veh:	59.4	42.0	42.0	59.2	51.9	51.9	71.9	50.7	44.5	50.5	31.1	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	42.0	42.0	59.2	51.9	51.9	71.9	50.7	44.5	50.5	31.1	24.4
LOS by Move:	E+	D	D	E+	D-	D-	E	D	D	D	C	C
HCM2k95thQ:	16	14	14	8	21	21	4	20	7	21	30	9

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

Los Gatos General Plan
SJ18-1854

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

Intersection #6: University Ave and Los Gatos- Saratoga Rd



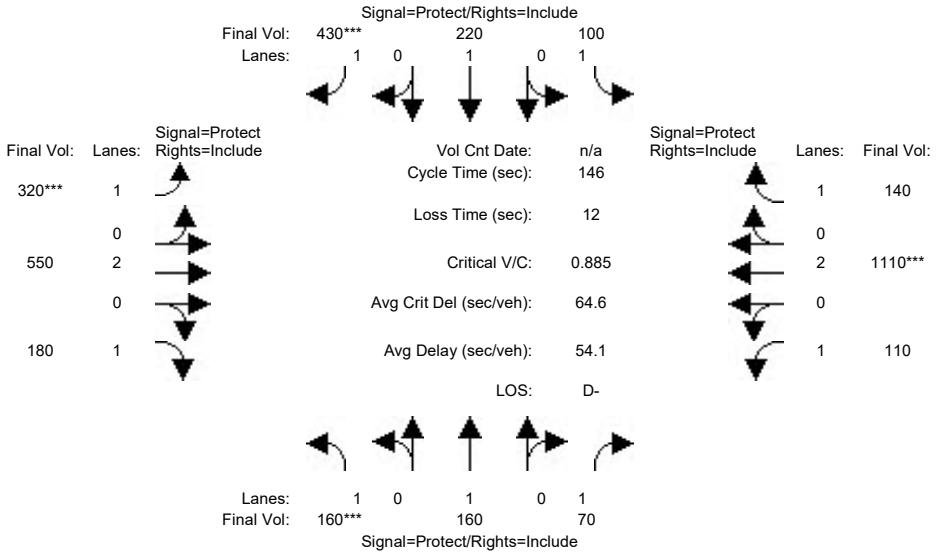
Street Name:	University Avenue						Los Gatos- Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	230	210	270	230	100	60	570	160	300	1110	260
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:	230	230	210	270	230	100	60	570	160	300	1110	260
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:	230	230	210	270	230	100	60	570	160	300	1110	260
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:	230	230	210	270	230	100	60	570	160	300	1110	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	230	210	270	230	100	60	570	160	300	1110	260
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:	230	230	210	270	230	100	60	570	160	300	1110	260
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	1.00	1.00	2.00	0.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	3150	1291	561	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.09	0.18	0.18	0.03	0.15	0.09	0.17	0.29	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.26	0.26	0.19	0.26	0.26	0.05	0.22	0.22	0.25	0.42	0.42
Volume/Cap:	0.69	0.46	0.46	0.46	0.69	0.69	0.69	0.68	0.42	0.68	0.69	0.35
Delay/Veh:	61.4	46.0	46.0	53.6	53.4	53.4	89.8	54.6	49.6	53.8	35.8	29.0
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:	61.4	46.0	46.0	53.6	53.4	53.4	89.8	54.6	49.6	53.8	35.8	29.0
LOS by Move:	E	D	D	D-	D-	D-	F	D-	D	D-	D+	C
HCM2k95thQ:	19	16	16	13	26	26	6	21	12	23	34	15

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

Los Gatos General Plan
SJ18-1854

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

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



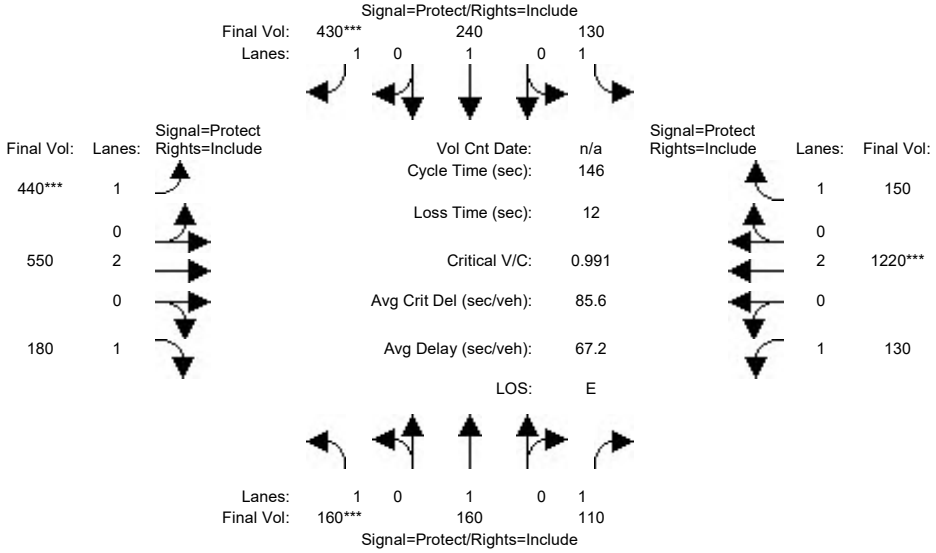
Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	160	70	100	220	430	320	550	180	110	1110	140
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:	160	160	70	100	220	430	320	550	180	110	1110	140
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:	160	160	70	100	220	430	320	550	180	110	1110	140
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:	160	160	70	100	220	430	320	550	180	110	1110	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	160	70	100	220	430	320	550	180	110	1110	140
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:	160	160	70	100	220	430	320	550	180	110	1110	140
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.04	0.06	0.12	0.25	0.18	0.14	0.10	0.06	0.29	0.08
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.23	0.23	0.15	0.28	0.28	0.21	0.37	0.37	0.16	0.33	0.33
Volume/Cap:	0.88	0.37	0.18	0.37	0.42	0.88	0.88	0.39	0.27	0.39	0.88	0.24
Delay/Veh:	101.2	48.2	45.7	56.3	43.6	67.9	78.1	33.6	32.1	55.5	54.1	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.2	48.2	45.7	56.3	43.6	67.9	78.1	33.6	32.1	55.5	54.1	35.8
LOS by Move:	F	D	D	E+	D	E	E-	C-	C-	E+	D-	D+
HCM2k95thQ:	16	11	5	8	15	36	31	16	11	9	40	9

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

Los Gatos General Plan
SJ18-1854

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

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	160	110	130	240	430	440	550	180	130	1220	150
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:	160	160	110	130	240	430	440	550	180	130	1220	150
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:	160	160	110	130	240	430	440	550	180	130	1220	150
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:	160	160	110	130	240	430	440	550	180	130	1220	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	160	110	130	240	430	440	550	180	130	1220	150
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:	160	160	110	130	240	430	440	550	180	130	1220	150
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.06	0.07	0.13	0.25	0.25	0.14	0.10	0.07	0.32	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.18	0.18	0.16	0.25	0.25	0.25	0.38	0.38	0.20	0.32	0.32
Volume/Cap:	0.99	0.47	0.35	0.47	0.51	0.99	0.99	0.38	0.27	0.38	0.99	0.26
Delay/Veh:	134.2	54.5	52.9	56.9	48.2	95.5	94.6	32.8	31.3	51.7	72.6	36.7
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:	134.2	54.5	52.9	56.9	48.2	95.5	94.6	32.8	31.3	51.7	72.6	36.7
LOS by Move:	F	D-	D-	E+	D	F	F	C-	C	D-	E	D+
HCM2k95thQ:	17	12	9	11	17	40	44	16	11	10	49	10

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

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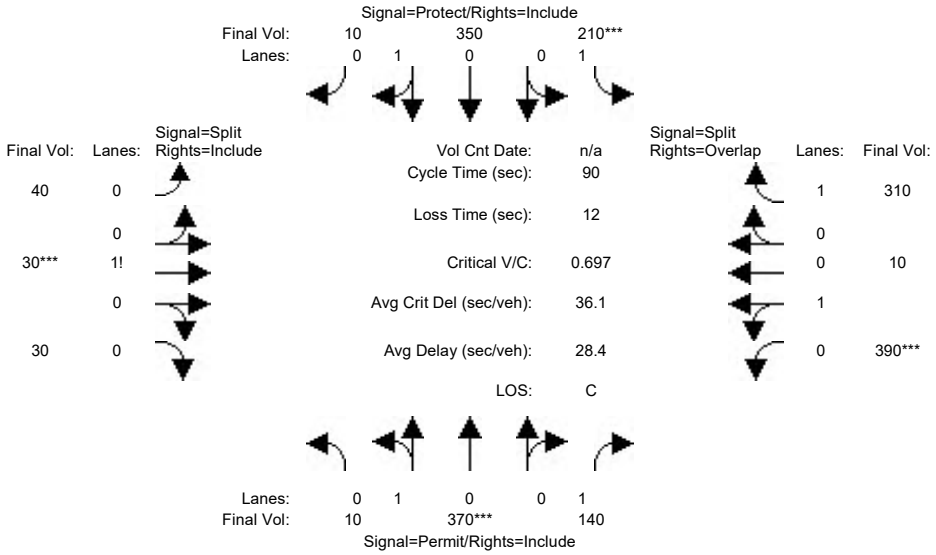
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #8: Santa Cruz-Winchester Blvd and Blossom Hill-Mariposa



Street Name:	Santa Cruz-Winchester Bloulevard						Blossom Hill-Mariposa					
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	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:												
Base Vol:	10	370	140	210	350	10	40	30	30	390	10	310
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:	10	370	140	210	350	10	40	30	30	390	10	310
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:	10	370	140	210	350	10	40	30	30	390	10	310
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:	10	370	140	210	350	10	40	30	30	390	10	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	370	140	210	350	10	40	30	30	390	10	310
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:	10	370	140	210	350	10	40	30	30	390	10	310
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:	0.03	0.97	1.00	1.00	0.97	0.03	0.41	0.28	0.31	0.98	0.02	1.00
Final Sat.:	50	1846	1750	1750	1843	53	717	538	538	1710	44	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.08	0.12	0.19	0.19	0.06	0.06	0.06	0.23	0.23	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.28	0.28	0.28	0.17	0.44	0.44	0.11	0.11	0.11	0.31	0.31	0.48
Volume/Cap:	0.73	0.73	0.29	0.73	0.43	0.43	0.50	0.50	0.50	0.73	0.73	0.37
Delay/Veh:	34.5	34.5	26.0	44.5	17.7	17.7	39.7	39.7	39.7	32.2	32.2	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	34.5	26.0	44.5	17.7	17.7	39.7	39.7	39.7	32.2	32.2	15.1
LOS by Move:	C-	C-	C	D	B	B	D	D	D	C-	C-	B
HCM2k95thQ:	18	18	6	12	13	13	7	7	7	22	22	11

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

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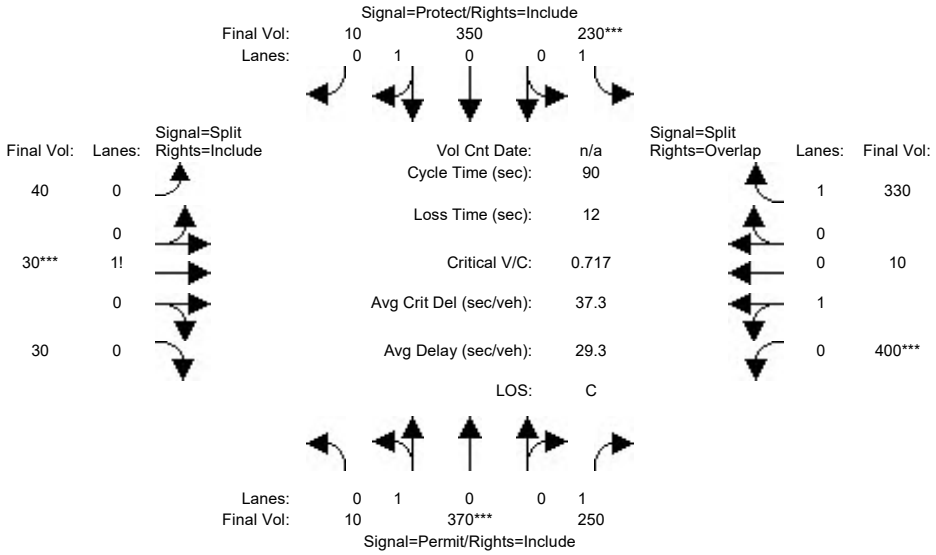
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #8: Santa Cruz-Winchester Blvd and Blossom Hill-Mariposa



Street Name:	Santa Cruz-Winchester Bloulevard						Blossom Hill-Mariposa					
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	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:												
Base Vol:	10	370	250	230	350	10	40	30	30	400	10	330
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:	10	370	250	230	350	10	40	30	30	400	10	330
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:	10	370	250	230	350	10	40	30	30	400	10	330
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:	10	370	250	230	350	10	40	30	30	400	10	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	370	250	230	350	10	40	30	30	400	10	330
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:	10	370	250	230	350	10	40	30	30	400	10	330
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:	0.03	0.97	1.00	1.00	0.97	0.03	0.41	0.28	0.31	0.98	0.02	1.00
Final Sat.:	50	1846	1750	1750	1843	53	717	538	538	1711	43	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.14	0.13	0.19	0.19	0.06	0.06	0.06	0.23	0.23	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.27	0.27	0.27	0.18	0.44	0.44	0.11	0.11	0.11	0.31	0.31	0.49
Volume/Cap:	0.75	0.75	0.53	0.75	0.43	0.43	0.50	0.50	0.50	0.75	0.75	0.39
Delay/Veh:	36.3	36.3	29.3	45.0	17.6	17.6	39.7	39.7	39.7	33.5	33.5	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	29.3	45.0	17.6	17.6	39.7	39.7	39.7	33.5	33.5	14.8
LOS by Move:	D+	D+	C	D	B	B	D	D	D	C-	C-	B
HCM2k95thQ:	18	18	12	13	13	13	7	7	7	23	23	12

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

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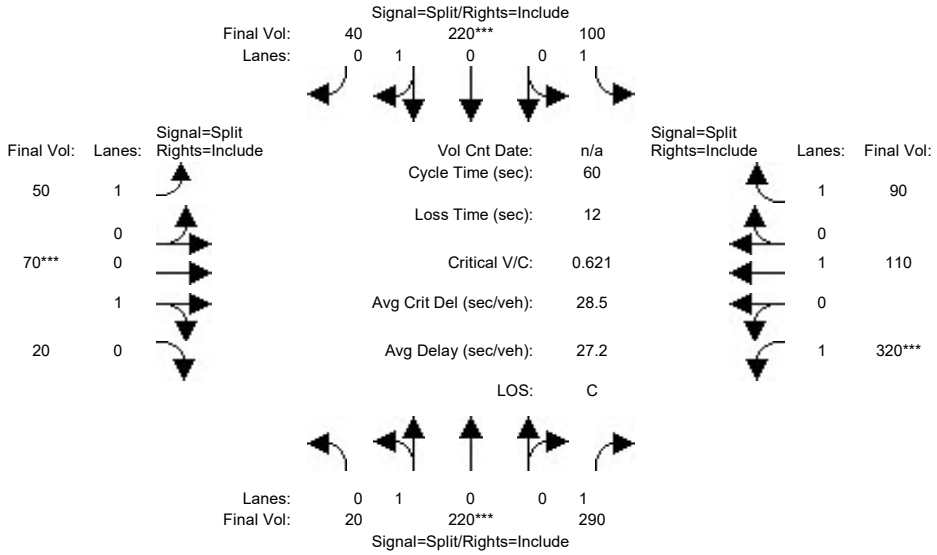
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #9: Santa Cruz Avenue and Main Street



Street Name:	Santa Cruz Avenue						Main Street					
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	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:												
Base Vol:	20	220	290	100	220	40	50	70	20	320	110	90
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:	20	220	290	100	220	40	50	70	20	320	110	90
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:	20	220	290	100	220	40	50	70	20	320	110	90
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:	20	220	290	100	220	40	50	70	20	320	110	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	220	290	100	220	40	50	70	20	320	110	90
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:	20	220	290	100	220	40	50	70	20	320	110	90
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:	0.09	0.91	1.00	1.00	0.84	0.16	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	157	1729	1750	1750	1587	289	1750	1450	414	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.17	0.06	0.14	0.14	0.03	0.05	0.05	0.18	0.06	0.05
Crit Moves:		****			****			****			****	
Green/Cycle:	0.22	0.22	0.22	0.18	0.18	0.18	0.17	0.17	0.17	0.24	0.24	0.24
Volume/Cap:	0.59	0.59	0.77	0.32	0.77	0.77	0.17	0.29	0.29	0.77	0.24	0.22
Delay/Veh:	23.5	23.5	31.4	22.0	33.7	33.7	21.7	22.4	22.4	29.8	18.8	18.6
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:	23.5	23.5	31.4	22.0	33.7	33.7	21.7	22.4	22.4	29.8	18.8	18.6
LOS by Move:	C	C	C	C+	C-	C-	C+	C+	C+	C	B-	B-
HCM2k95thQ:	10	10	14	3	10	10	2	4	4	12	3	3

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

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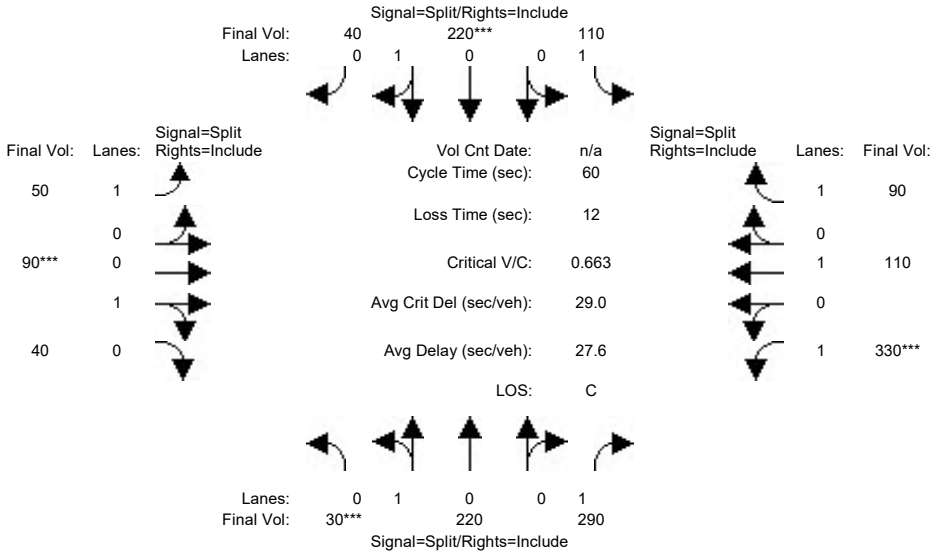
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #9: Santa Cruz Avenue and Main Street



Street Name:	Santa Cruz Avenue						Main Street					
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	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:												
Base Vol:	30	220	290	110	220	40	50	90	40	330	110	90
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	220	290	110	220	40	50	90	40	330	110	90
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	220	290	110	220	40	50	90	40	330	110	90
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	220	290	110	220	40	50	90	40	330	110	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	220	290	110	220	40	50	90	40	330	110	90
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	220	290	110	220	40	50	90	40	330	110	90
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:	0.13	0.87	1.00	1.00	0.84	0.16	1.00	0.67	0.33	1.00	1.00	1.00
Final Sat.:	226	1655	1750	1750	1587	289	1750	1282	570	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.17	0.06	0.14	0.14	0.03	0.07	0.07	0.19	0.06	0.05
Crit Moves:	****				****			****			****	
Green/Cycle:	0.21	0.21	0.21	0.18	0.18	0.18	0.17	0.17	0.17	0.24	0.24	0.24
Volume/Cap:	0.62	0.62	0.78	0.35	0.78	0.78	0.17	0.42	0.42	0.78	0.24	0.21
Delay/Veh:	24.5	24.5	32.3	22.3	34.6	34.6	21.7	23.3	23.3	30.1	18.6	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	32.3	22.3	34.6	34.6	21.7	23.3	23.3	30.1	18.6	18.4
LOS by Move:	C	C	C-	C+	C-	C-	C+	C	C	C	B-	B-
HCM2k95thQ:	10	10	15	4	10	10	2	5	5	12	3	3

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

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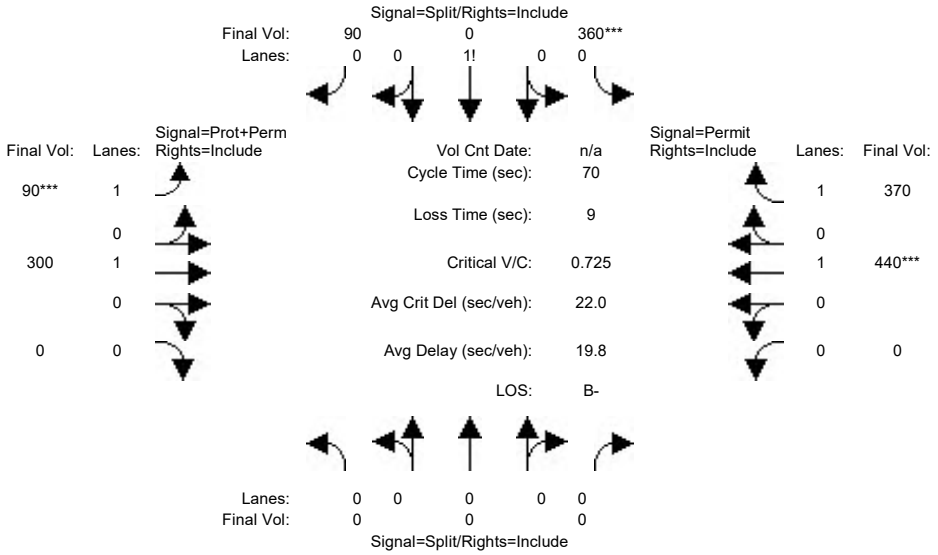
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #10: University Ave and Main St



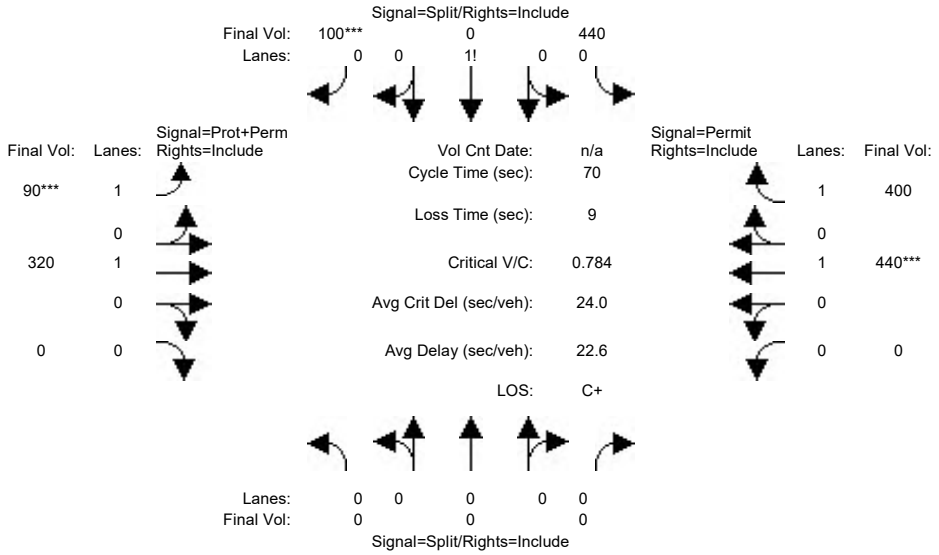
Street Name:	University Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	360	0	90	90	300	0	0	440	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	360	0	90	90	300	0	0	440	370
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	0	0	360	0	90	90	300	0	0	440	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	360	0	90	90	300	0	0	440	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	360	0	90	90	300	0	0	440	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	360	0	90	90	300	0	0	440	370
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:	0.00	0.00	0.00	0.80	0.00	0.20	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1400	0	350	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.16	0.00	0.00	0.23	0.21
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.14	0.49	0.00	0.00	0.35	0.35
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.67	0.36	0.32	0.00	0.00	0.67	0.61
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	20.6	28.0	11.1	0.0	0.0	22.2	20.9
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:	0.0	0.0	0.0	20.6	0.0	20.6	28.0	11.1	0.0	0.0	22.2	20.9
LOS by Move:	A	A	A	C+	A	C+	C	B+	A	A	C+	C+
HCM2k95thQ:	0	0	0	16	0	16	4	8	0	0	17	15

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

Los Gatos General Plan
SJ18-1854

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

Intersection #10: University Ave and Main St



Street Name:	University Avenue						Main Street					
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	10	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:												
Base Vol:	0	0	0	440	0	100	90	320	0	0	440	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	440	0	100	90	320	0	0	440	400
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	0	0	440	0	100	90	320	0	0	440	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	440	0	100	90	320	0	0	440	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	440	0	100	90	320	0	0	440	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	440	0	100	90	320	0	0	440	400
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:	0.00	0.00	0.00	0.81	0.00	0.19	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1426	0	324	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.17	0.00	0.00	0.23	0.23
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.14	0.46	0.00	0.00	0.31	0.31
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.74	0.36	0.37	0.00	0.00	0.74	0.73
Delay/Veh:	0.0	0.0	0.0	21.3	0.0	21.3	28.0	12.8	0.0	0.0	26.5	26.5
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:	0.0	0.0	0.0	21.3	0.0	21.3	28.0	12.8	0.0	0.0	26.5	26.5
LOS by Move:	A	A	A	C+	A	C+	C	B	A	A	C	C
HCM2k95thQ:	0	0	0	19	0	19	4	9	0	0	19	18

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

Los Gatos General Plan
SJ18-1854

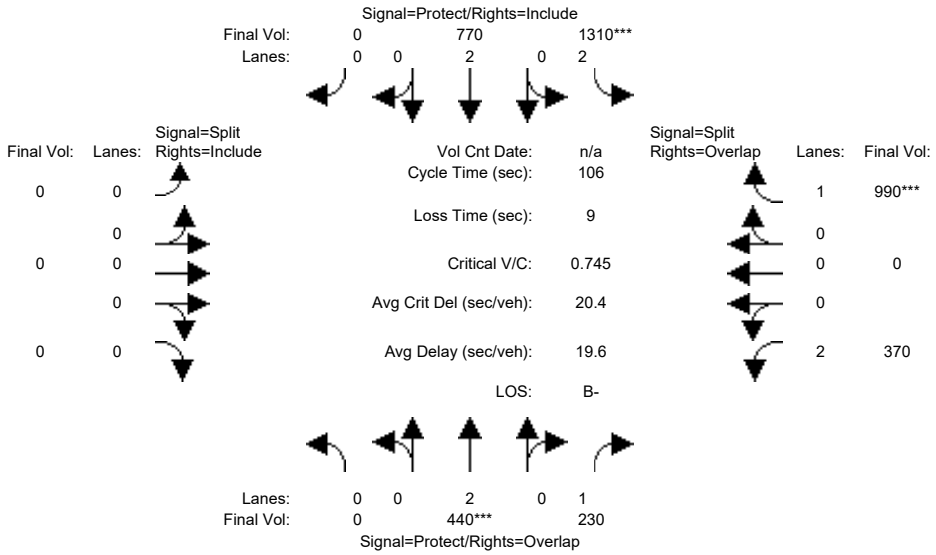
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative PM				Cumulative PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Winchester Boulevard and Lark Avenue	B-	19.6	0.745	20.4	C+	22.7	0.831	+ 0.086	24.8	+ 4.4
#2	Los Gatos Boulevard and Samaritan Drive	C-	33.5	0.675	36.6	E	69.5	1.022	+ 0.346	82.3	+ 45.6
#3	Los Gatos Boulevard and Lark Avenue	D-	53.3	0.964	70.4	E	66.8	1.038	+ 0.074	93.5	+ 23.1
#4	Los Gatos Boulevard and Blossom Hill Road	C-	33.5	0.614	38.1	C-	34.4	0.669	+ 0.056	39.2	+ 1.0
#5	Los Gatos Boulevard and Los Gatos-Saratoga Road	C	30.0	0.884	48.2	C-	32.9	0.918	+ 0.035	53.8	+ 5.6
#6	Los Gatos-Saratoga Road and University Avenue	C	28.7	0.774	32.0	C	28.8	0.787	+ 0.013	32.9	+ 0.9
#7	N. Santa Cruz Avenue and Los Gatos-Saratoga Road	D	40.1	0.812	41.1	D	42.7	0.868	+ 0.056	46.2	+ 5.1
#8	N. Santa Cruz-Winchester Boulevard and Blossom Hill-	C	25.1	0.583	25.0	C	23.3	0.611	+ 0.028	29.1	+ 4.1
#9	Main Street and N. Santa Cruz Avenue	D	40.0	0.710	41.5	D	42.9	0.773	+ 0.063	45.2	+ 3.7
#10	Main Street and University Avenue	C+	20.8	0.644	23.1	C+	22.8	0.730	+ 0.087	26.0	+ 2.9

Los Gatos General Plan
SJ18-1854

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

Intersection #1: Winchester Blvd and Lark Ave



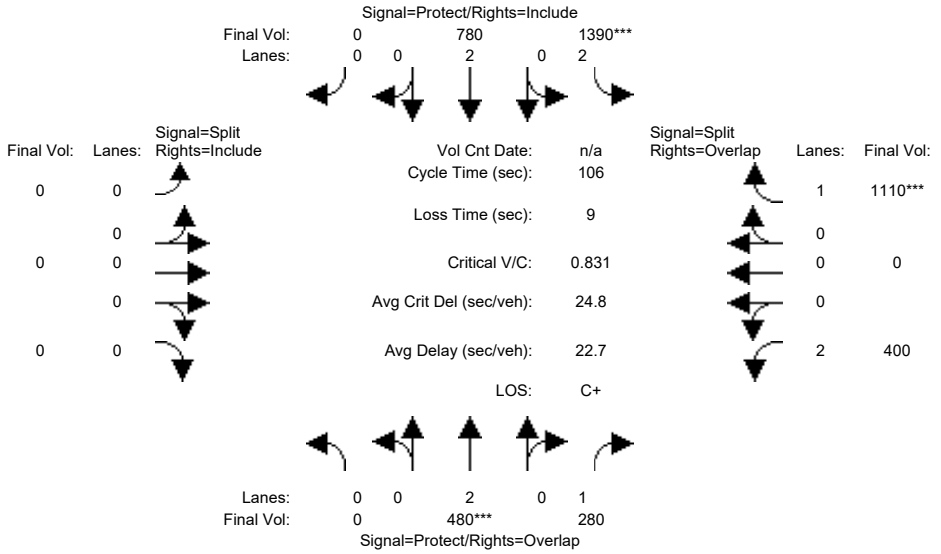
Street Name:	Winchester Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	440	230	1310	770	0	0	0	0	370	0	990
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	440	230	1310	770	0	0	0	0	370	0	990
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	440	230	1310	770	0	0	0	0	370	0	990
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	440	230	1310	770	0	0	0	0	370	0	990
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	440	230	1310	770	0	0	0	0	370	0	990
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	440	230	1310	770	0	0	0	0	370	0	990
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.13	0.42	0.20	0.00	0.00	0.00	0.00	0.12	0.00	0.57
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.16	0.36	0.56	0.71	0.00	0.00	0.00	0.00	0.20	0.00	0.76
Volume/Cap:	0.00	0.74	0.37	0.74	0.28	0.00	0.00	0.00	0.00	0.58	0.00	0.74
Delay/Veh:	0.0	47.9	25.6	19.5	5.5	0.0	0.0	0.0	0.0	39.7	0.0	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.9	25.6	19.5	5.5	0.0	0.0	0.0	0.0	39.7	0.0	9.4
LOS by Move:	A	D	C	B-	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	13	11	34	9	0	0	0	0	12	0	33

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

Los Gatos General Plan
SJ18-1854

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

Intersection #1: Winchester Blvd and Lark Ave



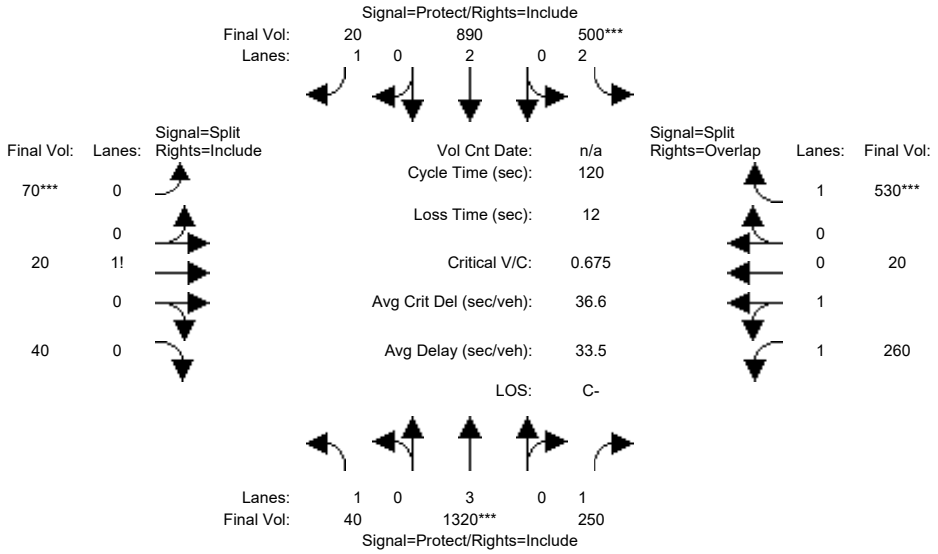
Street Name:	Winchester Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	480	280	1390	780	0	0	0	0	400	0	1110
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	480	280	1390	780	0	0	0	0	400	0	1110
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	480	280	1390	780	0	0	0	0	400	0	1110
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	480	280	1390	780	0	0	0	0	400	0	1110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	480	280	1390	780	0	0	0	0	400	0	1110
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	480	280	1390	780	0	0	0	0	400	0	1110
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.16	0.44	0.21	0.00	0.00	0.00	0.00	0.13	0.00	0.63
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.15	0.38	0.53	0.68	0.00	0.00	0.00	0.00	0.23	0.00	0.76
Volume/Cap:	0.00	0.83	0.42	0.83	0.30	0.00	0.00	0.00	0.00	0.55	0.00	0.83
Delay/Veh:	0.0	53.5	24.3	24.6	6.8	0.0	0.0	0.0	0.0	36.7	0.0	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	53.5	24.3	24.6	6.8	0.0	0.0	0.0	0.0	36.7	0.0	12.7
LOS by Move:	A	D-	C	C	A	A	A	A	A	D+	A	B
HCM2k95thQ:	0	15	13	41	10	0	0	0	0	13	0	42

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

Los Gatos General Plan
SJ18-1854

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

Intersection #2: Los Gatos Blvd and Samaritan Dr



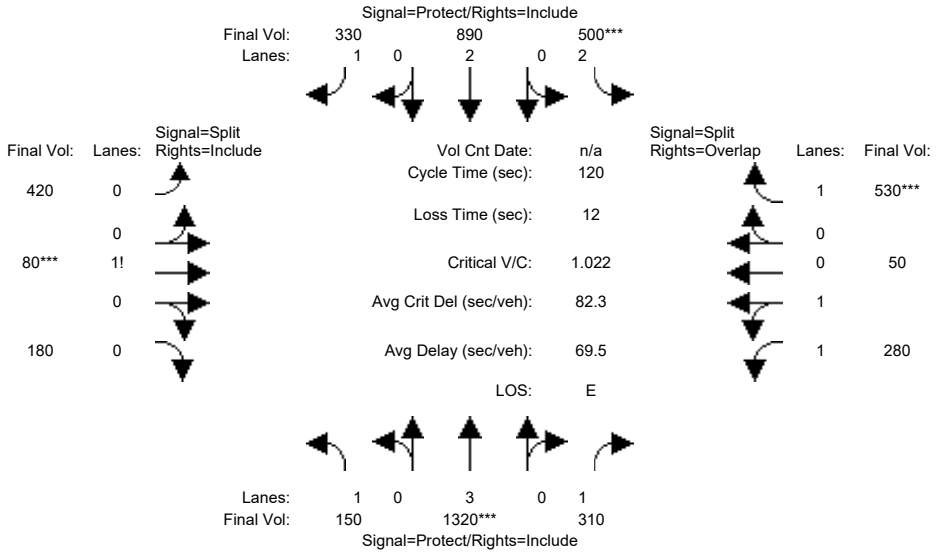
Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1320	250	500	890	20	70	20	40	260	20	530
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:	40	1320	250	500	890	20	70	20	40	260	20	530
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:	40	1320	250	500	890	20	70	20	40	260	20	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1320	250	500	890	20	70	20	40	260	20	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1320	250	500	890	20	70	20	40	260	20	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1320	250	500	890	20	70	20	40	260	20	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.55	0.14	0.31	1.87	0.13	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	954	273	545	3268	251	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.14	0.16	0.23	0.01	0.07	0.07	0.07	0.08	0.08	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.34	0.34	0.24	0.46	0.46	0.11	0.11	0.11	0.21	0.21	0.45
Volume/Cap:	0.20	0.68	0.42	0.68	0.51	0.02	0.68	0.68	0.68	0.37	0.37	0.68
Delay/Veh:	48.6	34.7	30.7	44.2	22.9	17.5	60.6	60.6	60.6	40.6	40.6	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	34.7	30.7	44.2	22.9	17.5	60.6	60.6	60.6	40.6	40.6	28.5
LOS by Move:	D	C-	C	D	C+	B	E	E	E	D	D	C
HCM2k95thQ:	3	24	14	20	21	1	12	12	12	10	10	30

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

Los Gatos General Plan
SJ18-1854

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

Intersection #2: Los Gatos Blvd and Samaritan Dr



Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:												
Base Vol:	150	1320	310	500	890	330	420	80	180	280	50	530
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:	150	1320	310	500	890	330	420	80	180	280	50	530
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:	150	1320	310	500	890	330	420	80	180	280	50	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1320	310	500	890	330	420	80	180	280	50	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1320	310	500	890	330	420	80	180	280	50	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1320	310	500	890	330	420	80	180	280	50	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.62	0.11	0.27	1.72	0.28	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1091	208	468	3006	537	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.18	0.16	0.23	0.19	0.38	0.38	0.38	0.09	0.09	0.30
Crit Moves:		****		****				****				****
Green/Cycle:	0.10	0.23	0.23	0.16	0.28	0.28	0.38	0.38	0.38	0.14	0.14	0.30
Volume/Cap:	0.84	1.02	0.78	1.02	0.84	0.67	1.02	1.02	1.02	0.66	0.66	1.02
Delay/Veh:	80.6	77.0	53.3	96.9	46.6	42.1	77.8	77.8	77.8	52.1	52.1	87.3
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:	80.6	77.0	53.3	96.9	46.6	42.1	77.8	77.8	77.8	52.1	52.1	87.3
LOS by Move:	F	E-	D-	F	D	D	E-	E-	E-	D-	D-	F
HCM2k95thQ:	12	34	22	29	31	23	55	55	55	14	14	46

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

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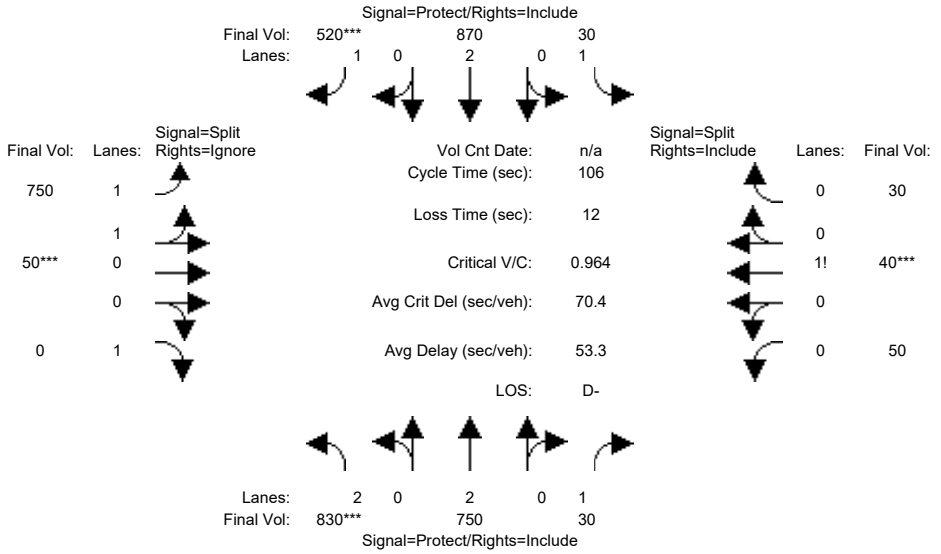
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3: Los Gatos Blvd and Lark Ave



Street Name:	Los Gatos Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	830	750	30	30	870	520	750	50	1140	50	40	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	830	750	30	30	870	520	750	50	1140	50	40	30
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:	830	750	30	30	870	520	750	50	1140	50	40	30
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:	830	750	30	30	870	520	750	50	0	50	40	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	830	750	30	30	870	520	750	50	0	50	40	30
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:	830	750	30	30	870	520	750	50	0	50	40	30
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	2.00	1.00	1.88	0.12	1.00	0.43	0.31	0.26
Final Sat.:	3150	3800	1750	1750	3800	1750	3298	220	1750	749	599	449
Capacity Analysis Module:												
Vol/Sat:	0.26	0.20	0.02	0.02	0.23	0.30	0.23	0.23	0.00	0.07	0.07	0.07
Crit Moves:	****					****		****			****	
Green/Cycle:	0.26	0.42	0.42	0.14	0.30	0.30	0.23	0.23	0.00	0.09	0.09	0.09
Volume/Cap:	0.99	0.47	0.04	0.12	0.77	0.99	0.99	0.99	0.00	0.71	0.71	0.71
Delay/Veh:	68.6	22.2	18.0	40.0	37.0	74.9	71.1	71.1	0.0	59.5	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:	68.6	22.2	18.0	40.0	37.0	74.9	71.1	71.1	0.0	59.5	59.5	59.5
LOS by Move:	E	C+	B-	D	D+	E	E	E	A	E+	E+	E+
HCM2k95thQ:	33	16	1	2	23	37	30	30	0	11	11	11

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

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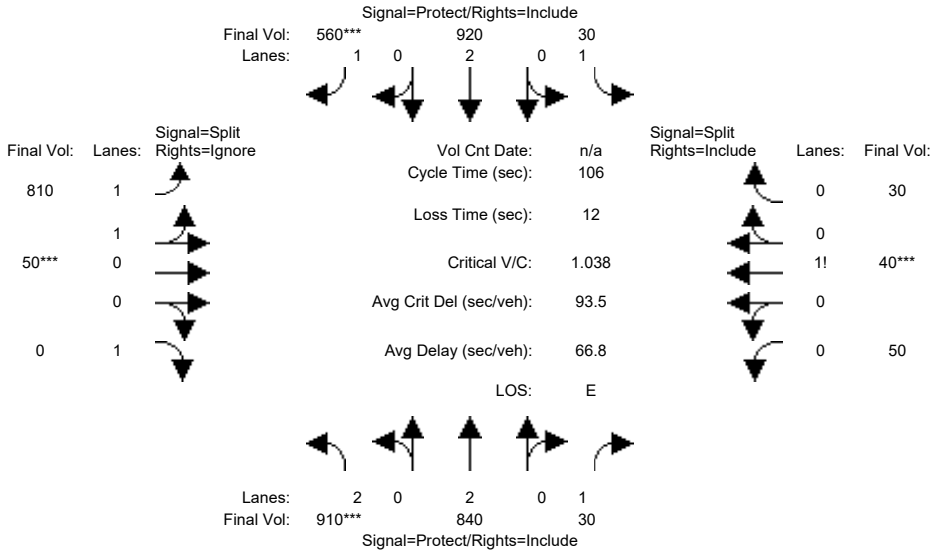
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #3: Los Gatos Blvd and Lark Ave



Street Name:	Los Gatos Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	910	840	30	30	920	560	810	50	1260	50	40	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	910	840	30	30	920	560	810	50	1260	50	40	30
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:	910	840	30	30	920	560	810	50	1260	50	40	30
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:	910	840	30	30	920	560	810	50	0	50	40	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	910	840	30	30	920	560	810	50	0	50	40	30
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:	910	840	30	30	920	560	810	50	0	50	40	30
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	2.00	1.00	1.89	0.11	1.00	0.43	0.31	0.26
Final Sat.:	3150	3800	1750	1750	3800	1750	3312	204	1750	749	599	449
Capacity Analysis Module:												
Vol/Sat:	0.29	0.22	0.02	0.02	0.24	0.32	0.24	0.24	0.00	0.07	0.07	0.07
Crit Moves:	****					****		****			****	
Green/Cycle:	0.27	0.44	0.44	0.13	0.30	0.30	0.23	0.23	0.00	0.09	0.09	0.09
Volume/Cap:	1.08	0.51	0.04	0.13	0.81	1.08	1.08	1.08	0.00	0.71	0.71	0.71
Delay/Veh:	92.6	22.0	17.2	41.1	39.2	99.1	95.6	95.6	0.0	59.5	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:	92.6	22.0	17.2	41.1	39.2	99.1	95.6	95.6	0.0	59.5	59.5	59.5
LOS by Move:	F	C+	B	D	D	F	F	F	A	E+	E+	E+
HCM2k95thQ:	40	18	1	2	24	42	36	36	0	11	11	11

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

Los Gatos General Plan
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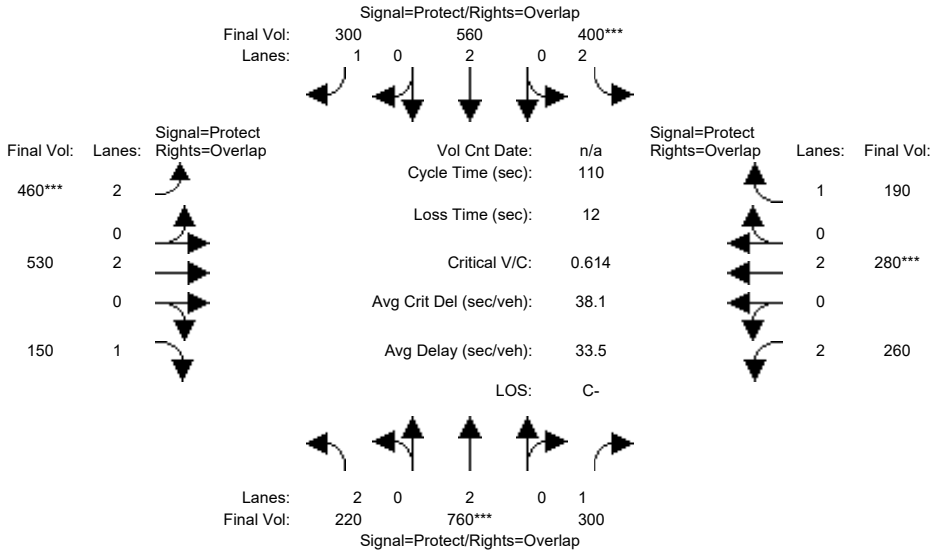
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #4: Los Gatos Blvd and Blossom Hill Rd



Street Name:	Los Gatos Boulevard						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	760	300	400	560	300	460	530	150	260	280	190
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:	220	760	300	400	560	300	460	530	150	260	280	190
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:	220	760	300	400	560	300	460	530	150	260	280	190
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:	220	760	300	400	560	300	460	530	150	260	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	760	300	400	560	300	460	530	150	260	280	190
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:	220	760	300	400	560	300	460	530	150	260	280	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.17	0.13	0.15	0.17	0.15	0.14	0.09	0.08	0.07	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.33	0.46	0.21	0.36	0.60	0.24	0.22	0.40	0.13	0.12	0.33
Volume/Cap:	0.41	0.61	0.37	0.61	0.41	0.29	0.61	0.62	0.22	0.62	0.61	0.33
Delay/Veh:	41.1	32.2	19.7	41.4	26.5	10.8	38.9	39.8	22.1	47.9	48.5	28.3
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:	41.1	32.2	19.7	41.4	26.5	10.8	38.9	39.8	22.1	47.9	48.5	28.3
LOS by Move:	D	C-	B-	D	C	B+	D+	D	C+	D	D	C
HCM2k95thQ:	8	19	13	13	13	10	17	16	7	12	11	10

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

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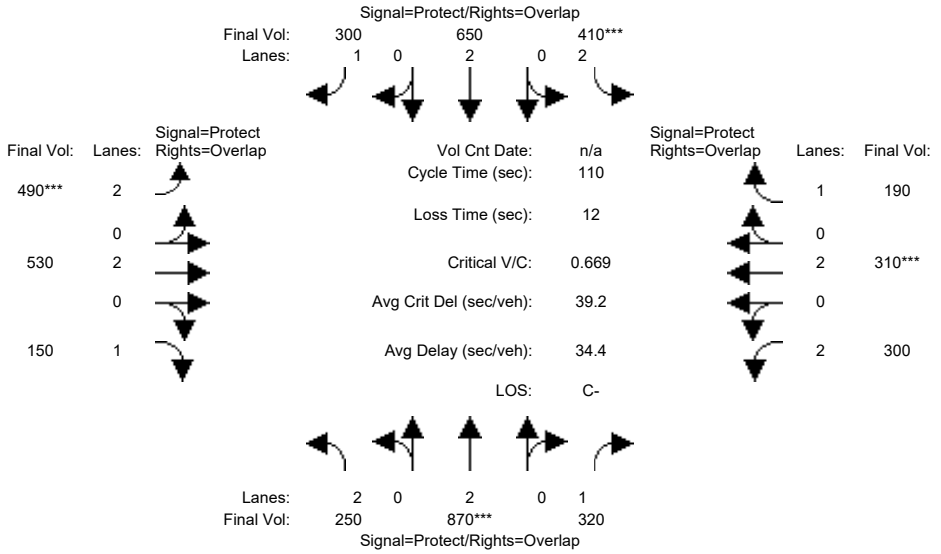
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #4: Los Gatos Blvd and Blossom Hill Rd



Street Name:	Los Gatos Boulevard						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	870	320	410	650	300	490	530	150	300	310	190
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:	250	870	320	410	650	300	490	530	150	300	310	190
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:	250	870	320	410	650	300	490	530	150	300	310	190
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:	250	870	320	410	650	300	490	530	150	300	310	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	870	320	410	650	300	490	530	150	300	310	190
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:	250	870	320	410	650	300	490	530	150	300	310	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.18	0.13	0.17	0.17	0.16	0.14	0.09	0.10	0.08	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.34	0.49	0.19	0.37	0.60	0.23	0.21	0.38	0.14	0.12	0.32
Volume/Cap:	0.47	0.67	0.38	0.67	0.47	0.29	0.67	0.66	0.23	0.66	0.67	0.34
Delay/Veh:	41.8	32.2	18.1	43.9	26.9	10.8	40.8	41.9	23.3	48.2	49.9	29.2
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:	41.8	32.2	18.1	43.9	26.9	10.8	40.8	41.9	23.3	48.2	49.9	29.2
LOS by Move:	D	C-	B-	D	C	B+	D	D	C	D	D	C
HCM2k95thQ:	9	22	13	14	15	10	19	17	7	13	12	10

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

Los Gatos General Plan
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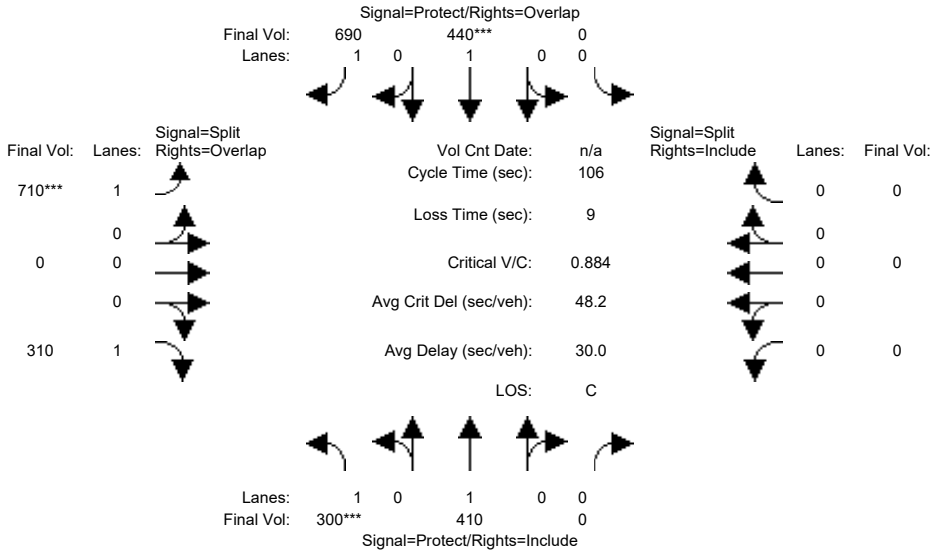
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5: 5.Los Gatos Blvd and Los- Gatos Saratoga Rd



Street Name:	Los Gatos Boulevard						Los Gato-Saratoga Road					
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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	410	0	0	440	690	710	0	310	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:	300	410	0	0	440	690	710	0	310	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:	300	410	0	0	440	690	710	0	310	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:	300	410	0	0	440	690	710	0	310	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	410	0	0	440	690	710	0	310	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:	300	410	0	0	440	690	710	0	310	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.00	0.00	0.23	0.39	0.41	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.19	0.46	0.00	0.00	0.26	0.72	0.46	0.00	0.65	0.00	0.00	0.00
Volume/Cap:	0.88	0.47	0.00	0.00	0.88	0.55	0.88	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	64.4	20.4	0.0	0.0	54.5	7.3	37.5	0.0	7.9	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:	64.4	20.4	0.0	0.0	54.5	7.3	37.5	0.0	7.9	0.0	0.0	0.0
LOS by Move:	E	C+	A	A	D-	A	D+	A	A	A	A	A
HCM2k95thQ:	24	17	0	0	26	20	38	0	9	0	0	0

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

Los Gatos General Plan
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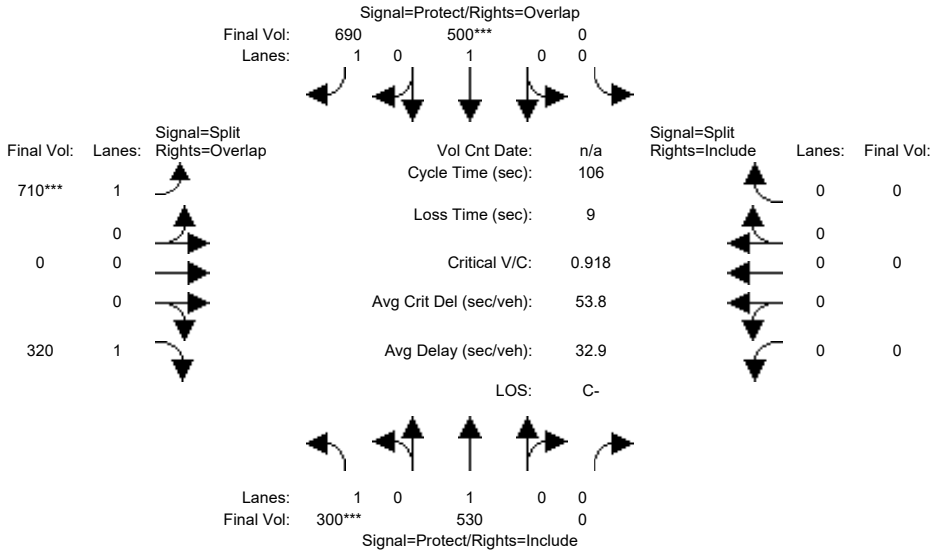
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #5: 5.Los Gatos Blvd and Los- Gatos Saratoga Rd



Street Name:	Los Gatos Boulevard						Los Gato-Saratoga Road					
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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	530	0	0	500	690	710	0	320	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:	300	530	0	0	500	690	710	0	320	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:	300	530	0	0	500	690	710	0	320	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:	300	530	0	0	500	690	710	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	530	0	0	500	690	710	0	320	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:	300	530	0	0	500	690	710	0	320	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.00	0.00	0.26	0.39	0.41	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.19	0.47	0.00	0.00	0.29	0.73	0.44	0.00	0.63	0.00	0.00	0.00
Volume/Cap:	0.92	0.59	0.00	0.00	0.92	0.54	0.92	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	72.1	21.4	0.0	0.0	57.3	6.9	43.7	0.0	9.1	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:	72.1	21.4	0.0	0.0	57.3	6.9	43.7	0.0	9.1	0.0	0.0	0.0
LOS by Move:	E	C+	A	A	E+	A	D	A	A	A	A	A
HCM2k95thQ:	25	23	0	0	30	20	40	0	9	0	0	0

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

Los Gatos General Plan
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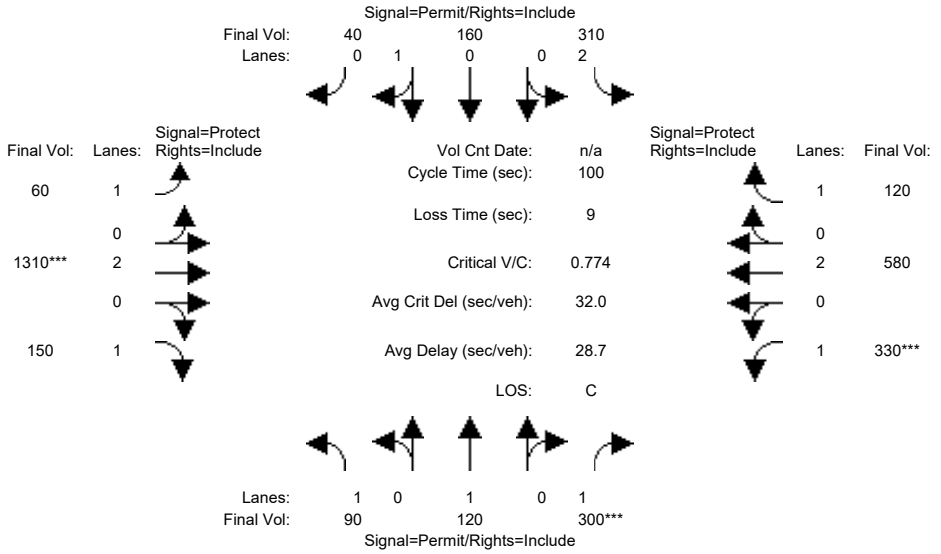
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #6: University Ave and Los Gatos- Saratoga Rd



Street Name:	University Avenue						Los Gatos- Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	120	300	310	160	40	60	1310	150	330	580	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	120	300	310	160	40	60	1310	150	330	580	120
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:	90	120	300	310	160	40	60	1310	150	330	580	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	120	300	310	160	40	60	1310	150	330	580	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	120	300	310	160	40	60	1310	150	330	580	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	120	300	310	160	40	60	1310	150	330	580	120
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	1.00	1.00	2.00	0.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	3150	1494	374	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.17	0.10	0.11	0.11	0.03	0.34	0.09	0.19	0.15	0.07
Crit Moves:			****					****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.45	0.45	0.24	0.47	0.47
Volume/Cap:	0.23	0.29	0.77	0.44	0.48	0.48	0.16	0.77	0.19	0.77	0.32	0.15
Delay/Veh:	32.3	32.7	46.0	34.1	34.8	34.8	32.0	25.8	17.0	43.9	16.5	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	32.7	46.0	34.1	34.8	34.8	32.0	25.8	17.0	43.9	16.5	15.0
LOS by Move:	C-	C-	D	C-	C-	C-	C	C	B	D	B	B
HCM2k95thQ:	5	6	18	10	11	11	3	29	6	20	10	4

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

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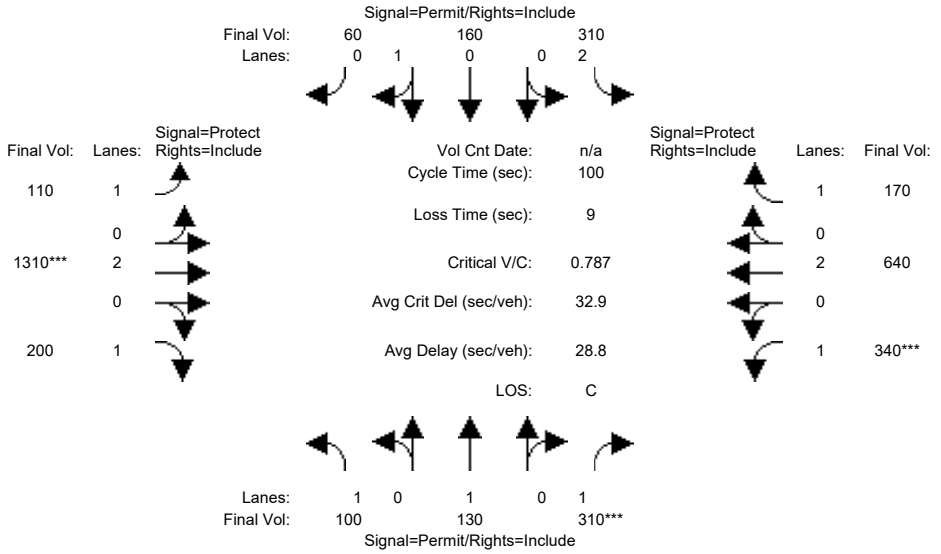
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #6: University Ave and Los Gatos- Saratoga Rd



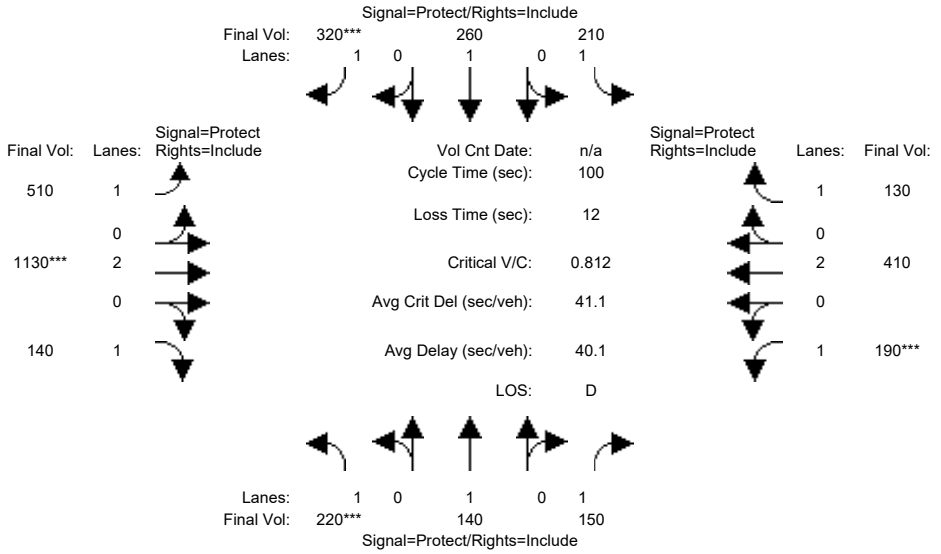
Street Name:	University Avenue						Los Gatos- Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	130	310	310	160	60	110	1310	200	340	640	170
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:	100	130	310	310	160	60	110	1310	200	340	640	170
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:	100	130	310	310	160	60	110	1310	200	340	640	170
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:	100	130	310	310	160	60	110	1310	200	340	640	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	130	310	310	160	60	110	1310	200	340	640	170
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:	100	130	310	310	160	60	110	1310	200	340	640	170
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	1.00	1.00	2.00	0.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	3150	1350	506	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.18	0.10	0.12	0.12	0.06	0.34	0.11	0.19	0.17	0.10
Crit Moves:			****					****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.20	0.44	0.44	0.25	0.48	0.48
Volume/Cap:	0.25	0.30	0.79	0.44	0.53	0.53	0.31	0.79	0.26	0.79	0.35	0.20
Delay/Veh:	32.2	32.6	46.6	33.7	35.3	35.3	34.6	26.7	18.0	44.5	16.1	14.9
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:	32.2	32.6	46.6	33.7	35.3	35.3	34.6	26.7	18.0	44.5	16.1	14.9
LOS by Move:	C-	C-	D	C-	D+	D+	C-	C	B-	D	B	B
HCM2k95thQ:	5	6	19	10	13	13	6	29	8	20	11	6

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

Los Gatos General Plan
SJ18-1854

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

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	140	150	210	260	320	510	1130	140	190	410	130
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:	220	140	150	210	260	320	510	1130	140	190	410	130
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:	220	140	150	210	260	320	510	1130	140	190	410	130
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:	220	140	150	210	260	320	510	1130	140	190	410	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	140	150	210	260	320	510	1130	140	190	410	130
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:	220	140	150	210	260	320	510	1130	140	190	410	130
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.09	0.12	0.14	0.18	0.29	0.30	0.08	0.11	0.11	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.15	0.17	0.17	0.21	0.23	0.23	0.36	0.37	0.37	0.13	0.14	0.14
Volume/Cap:	0.81	0.43	0.50	0.58	0.61	0.81	0.80	0.81	0.22	0.81	0.80	0.55
Delay/Veh:	57.6	37.8	38.7	38.0	37.3	48.8	35.5	32.3	22.0	61.1	50.5	43.2
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:	57.6	37.8	38.7	38.0	37.3	48.8	35.5	32.3	22.0	61.1	50.5	43.2
LOS by Move:	E+	D+	D+	D+	D+	D	D+	C-	C+	E	D	D
HCM2k95thQ:	14	7	9	12	13	19	30	31	6	13	13	8

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

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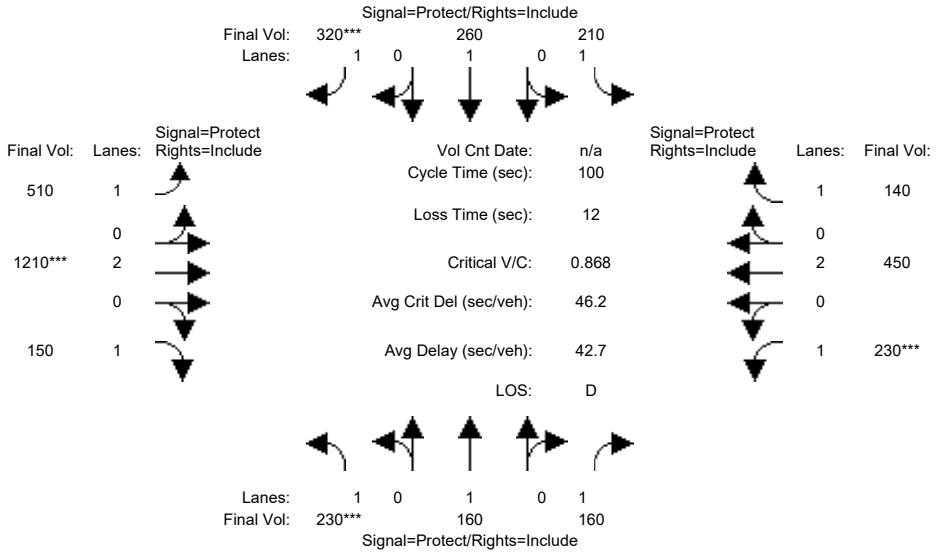
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



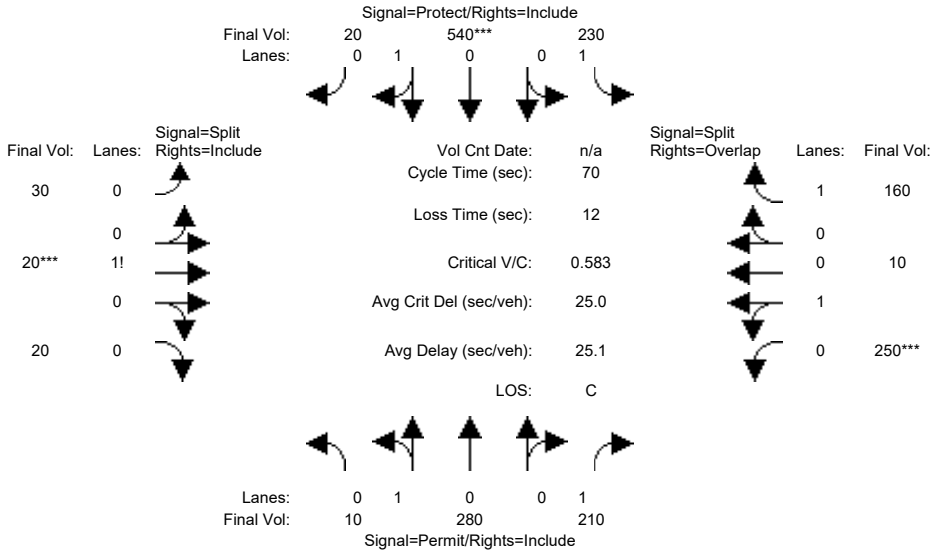
Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	160	160	210	260	320	510	1210	150	230	450	140
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:	230	160	160	210	260	320	510	1210	150	230	450	140
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:	230	160	160	210	260	320	510	1210	150	230	450	140
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:	230	160	160	210	260	320	510	1210	150	230	450	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	160	160	210	260	320	510	1210	150	230	450	140
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:	230	160	160	210	260	320	510	1210	150	230	450	140
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.09	0.12	0.14	0.18	0.29	0.32	0.09	0.13	0.12	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.15	0.16	0.16	0.20	0.21	0.21	0.37	0.37	0.37	0.15	0.15	0.15
Volume/Cap:	0.87	0.51	0.56	0.61	0.65	0.87	0.79	0.87	0.23	0.87	0.79	0.53
Delay/Veh:	66.4	39.5	40.8	39.7	39.8	57.3	34.7	35.5	22.1	66.4	48.4	41.4
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:	66.4	39.5	40.8	39.7	39.8	57.3	34.7	35.5	22.1	66.4	48.4	41.4
LOS by Move:	E	D	D	D	D	E+	C-	D+	C+	E	D	D
HCM2k95thQ:	15	8	9	12	14	20	29	34	7	16	14	8

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

Los Gatos General Plan
SJ18-1854

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

Intersection #8: Santa Cruz-Winchester Blvd and Blossom Hill-Mariposa



Street Name:	Santa Cruz-Winchester Bloulevard						Blossom Hill-Mariposa					
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	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:												
Base Vol:	10	280	210	230	540	20	30	20	20	250	10	160
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:	10	280	210	230	540	20	30	20	20	250	10	160
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:	10	280	210	230	540	20	30	20	20	250	10	160
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:	10	280	210	230	540	20	30	20	20	250	10	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	280	210	230	540	20	30	20	20	250	10	160
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:	10	280	210	230	540	20	30	20	20	250	10	160
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:	0.04	0.96	1.00	1.00	0.96	0.04	0.44	0.27	0.29	0.96	0.04	1.00
Final Sat.:	65	1829	1750	1750	1827	68	767	512	512	1688	68	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.12	0.13	0.30	0.30	0.04	0.04	0.04	0.15	0.15	0.09
Crit Moves:					****			****		****		
Green/Cycle:	0.20	0.20	0.20	0.32	0.52	0.52	0.14	0.14	0.14	0.17	0.17	0.49
Volume/Cap:	0.77	0.77	0.60	0.42	0.57	0.57	0.27	0.27	0.27	0.87	0.87	0.19
Delay/Veh:	35.7	35.7	28.4	19.4	12.5	12.5	27.3	27.3	27.3	51.3	51.3	10.3
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:	35.7	35.7	28.4	19.4	12.5	12.5	27.3	27.3	27.3	51.3	51.3	10.3
LOS by Move:	D+	D+	C	B-	B	B	C	C	C	D-	D-	B+
HCM2k95thQ:	12	12	9	8	16	16	3	3	3	17	17	4

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

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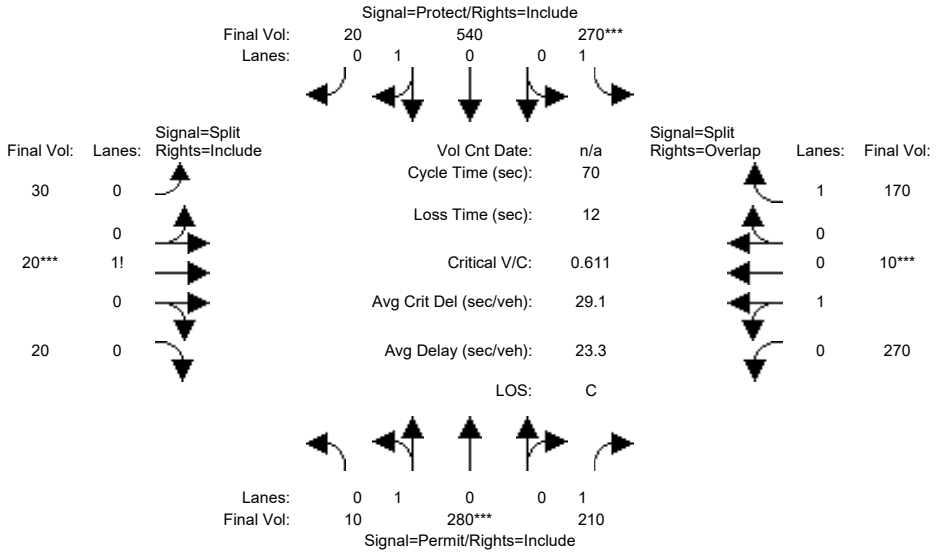
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #8: Santa Cruz-Winchester Blvd and Blossom Hill-Mariposa



Street Name:	Santa Cruz-Winchester Bloulevard						Blossom Hill-Mariposa					
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	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:												
Base Vol:	10	280	210	270	540	20	30	20	20	270	10	170
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:	10	280	210	270	540	20	30	20	20	270	10	170
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:	10	280	210	270	540	20	30	20	20	270	10	170
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:	10	280	210	270	540	20	30	20	20	270	10	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	280	210	270	540	20	30	20	20	270	10	170
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:	10	280	210	270	540	20	30	20	20	270	10	170
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:	0.04	0.96	1.00	1.00	0.96	0.04	0.44	0.27	0.29	0.97	0.03	1.00
Final Sat.:	65	1829	1750	1750	1827	68	767	512	512	1692	63	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.12	0.15	0.30	0.30	0.04	0.04	0.04	0.16	0.16	0.10
Crit Moves:		****		****				****			****	
Green/Cycle:	0.22	0.22	0.22	0.23	0.45	0.45	0.14	0.14	0.14	0.23	0.23	0.46
Volume/Cap:	0.68	0.68	0.53	0.68	0.65	0.65	0.27	0.27	0.27	0.68	0.68	0.21
Delay/Veh:	29.3	29.3	25.3	29.5	16.8	16.8	27.3	27.3	27.3	29.0	29.0	11.4
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:	29.3	29.3	25.3	29.5	16.8	16.8	27.3	27.3	27.3	29.0	29.0	11.4
LOS by Move:	C	C	C	C	B	B	C	C	C	C	C	B+
HCM2k95thQ:	11	11	8	11	18	18	3	3	3	14	14	5

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

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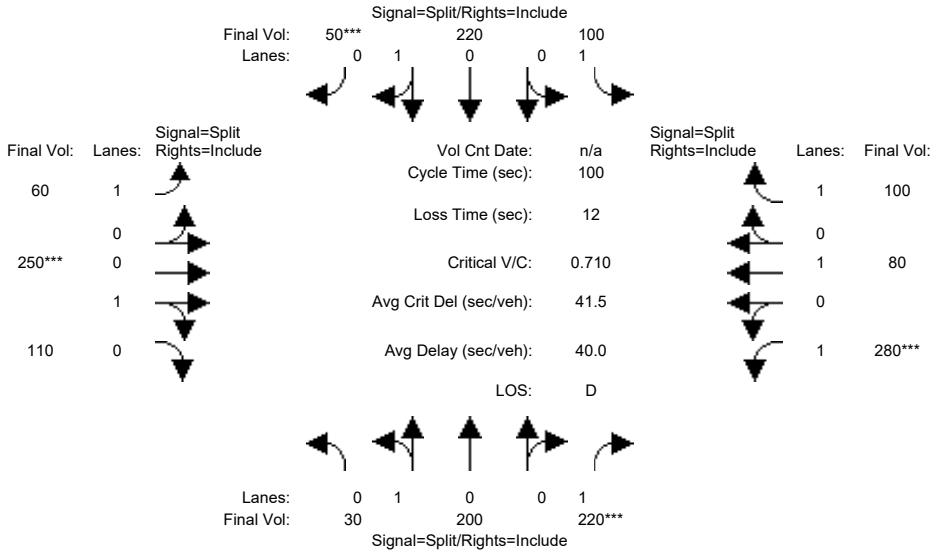
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #9: Santa Cruz Avenue and Main Street



Street Name:	Santa Cruz Avenue						Main Street					
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	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:												
Base Vol:	30	200	220	100	220	50	60	250	110	280	80	100
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	200	220	100	220	50	60	250	110	280	80	100
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	200	220	100	220	50	60	250	110	280	80	100
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	200	220	100	220	50	60	250	110	280	80	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	200	220	100	220	50	60	250	110	280	80	100
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	200	220	100	220	50	60	250	110	280	80	100
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:	0.14	0.86	1.00	1.00	0.80	0.20	1.00	0.68	0.32	1.00	1.00	1.00
Final Sat.:	245	1634	1750	1750	1524	346	1750	1286	566	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.13	0.06	0.14	0.14	0.03	0.19	0.19	0.16	0.04	0.06
Crit Moves:			****			****		****		****		
Green/Cycle:	0.18	0.18	0.18	0.20	0.20	0.20	0.27	0.27	0.27	0.23	0.23	0.23
Volume/Cap:	0.69	0.69	0.71	0.28	0.71	0.71	0.13	0.71	0.71	0.71	0.19	0.25
Delay/Veh:	44.7	44.7	46.2	34.1	43.2	43.2	27.4	37.4	37.4	41.6	31.5	32.2
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:	44.7	44.7	46.2	34.1	43.2	43.2	27.4	37.4	37.4	41.6	31.5	32.2
LOS by Move:	D	D	D	C-	D	D	C	D+	D+	D	C	C-
HCM2k95thQ:	15	15	16	5	15	15	3	21	21	16	4	5

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

Los Gatos General Plan
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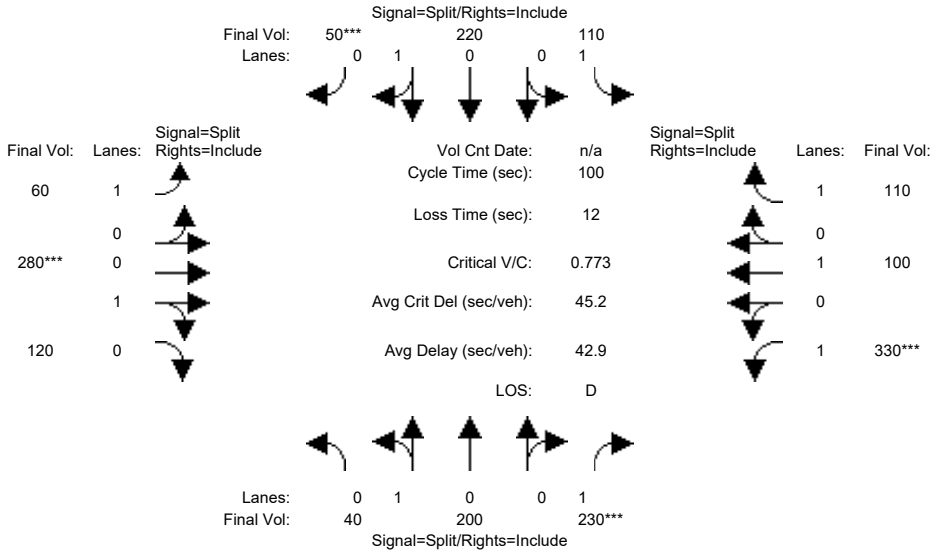
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #9: Santa Cruz Avenue and Main Street



Street Name:	Santa Cruz Avenue						Main Street					
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	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:												
Base Vol:	40	200	230	110	220	50	60	280	120	330	100	110
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:	40	200	230	110	220	50	60	280	120	330	100	110
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:	40	200	230	110	220	50	60	280	120	330	100	110
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:	40	200	230	110	220	50	60	280	120	330	100	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	200	230	110	220	50	60	280	120	330	100	110
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:	40	200	230	110	220	50	60	280	120	330	100	110
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:	0.18	0.82	1.00	1.00	0.80	0.20	1.00	0.68	0.32	1.00	1.00	1.00
Final Sat.:	312	1561	1750	1750	1524	346	1750	1297	556	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.06	0.14	0.14	0.03	0.22	0.22	0.19	0.05	0.06
Crit Moves:			****			****		****		****		
Green/Cycle:	0.17	0.17	0.17	0.19	0.19	0.19	0.28	0.28	0.28	0.24	0.24	0.24
Volume/Cap:	0.75	0.75	0.77	0.34	0.77	0.77	0.12	0.77	0.77	0.77	0.22	0.26
Delay/Veh:	49.3	49.3	51.5	35.9	48.9	48.9	27.0	40.2	40.2	43.7	30.4	30.8
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:	49.3	49.3	51.5	35.9	48.9	48.9	27.0	40.2	40.2	43.7	30.4	30.8
LOS by Move:	D	D	D-	D+	D	D	C	D	D	D	C	C
HCM2k95thQ:	17	17	17	6	15	15	3	24	24	19	5	6

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

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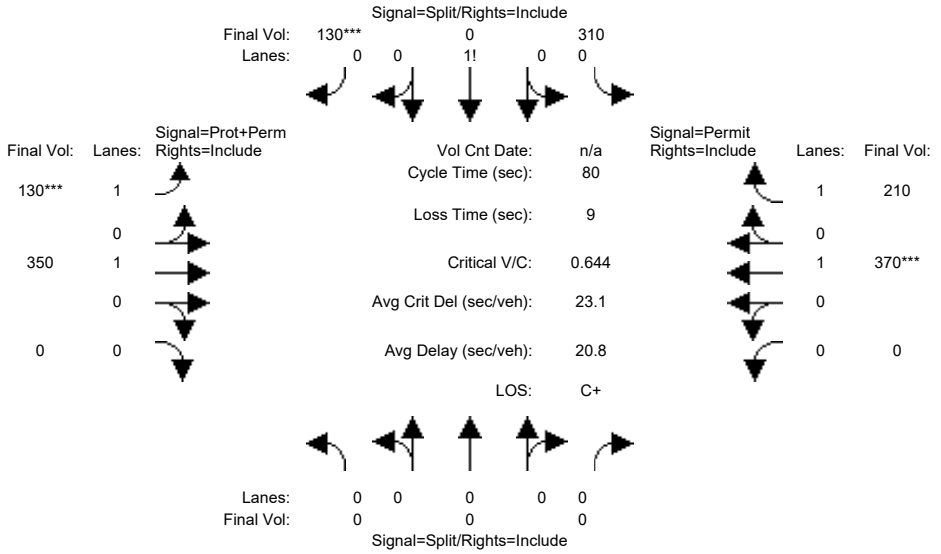
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #10: University Ave and Main St



Street Name:	University Avenue						Main Street					
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	10	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:												
Base Vol:	0	0	0	310	0	130	130	350	0	0	370	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	310	0	130	130	350	0	0	370	210
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	0	0	310	0	130	130	350	0	0	370	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	310	0	130	130	350	0	0	370	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	310	0	130	130	350	0	0	370	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	310	0	130	130	350	0	0	370	210
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:	0.00	0.00	0.00	0.70	0.00	0.30	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1233	0	517	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.18	0.00	0.00	0.19	0.12
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.43	0.00	0.43	0.13	0.46	0.00	0.00	0.33	0.33
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.59	0.59	0.40	0.00	0.00	0.59	0.36
Delay/Veh:	0.0	0.0	0.0	18.6	0.0	18.6	37.0	14.7	0.0	0.0	23.6	20.7
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:	0.0	0.0	0.0	18.6	0.0	18.6	37.0	14.7	0.0	0.0	23.6	20.7
LOS by Move:	A	A	A	B-	A	B-	D+	B	A	A	C	C+
HCM2k95thQ:	0	0	0	16	0	16	6	11	0	0	15	9

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

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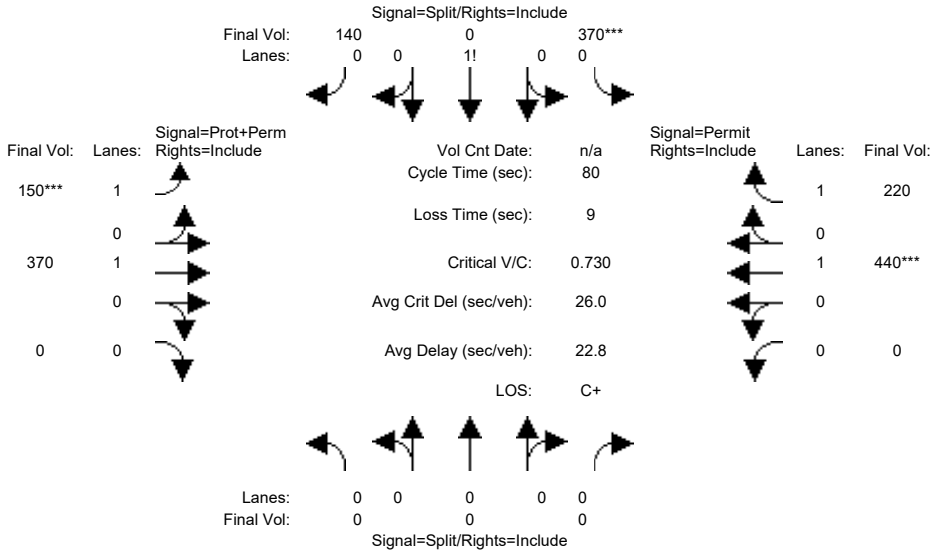
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #10: University Ave and Main St



Street Name:	University Avenue						Main Street					
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	10	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:												
Base Vol:	0	0	0	370	0	140	150	370	0	0	440	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	370	0	140	150	370	0	0	440	220
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	0	0	370	0	140	150	370	0	0	440	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	370	0	140	150	370	0	0	440	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	370	0	140	150	370	0	0	440	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	370	0	140	150	370	0	0	440	220
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:	0.00	0.00	0.00	0.73	0.00	0.27	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1270	0	480	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.19	0.00	0.00	0.23	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.13	0.46	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.69	0.69	0.42	0.00	0.00	0.69	0.37
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	21.4	42.2	14.7	0.0	0.0	25.9	20.5
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:	0.0	0.0	0.0	21.4	0.0	21.4	42.2	14.7	0.0	0.0	25.9	20.5
LOS by Move:	A	A	A	C+	A	C+	D	B	A	A	C	C+
HCM2k95thQ:	0	0	0	20	0	20	7	11	0	0	19	9

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

Los Gatos General Plan
SJ18-1854

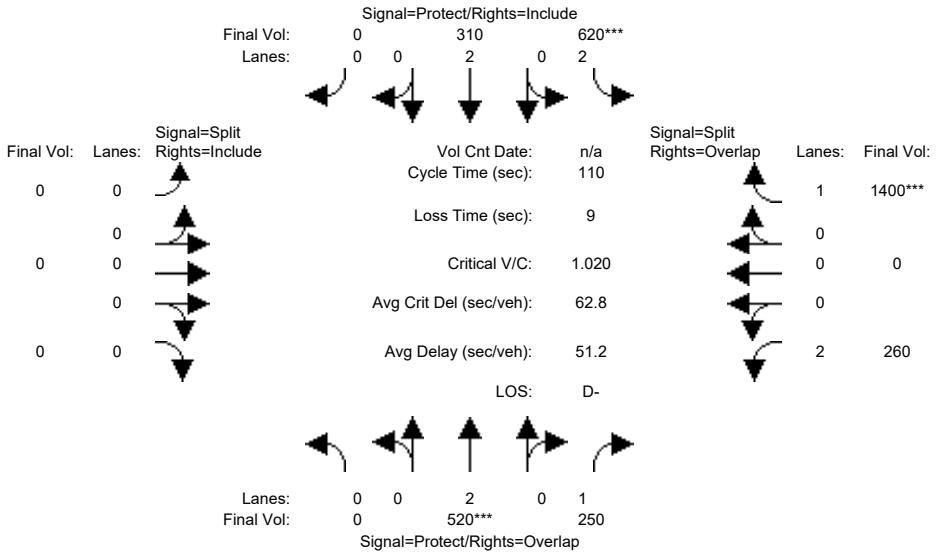
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative AM				Cumulative PP AM with Improvements					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Winchester Boulevard and Lark Avenue	D-	51.2	1.020	62.8	C+	21.2	0.664	- 0.356	22.7	- 40.2
#2	Los Gatos Boulevard and Samaritan Drive	C-	33.5	0.557	34.4	D+	37.5	0.609	+ 0.051	43.5	+ 9.1
#3	Los Gatos Boulevard and Lark Avenue	F	80.9	1.071	109.5	D-	52.3	0.965	- 0.106	71.4	- 38.1
#7	N. Santa Cruz Avenue and Los Gatos-Saratoga Road	D-	54.1	0.885	64.6	D	49.0	0.861	- 0.024	58.9	- 5.6

Los Gatos General Plan
SJ18-1854

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

Intersection #1: Winchester Blvd and Lark Ave



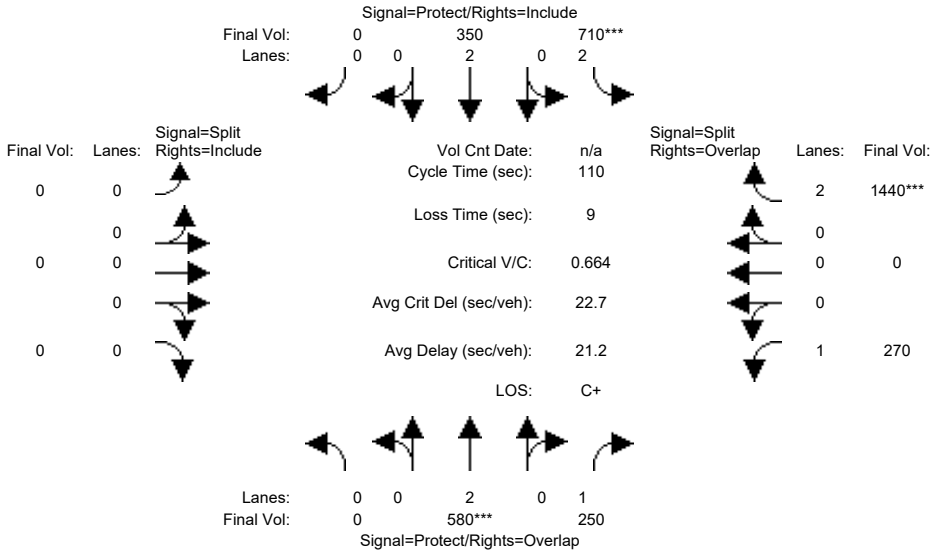
Street Name:	Winchester Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	520	250	620	310	0	0	0	0	260	0	1400
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	520	250	620	310	0	0	0	0	260	0	1400
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	520	250	620	310	0	0	0	0	260	0	1400
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	520	250	620	310	0	0	0	0	260	0	1400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	250	620	310	0	0	0	0	260	0	1400
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	520	250	620	310	0	0	0	0	260	0	1400
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.20	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.80
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.13	0.73	0.19	0.33	0.00	0.00	0.00	0.00	0.59	0.00	0.78
Volume/Cap:	0.00	1.02	0.20	1.02	0.25	0.00	0.00	0.00	0.00	0.14	0.00	1.02
Delay/Veh:	0.0	92.7	4.9	86.1	27.2	0.0	0.0	0.0	0.0	10.1	0.0	41.4
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:	0.0	92.7	4.9	86.1	27.2	0.0	0.0	0.0	0.0	10.1	0.0	41.4
LOS by Move:	A	F	A	F	C	A	A	A	A	B+	A	D
HCM2k95thQ:	0	20	6	32	8	0	0	0	0	5	0	91

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

Los Gatos General Plan
SJ18-1854

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM with Improvements

Intersection #1: Winchester Blvd and Lark Ave



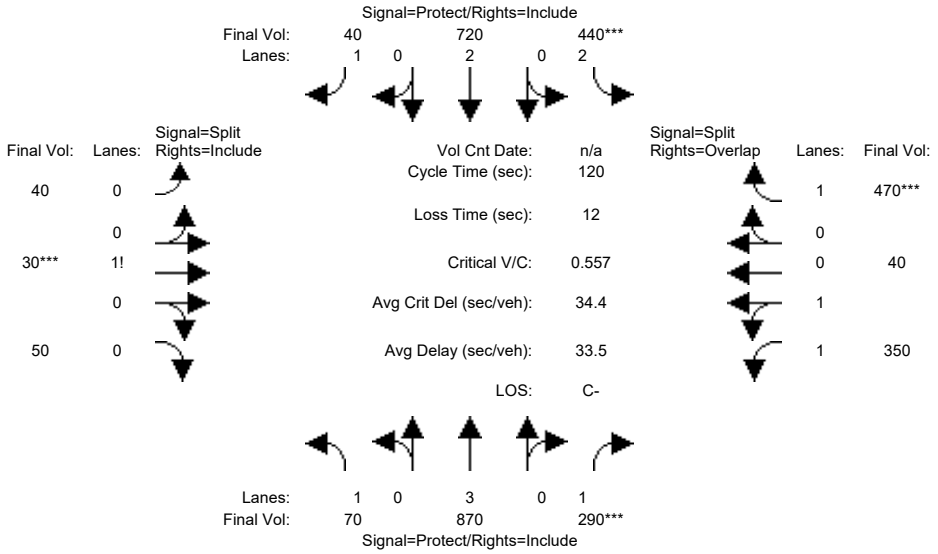
Street Name:	Winchester Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	580	250	710	350	0	0	0	0	270	0	1440
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	580	250	710	350	0	0	0	0	270	0	1440
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	580	250	710	350	0	0	0	0	270	0	1440
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	580	250	710	350	0	0	0	0	270	0	1440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	250	710	350	0	0	0	0	270	0	1440
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	580	250	710	350	0	0	0	0	270	0	1440
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	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.14	0.23	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.46
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.23	0.58	0.34	0.57	0.00	0.00	0.00	0.00	0.35	0.00	0.69
Volume/Cap:	0.00	0.66	0.25	0.66	0.16	0.00	0.00	0.00	0.00	0.44	0.00	0.66
Delay/Veh:	0.0	40.4	11.5	32.6	11.3	0.0	0.0	0.0	0.0	28.1	0.0	10.6
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:	0.0	40.4	11.5	32.6	11.3	0.0	0.0	0.0	0.0	28.1	0.0	10.6
LOS by Move:	A	D	B+	C-	B+	A	A	A	A	C	A	B+
HCM2k95thQ:	0	16	8	23	6	0	0	0	0	14	0	29

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

Los Gatos General Plan
SJ18-1854

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

Intersection #2: Los Gatos Blvd and Samaritan Dr



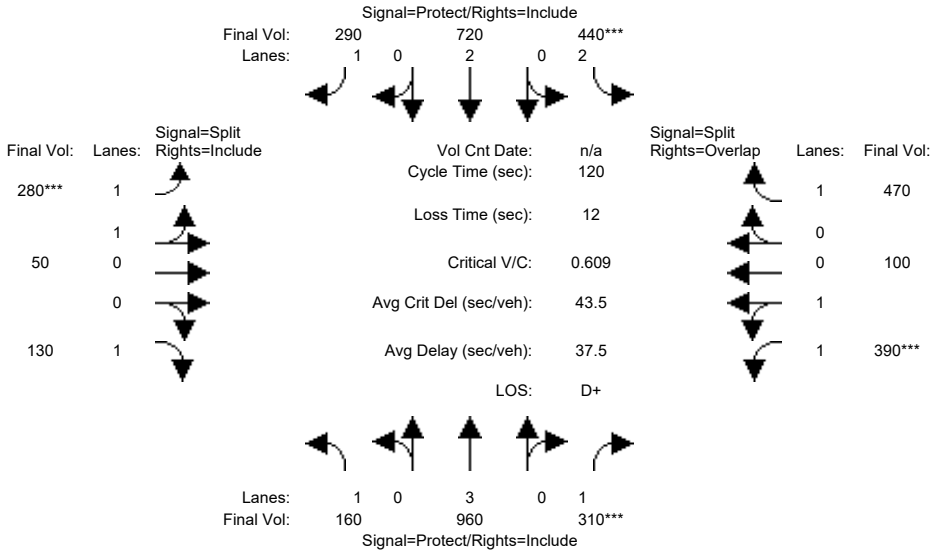
Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	870	290	440	720	40	40	30	50	350	40	470
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:	70	870	290	440	720	40	40	30	50	350	40	470
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:	70	870	290	440	720	40	40	30	50	350	40	470
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:	70	870	290	440	720	40	40	30	50	350	40	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	870	290	440	720	40	40	30	50	350	40	470
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:	70	870	290	440	720	40	40	30	50	350	40	470
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	2.00	1.00	0.34	0.23	0.43	1.81	0.19	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	595	446	744	3167	362	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.17	0.14	0.19	0.02	0.07	0.07	0.07	0.11	0.11	0.27
Crit Moves:			****	****				****				****
Green/Cycle:	0.13	0.30	0.30	0.25	0.42	0.42	0.12	0.12	0.12	0.23	0.23	0.48
Volume/Cap:	0.31	0.51	0.56	0.56	0.45	0.05	0.56	0.56	0.56	0.48	0.48	0.56
Delay/Veh:	48.2	35.2	36.8	40.0	25.2	20.8	53.0	53.0	53.0	40.3	40.3	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:	48.2	35.2	36.8	40.0	25.2	20.8	53.0	53.0	53.0	40.3	40.3	22.8
LOS by Move:	D	D+	D+	D	C	C+	D-	D-	D-	D	D	C+
HCM2k95thQ:	5	16	18	17	17	2	10	10	10	13	13	24

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

Los Gatos General Plan
SJ18-1854

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM with Improvements

Intersection #2: Los Gatos Blvd and Samaritan Dr



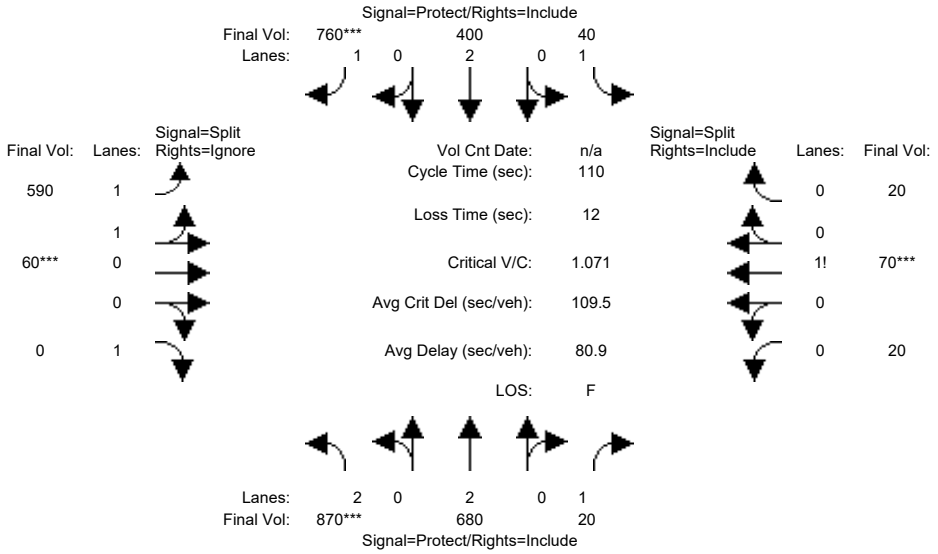
Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	960	310	440	720	290	280	50	130	390	100	470
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:	160	960	310	440	720	290	280	50	130	390	100	470
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:	160	960	310	440	720	290	280	50	130	390	100	470
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:	160	960	310	440	720	290	280	50	130	390	100	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	960	310	440	720	290	280	50	130	390	100	470
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:	160	960	310	440	720	290	280	50	130	390	100	470
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	2.00	1.00	1.72	0.28	1.00	1.62	0.38	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	3006	537	1750	2831	726	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.18	0.14	0.19	0.17	0.09	0.09	0.07	0.14	0.14	0.27
Crit Moves:			****	****			****			****		
Green/Cycle:	0.17	0.29	0.29	0.23	0.35	0.35	0.15	0.15	0.15	0.23	0.23	0.46
Volume/Cap:	0.54	0.58	0.61	0.61	0.54	0.47	0.61	0.61	0.49	0.61	0.61	0.59
Delay/Veh:	47.6	36.8	38.8	42.9	31.6	30.9	49.5	49.5	47.9	43.0	43.0	25.5
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:	47.6	36.8	38.8	42.9	31.6	30.9	49.5	49.5	47.9	43.0	43.0	25.5
LOS by Move:	D	D+	D+	D	C	C	D	D	D	D	D	C
HCM2k95thQ:	11	18	19	17	20	17	13	13	10	17	17	25

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

Los Gatos General Plan
SJ18-1854

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

Intersection #3: Los Gatos Blvd and Lark Ave



Street Name:	Los Gatos Boulevard						Lark Avenue					
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:												
Base Vol:	870	680	20	40	400	760	590	60	1010	20	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	870	680	20	40	400	760	590	60	1010	20	70	20
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:	870	680	20	40	400	760	590	60	1010	20	70	20
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:	870	680	20	40	400	760	590	60	0	20	70	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	680	20	40	400	760	590	60	0	20	70	20
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:	870	680	20	40	400	760	590	60	0	20	70	20
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	2.00	1.00	1.83	0.17	1.00	0.19	0.62	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3200	325	1750	335	1173	335
Capacity Analysis Module:												
Vol/Sat:	0.28	0.18	0.01	0.02	0.11	0.43	0.18	0.18	0.00	0.06	0.06	0.06
Crit Moves:	****					****		****			****	
Green/Cycle:	0.25	0.47	0.47	0.17	0.39	0.39	0.16	0.16	0.00	0.09	0.09	0.09
Volume/Cap:	1.12	0.38	0.02	0.14	0.27	1.12	1.12	1.12	0.00	0.66	0.66	0.66
Delay/Veh:	111.4	19.1	15.7	39.3	23.1	105.5	120.3	120	0.0	57.5	57.5	57.5
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:	111.4	19.1	15.7	39.3	23.1	105.5	120.3	120	0.0	57.5	57.5	57.5
LOS by Move:	F	B-	B	D	C	F	F	F	A	E+	E+	E+
HCM2k95thQ:	42	13	1	2	9	63	31	31	0	10	10	10

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

Los Gatos General Plan
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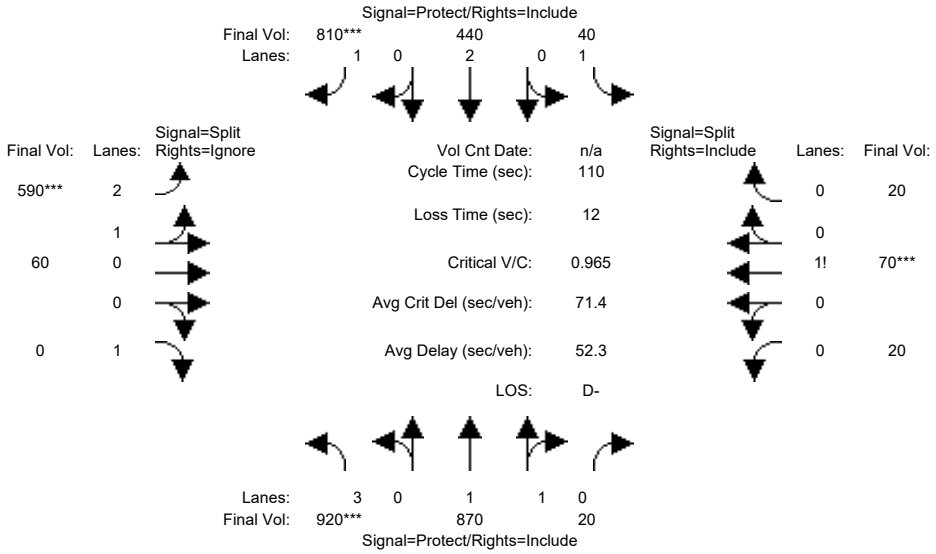
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM with Improvements

Intersection #3: Los Gatos Blvd and Lark Ave



Street Name:	Los Gatos Boulevard						Lark Avenue					
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:												
Base Vol:	920	870	20	40	440	810	590	60	1130	20	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	920	870	20	40	440	810	590	60	1130	20	70	20
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:	920	870	20	40	440	810	590	60	1130	20	70	20
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:	920	870	20	40	440	810	590	60	0	20	70	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	920	870	20	40	440	810	590	60	0	20	70	20
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:	920	870	20	40	440	810	590	60	0	20	70	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	1.95	0.05	1.00	2.00	1.00	2.77	0.23	1.00	0.19	0.62	0.19
Final Sat.:	4551	3707	85	1750	3800	1750	4358	443	1750	335	1173	335
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.02	0.12	0.46	0.14	0.14	0.00	0.06	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.20	0.52	0.52	0.14	0.46	0.46	0.14	0.14	0.00	0.09	0.09	0.09
Volume/Cap:	1.00	0.45	0.45	0.16	0.25	1.00	1.00	1.00	0.00	0.66	0.66	0.66
Delay/Veh:	73.7	16.5	16.5	41.8	18.0	61.3	83.0	83.0	0.0	57.5	57.5	57.5
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:	73.7	16.5	16.5	41.8	18.0	61.3	83.0	83.0	0.0	57.5	57.5	57.5
LOS by Move:	E	B	B	D	B-	E	F	F	A	E+	E+	E+
HCM2k95thQ:	27	17	17	3	8	55	20	20	0	10	10	10

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

Los Gatos General Plan
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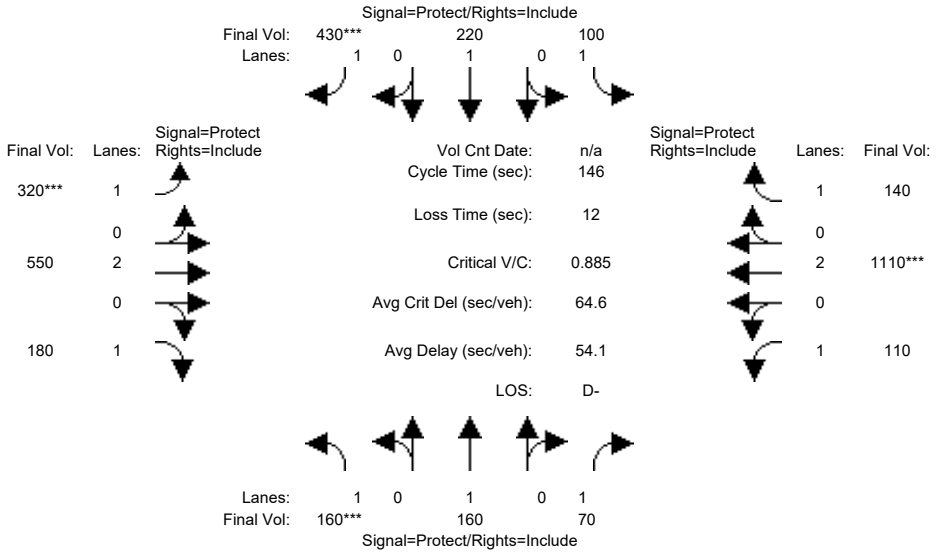
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



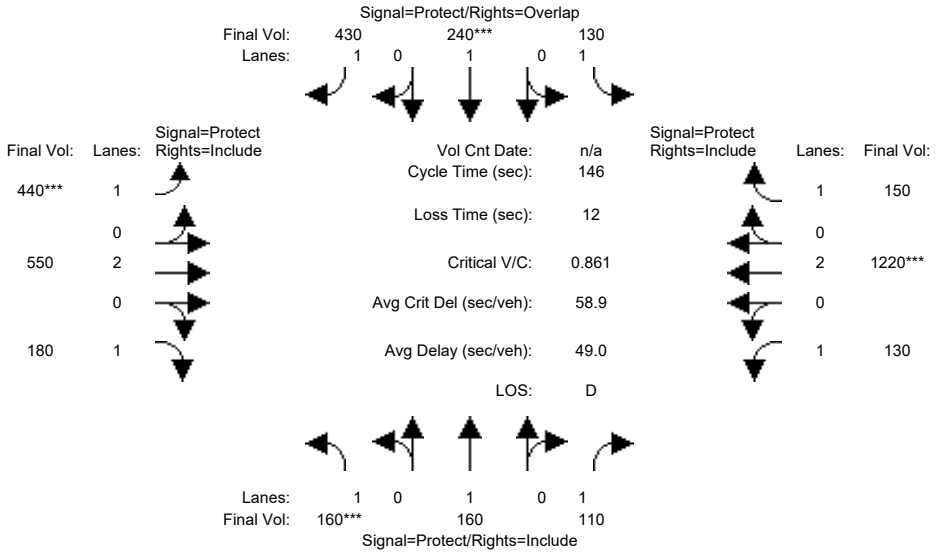
Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	160	70	100	220	430	320	550	180	110	1110	140
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:	160	160	70	100	220	430	320	550	180	110	1110	140
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:	160	160	70	100	220	430	320	550	180	110	1110	140
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:	160	160	70	100	220	430	320	550	180	110	1110	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	160	70	100	220	430	320	550	180	110	1110	140
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:	160	160	70	100	220	430	320	550	180	110	1110	140
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.04	0.06	0.12	0.25	0.18	0.14	0.10	0.06	0.29	0.08
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.23	0.23	0.15	0.28	0.28	0.21	0.37	0.37	0.16	0.33	0.33
Volume/Cap:	0.88	0.37	0.18	0.37	0.42	0.88	0.88	0.39	0.27	0.39	0.88	0.24
Delay/Veh:	101.2	48.2	45.7	56.3	43.6	67.9	78.1	33.6	32.1	55.5	54.1	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.2	48.2	45.7	56.3	43.6	67.9	78.1	33.6	32.1	55.5	54.1	35.8
LOS by Move:	F	D	D	E+	D	E	E-	C-	C-	E+	D-	D+
HCM2k95thQ:	16	11	5	8	15	36	31	16	11	9	40	9

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

Los Gatos General Plan
SJ18-1854

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM with Improvements

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	160	110	130	240	430	440	550	180	130	1220	150
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:	160	160	110	130	240	430	440	550	180	130	1220	150
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:	160	160	110	130	240	430	440	550	180	130	1220	150
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:	160	160	110	130	240	430	440	550	180	130	1220	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	160	110	130	240	430	440	550	180	130	1220	150
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:	160	160	110	130	240	430	440	550	180	130	1220	150
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.06	0.07	0.13	0.25	0.25	0.14	0.10	0.07	0.32	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.13	0.13	0.12	0.15	0.44	0.29	0.44	0.44	0.23	0.37	0.37
Volume/Cap:	0.86	0.63	0.47	0.63	0.86	0.56	0.86	0.33	0.23	0.33	0.86	0.23
Delay/Veh:	95.3	64.6	59.8	67.2	83.6	31.4	62.8	26.9	25.7	47.8	47.9	31.6
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:	95.3	64.6	59.8	67.2	83.6	31.4	62.8	26.9	25.7	47.8	47.9	31.6
LOS by Move:	F	E	E+	E	F	C	E	C	C	D	D	C
HCM2k95thQ:	15	13	9	12	21	26	38	15	10	10	42	9

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

Los Gatos General Plan
SJ18-1854

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative PM				Cumulative PP PM with Improvements					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Winchester Boulevard and Lark Avenue	B-	19.6	0.745	20.4	C	24.0	0.870	+ 0.125	39.2	+ 18.8
#2	Los Gatos Boulevard and Samaritan Drive	C-	33.5	0.675	36.6	D	39.5	0.751	+ 0.075	42.2	+ 5.6
#3	Los Gatos Boulevard and Lark Avenue	D-	53.3	0.964	70.4	D	39.1	0.865	- 0.099	49.2	- 21.2
#7	N. Santa Cruz Avenue and Los Gatos-Saratoga Road	D	40.1	0.812	41.1	D+	37.1	0.816	+ 0.004	40.4	- 0.6

Los Gatos General Plan
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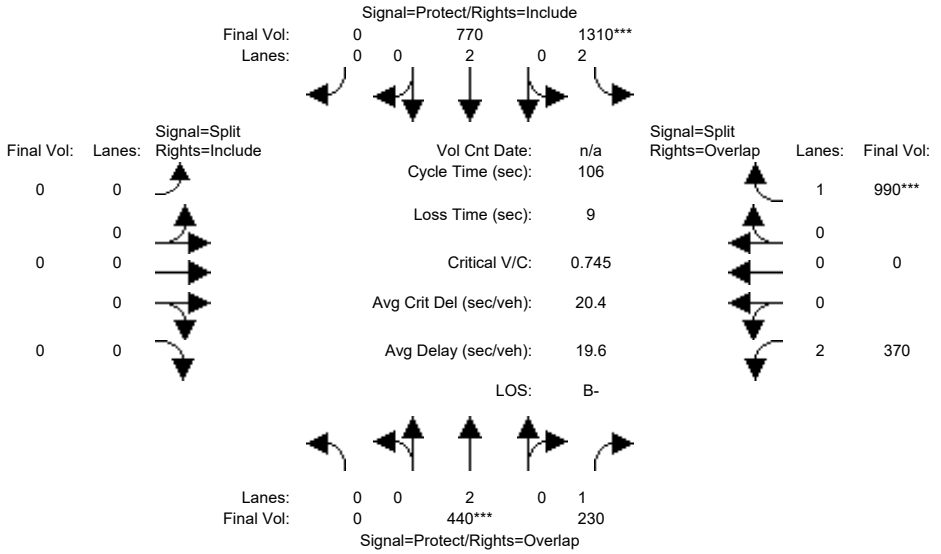
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1: Winchester Blvd and Lark Ave



Street Name:	Winchester Boulevard						Lark Avenue					
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	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:												
Base Vol:	0	440	230	1310	770	0	0	0	0	370	0	990
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	440	230	1310	770	0	0	0	0	370	0	990
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	440	230	1310	770	0	0	0	0	370	0	990
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	440	230	1310	770	0	0	0	0	370	0	990
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	440	230	1310	770	0	0	0	0	370	0	990
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	440	230	1310	770	0	0	0	0	370	0	990
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.13	0.42	0.20	0.00	0.00	0.00	0.00	0.12	0.00	0.57
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.16	0.36	0.56	0.71	0.00	0.00	0.00	0.00	0.20	0.00	0.76
Volume/Cap:	0.00	0.74	0.37	0.74	0.28	0.00	0.00	0.00	0.00	0.58	0.00	0.74
Delay/Veh:	0.0	47.9	25.6	19.5	5.5	0.0	0.0	0.0	0.0	39.7	0.0	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.9	25.6	19.5	5.5	0.0	0.0	0.0	0.0	39.7	0.0	9.4
LOS by Move:	A	D	C	B-	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	13	11	34	9	0	0	0	0	12	0	33

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

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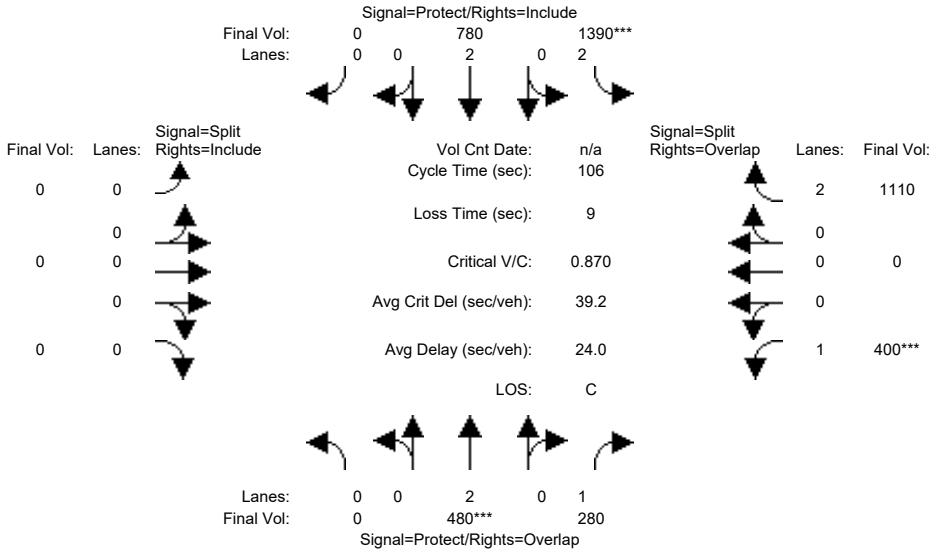
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM with Improvements

Intersection #1: Winchester Blvd and Lark Ave



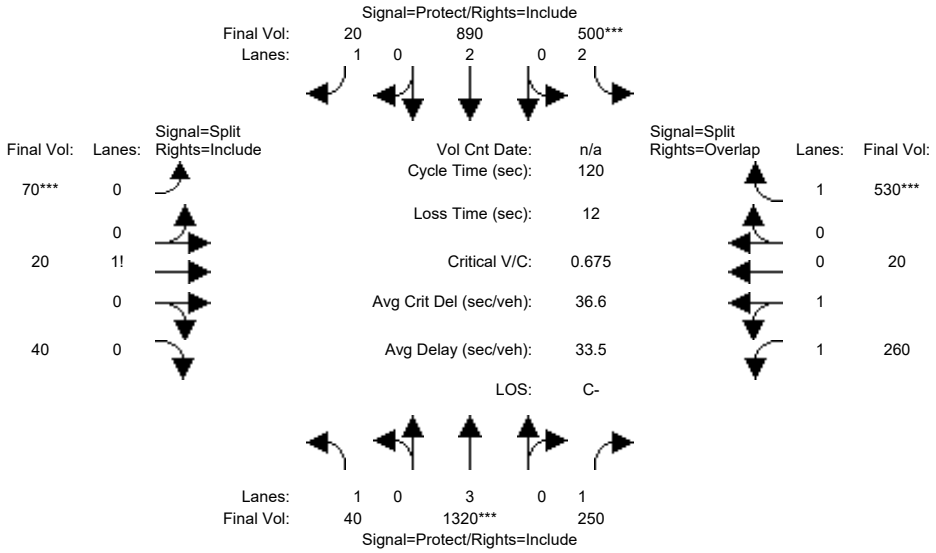
Street Name:	Winchester Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	480	280	1390	780	0	0	0	0	400	0	1110
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	480	280	1390	780	0	0	0	0	400	0	1110
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	480	280	1390	780	0	0	0	0	400	0	1110
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	480	280	1390	780	0	0	0	0	400	0	1110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	480	280	1390	780	0	0	0	0	400	0	1110
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	480	280	1390	780	0	0	0	0	400	0	1110
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	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.16	0.44	0.21	0.00	0.00	0.00	0.00	0.23	0.00	0.35
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.15	0.41	0.51	0.65	0.00	0.00	0.00	0.00	0.26	0.00	0.77
Volume/Cap:	0.00	0.87	0.39	0.87	0.31	0.00	0.00	0.00	0.00	0.87	0.00	0.46
Delay/Veh:	0.0	58.3	22.5	28.5	8.1	0.0	0.0	0.0	0.0	53.6	0.0	4.5
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:	0.0	58.3	22.5	28.5	8.1	0.0	0.0	0.0	0.0	53.6	0.0	4.5
LOS by Move:	A	E+	C+	C	A	A	A	A	A	D-	A	A
HCM2k95thQ:	0	15	13	44	11	0	0	0	0	25	0	14

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

Los Gatos General Plan
SJ18-1854

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

Intersection #2: Los Gatos Blvd and Samaritan Dr



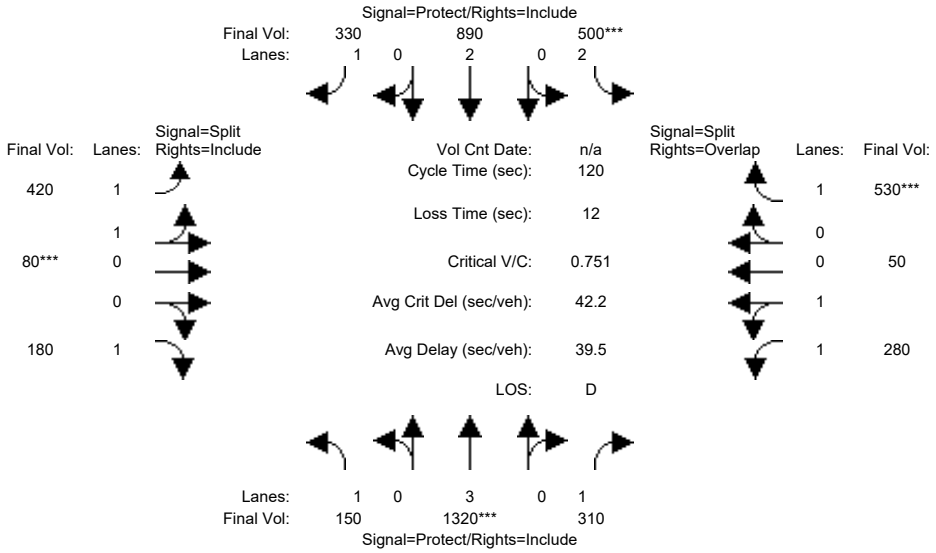
Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1320	250	500	890	20	70	20	40	260	20	530
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:	40	1320	250	500	890	20	70	20	40	260	20	530
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:	40	1320	250	500	890	20	70	20	40	260	20	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1320	250	500	890	20	70	20	40	260	20	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1320	250	500	890	20	70	20	40	260	20	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1320	250	500	890	20	70	20	40	260	20	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.55	0.14	0.31	1.87	0.13	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	954	273	545	3268	251	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.14	0.16	0.23	0.01	0.07	0.07	0.07	0.08	0.08	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.34	0.34	0.24	0.46	0.46	0.11	0.11	0.11	0.21	0.21	0.45
Volume/Cap:	0.20	0.68	0.42	0.68	0.51	0.02	0.68	0.68	0.68	0.37	0.37	0.68
Delay/Veh:	48.6	34.7	30.7	44.2	22.9	17.5	60.6	60.6	60.6	40.6	40.6	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	34.7	30.7	44.2	22.9	17.5	60.6	60.6	60.6	40.6	40.6	28.5
LOS by Move:	D	C-	C	D	C+	B	E	E	E	D	D	C
HCM2k95thQ:	3	24	14	20	21	1	12	12	12	10	10	30

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

Los Gatos General Plan
SJ18-1854

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM with Improvements

Intersection #2: Los Gatos Blvd and Samaritan Dr



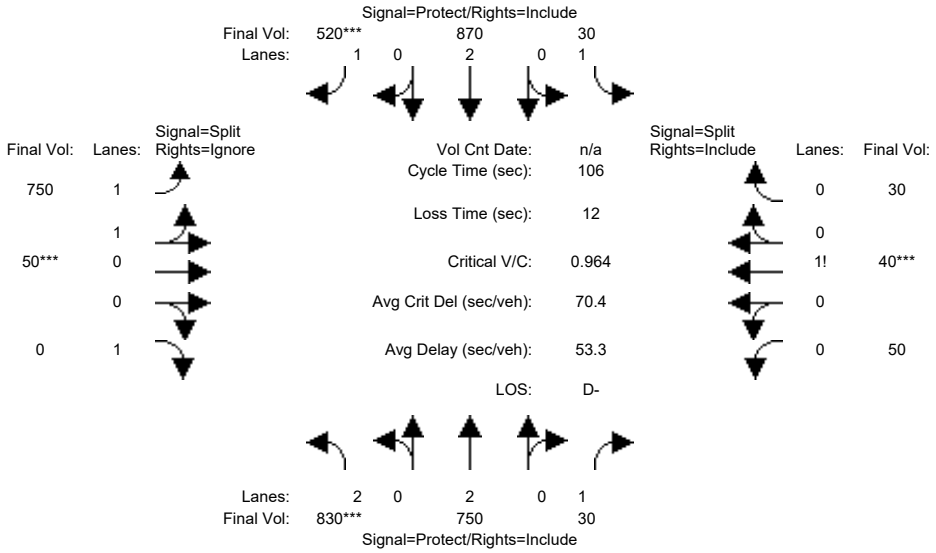
Street Name:	Los Gatos Boulevard						Samaritan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	1320	310	500	890	330	420	80	180	280	50	530
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:	150	1320	310	500	890	330	420	80	180	280	50	530
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:	150	1320	310	500	890	330	420	80	180	280	50	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1320	310	500	890	330	420	80	180	280	50	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1320	310	500	890	330	420	80	180	280	50	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1320	310	500	890	330	420	80	180	280	50	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.70	0.30	1.00	1.72	0.28	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	2978	567	1750	3006	537	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.18	0.16	0.23	0.19	0.14	0.14	0.10	0.09	0.09	0.30
Crit Moves:		****		****				****				****
Green/Cycle:	0.14	0.31	0.31	0.21	0.38	0.38	0.19	0.19	0.19	0.19	0.19	0.40
Volume/Cap:	0.62	0.75	0.57	0.75	0.62	0.50	0.75	0.75	0.55	0.49	0.49	0.75
Delay/Veh:	53.3	39.2	36.4	49.1	30.8	28.9	50.8	50.8	46.0	43.7	43.7	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	39.2	36.4	49.1	30.8	28.9	50.8	50.8	46.0	43.7	43.7	35.1
LOS by Move:	D-	D	D+	D	C	C	D	D	D	D	D	D+
HCM2k95thQ:	11	26	19	22	24	19	20	20	13	12	12	33

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

Los Gatos General Plan
SJ18-1854

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

Intersection #3: Los Gatos Blvd and Lark Ave



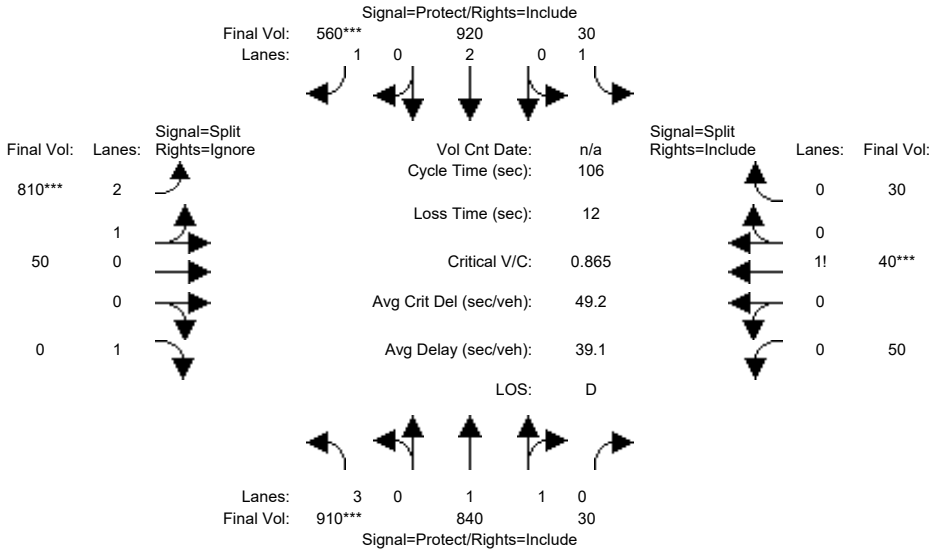
Street Name:	Los Gatos Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	830	750	30	30	870	520	750	50	1140	50	40	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	830	750	30	30	870	520	750	50	1140	50	40	30
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:	830	750	30	30	870	520	750	50	1140	50	40	30
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:	830	750	30	30	870	520	750	50	0	50	40	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	830	750	30	30	870	520	750	50	0	50	40	30
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:	830	750	30	30	870	520	750	50	0	50	40	30
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	2.00	1.00	1.88	0.12	1.00	0.43	0.31	0.26
Final Sat.:	3150	3800	1750	1750	3800	1750	3298	220	1750	749	599	449
Capacity Analysis Module:												
Vol/Sat:	0.26	0.20	0.02	0.02	0.23	0.30	0.23	0.23	0.00	0.07	0.07	0.07
Crit Moves:	****					****		****			****	
Green/Cycle:	0.26	0.42	0.42	0.14	0.30	0.30	0.23	0.23	0.00	0.09	0.09	0.09
Volume/Cap:	0.99	0.47	0.04	0.12	0.77	0.99	0.99	0.99	0.00	0.71	0.71	0.71
Delay/Veh:	68.6	22.2	18.0	40.0	37.0	74.9	71.1	71.1	0.0	59.5	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:	68.6	22.2	18.0	40.0	37.0	74.9	71.1	71.1	0.0	59.5	59.5	59.5
LOS by Move:	E	C+	B-	D	D+	E	E	E	A	E+	E+	E+
HCM2k95thQ:	33	16	1	2	23	37	30	30	0	11	11	11

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

Los Gatos General Plan
SJ18-1854

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM with Improvements

Intersection #3: Los Gatos Blvd and Lark Ave



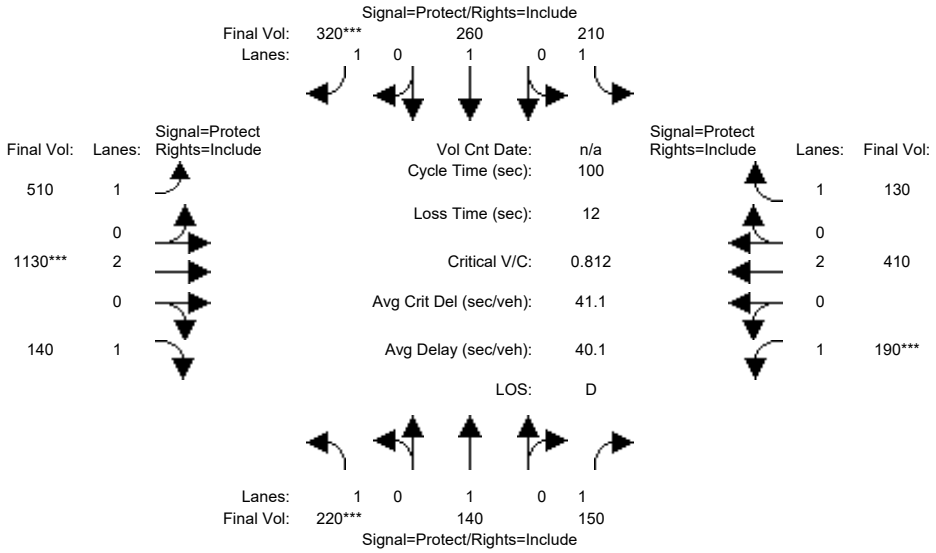
Street Name:	Los Gatos Boulevard						Lark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	910	840	30	30	920	560	810	50	1260	50	40	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	910	840	30	30	920	560	810	50	1260	50	40	30
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:	910	840	30	30	920	560	810	50	1260	50	40	30
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:	910	840	30	30	920	560	810	50	0	50	40	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	910	840	30	30	920	560	810	50	0	50	40	30
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:	910	840	30	30	920	560	810	50	0	50	40	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	1.93	0.07	1.00	2.00	1.00	2.85	0.15	1.00	0.43	0.31	0.26
Final Sat.:	4551	3658	131	1750	3800	1750	4495	277	1750	749	599	449
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.02	0.24	0.32	0.18	0.18	0.00	0.07	0.07	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.46	0.46	0.13	0.36	0.36	0.20	0.20	0.00	0.09	0.09	0.09
Volume/Cap:	0.88	0.50	0.50	0.13	0.67	0.88	0.88	0.88	0.00	0.71	0.71	0.71
Delay/Veh:	48.8	20.5	20.5	40.9	29.7	45.6	50.6	50.6	0.0	59.5	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:	48.8	20.5	20.5	40.9	29.7	45.6	50.6	50.6	0.0	59.5	59.5	59.5
LOS by Move:	D	C+	C+	D	C	D	D	D	A	E+	E+	E+
HCM2k95thQ:	23	18	18	2	22	33	22	22	0	11	11	11

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

Los Gatos General Plan
SJ18-1854

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

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



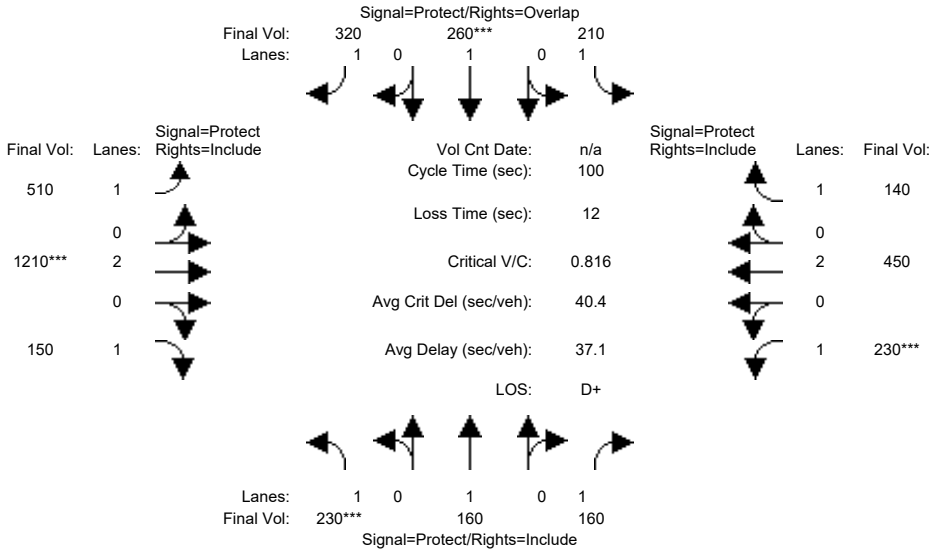
Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	140	150	210	260	320	510	1130	140	190	410	130
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:	220	140	150	210	260	320	510	1130	140	190	410	130
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:	220	140	150	210	260	320	510	1130	140	190	410	130
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:	220	140	150	210	260	320	510	1130	140	190	410	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	140	150	210	260	320	510	1130	140	190	410	130
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:	220	140	150	210	260	320	510	1130	140	190	410	130
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.09	0.12	0.14	0.18	0.29	0.30	0.08	0.11	0.11	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.15	0.17	0.17	0.21	0.23	0.23	0.36	0.37	0.37	0.13	0.14	0.14
Volume/Cap:	0.81	0.43	0.50	0.58	0.61	0.81	0.80	0.81	0.22	0.81	0.80	0.55
Delay/Veh:	57.6	37.8	38.7	38.0	37.3	48.8	35.5	32.3	22.0	61.1	50.5	43.2
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:	57.6	37.8	38.7	38.0	37.3	48.8	35.5	32.3	22.0	61.1	50.5	43.2
LOS by Move:	E+	D+	D+	D+	D+	D	D+	C-	C+	E	D	D
HCM2k95thQ:	14	7	9	12	13	19	30	31	6	13	13	8

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

Los Gatos General Plan
SJ18-1854

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM with Improvements

Intersection #7: N Santa Cruz Ave and Los Gatos-Saratoga Rd



Street Name:	N Santa Cruz Avenue						Los Gatos-Saratoga Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	160	160	210	260	320	510	1210	150	230	450	140
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:	230	160	160	210	260	320	510	1210	150	230	450	140
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:	230	160	160	210	260	320	510	1210	150	230	450	140
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:	230	160	160	210	260	320	510	1210	150	230	450	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	160	160	210	260	320	510	1210	150	230	450	140
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:	230	160	160	210	260	320	510	1210	150	230	450	140
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.09	0.12	0.14	0.18	0.29	0.32	0.09	0.13	0.12	0.08
Crit Moves:	****				****			****			****	
Green/Cycle:	0.16	0.15	0.15	0.18	0.17	0.56	0.39	0.39	0.39	0.16	0.16	0.16
Volume/Cap:	0.82	0.56	0.61	0.67	0.82	0.33	0.74	0.82	0.22	0.82	0.74	0.50
Delay/Veh:	57.2	42.1	44.0	43.8	55.1	12.1	30.5	30.9	20.5	57.2	45.1	39.9
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:	57.2	42.1	44.0	43.8	55.1	12.1	30.5	30.9	20.5	57.2	45.1	39.9
LOS by Move:	E+	D	D	D	E+	B	C	C	C+	E+	D	D
HCM2k95thQ:	14	9	9	12	15	11	28	32	7	15	13	8

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

Appendix D:
VMT Reduction Actions for the Town of Los Gatos

FEHR PEERS

VMT Reduction Actions for the Town of Los Gatos											
No.	VMT Reduction Strategy Name (CAPCOA ID)[1]	Description	VMT Reduction			Literature Evidence	Feasibility Considerations				Town Staff Priorities
			Reduction Range (%)	VMT Type (Commute, or Total)[2]	VMT Reduction Application[3]		Fiscal Impact to the Town	Implementation Challenge	Political Acceptance	Implementation Party	
Transportation Demand Management (TDM) (0% to 6% of Total VMT)											
1	Encourage Telecommuting and Alternative Work Schedules (TRT-6)	This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and this should be a factor in considering the potential VMT reduction. *Town Specific Action to Support VMT Reduction Strategy: Implement TDM Ordinance Code*	0.07%-5.5%	Commute VMT	New Town VMT	Adequate	Low	Low	High	Developer / Tenant / Transportation Management Association (TMA) or Town of Los Gatos	✓
2	Provide Ride-Sharing Programs (TRT-3)	This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as strategy 1 above. *Town Specific Action to Support VMT Reduction Strategy: Implement TDM Ordinance Code*	1%-15%	Commute VMT	New Town VMT	Adequate	Low	Low	High	Developer / Tenant / Transportation Management Association (TMA) or Town of Los Gatos	✓
3	Provide Local Shuttles (TST-6)	This strategy focuses on providing local shuttle service. The local shuttles would provide service to transit hubs, schools, commercial centers, and residential areas to improve transit connectivity and address the "first/last mile" problems. Alternatively, a demand-responsive service could be provided as subsidized trips by contracting to private TNCs or taxi companies. Note that implementation of this strategy would require regional or local agency implementation. *Town Specific Action to Support VMT Reduction Strategy: Implement TDM Ordinance Code*	NA[4]	Commute VMT or Total VMT	New Town VMT or All Town VMT (if shuttle is available to Town residents)	NA	Medium	High	Medium	Transportation Management Association (TMA) or Town of Los Gatos	✓
4	Provide Employer-Sponsored Vanpool/Shuttle (TRT-11)	This strategy relies on employers purchasing or leasing vans or shuttles, and often subsidizing the cost of at least program administration, if not more. Vanpools typically service employee's commute to work, while shuttles service nearby transit stations and surrounding commercial centers. Scheduling and rider charges (if any) are within the employer's purview. *Town Specific Action to Support VMT Reduction Strategy: Implement TDM Ordinance Code*	0.3%-13.4%	Commute VMT	New Town VMT	Adequate	Low	Medium	High	Developer / Tenant / Transportation Management Association (TMA) or Town of Los Gatos	✓
Site Design (3% to 10% of Total VMT)											
5	Provide Pedestrian Network Improvements (SDT-1)	This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Projects in Los Gatos tend to be smaller so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on regional or local plans such as the Bicycle and Pedestrian Master Plan and Connect Los Gatos. *Town Specific Actions to Support VMT Reduction Strategy: Fund and implement local programs and projects, such as the General Plan, Bicycle and Pedestrian Mater Plan and Connect Los Gatos*	0%-2%	Total VMT	New Town VMT or All Town VMT (if complete network is built)	Adequate	Medium	Low	High	Town of Los Gatos	✓

VMT Reduction Actions for the Town of Los Gatos											
No.	VMT Reduction Strategy Name (CAPCOA ID)[1]	Description	VMT Reduction			Literature Evidence	Feasibility Considerations				Town Staff Priorities
			Reduction Range (%)	VMT Type (Commute, or Total)[2]	VMT Reduction Application[3]		Fiscal Impact to the Town	Implementation Challenge	Political Acceptance	Implementation Party	
6	Provide Traffic Calming Measures (SDT-2)	This strategy combines the CAPCOA research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. One potential change in this strategy over time is that e-bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy. *Town Specific Actions to Support VMT Reduction Strategy: Fund and implement local programs and projects, such as the General Plan, Bicycle and Pedestrian Mater Plan and Connect Los Gatos*	0.25%-1%	Total VMT	New Town VMT or All Town VMT	Adequate	Medium	Low	High	Town of Los Gatos	✓
7	Implement Car-Sharing Program (TRT-9)	This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Examples include programs like ZipCar, Car2Go, and Gig. *Town Specific Action to Support VMT Reduction Strategy: Implement TDM Ordinance Code*	0.4%-0.7%	Total VMT	New Town VMT or All Town VMT	Adequate	Low	Medium	High	Developer / Tenant / Town of Los Gatos	✓
8	Limit Parking Supply (PDT-1)	When combined with companion TDM measures, reduced parking supply discourages driving by limiting easy and convenient parking options. Implementation of this strategy may require reducing (or removing) minimum parking requirements and allowing developers to use shared parking strategies. *Town Specific Action to Support VMT Reduction Strategy: Implement TDM Ordinance Code*	5%-12.5%	Total VMT	New Town VMT or All Town VMT	Weak	Low	High	Medium	Developer / Tenant / Town of Los Gatos	✓
9	Unbundle Parking Costs from Property Cost (PDT-2)	Unbundling separates parking costs from property cost, for instance by not including a parking space in a residential unit's rent, or by requiring employers to lease each parking space separately from the building owner. This strategy ensures that the user understands that the cost of driving includes parking and can encourage people to use an alternative mode to save money. *Town Specific Action to Support VMT Reduction Strategy: Implement TDM Ordinance Code*	2.6%-13%	Total VMT	New Town VMT	Adequate	Low	Medium	Medium	Developer / Tenant / Town of Los Gatos	✓
10	Implement Market Price Public Parking (On-Street) (PDT-3)	This strategy focuses on implementing a pricing strategy for parking by pricing all on-street parking in central business districts, employment centers, and retail centers. Priced parking would encourage "park once" behavior and may also result in area-wide mode shifts. *Town Specific Action to Support VMT Reduction Strategy: Implement TDM Ordinance Code*	2.8%-5.5%	Total VMT	New Town VMT or All Town VMT	Adequate	Medium	High	Medium	Town of Los Gatos	✓
Location Efficiency, Regional Policies, and Regional Infrastructure (20% to 60% of Total VMT)											
11	Increase Density (LUT-1)	This strategy focuses on increasing density of land uses, where allowed by the General Plan and/or Zoning Ordinance, to reduce distances people travel and provide more travel mode options. This strategy also provides a foundation for many other strategies. For example, densification increases transit ridership, which justifies enhanced transit service.	0.8%-30%	Total VMT	New Town VMT or All Town VMT	Adequate	Low	High	Low	Coordination with Regional and Local Agencies and Town of Los Gatos	

VMT Reduction Actions for the Town of Los Gatos											
No.	VMT Reduction Strategy Name (CAPCOA ID)[1]	Description	VMT Reduction			Literature Evidence	Feasibility Considerations				Town Staff Priorities
			Reduction Range (%)	VMT Type (Commute, or Total)[2]	VMT Reduction Application[3]		Fiscal Impact to the Town	Implementation Challenge	Political Acceptance	Implementation Party	
		Town Specific Action to Support VMT Reduction Strategy: Update General Plan and/or Zoning Ordinance									
12	Increase Diversity of Urban and Suburban Developments (LUT-3)	This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips. *Town Specific Action to Support VMT Reduction Strategy: Update General Plan and/or Zoning Ordinance*	9%-30%	Total VMT	New Town VMT or All Town VMT	Adequate	Low	High	Low	Coordination with Regional and Local Agencies and Town of Los Gatos	
13	Increase Transit Accessibility (LUT-5)	This strategy focuses on encouraging the use of transit by locating a project with high density near transit. A project with a residential/commercial center designed around a bus station is referred to as a transit-oriented development (TOD). *Town Specific Action to Support VMT Reduction Strategy: Update General Plan and/or Zoning Ordinance*	0.5%-24.6%	Total VMT	New Town VMT	Adequate	Medium	High	Low	Coordination with Regional and Local Agencies	✓
14	Integrate Affordable and Below Market Rate Housing (LUT-6)	This strategy provides greater opportunities for lower income families to live closer to job centers since income effects probability that a commute will take transit or walk to work. *Town Specific Action to Support VMT Reduction Strategy: Update General Plan and/or Zoning Ordinance*	0.04%-1.20%	Total VMT	New Town VMT	Weak	Medium	Medium	Medium	Coordination with Regional and Local Agencies and Town of Los Gatos	✓
15	Increase Transit Service Frequency/Speed (TST-4)	This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given existing land use density in Los Gatos, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations, or it may require new forms of demand-responsive transit service. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects. *Town Specific Action to Support VMT Reduction Strategy: Co-Sponsor Vasona Light Rail Extension*	0.02%-2.5%	Total VMT	New Town VMT, All Town VMT. or All Regional VMT	Adequate	High	High	Medium	Coordination with Regional and Local Agencies	✓
16	Implement Area or Cordon Pricing (RPT-1)	This strategy focuses on implementing a cordon (i.e., boundary) pricing scheme, where a cordon is set around a specific area to charge a toll to enter the area by vehicle. The cordon location is usually the boundary of an area with limited points of access. The cordon toll may be constant, applied during peak periods, or be variable, with higher prices during congestion peak periods. The toll can also be based on a fixed schedule or be dynamic, responding to real-time congestion levels. Note that implementation of this strategy requires alternative modes of travel that are available and reliable, such as high-quality transit infrastructure. *Town Specific Action to Support VMT Reduction Strategy: Implement Downtown Area Pricing*	7.9%-22.0%	Total VMT	New Town VMT, All Town VMT, or All Regional VMT	Weak	High	High	Low	Coordination with Regional and Local Agencies and Town of Los Gatos	

Notes:

1. References the California Air Pollution Control Officer Association (CAPCOA) 2010 report *Quantifying Greenhouse Gas Mitigation Measures*. This resource evaluates the literature behind a number of TDM program elements and provides methods for calculating a VMT reduction associated with each. **Appendix K** in the *SB 743 Implementation Decisions for Town of Los Gatos* (July 9, 2020) document package includes more information on each strategy.

VMT Reduction Actions for the Town of Los Gatos											
No.	VMT Reduction Strategy Name (CAPCOA ID)[1]	Description	VMT Reduction			Literature Evidence	Feasibility Considerations				Town Staff Priorities
			Reduction Range (%)	VMT Type (Commute, or Total)[2]	VMT Reduction Application[3]		Fiscal Impact to the Town	Implementation Challenge	Political Acceptance	Implementation Party	

2. VMT types are commute VMT and total VMT.
   Total VMT: Daily VMT of all vehicle trips, vehicle types, and trip purposes for all project land uses, presented as a total project generated VMT.
   Commute VMT: VMT by light-duty vehicles only for work trips (that is, trips that have one end at a workplace and one end at a residence), divided by number of employees. Also referred to as Partial Home-Based Work VMT per Employee or Home-Based Work VMT Rate.
3. VMT reductions application can apply to new Town VMT, all Town VMT or all regional VMT. VMT reduction measures that apply to all regional VMT will typically have greater impact on reducing VMT.
   New Town VMT: Refers to new VMT generated by the Town of Los Gatos.
   All Town VMT: Refers to all VMT generated by the Town of Los Gatos.
   All Regional VMT: Refers to all VMT generated by the region (either Santa Clara County or the nine-Bay Area counties).
4. The benefits of Local Shuttles alone have not been quantified.