TRAFFIC PATTERNS

May 24, 2018, *Rev 1*

City of Los Altos
Attn: Kathy Small
1 San Antonio Road
Los Alto, CA 94022

Subject: Los Altos Citywide Multi-Way STOP Study

Executive Summary

Traffic Patterns analyzed nine intersections for the installation of Multi-Way STOP controls and corridor operations at the request of the City of Los Altos. The findings for each study intersection are summarized below:

Table 1
Los Altos Citywide Multi-Way STOP Study Findings

No.	Intersection Name	Recommendation
1	Main Street & 1st Street	Ex. Traffic Signal – Corridor Analysis Only
2	Main Street & 2nd Street	Install Multi-Way STOP
3	Main Street & 3rd Street	Install Multi-Way STOP
4	State Street & 2nd Street	Install Crosswalk markings, YIELD Limit Lines and Pedestrian Signage
5	State Street & 3rd Street	Install Crosswalk markings, YIELD Limit Lines and Pedestrian Signage
6	State Street & 4th Street	Enhance Existing STOP on 4th Street and Add YIELD Limit Lines and Pedestrian Signage on State Street
7	Sherwood Ave & Acacia Ave-Leveroni Ln	Install STOP Controls on Acacia Avenue
8	Orange Avenue & Lee Street	No changes Recommended at this Time
9	Miramonte Avenue & A Street	Concept Plan Line Study of Miramonte Avenue for Roadway Widening Alternatives. Consider traffic circle with STOP controls on SB Miramonte Avenue and A Street only.

Six of the nine intersections studied are located within Downtown Los Altos. Traffic Patterns recommends the installation of Multi-Way STOP along Main Street at 2nd Street and 3rd Street to help facilitate motorist interaction with bicyclists & pedestrian, Multi-Way STOP installation criteria are also satisfied at both intersections. Along State Street Multi-Way STOP installation criteria is not satisfied at the three intersections (2nd Street, 3rd Street, and 4th Street) studied but minor signage & striping improvements are recommended to highlight existing crosswalk facilities, to provide YIELD Limit Lines along State Street, and high-visibility pedestrian signage. Main Street & 1st Street was the sixth Downtown intersection analyzed as part of a corridor analysis to determine how the changes to Multi-Way STOPs downstream along Main Street might impact traffic signal operations. A Microsimulation of Main Street and State street show no significant impacts from conversion of Downtown intersections to Multi-Way STOPs.

Although not included within the study intersections, Traffic Patterns also recommends minor signage & striping improvements along Main Street between State Street and 3rd Street to help highlight pedestrian crossings.

At Sherwood Avenue & Acacia Avenue-Leveroni Lane Traffic Patterns recommends STOP control improvements on the Acacia Avenue approach to the intersection. At Orange Avenue & Lee Street no improvements are recommended at this time. Lastly, a larger Concept Plan Line study is recommended along Miramonte Avenue to identify opportunities for widening of Miramonte Avenue along the east side of Miramonte Avenue which would in turn help to identify alternatives to better manage the high southbound volumes that currently impede upon A Street traffic.

For each study intersection, suggested concept drawings of proposed roadway markings improvements is provided, except Miramonte Avenue which requires a larger Concept Plan Line study.

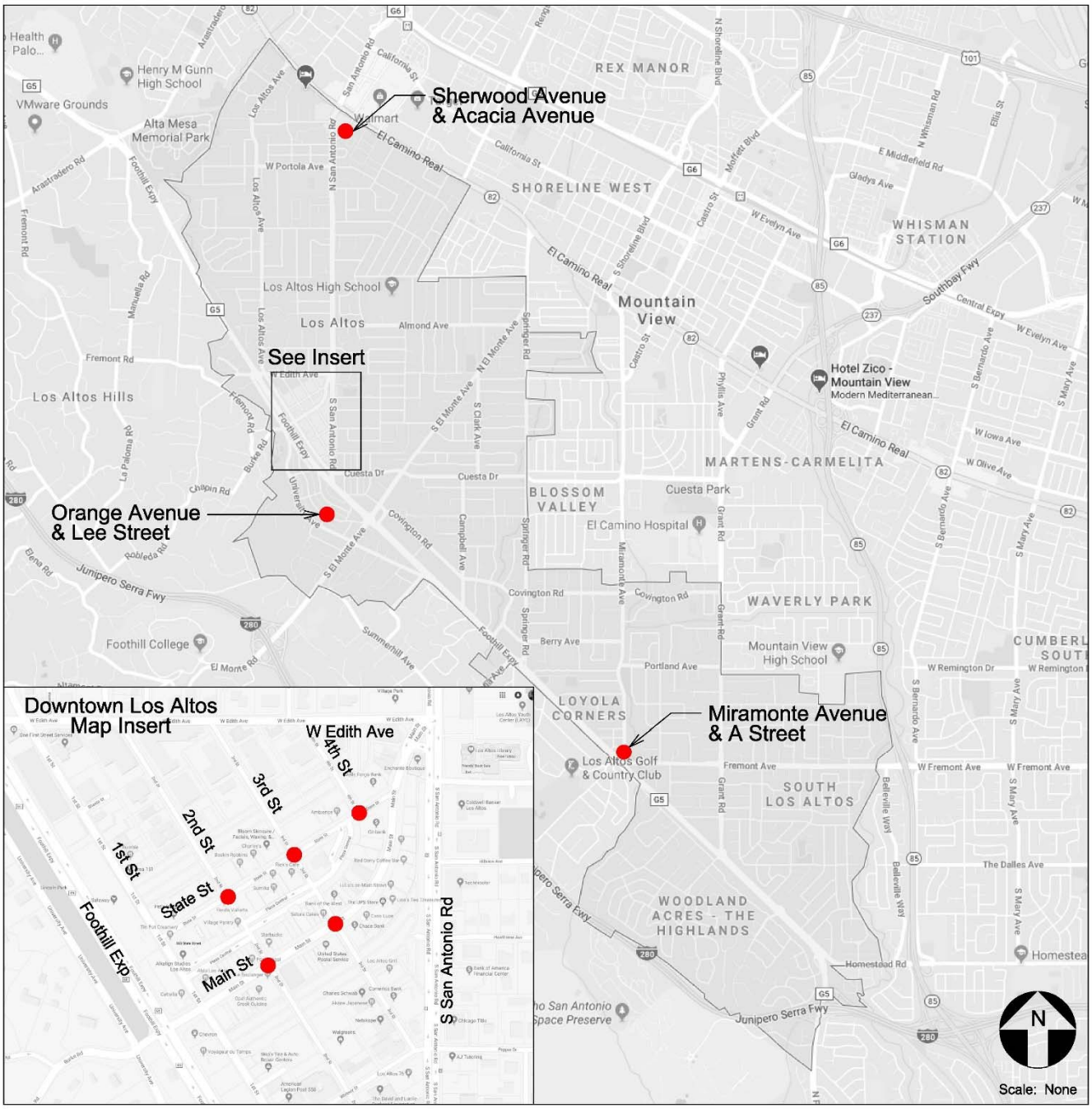
Background

The City of Los Altos received resident requests for traffic operations improvements at each of the study intersections, specifically consideration for the installation of Multi-Way STOP controls or alternative improvements. Resident concerns at each intersection vary from seeking improved pedestrian controls (Downtown Los Altos), improved vehicle circulation (Miramonte Avenue), to speed controls due to potential cut-through traffic (Sherwood Avenue and Orange Avenue). The City issued a Request for Proposals in 2017 and Traffic Patterns was selected to complete the project.

Within the Downtown Core study area, the City requested a more comprehensive analysis beyond just the individual intersection analysis. Specifically, the City requested a corridor operations perspective of the Downtown so that if one or more intersections were found to satisfy the Multi-Way STOP installation criteria, consideration of how the changes may impact Downtown traffic should be included as part of the analysis. Traffic Patterns prepared a Microsimulation of Downtown Los Altos traffic with new Multi-Way STOP controls along Main Street and State Street to evaluate the Level of Service (LOS) of each intersection during the Noon (12PM-1PM) peak hour.

See Figure A, Los Altos Citywide Multi-Way STOP Study Intersections Map for a map identifying each of the study intersections throughout the City of Los Altos.

Figure A
Los Altos Citywide Multi-Way STOP Study Intersections Map



Rev 1 Following Complete Streets Commission on 5-23-2018

Analysis

Multi-Way STOP Methodology

Multi-Way STOP Studies include evaluating roadway operations and characteristics against a set of predefined establishment criteria defined by the State of California – Department of Transportation (Caltrans) within their Manual of Uniform Traffic Control Devices (MUTCD) – California Supplement publishing. The MUTCD is prepared by the Federal Highway Administration (FHWA) and Caltrans adds additional traffic establishment criteria including the subject Multi-Way STOP Methodology.

The Multi-Way STOP Establishment Criteria aims to ensure that intersections are analyzed in a consistent method to help ensure that controls such as Multi-Way STOPs are implemented only where appropriate in efforts to avoid increased traffic congestion or other ancillary impacts when implemented otherwise. Engineering judgement can override the establishment criteria as all intersections are unique within their own right and at times consistency in traffic controls can be appropriate to ensure predictability amongst motorists. Elements analyzed as part of a Multi-Way STOP Study include:

Operations Considerations	
Vehicle Volumes:	To determine if volumes on either the major street or minor street approaches impact the ability for traffic to safely move through an intersection.
Bike/Ped Volumes:	To determine if the potential for conflicts with more vulnerable travel modes exists and should be proactively mitigated. As part of this analysis, Traffic Patterns compared installation criteria using vehicle-only and vehicle-pedestrian-bicycle volumes at all intersection approaches to compare different methodologies scenarios.
Crash History:	To determine if a trend of crashes exists and should be proactively corrected.
Roadway Geometry Considerations	
Sight Distance:	Considers the impact of motorist visibility to view roadway hazards ahead on the roadway.
Roadway Characteristics:	Considers the operational benefits of installing controls to improve the overall operation of a corridor and not just an isolated intersection, specifically Collector type streets.
Land Use	
Residential Environments:	Considers benefits to residential environmental for installation of controls, specifically when high pedestrian generator type facilities exist or are planned.

Traffic Patterns also considered the City of Los Altos' own Stop Sign Policy as part of this evaluation. The City's Stop Sign Policy (Exhibit A) follows the MUTCD Multi-Way STOP basic criteria for evaluating intersections but it also further defines the more qualitative measures within the MUTCD Multi-Way STOP measures including:

- *Volume Equilibrium*

  Installation of STOP signs may be justified if the intersection approach volumes for the minor/major legs near equilibrium (45% / 55%)

- *In Vicinity of High Pedestrian Generators*

  Installation of a STOP sign may be justified at an intersection where any facility adjacent to the study intersection generates an unusually high concentration of pedestrian traffic. This may include the use of the intersection by school-aged children, elderly or physically challenged pedestrians; or the presence of a facility such as a school, playground, park, shopping center, fire station, etc.

- *Traffic Impacts*

  Take into consideration area wide traffic impacts due to the installation of STOP signs, including impacts to traffic operations or cause in traffic delay.

- *Stopping Sight Distance*

  The City defines preferred Stopping Sight Distance consistent with the AASHTO – A Policy on Geometric Design of Highway and Streets. Stopping Sight Distance is defined as the distance that should be maintained as clear as possible for motorists to identify roadway hazards ahead of them, sight distance based on posted speed limit.

Design Speed/ Posted Speed Limit	Stopping Sight Distance
25 MPH	155 Feet
30 MPH	200 Feet
35 MPH	250 Feet
40 MPH	305 Feet
45 MPH	360 Feet

- *Queuing Impact*

  The City seeks to avoid the installation of STOP signs that will increase queues to adjacent intersections.

- *City's Neighborhood Traffic Management Program (NTMP) Improvement Options*

  Consider other methods to slow traffic before the use of STOP signs to slow local traffic.

Traffic Data Collection Methodology

Traffic Patterns subcontracted Traffic Data Services (TDS) to help collect traffic data for the Multi-Way STOP studies as part of this project. Several types of traffic data collection were utilized for this project:

- *12-Hour Turning Movement Counts*

  Using Image Sensors TDS collects raw video at each intersection and then transfers the buffered video files off-site through the cloud for data processing. The processed data provides detailed Turning Movement Count information regarding the number of vehicle left, straight, and right turn movements for each approach of the intersections for the period between 7:00 am to 7:00 pm. Pedestrian and bicycle count data during the same period is also collected.

  12-Hour turning movement counts were conducted on October 17, 2017 at the majority of the study intersections. The intersection of Miramonte Avenue & A Street was counted on November 12, 2017 as an add-on request after the project was initiated. Main Street & 1st Street was counted on March 29, 2018 to help better analyze the Downtown Corridor impacts if Multi-STOPs were added along Main Street as part of the Microsimulation.

- *Vehicle Speed and Average Daily Traffic (ADT) – Tube Counts*

  The City provided vehicle speed volume and ADT traffic data collected earlier in 2017. Roadway tube counters were used to track vehicle volume and speed. The 85-th Percentile Speeds are factors in the MUTCD Multi-Way STOP studies.

- *Collision Data*

  The California Highway Patrol (CHP) maintains a statewide online database known as the Statewide Integrated Traffic Records System (SWITRS). Collision data from SWITRS is only available to local agency staff so City staff downloaded the collision data and provided it to Traffic Patterns. Collision Data is a factor in the MUTCD Multi-Way STOP studies.

- *Field Observations*

  Traffic Patterns conducted on-site field observations to note any unusual traffic patterns or driver behavior that may not be readily apparent from the review of traffic data alone.

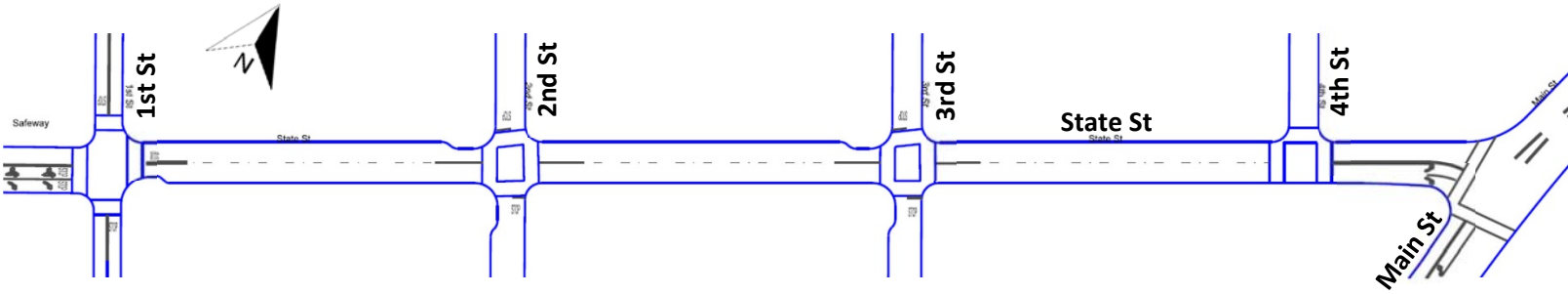
The raw data for the various traffic data collection sites is included in the Exhibits section of this report for reader reference. Pertinent data is referenced directly in subsequent sections of this report.

State Street Corridor in Downtown Los Altos

Existing Conditions

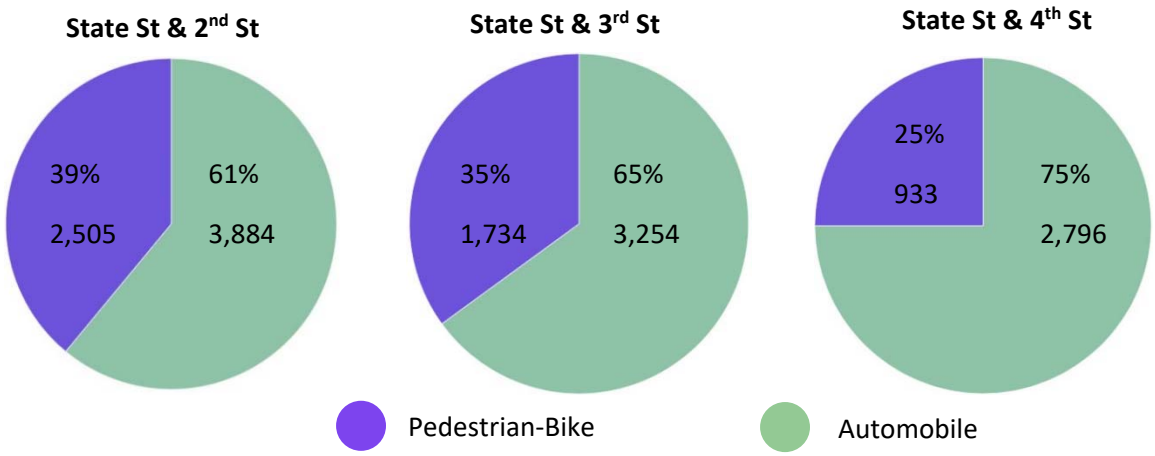
State Street is an east-west street located in Downtown Los Altos. On the west end is First Street and the intersection operates as an existing Multi-Way STOP with the Safeway shopping plaza located on the west leg of the intersection. On the east end is Main Street which operates as a STOP-control approach for State Street while Main Street operates uncontrolled.

Figure 2
Existing State St Roadway Conditions



The north-south approaches at 2nd Street, 3rd Street, and 4th Street each operate as STOP controlled while State Street operates uncontrolled at each intersection. Crosswalks are provided at the approaches of each intersection but the crosswalks are marked using textured pavement treatments. White limit lines are marked at each side street approach along with STOP signs and STOP pavement legends at 2nd Street and 3rd Street. 4th Street only has a STOP Sign. In order for a STOP control to be legally marked it requires both a STOP sign and white limit line. STOP stencils are not required to define a legal STOP but are a best practice installation and the legend also help to build better driver compliance. Traffic Patterns notes that the State Street approach at Main Street currently does not have a STOP legend.

The 12-hour turning movement count data along State Street indicates high pedestrian and bicycle activity at the cross streets. For the 12-hour survey period, the following pie charts demonstrate the amount of pedestrian-bicycle activity compared to automobile traffic at each intersection.



The individual Multi-Way STOP Studies for each of the three State Street intersections are provided in the exhibits. None of the intersections analyzed along State Street satisfy installation criteria for a Multi-Way STOP. Traffic Patterns considered the installation criteria separating pedestrian-volume data along the major street (State Street) approach, as suggested within the installation criteria, and with the pedestrian volume data on the major street to determine if the installation criteria could be satisfied using different methodologies. Under the latter scenario where pedestrian volume data is considered in the analysis along State Street none of the intersections satisfy the installation criteria either but Traffic Patterns does note that only the State Street & 2nd Street as nearly satisfying the criteria when pedestrian-volumes are considered within the analysis. To ensure consistency in traffic controls along State Street no Multi-Way STOPs are recommended.

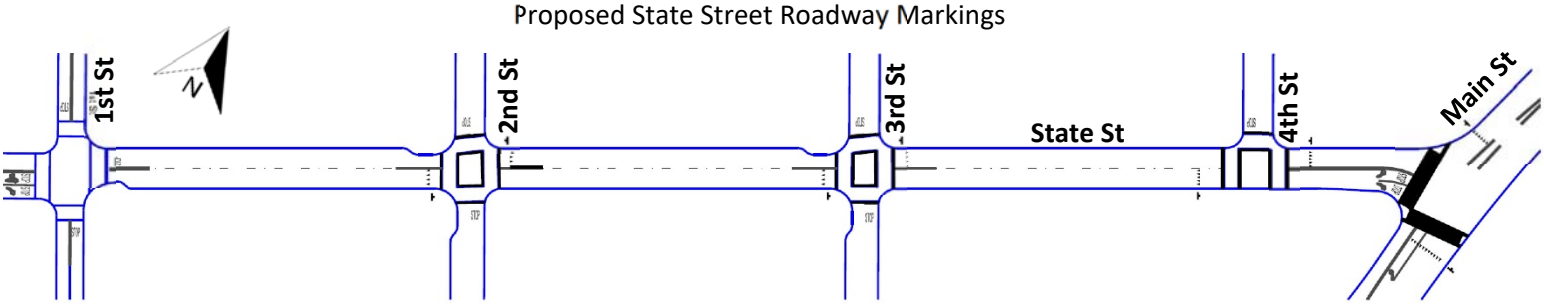
Traffic Patterns recommends following treatments along State Street to help better advise motorists regarding the presence of pedestrians and bicyclists at intersections:

- Crosswalk Markings
  Currently the State Street intersections utilize colored concrete treatments to denote pedestrian crosswalks. Markings the crosswalks with standard 12-inch white line on the inside and outside of each crosswalk will help to better identify marked crosswalk locations for motorists.
- Pedestrian Signage
  Traffic Patterns recommends the installation of high-visibility Yellow-Green signage on each approach of State Street to provide additional notice to motorists regarding the presence of pedestrians ahead on the roadway. If the installation of marked crosswalks as noted above is inconsistent with Downtown streetscape standards, the signage at a minimum should provide better notice to motorists regarding crosswalk locations ahead on the roadway.
- YIELD Limit Lines
  Yield Limit Lines are a relatively recent addition to the MUTCD tool kit for engineers and are used to advise motorists where they should stop when pedestrians are actively crossing a crosswalk. When utilized the YIELD Limit Lines are supplement with "YIELD HERE to Pedestrians" signage.

Traffic Patterns also recommends the installation of "CROSS TRAFFIC DOES NOT STOP" signage to advise approaching State Street that motorists on State Street traffic does not stop at each intersection.

At State Street & Main Street, although outside of our study scope, Traffic Patterns recommends the use of high-visibility step-ladder crosswalk markings to better define the uncontrolled crosswalk across Main Street, the installation of a "CROSS TRAFFIC DOES NOT STOP" sign for State Street and a STOP legends.

Figure 3
Proposed State Street Roadway Markings

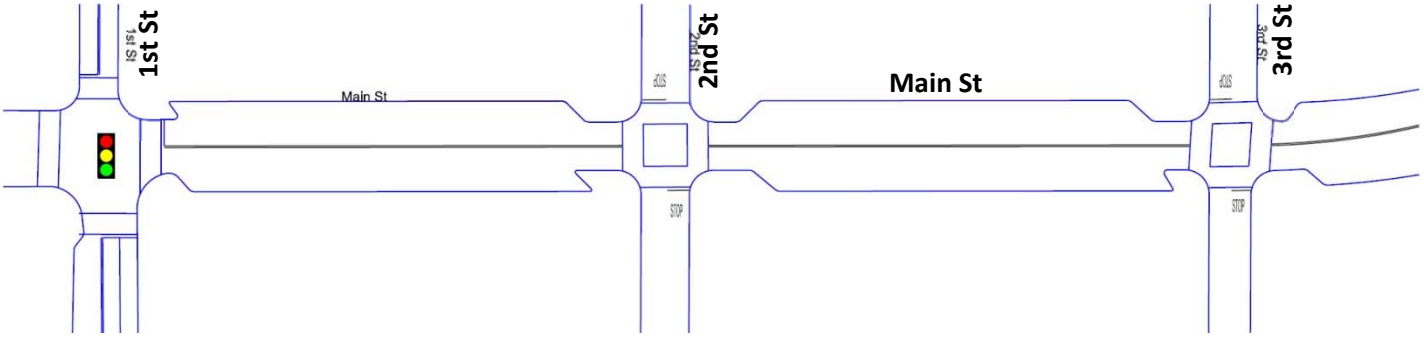


Main Street Corridor in Downtown Los Altos

Existing Conditions

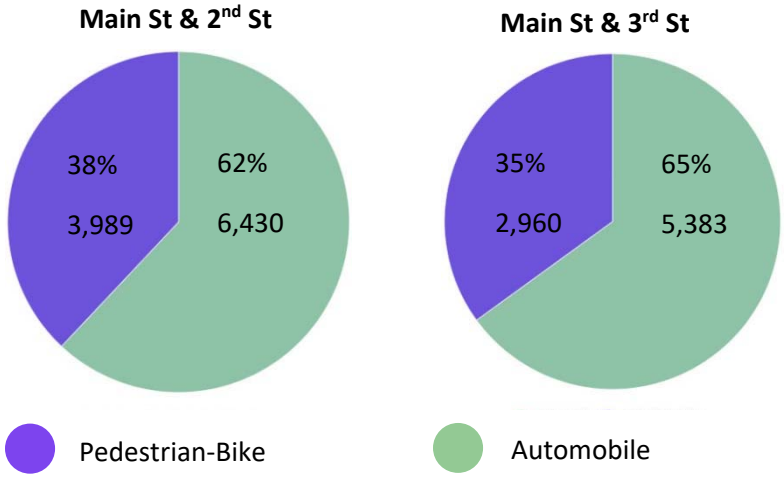
Main Street is also an east-west corridor in Downtown Los Altos and is located one street south of State Street. On its west end Main Street ends at Foothill Expressway but the street continues into the residential neighborhoods west of Foothill Expressway as Burke Road. On its east end Main Street terminates as the N San Antonio & W Edith Avenue intersection via traffic signal controls.

Figure 4
Existing Main Street Roadway Conditions



Each of the study intersections at 2nd Street and 3rd Street operate as STOP controlled while Main Street operates uncontrolled. White limit lines and STOP legends of the 2nd Street and 3rd Street approaches are provided but not no markings define the actual crosswalks themselves at either intersection.

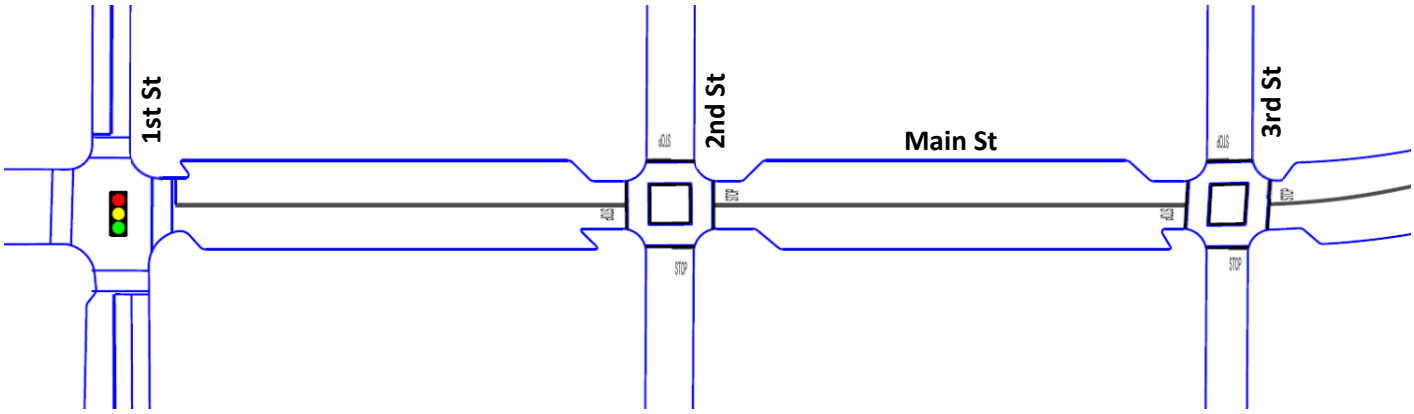
The traffic data on Main Street indicates high pedestrian volume. For the 12-hour survey period, the following pie charts demonstrate the amount of pedestrian-bicycle activity compared to automobile traffic at each intersection.



Standard quantitative MUTCD Multi-Way STOP installation criteria are satisfied for both Main Street intersections so the installation of Multi-Way STOPs is recommended.

Traffic Patterns recommends the installation of white outer and inner crosswalks at both Main Street intersections as part of the Multi-Way STOP installations to better define the pedestrian crosswalks and limit lines for motorists.

Figure 5
Proposed Main Street Roadway Markings



Downtown Los Altos Micro Simulation

With the potential installation of four new Multi-Way STOPs controls along Main Street, the City of Los Altos requested a Micro Simulation of the two corridors to help better estimate how the new Multi-Way STOP may influence traffic operations. Traffic Patterns supplemented the Micro Simulation with additional field observations during the Noon (12PM – 1PM) peak hour of the day when automobile and bicycle-pedestrian activity was noted as its highest from the traffic count data. Traffic Patterns also collected traffic count data at the Main Street & 1st Street intersection to inclusion within the model to determine if the intersection might be adversely impacted from a new Multi-Way STOP on Main Street.

Traffic Patterns built a Micro Simulation model using Synchro 9 and SimTraffic 9 from Trafficware. Screen shots of the model are included within the Exhibits section of this report for reader reference.

Traffic Patterns notes no significant impacts along State Street or Main Street from the installation of the proposed four new Multi-Way STOPs. The model demonstrates up to a 3-4 car queue on eastbound Main Street (1st Street to 2nd Street) as part of the Multi-Way STOP installation but that condition exists today when high-pedestrian activity is taking place at the intersection and this was field verified by Traffic Patterns. In essence, when high-pedestrian activity is occurring the intersections along Main Street operate as Multi-Way STOPs.

Sherwood Avenue & Acacia Avenue-Leveroni Lane

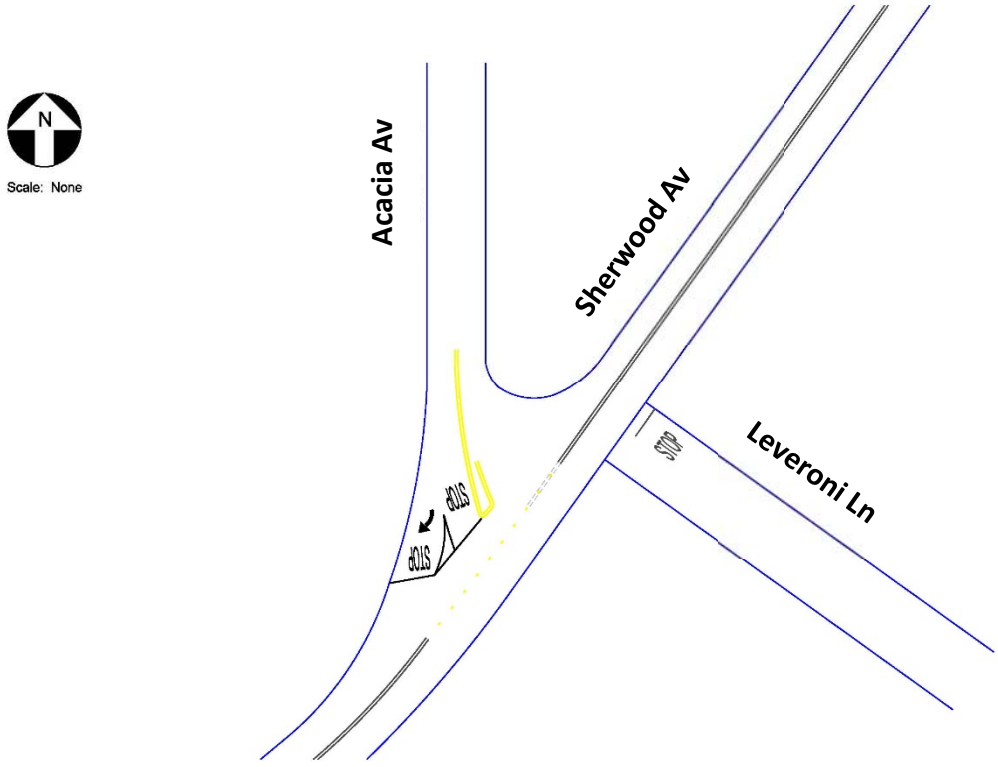
Existing Conditions

The Sherwood Avenue & Acacia Avenue-Leveroni Lane intersection is located one block west of El Camino Real. Sherwood Avenue is a short length street less than a quarter-mile in total length and it terminates at N San Antonio Road to the west and El Camino Real to the east. Acacia Avenue terminates at Chef Chu's shopping plaza to the north and Sherwood Avenue to the south. Leveroni Lane is a relatively new street with no outlet beyond the intersection at Sherwood Avenue.

The MUTCD Multi-Way STOP thresholds for this intersection are not satisfied at neither the normal or lower thresholds so installation of a Multi-Way STOP is not recommended.

The intersection does have unusual roadway geometry with Acacia Avenue and Leveroni Lane being offset from one another causing the intersection to seem abnormally wide. Traffic Patterns recommends minor roadway striping improvements to help with the geometry of the intersection that includes the installation of a marked STOP on the Acacia Avenue approach of the intersection. Although the recommended STOP controls on the Acacia Avenue approach of the intersection may not satisfy resident concerns regarding cut-through traffic or speeding, the improvement should help to minimize potential conflicts from Acacia Avenue traffic yielding to Sherwood Avenue traffic.

Figure 6
Proposed Sherwood Avenue & Acacia Avenue-Leveroni Lane Improvements



Orange Avenue & Lee Street

Orange Avenue & Lee Street is located within the residential neighborhood west of Downtown Los Altos, across Foothill Expressway. The intersection operates uncontrolled on all approaches. Lee Street lacks sidewalk facilities but vehicle and pedestrian volumes during the traffic data collection period noted lower pedestrian activity compared to the other study intersections, a total 81 pedestrians-bicyclists counted during the 12-hour monitoring period compared to 506 automobiles within the same count period.

The MUTCD Multi-Way STOP installation criteria for the Orange Avenue & Lee Street intersection is not satisfied and Traffic Patterns does not recommend any improvements at this time because of the lower traffic data volumes.

Miramonte Avenue & A Street

Miramonte Avenue provides a north-south link between El Camino Real to Foothill Expressway and as a result realizes higher vehicle volumes compared to the other study intersections. The total northbound and southbound Miramonte Avenue traffic volumes during the 12-hour monitoring period total 6,626 vehicles while the A Street approach traffic *totals 1,985* during the same period. *Although the Major Street (Miramonte Avenue) volume thresholds are satisfied for more than 8 hours of any typical day, the Minor Street (A Street) volumes are not satisfied for only 1 hour of the day using the Standard Criteria, during the 8:00 AM morning commute hour. When evaluating the lower volume installation criteria for Bicycle-Pedestrian considerations at 80% of the Standard Criteria, the Minor Street (A Street) approach is still not satisfied for at least 8 hours of the day so as a result the Multi-Way STOP Installation Criteria is not satisfied for this intersection.*

Traffic Patterns offers no immediate improvement opportunities as part of this study but does recommend that the City of Los Altos pursue a Plan Line Study of Miramonte Avenue between Foothill Expressway and Loraine Avenue to prepare a long-term corridor plan for Miramonte Avenue that includes a roadway widening element of Miramonte Avenue along the frontage of the California Water Services parking lot (East side of the A Street intersection). A formal Concept Plan Line study will help to identify alternatives that may help to provide eastbound left turn access improvements from A Street to northbound Miramonte Avenue, the movement for which the Multi-Way STOP study was considered. *The Concept Plan Line may also identify alternatives to introduce Bicycle-Pedestrian facilities across Miramonte Avenue such as Pedestrian-Activated Flashing Beacon Systems.*

Exhibit A

City of Los Altos STOP Sign Policy

CITY OF LOS ALTOS
ENGINEERING DIVISION

STOP SIGN POLICY
TRANSPORTATION SERVICES

I. POLICY

Objective: It is the intent of this policy to install stop signs where appropriate.

Principles:

- Stop signs are installed at intersections where drivers cannot safely apply the right-of-way rule.[1]
- Stop signs control vehicular traffic conflicts at intersections and promote driver safety.
- The functional street classification system, as described in the City's General Plan Circulation Element, shall be used as the reference system for defining street types used in the warranting procedures.
- Warrants defined in the California Manual of Uniform Traffic Control Devices (CA MUTCD) including the amount of daily traffic, the amount of pedestrian activity, high traffic speed, traffic patterns, restricted view, accident records and unusual site conditions, or geometrics will be considered in the evaluation of all stop sign requests.
- Stop signs may be installed to support neighborhood traffic management.
- Stop signs may be installed against the major flow of traffic when unusual intersection design. Limited sight distance, requires such installation to provide adequate and safe operation of the intersection.
- Other methods of slowing traffic to the posted speed limit should be considered before a stop sign is used to slow local traffic. Please refer to the City's Neighborhood Traffic Management Program (NTMP) for improvement options.
- This policy can be applied to intersections with no current stop control or intersections that have only partial control (T-intersections or two-way stop control)

[1] Right of Way Rule – The Failure to yield the right of way at an uncontrolled intersection. A person commits the offense of failure to yield the right of way at an uncontrolled intersection (an intersection without any traffic signs or signals) if the person, in a vehicle that is approaching an uncontrolled intersection, does not look out for, and give right of way, to any driver on the right who simultaneously approaches the intersection, regardless of which driver first reaches the intersection.

II. PROCEDURES

The following is the process that will be followed in the application and approval process for public requests for all-way stop sign control.

1. Submit a stop sign request to Public Works that includes the intersecting streets and contact information for the individual(s) requesting the sign. The request should be mailed to:
   City of Los Altos Public Works Department
   One North San Antonio Road, Los Altos, CA 94022
   Attention: Transportation Services Manager
   Or email to: engineering@losaltosca.gov
2. You will be notified of the Transportation Services Manager's decision following completion of the stop sign warrant evaluation. The data collection and evaluation usually take about three (3) months to complete.
3. The decision may be appealed to the Public Works Director. The appeal must be received by the Public Works Department within 10 days of the mailing of notices of the Transportation Services Manager's decision.
4. The action taken by the Public Works Director may be appealed to the City Manager. The appeal must be received by the Public Works Department within 10 days of the mailing of notices of the of the Public Works Director's decision.
5. The action taken by the City Manager is final. Notices will be mailed regarding the City Manager's decision.

III. STOP SIGN EVALUATION

One or more of the following traffic criteria, as identified in the Manual of Uniform Traffic Control Devices (MUTCD), must be met for staff to recommend the installation of a stop sign to the Public Works Director. Conditions which satisfy one or more of the criteria may not necessarily justify the installation of a stop sign. Public Works staff exercises engineering judgment on a case-by-case basis to determine the need for stop signs based on which criteria and considerations are satisfied.

Minimum Traffic Volumes and Speed

Minimum traffic volume warrant provides the necessary criteria for identifying intersections where the main street and side street traffic volumes are sufficiently high such that traffic on the stop-controlled side street suffers undue delay or risk in crossing or entering the controlled main street traffic system. The volume warrant thresholds identified in the MUTCD are met when:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and;

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 vehicles per hour for the same 8 hours, with an average delay to the minor street vehicular traffic of at least 30 seconds per vehicle during the highest hours, but;
3. If the 85th-percentile approach speed of the major street traffic exceeds 35 mph, the minimum vehicular volumes warrants are reduced 70% of the above values.

When the following criteria are satisfied, the intersection is considered to be located in a residential area and the volume warrant thresholds may be reduced by 60% of the MUTCD values:

1. Both streets have residential frontages with existing 25 mph speed limits
2. Neither street is classified as a collector or arterial street within the General Plan Circulation Element
3. Both streets are two-lane streets
4. No existing stop sign or signal is located on the more heavily traveled street within a distance of 200 feet, minimum
5. Intersection with streets extending 500 feet or more away from the intersection on at least three sides
6. Installation of a multi-way stop is compatible with the overall traffic circulation needs for the residential area

Visibility

The visibility warrant establishes the criteria for determining if an intersection has inadequate visibility to maintain safe traffic operations. Providing the appropriate stopping sight distance reduces the likelihood of a collision at an intersection caused by a driver on the minor street crossing or entering the major street in the presence of oncoming traffic.

1. A stop sign is warranted where driver visibility is limited at the minor street approach to the intersection, and causes drivers to reduce their intersection approach speed to less than 10 miles per hour.
2. The stopping sight distance is defined within the AASHTO's A Policy on Geometric Design of Highways and Streets. The City uses the measured 85th percentile intersection approach speeds determine if there is adequate sight distance as determined by an engineer in the field. Inadequate stopping sight distance may be mitigated by the installation of red curbing or the trimming of landscaping (trees or hedges) to improve sight distance.

Design Speed	Stopping Sight Distance
25MPH	155 feet
30MPH	200 feet
35MPH	250 feet
40MPH	305 feet
45MPH	360 feet

Additional Considerations

When determining whether to install a stop sign, there are a number of additional engineering considerations that may be considered for evaluation. These factors include:

- **Accidents** – When evaluating the installation of a stop sign, correctible accidents should be considered by the engineer conducting the analysis.
- **Minor Leg(s) of 3 or 4-Legged Intersection** – Stop signs may be erected at the intersection of the minor leg of a three-legged intersection, or where a minor street meets a major arterial, collector street, or a local street that is more heavily traveled. A minimum of 25 vehicles per hour shall be observed on the minor leg approach for this criterion to be satisfied.
- **In Vicinity of High-Pedestrian Generator** – Installation of a stop sign may be justified at an intersection where any facility adjacent to that study intersection generates an unusually high concentration of pedestrian traffic. This may include the use of the intersection by school-aged children, the elderly or physically challenged pedestrians; or the presence of a facility such as a school, playground, park, shopping center, fire station, etc. The installation of a crosswalk may be considered with the installation of stop signs when near an identified high pedestrian generator.
- **Unusual Intersection Geometrics** – Installation of a stop sign may be justified where unusual intersection design or geometrics (horizontal and/or vertical curves, or intersection offsets) require the installation of a stop sign.
- **Visible Signs** – Installation of a stop sign may be justified where visible signs of potential traffic problems exist, such as, skid marks, evidence of fixed object collisions, etc.
- **Volume Equilibrium** – Installation of a stop sign may be justified if the intersection approach volumes for the minor/major legs near equilibrium (45%/55%).
- **Traffic Impacts** - Public works staff will take into consideration area wide traffic impacts due to the installation of stop signs, including impacts to traffic operations or cause in traffic delay
- **Sign Types** – Stop sign installation come in varying types such as, standard retro-reflective, electronic-blinking, reflective poles. Staff will consider sign type on a case-by-case basis.

IV. FINDINGS FOR APPEAL

A stop sign request that is denied by the Transportation Services Manager based on evaluation of the stop sign warrants may be approved by the Public Works Director only if each of the following findings can be made:

a. Installation of the stop sign will not prevent the street from operating consistently with its functional classification level (arterial, collector or local street) as defined in the General Plan Circulation Element.
b. Installation of the stop sign will not unduly restrict the delivery of emergency services to the surrounding neighborhood.
c. Installation of the stop sign will not create any potentially hazardous conflicts with driveways near the intersection.
d. Installation of a stop sign will not create any significant queuing at the intersection.
e. Installation of a stop sign is not expected to result in additional accidents at the intersection.
f. The installation of a stop sign will not adversely affect any adjacent controlled intersection.
g. There are no other feasible methods to successfully address the traffic issues associated with the request for the stop sign.

If the Public Works Director is unable to make each of these recommended findings the stop sign request must be denied.

Exhibit B

Multi-Way STOP Warrant Studies

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **2nd Stret & State Street**
Study Date: **10/3/2017**

Multi-Way STOP Installation Criteria based on California MUTCD 2014 Edition - Rev 1

A. Interim Measure prior to Traffic Signal Installation

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the isntallation of the traffic control signal.

Has a traffic signal warrant study been conducted for this intersection that: recommends installation of a traffic control signal? ____ Yes ✓ No

Temporary Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

B. 12-Month Crash History

Five or ore reported crashes in a 12-month period that are susceptible to correction by a Multi-Way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Total Number of crashes in 12-month period susceptible to correcton by a Multi-Way STOP: 1 Crash(es)

Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

C. Minimum Volumes

C1 The vehicle volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of the day; and

C2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the higher hours; but

C3 If the 85-th percential appraoch speed of the major-street traffic exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the values provided in Items C1 and C2.

Hour	Eastbound State Street				Westbound State Street				Northbound 2nd Street				Southbound 2nd Street			
	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total
7:00 AM	61	8	4	73	57	10	0	67	55	28	1	84	15	13	0	28
8:00 AM	78	19	10	107	66	14	1	81	84	28	4	116	47	16	0	63
9:00 AM	60	26	1	87	86	35	1	122	96	38	0	134	37	27	1	65
10:00 AM	80	32	4	116	82	33	3	118	79	44	3	126	34	33	1	68
11:00 AM	86	48	3	137	117	51	2	170	117	91	4	212	66	47	0	113
12:00 PM	108	69	2	179	115	55	3	173	106	85	13	204	49	76	3	128
1:00 PM	78	120	1	199	111	38	1	150	67	76	1	144	55	28	1	84
2:00 PM	89	39	0	128	106	45	6	157	92	60	1	153	43	41	0	84
3:00 PM	103	59	4	166	119	49	7	175	81	79	1	161	57	59	1	117
4:00 PM	92	59	1	152	118	35	1	154	92	71	0	163	67	50	0	117
5:00 PM	107	48	3	158	118	57	3	178	96	83	3	182	67	47	2	116
6:00 PM	103	45	0	148	100	93	2	195	84	131	2	217	58	60	2	120

Major Street EB 85-th % Speed: 14 MPH
Major Street WB 85-th % Speed: 12 MPH

C1 8 Hour minimum volume on Major Street satisified? ____ Yes ✓ No

C2 8 Hour minimum volume on Minor Street satisified? ____ Yes ✓ No

C3 85-th percential approach speed on Major Street exceeds 40-MPH? ____ Yes ✓ No

70 Percent Values in C1 and C2 Satisified? - Yes - No

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **2nd Stret & State Street**
Study Date: **10/3/2017**

Multi-Way STOP Installation Criteria based on California MUTCD 2014 Edition - Rev 1

D. 80% Minimum Values

Where no single criterion is satisifed, but where Criterion B, C.1, and C.2 are all satisified to 80 percent of the minimum values. Criteriod C.3 is excluded from this condition.

B-80%	Crash History satisfied to 80% of the minimum values:	- Yes	- No
C1-80%	Major Street (State Street) satisfied to 80% of the minimum values:	- Yes	- No
C2-80%	Minor Street (2nd Street) satisified to 80% of the minimum values:	- Yes	- No

E. Other Engineering Study Factor for Multi-Way STOP Installation

Other criteria that may be considered in an engineering study for a Multi-Way STOP Installation include:

A. The need to control left-turn conflicts

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where Multi-Way STOP control would improve traffic operational characteristics of the intersection.

A. Are majority of Crashes in Section B - 12 Month Crash History left-turn crashes or do field conditions require mitigations against left turn conflicts? ____ Yes ✓ No

B. Identify the potential pedestrian generators near or adjacent to the study intersection:
- Downtown Core Area
- Los Altos High School

Can installation of a Multi-Way STOP better control vehicle/pedestrian conflicts at the study intersection: ____ Yes ✓ No

C. Are there sight distance or other geoemtric considerations that can be improved through installation of a Multi-Way STOP at the study intersection? Attach any additional study documentation. ____ Yes ✓ No

D. - Are the two streets of the study intersection predominently residential land use? ____ Yes ✓ No
- Are one or both of the streets classified as a Collector street? ____ Yes ✓ No
- Would installation of a Multi-Way STOP improve traffic operational characteristics of the intersection or the Collector street? ____ Yes ✓ No

MULTI-WAY STOP installation recommended at 2nd Stret & State Street

____ Yes ✓ No

CERTIFICATION:
This Multi-Way STOP Analysis was determined in accordance with the recommendations set forth by the California - Manual on Uniform Traffic Control Devices (MUTCD) - 2014 Edition - Rev 2 and was conducted by a Registed Traffic Engineer within the State of California and Approved by the City of Los Altos.

Engineer's Stamp

Multi-Way STOP Analysis - Prepared by
Jaime O. Rodriguez, T.E. - Traffic Patterns

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **3rd Street & State Street**
Study Date: **10/3/2017**

Multi-Way STOP Installation Criteria based on California MUTCD 2014 Edition - Rev 1

A. Interim Measure prior to Traffic Signal Installation

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the isntallation of the traffic control signal.

Has a traffic signal warrant study been conducted for this intersection that: recommends installation of a traffic control signal? ____ Yes ✓ No

Temporary Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

B. 12-Month Crash History

Five or ore reported crashes in a 12-month period that are susceptible to correction by a Multi-Way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Total Number of crashes in 12-month period susceptible to correcton by a Multi-Way STOP: 1 Crash(es)

Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

C. Minimum Volumes

C1 The vehicle volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of the day; and

C2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the higher hours; but

C3 If the 85-th percential appraoch speed of the major-street traffic exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the values provided in Items C1 and C2.

Hour	Eastbound State Street				Westbound State Street				Northbound 3rd Street				Southbound 3rd Street			
	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total
7:00 AM	47	13	2	62	53	10	0	63	23	22	4	49	13	10	0	23
8:00 AM	65	15	6	86	64	8	1	73	60	29	0	89	32	19	1	52
9:00 AM	52	29	1	82	79	11	2	92	57	19	0	76	23	22	0	45
10:00 AM	82	24	2	108	94	15	2	111	48	32	0	80	34	38	0	72
11:00 AM	90	46	1	137	116	23	2	141	78	70	1	149	31	35	3	69
12:00 PM	116	73	5	194	116	26	4	146	60	45	2	107	37	83	2	122
1:00 PM	72	57	2	131	120	31	1	152	50	58	0	108	40	35	0	75
2:00 PM	82	26	1	109	99	18	5	122	59	41	3	103	30	31	0	61
3:00 PM	95	34	5	134	124	19	5	148	39	49	2	90	31	61	4	96
4:00 PM	91	49	0	140	137	7	3	147	43	31	4	78	37	40	0	77
5:00 PM	112	36	0	148	118	8	4	130	51	48	1	100	55	32	3	90
6:00 PM	96	66	1	163	117	36	2	155	42	45	1	88	44	70	1	115

Major Street EB 85-th % Speed: 18 MPH

Major Street WB 85-th % Speed: 18 MPH

C1 8 Hour minimum volume on Major Street satisified? ____ Yes ✓ No

C2 8 Hour minimum volume on Minor Street satisified? ____ Yes ✓ No

C3 85-th percential approach speed on Major Street exceeds 40-MPH? ____ Yes ✓ No

70 Percent Values in C1 and C2 Satisified? ____ Yes ✓ No (9 Hours Satisfied at 70%)

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **3rd Street & State Street**
Study Date: **10/3/2017**

D. 80% Minimum Values

Where no single criterion is satisifed, but where Criterion B, C.1, and C.2 are all satisified to 80 percent of the minimum values. Criteriod C.3 is excluded from this condition. ***(7 Hours of 8 Minimum are Satisfied at 80% Volumes)***

B-80%	Crash History satisfied to 80% of the minimum values:	- Yes	- No
C1-80%	Major Street (State Street) satisfied to 80% of the minimum values:	- Yes	- No
C2-80%	Minor Street (2nd Street) satisified to 80% of the minimum values:	- Yes	- No

E. Other Engineering Study Factor for Multi-Way STOP Installation

Other criteria that may be considered in an engineering study for a Multi-Way STOP Installation include:

A. The need to control left-turn conflicts

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where Multi-Way STOP control would improve traffic operational characteristics of the intersection.

A. Are majority of Crashes in Section B - 12 Month Crash History left-turn crashes or do field conditions require mitigations against left turn conflicts? ____ Yes ✓ No

B. Identify the potential pedestrian generators near or adjacent to the study intersection:
- Downtown Core Area
- Los Altos High School

Can installation of a Multi-Way STOP better control vehicle/pedestrian conflicts at the study intersection: ____ Yes ✓ No

C. Are there sight distance or other geoemtric considerations that can be improved through installation of a Multi-Way STOP at the study intersection? Attach any additional study documentation. ____ Yes ✓ No

D. - Are the two streets of the study intersection predominently residential land use? ____ Yes ✓ No
- Are one or both of the streets classified as a Collector street? ____ Yes ✓ No
- Would installation of a Multi-Way STOP improve traffic operational characteristics of the intersection or the Collector street? ____ Yes ✓ No

MULTI-WAY STOP installation recommended at 3rd Street & State Street

____ Yes ✓ No

CERTIFICATION:
This Multi-Way STOP Analysis was determined in accordance with the recommendations set forth by the California - Manual on Uniform Traffic Control Devices (MUTCD) - 2014 Edition - Rev 2 and was conducted by a Registed Traffic Engineer within the State of California and Approved by the City of Los Altos.

Engineer's Stamp

Multi-Way STOP Analysis - Prepared by
Jaime O. Rodriguez, T.E. - Traffic Patterns

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **4th Street & State Street**
Study Date: **10/3/2017**

Multi-Way STOP Installation Criteria based on California MUTCD 2014 Edition - Rev 1

A. Interim Measure prior to Traffic Signal Installation

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the isntallation of the traffic control signal.

Has a traffic signal warrant study been conducted for this intersection that: recommends installation of a traffic control signal? ____ Yes ✓ No

Temporary Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

B. 12-Month Crash History

Five or ore reported crashes in a 12-month period that are susceptible to correction by a Multi-Way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Total Number of crashes in 12-month period susceptible to correcton by a Multi-Way STOP: 1 Crash(es)

Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

C. Minimum Volumes

C1 The vehicle volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of the day; and

C2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the higher hours; but

C3 If the 85-th percential appraoch speed of the major-street traffic exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the values provided in Items C1 and C2.

Hour	Eastbound State Street				Westbound State Street				Northbound 4th Street				Southbound 4th Street			
	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total
7:00 AM	36	0	1	37	54	7	0	61	1	13	0	14	13	3	0	16
8:00 AM	49	4	5	58	93	9	1	103	0	16	0	16	14	8	1	23
9:00 AM	47	8	1	56	91	10	2	103	3	7	0	10	36	20	0	56
10:00 AM	80	9	2	91	110	19	3	132	4	27	0	31	38	26	0	64
11:00 AM	100	18	1	119	127	17	2	146	4	30	0	34	39	29	0	68
12:00 PM	134	24	4	162	122	14	7	143	3	31	2	36	33	45	0	78
1:00 PM	102	28	1	131	117	15	1	133	5	55	0	60	40	23	0	63
2:00 PM	108	12	1	121	79	19	5	103	2	13	1	16	40	24	0	64
3:00 PM	91	13	4	108	114	16	5	135	2	27	0	29	44	29	2	75
4:00 PM	107	7	0	114	150	14	2	166	3	21	0	24	47	10	2	59
5:00 PM	101	16	3	120	118	10	3	131	3	26	0	29	54	14	1	69
6:00 PM	100	28	1	129	101	9	1	111	2	17	0	19	35	27	1	63

Major Street EB 85-th % Speed: 18 MPH
Major Street WB 85-th % Speed: 18 MPH

C1 8 Hour minimum volume on Major Street satisified? ✓ Yes ____ No

C2 8 Hour minimum volume on Minor Street satisified? ____ Yes ✓ No

C3 85-th percential approach speed on Major Street exceeds 40-MPH? ____ Yes ✓ No

70 Percent Values in C1 and C2 Satisified? - Yes - No

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **4th Street & State Street**
Study Date: **10/3/2017**

D. 80% Minimum Values

Where no single criterion is satisifed, but where Criterion B, C.1, and C.2 are all satisified to 80 percent of the minimum values. Criteriod C.3 is excluded from this condition.

B-80%	Crash History satisfied to 80% of the minimum values:	- Yes	- No
C1-80%	Major Street (State Street) satisfied to 80% of the minimum values:	- Yes	- No
C2-80%	Minor Street (2nd Street) satisified to 80% of the minimum values:	- Yes	- No

E. Other Engineering Study Factor for Multi-Way STOP Installation

Other criteria that may be considered in an engineering study for a Multi-Way STOP Installation include:

A. The need to control left-turn conflicts

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where Multi-Way STOP control would improve traffic operational characteristics of the intersection.

A. Are majority of Crashes in Section B - 12 Month Crash History left-turn crashes or do field conditions require mitigations against left turn conflicts? ____ Yes ✓ No

B. Identify the potential pedestrian generators near or adjacent to the study intersection:
- Downtown Core Area
- Los Altos High School

Can installation of a Multi-Way STOP better control vehicle/pedestrian conflicts at the study intersection: ____ Yes ✓ No

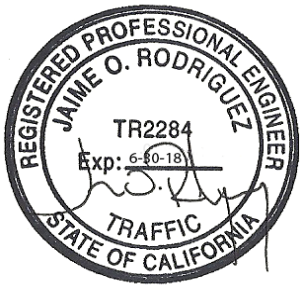
C. Are there sight distance or other geoemtric considerations that can be improved through installation of a Multi-Way STOP at the study intersection? Attach any additional study documentation. ____ Yes ✓ No

D. - Are the two streets of the study intersection predominently residential land use? ____ Yes ✓ No
- Are one or both of the streets classified as a Collector street? ____ Yes ✓ No
- Would installation of a Multi-Way STOP improve traffic operational characteristics of the intersection or the Collector street? ____ Yes ✓ No

MULTI-WAY STOP installation recommended at 4th Street & State Street
____ Yes ✓ No

CERTIFICATION:
This Multi-Way STOP Analysis was determined in accordance with the recommendations set forth by the California - Manual on Uniform Traffic Control Devices (MUTCD) - 2014 Edition - Rev 2 and was conducted by a Registed Traffic Engineer within the State of California and Approved by the City of Los Altos.

Engineer's Stamp



Multi-Way STOP Analysis - Prepared by
Jaime O. Rodriguez, T.E. - Traffic Patterns

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **2nd Stret & Main Street**
Study Date: **10/3/2017**

Multi-Way STOP Installation Criteria based on California MUTCD 2014 Edition - Rev 1

A. Interim Measure prior to Traffic Signal Installation

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the isntallation of the traffic control signal.

Has a traffic signal warrant study been conducted for this intersection that: recommends installation of a traffic control signal? ____ Yes ✓ No

Temporary Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

B. 12-Month Crash History

Five or ore reported crashes in a 12-month period that are susceptible to correction by a Multi-Way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Total Number of crashes in 12-month period susceptible to correcton by a Multi-Way STOP: 2 Crash(es)

Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

C. Minimum Volumes

C1 The vehicle volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of the day; and

C2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the higher hours; but

C3 If the 85-th percential appraoch speed of the major-street traffic exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the values provided in Items C1 and C2.

Hour	Eastbound Main Street				Westbound Main Street				Northbound 2nd Street				Southbound 2nd Street			
	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total
7:00 AM	151	32	4	187	105	35	0	140	31	21	1	53	42	56	0	98
8:00 AM	230	44	10	284	140	53	1	194	80	43	4	127	61	64	0	125
9:00 AM	236	52	1	289	118	82	1	201	91	53	0	144	72	107	1	180
10:00 AM	241	81	4	326	147	72	3	222	109	61	3	173	77	107	1	185
11:00 AM	264	86	3	353	140	97	2	239	93	112	4	209	84	112	0	196
12:00 PM	237	116	2	355	153	138	3	294	116	173	13	302	80	120	3	203
1:00 PM	187	68	1	256	147	94	1	242	100	126	1	227	98	82	1	181
2:00 PM	211	73	0	284	140	73	6	219	99	79	1	179	81	90	0	171
3:00 PM	210	66	4	280	167	86	7	260	106	74	1	181	75	121	1	197
4:00 PM	212	71	1	284	142	91	4	237	103	92	0	195	95	103	0	198
5:00 PM	235	59	3	297	165	89	3	257	115	65	3	183	88	78	2	168
6:00 PM	218	53	0	271	145	75	2	222	100	62	2	164	93	92	2	187

Major Street EB 85-th % Speed: 14 MPH
Major Street WB 85-th % Speed: 12 MPH

C1 8 Hour minimum volume on Major Street satisified? ✓ ____ No

C2 8 Hour minimum volume on Minor Street satisified? ✓ Yes ____ No

C3 85-th percential approach speed on Major Street exceeds 40-MPH? ____ Yes ✓ No

70 Percent Values in C1 and C2 Satisified? - Yes - No

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **2nd Stret & Main Street**
Study Date: **10/3/2017**

D. 80% Minimum Values

Where no single criterion is satisifed, but where Criterion B, C.1, and C.2 are all satisified to 80 percent of the minimum values. Criteriod C.3 is excluded from this condition.

B-80%	Crash History satisfied to 80% of the minimum values:	- Yes	- No
C1-80%	Major Street (State Street) satisfied to 80% of the minimum values:	- Yes	- No
C2-80%	Minor Street (2nd Street) satisified to 80% of the minimum values:	- Yes	- No

E. Other Engineering Study Factor for Multi-Way STOP Installation

Other criteria that may be considered in an engineering study for a Multi-Way STOP Installation include:

A. The need to control left-turn conflicts

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where Multi-Way STOP control would improve traffic operational characteristics of the intersection.

A. Are majority of Crashes in Section B - 12 Month Crash History left-turn crashes or do field conditions require mitigations against left turn conflicts? ____ Yes ✓ No

B. Identify the potential pedestrian generators near or adjacent to the study intersection:

- Downtown Core Area
- Los Altos High School
- Lincoln Park & Shoup Park

Can installation of a Multi-Way STOP better control vehicle/pedestrian conflicts at the study intersection: ✓ Yes ____ No

C. Are there sight distance or other geoemtric considerations that can be improved through installation of a Multi-Way STOP at the study intersection? Attach any additional study documentation. ____ Yes ✓ No

D. - Are the two streets of the study intersection predominently residential land use? ____ Yes ✓ No

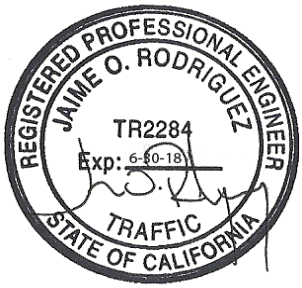
- Are one or both of the streets classified as a Collector street? ____ Yes ✓ No
- Would installation of a Multi-Way STOP improve traffic operational characteristics of the intersection or the Collector street? ✓ Yes ____ No

MULTI-WAY STOP installation recommended at 2nd Stret & Main Street

✓ **Yes** ____ **No**

CERTIFICATION:
This Multi-Way STOP Analysis was determined in accordance with the recommendations set forth by the California - Manual on Uniform Traffic Control Devices (MUTCD) - 2014 Edition - Rev 2 and was conducted by a Registed Traffic Engineer within the State of California and Approved by the City of Los Altos.

Engineer's Stamp



Multi-Way STOP Analysis - Prepared by
Jaime O. Rodriguez, T.E. - Traffic Patterns

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **3rd Street & Main Street**
Study Date: **10/3/2017**

Multi-Way STOP Installation Criteria based on California MUTCD 2014 Edition - Rev 1

A. Interim Measure prior to Traffic Signal Installation

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the isntallation of the traffic control signal.

Has a traffic signal warrant study been conducted for this intersection that: recommends installation of a traffic control signal? ____ Yes ✓ No

Temporary Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

B. 12-Month Crash History

Five or ore reported crashes in a 12-month period that are susceptible to correction by a Multi-Way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Total Number of crashes in 12-month period susceptible to correcton by a Multi-Way STOP: 1 Crash(es)

Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

C. Minimum Volumes

C1 The vehicle volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of the day; and

C2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the higher hours; but

C3 If the 85-th percential appraoch speed of the major-street traffic exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the values provided in Items C1 and C2.

Hour	Eastbound Main Street				Westbound Main Street				Northbound 3rd Street				Southbound 3rd Street			
	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total
7:00 AM	111	6	2	119	92	9	1	102	36	14	1	51	12	14	2	28
8:00 AM	190	30	0	220	114	22	3	139	57	37	0	94	46	31	0	77
9:00 AM	181	36	0	217	115	38	1	154	78	68	0	146	30	58	0	88
10:00 AM	230	55	0	285	144	36	1	181	82	74	1	157	54	51	0	105
11:00 AM	219	96	3	318	155	44	0	199	80	107	1	188	45	77	3	125
12:00 PM	217	91	3	311	148	44	1	193	83	148	2	233	51	77	3	131
1:00 PM	199	91	0	290	138	53	0	191	66	121	1	188	70	71	0	141
2:00 PM	192	85	0	277	147	38	1	186	64	71	5	140	47	57	0	104
3:00 PM	200	64	1	265	152	39	10	201	68	82	0	150	62	71	1	134
4:00 PM	191	62	5	258	124	78	2	204	64	93	1	158	66	78	0	144
5:00 PM	219	57	5	281	142	60	1	203	74	70	1	145	76	60	0	136
6:00 PM	195	51	2	248	118	46	1	165	56	86	1	143	83	46	1	130

Major Street EB 85-th % Speed: 18 MPH
Major Street WB 85-th % Speed: 18 MPH

C1 8 Hour minimum volume on Major Street satisified? ✓ Yes ____ No

C2 8 Hour minimum volume on Minor Street satisified? ✓ Yes ____ No

C3 85-th percential approach speed on Major Street exceeds 40-MPH? ____ Yes ✓ No

70 Percent Values in C1 and C2 Satisified? - Yes - No

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **3rd Street & Main Street**
Study Date: **10/3/2017**

D. 80% Minimum Values

Where no single criterion is satisifed, but where Criterion B, C.1, and C.2 are all satisified to 80 percent of the minimum values. Criteriod C.3 is excluded from this condition.

B-80%	Crash History satisfied to 80% of the minimum values:	- Yes	- No
C1-80%	Major Street (State Street) satisfied to 80% of the minimum values:	- Yes	- No
C2-80%	Minor Street (2nd Street) satisified to 80% of the minimum values:	- Yes	- No

E. Other Engineering Study Factor for Multi-Way STOP Installation

Other criteria that may be considered in an engineering study for a Multi-Way STOP Installation include:

A. The need to control left-turn conflicts

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where Multi-Way STOP control would improve traffic operational characteristics of the intersection.

A. Are majority of Crashes in Section B - 12 Month Crash History left-turn crashes or do field conditions require mitigations against left turn conflicts? ____ Yes ✓ No

B. Identify the potential pedestrian generators near or adjacent to the study intersection:
- Downtown Core Area
- Los Altos High School

Can installation of a Multi-Way STOP better control vehicle/pedestrian conflicts at the study intersection: ✓ Yes ____ No

C. Are there sight distance or other geoemtric considerations that can be improved through installation of a Multi-Way STOP at the study intersection? Attach any additional study documentation. ____ Yes ✓ No

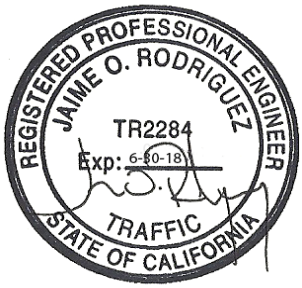
D. - Are the two streets of the study intersection predominently residential land use? ____ Yes ✓ No
- Are one or both of the streets classified as a Collector street? ____ Yes ✓ No
- Would installation of a Multi-Way STOP improve traffic operational characteristics of the intersection or the Collector street? ✓ Yes ____ No

MULTI-WAY STOP installation recommended at 3rd Street & Main Street

✓ **Yes** ____ **No**

CERTIFICATION:
This Multi-Way STOP Analysis was determined in accordance with the recommendations set forth by the California - Manual on Uniform Traffic Control Devices (MUTCD) - 2014 Edition - Rev 2 and was conducted by a Registed Traffic Engineer within the State of California and Approved by the City of Los Altos.

Engineer's Stamp



Multi-Way STOP Analysis - Prepared by
Jaime O. Rodriguez, T.E. - Traffic Patterns

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **Sherwood Av & Acacia Av-Leveroni Ln**
Study Date: **10/3/2017**

Multi-Way STOP Installation Criteria based on California MUTCD 2014 Edition - Rev 1

A. Interim Measure prior to Traffic Signal Installation

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the isntallation of the traffic control signal.

Has a traffic signal warrant study been conducted for this intersection that: recommends installation of a traffic control signal? ____ Yes ✓ No

Temporary Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

B. 12-Month Crash History

Five or ore reported crashes in a 12-month period that are susceptible to correction by a Multi-Way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Total Number of crashes in 12-month period susceptible to correcton by a Multi-Way STOP: 0 Crash(es)

Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

C. Minimum Volumes

C1 The vehicle volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of the day; and

C2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the higher hours; but

C3 If the 85-th percential appraoch speed of the major-street traffic exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the values provided in Items C1 and C2.

Hour	Eastbound Sherwood Avenue				Westbound Sherwood Avenue				Northbound Leveroni Lane				Southbound Acacia Avenue			
	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total
7:00 AM	98	2	1	101	5	0	0	5	12	4	2	18	21	2	3	26
8:00 AM	212	1	0	213	8	0	0	8	19	5	0	24	21	1	0	22
9:00 AM	125	0	2	127	11	0	2	13	16	5	0	21	20	0	0	20
10:00 AM	154	0	0	154	14	0	0	14	7	4	0	11	12	0	0	12
11:00 AM	138	0	0	138	17	0	0	17	4	4	1	9	19	0	0	19
12:00 PM	149	4	0	153	22	0	0	22	1	2	0	3	40	0	0	40
1:00 PM	127	2	0	129	12	0	0	12	9	1	0	10	39	0	0	39
2:00 PM	122	4	0	126	7	0	0	7	6	6	0	12	37	3	0	40
3:00 PM	183	0	1	184	17	0	0	17	7	8	0	15	36	2	0	38
4:00 PM	171	0	1	172	18	0	2	20	5	2	0	7	28	3	0	31
5:00 PM	176	0	3	179	31	0	0	31	9	7	0	16	35	0	0	35
6:00 PM	173	3	0	176	31	0	1	32	10	5	0	15	58	5	0	63

Major Street EB 85-th % Speed: - MPH

Major Street WB 85-th % Speed: - MPH

C1 8 Hour minimum volume on Major Street satisified? ____ Yes ✓ No

C2 8 Hour minimum volume on Minor Street satisified? ____ Yes ✓ No

C3 85-th percential approach speed on Major Street exceeds 40-MPH? ____ Yes ✓ No

70 Percent Values in C1 and C2 Satisified? - Yes - No

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **Sherwood Av & Acacia Av-Leveroni Ln**
Study Date: **10/3/2017**

D. 80% Minimum Values

Where no single criterion is satisifed, but where Criterion B, C.1, and C.2 are all satisified to 80 percent of the minimum values. Criteriod C.3 is excluded from this condition.

B-80%	Crash History satisfied to 80% of the minimum values:	- Yes	- No
C1-80%	Major Street (State Street) satisfied to 80% of the minimum values:	- Yes	- No
C2-80%	Minor Street (2nd Street) satisified to 80% of the minimum values:	- Yes	- No

E. Other Engineering Study Factor for Multi-Way STOP Installation

Other criteria that may be considered in an engineering study for a Multi-Way STOP Installation include:

A. The need to control left-turn conflicts

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where Multi-Way STOP control would improve traffic operational characteristics of the intersection.

A. Are majority of Crashes in Section B - 12 Month Crash History left-turn crashes or do field conditions require mitigations against left turn conflicts? ____ Yes ✓ No

B. Identify the potential pedestrian generators near or adjacent to the study intersection: - Retail Center on Acacia Av

Can installation of a Multi-Way STOP better control vehicle/pedestrian conflicts at the study intersection: ____ Yes ✓ No

C. Are there sight distance or other geoemtric considerations that can be improved through installation of a Multi-Way STOP at the study intersection? Attach any additional study documentation. ____ Yes ✓ No

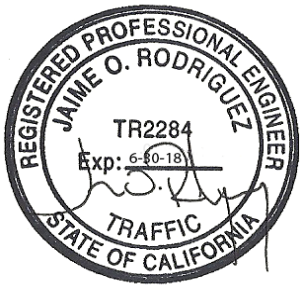
D. - Are the two streets of the study intersection predominently residential land use? ____ Yes ✓ No
- Are one or both of the streets classified as a Collector street? ____ Yes ✓ No
- Would installation of a Multi-Way STOP improve traffic operational characteristics of the intersection or the Collector street? ____ Yes ✓ No

MULTI-WAY STOP installation recommended at Sherwood Av & Acacia Av-Leveroni Ln

____ Yes ✓ No

CERTIFICATION:
This Multi-Way STOP Analysis was determined in accordance with the recommendations set forth by the California - Manual on Uniform Traffic Control Devices (MUTCD) - 2014 Edition - Rev 2 and was conducted by a Registed Traffic Engineer within the State of California and Approved by the City of Los Altos.

Engineer's Stamp



Multi-Way STOP Analysis - Prepared by
Jaime O. Rodriguez, T.E. - Traffic Patterns

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **Orange Avenue & Lee Street**
Study Date: **10/3/2017**

Multi-Way STOP Installation Criteria based on California MUTCD 2014 Edition - Rev 1

A. Interim Measure prior to Traffic Signal Installation

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the isntallation of the traffic control signal.

Has a traffic signal warrant study been conducted for this intersection that: recommends installation of a traffic control signal? ____ Yes ✓ No

Temporary Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

B. 12-Month Crash History

Five or ore reported crashes in a 12-month period that are susceptible to correction by a Multi-Way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Total Number of crashes in 12-month period susceptible to correcton by a Multi-Way STOP: 1 Crash(es)

Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

C. Minimum Volumes

C1 The vehicle volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of the day; and

C2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the higher hours; but

C3 If the 85-th percential appraoch speed of the major-street traffic exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the values provided in Items C1 and C2.

Hour	Northbound Orange Avenue				Southbound Orange Avenue				Eastbound Lee Street				Westbound Lee Street			
	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total
7:00 AM	16	0	1	17	4	0	0	4	6	5	1	12	8	2	3	13
8:00 AM	19	0	2	21	9	0	0	9	10	2	0	12	11	2	0	13
9:00 AM	18	0	0	18	9	0	1	10	4	3	0	7	15	0	0	15
10:00 AM	9	1	0	10	8	1	0	9	2	3	0	5	10	1	0	11
11:00 AM	18	0	0	18	17	0	0	17	5	1	0	6	8	1	0	9
12:00 PM	10	0	0	10	6	1	0	7	8	1	0	9	15	2	0	17
1:00 PM	12	1	1	14	7	2	0	9	4	1	0	5	8	1	0	9
2:00 PM	20	0	2	22	13	4	0	17	7	2	0	9	12	1	0	13
3:00 PM	17	0	1	18	13	4	0	17	7	0	0	7	13	2	0	15
4:00 PM	13	0	0	13	14	0	2	16	7	1	0	8	9	4	2	15
5:00 PM	10	0	1	11	17	0	0	17	12	6	0	18	12	1	0	13
6:00 PM	8	1	0	9	14	0	0	14	7	3	0	10	5	4	0	9

Major Street EB 85-th % Speed: - MPH

Major Street WB 85-th % Speed: - MPH

C1 8 Hour minimum volume on Major Street satisified? ____ Yes ✓ No

C2 8 Hour minimum volume on Minor Street satisified? ____ Yes ✓ No

C3 85-th percential approach speed on Major Street exceeds 40-MPH? ____ Yes ✓ No

70 Percent Values in C1 and C2 Satisified? - Yes - No

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **Orange Avenue & Lee Street**
Study Date: **10/3/2017**

D. 80% Minimum Values

Where no single criterion is satisifed, but where Criterion B, C.1, and C.2 are all satisified to 80 percent of the minimum values. Criteriod C.3 is excluded from this condition.

B-80%	Crash History satisfied to 80% of the minimum values:	- Yes	- No
C1-80%	Major Street (State Street) satisfied to 80% of the minimum values:	- Yes	- No
C2-80%	Minor Street (2nd Street) satisified to 80% of the minimum values:	- Yes	- No

E. Other Engineering Study Factor for Multi-Way STOP Installation

Other criteria that may be considered in an engineering study for a Multi-Way STOP Installation include:

A. The need to control left-turn conflicts

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where Multi-Way STOP control would improve traffic operational characteristics of the intersection.

A. Are majority of Crashes in Section B - 12 Month Crash History left-turn crashes or do field conditions require mitigations against left turn conflicts? ____ Yes ✓ No

B. Identify the potential pedestrian generators near or adjacent to the study intersection:

Can installation of a Multi-Way STOP better control vehicle/pedestrian conflicts at the study intersection: ____ Yes ✓ No

C. Are there sight distance or other geoemtric considerations that can be improved through installation of a Multi-Way STOP at the study intersection? Attach any additional study documentation. ____ Yes ✓ No

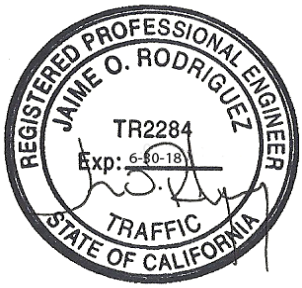
D. - Are the two streets of the study intersection predominently residential land use? ____ Yes ✓ No
- Are one or both of the streets classified as a Collector street? ____ Yes ✓ No
- Would installation of a Multi-Way STOP improve traffic operational characteristics of the intersection or the Collector street? ____ Yes ✓ No

MULTI-WAY STOP installation recommended at Orange Avenue & Lee Street

____ Yes ✓ No

CERTIFICATION:
This Multi-Way STOP Analysis was determined in accordance with the recommendations set forth by the California - Manual on Uniform Traffic Control Devices (MUTCD) - 2014 Edition - Rev 2 and was conducted by a Registed Traffic Engineer within the State of California and Approved by the City of Los Altos.

Engineer's Stamp



Multi-Way STOP Analysis - Prepared by
Jaime O. Rodriguez, T.E. - Traffic Patterns

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **Miramonte Avenue & A Street**
Study Date: **11/8/2017**

Multi-Way STOP Installation Criteria based on California MUTCD 2014 Edition - Rev 1

A. Interim Measure prior to Traffic Signal Installation

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the isntallation of the traffic control signal.

Has a traffic signal warrant study been conducted for this intersection that: recommends installation of a traffic control signal? ____ Yes ✓ No

Temporary Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

B. 12-Month Crash History

Five or ore reported crashes in a 12-month period that are susceptible to correction by a Multi-Way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Total Number of crashes in 12-month period susceptible to correcton by a Multi-Way STOP: 0 Crash(es)

Multi-Way STOP Installation criteria satisified? ____ Yes ✓ No

C. Minimum Volumes

C1 The vehicle volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of the day; and

C2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the higher hours; but

C3 If the 85-th percential appraoch speed of the major-street traffic exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the values provided in Items C1 and C2.

Hour	Northbound Miramonte Avenue				Southbound Miramonte Avenue				Eastbound A Street				Westbound (None)			
	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total	Autos	Peds	Bikes	Total
7:00 AM	300	0	1	301	206	0	4	210	116	2	3	121	-	-	-	
8:00 AM	273	0	5	278	303	1	4	308	264	0	13	277	-	-	-	
9:00 AM	241	0	7	248	280	1	4	285	185	0	9	194	-	-	-	
10:00 AM	175	0	7	182	250	0	16	266	142	3	4	149	-	-	-	
11:00 AM	154	0	6	160	272	0	3	275	137	0	3	140	-	-	-	
12:00 PM	141	0	2	143	298	0	4	302	124	1	4	129	-	-	-	
1:00 PM	165	0	4	169	312	0	5	317	146	0	6	152	-	-	-	
2:00 PM	222	0	0	222	396	0	3	399	136	0	1	137	-	-	-	
3:00 PM	177	0	0	177	486	0	11	497	165	1	2	168	-	-	-	
4:00 PM	158	1	0	159	521	0	5	526	186	0	3	189	-	-	-	
5:00 PM	198	0	2	200	555	0	3	558	188	0	5	193	-	-	-	
6:00 PM	139	0	1	140	405	0	1	406	196	0	1	197	-	-	-	

Major Street EB 85-th % Speed: - MPH
Major Street WB 85-th % Speed: - MPH

C1 8 Hour minimum volume on Major Street satisified? ✓ Yes ____ No

C2 8 Hour minimum volume on Minor Street satisified? ____ Yes ✓ No

C3 85-th percential approach speed on Major Street exceeds 40-MPH? - Yes - No

70 Percent Values in C1 and C2 Satisified? - Yes - No

TRAFFIC PATTERNS

Multi-Way STOP Analysis

City: **Los Altos, CA**
Intersection: **Miramonte Avenue & A Street**
Study Date: **11/8/2017**

D. 80% Minimum Values

Where no single criterion is satisifed, but where Criterion B, C.1, and C.2 are all satisified to 80 percent of the minimum values. Criteriod C.3 is excluded from this condition.

B-80%	Crash History satisfied to 80% of the minimum values:	- Yes	- No
C1-80%	Major Street (State Street) satisfied to 80% of the minimum values:	- Yes	- No
C2-80%	Minor Street (2nd Street) satisified to 80% of the minimum values:	- Yes	- No

E. Other Engineering Study Factor for Multi-Way STOP Installation

Other criteria that may be considered in an engineering study for a Multi-Way STOP Installation include:
A. The need to control left-turn conflicts
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where Multi-Way STOP control would improve traffic operational characteristics of the intersection.

A. Are majority of Crashes in Section B - 12 Month Crash History left-turn crashes or do field conditions require mitigations against left turn conflicts? ____ Yes ✓ No

B. Identify the potential pedestrian generators near or adjacent to the study intersection: - Retail Center on A Street and along Miramonte Avenue

Can installation of a Multi-Way STOP better control vehicle/pedestrian conflicts at the study intersection: ____ Yes ✓ No

C. Are there sight distance or other geoemtric considerations that can be improved through installation of a Multi-Way STOP at the study intersection? Attach any additional study documentation. ____ Yes ✓ No

D. - Are the two streets of the study intersection predominently residential land use? ____ Yes ✓ No
- Are one or both of the streets classified as a Collector street? ____ Yes ✓ No
- Would installation of a Multi-Way STOP improve traffic operational characteristics of the intersection or the Collector street? ____ Yes ✓ No

MULTI-WAY STOP installation recommended at Miramonte Avenue & A Street
____ Yes ✓ No

CERTIFICATION:
This Multi-Way STOP Analysis was determined in accordance with the recommendations set forth by the California - Manual on Uniform Traffic Control Devices (MUTCD) - 2014 Edition - Rev 2 and was conducted by a Registed Traffic Engineer within the State of California and Approved by the City of Los Altos.

Engineer's Stamp

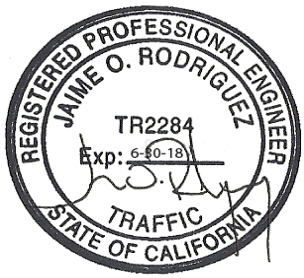


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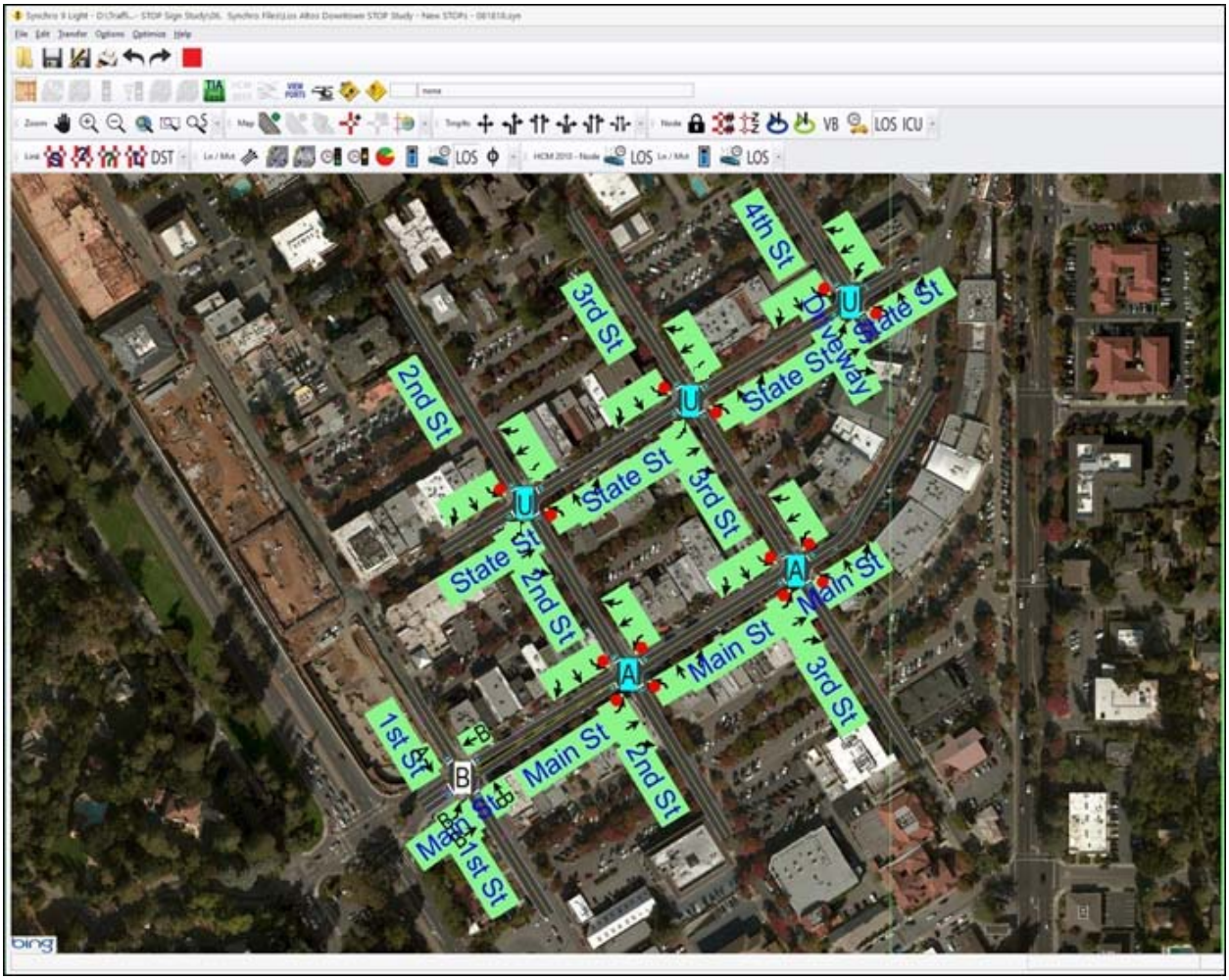
Exhibit C
Synchro Micro Simulation Images

Trafficware – Synchro 9/SimTraffic 9
Micro Simulation Model



Level of Service Findings:

Intersection Name	Intersection Control	LOS
State Street & 2nd Street	STOP on 2nd St Only	Undetermined*
State Street & 3rd Street	STOP on 3rd St Only	Undetermined*
State Street & 4th Street	STOP on 4th St Only	Undetermined*
Main Street & 1st Street	Traffic Signal (Existing)	B (estimate)
Main Street & 2nd Street	Multi-Way STOP (Proposed)	A
Main Street & 3rd Street	Multi-Way STOP (Proposed)	A

* Level of Service (LOS) Calculation methodologies only apply to Multi-Way STOP and Traffic Signal control intersections.

Exhibit D
Raw Traffic Data

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1 FINAL
Site Code : 00000001
Start Date : 10/3/2017
Page No : 1

Groups Printed- Vehicles

	2ND ST Southbound					STATE ST Westbound					2ND ST Northbound					STATE 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	1	0	2	3	2	11	4	3	20	5	3	8	8	24	4	9	3	1	17	64
07:15 AM	0	1	0	1	2	3	6	1	2	12	3	3	4	3	13	2	6	2	2	12	39
07:30 AM	0	2	2	3	7	1	6	2	0	9	6	4	4	6	20	8	7	5	0	20	56
07:45 AM	1	8	0	7	16	4	13	4	5	26	3	11	1	11	26	5	8	2	5	20	88
Total	1	12	2	13	28	10	36	11	10	67	17	21	17	28	83	19	30	12	8	69	247
08:00 AM	3	12	0	8	23	4	15	4	3	26	4	12	7	5	28	6	6	3	6	21	98
08:15 AM	3	10	1	1	15	1	10	3	2	16	7	6	6	5	24	8	13	1	6	28	83
08:30 AM	3	4	2	6	15	1	13	1	3	18	10	7	6	6	29	9	9	2	4	24	86
08:45 AM	1	8	0	1	10	4	8	2	6	20	6	9	4	12	31	9	9	3	3	24	85
Total	10	34	3	16	63	10	46	10	14	80	27	34	23	28	112	32	37	9	19	97	352
09:00 AM	2	5	1	9	17	2	13	2	9	26	1	10	8	12	31	6	3	2	7	18	92
09:15 AM	2	6	1	2	11	6	11	8	5	30	6	12	10	2	30	6	5	2	4	17	88
09:30 AM	2	6	0	9	17	2	9	2	8	21	10	9	2	14	35	4	13	1	9	27	100
09:45 AM	1	9	2	7	19	6	20	5	13	44	7	14	7	10	38	7	7	4	6	24	125
Total	7	26	4	27	64	16	53	17	35	121	24	45	27	38	134	23	28	9	26	86	405
10:00 AM	0	9	1	5	15	4	14	7	4	29	13	9	3	9	34	11	10	0	8	29	107
10:15 AM	1	7	2	10	20	3	11	5	15	34	9	7	5	11	32	6	12	1	10	29	115
10:30 AM	1	4	1	8	14	1	9	4	11	25	5	9	5	9	28	9	9	3	8	29	96
10:45 AM	3	3	2	10	18	4	16	4	3	27	3	8	3	15	29	5	11	3	6	25	99
Total	5	23	6	33	67	12	50	20	33	115	30	33	16	44	123	31	42	7	32	112	417
11:00 AM	7	9	3	5	24	5	18	7	8	38	10	7	2	11	30	7	8	3	4	22	114
11:15 AM	4	9	2	9	24	0	12	2	15	29	13	13	5	31	62	6	6	3	17	32	147
11:30 AM	2	7	2	15	26	7	22	10	12	51	10	13	8	16	47	13	16	4	9	42	166
11:45 AM	5	13	3	18	39	8	17	9	16	50	13	17	6	33	69	8	6	6	18	38	196
Total	18	38	10	47	113	20	69	28	51	168	46	50	21	91	208	34	36	16	48	134	623
12:00 PM	2	6	1	25	34	3	18	5	14	40	10	8	3	26	47	5	18	4	16	43	164
12:15 PM	5	7	3	12	27	4	18	6	8	36	16	10	7	19	52	13	15	3	14	45	160
12:30 PM	4	7	1	13	25	3	20	4	18	45	12	12	8	19	51	7	13	6	13	39	160
12:45 PM	6	7	0	26	39	4	23	7	15	49	9	10	1	21	41	7	15	2	26	50	179
Total	17	27	5	76	125	14	79	22	55	170	47	40	19	85	191	32	61	15	69	177	663
01:00 PM	3	7	1	5	16	1	23	2	14	40	2	10	4	29	45	6	12	6	9	33	134
01:15 PM	1	11	0	7	19	4	12	2	4	22	4	5	6	21	36	3	11	2	15	31	108
01:30 PM	6	7	1	6	20	4	22	6	6	38	6	6	3	15	30	5	12	4	5	26	114
01:45 PM	1	13	4	10	28	4	25	6	14	49	5	15	1	11	32	2	12	3	13	30	139
Total	11	38	6	28	83	13	82	16	38	149	17	36	14	76	143	16	47	15	42	120	495
02:00 PM	5	9	0	12	26	2	26	5	16	49	5	14	3	15	37	11	11	3	6	31	143
02:15 PM	2	4	1	16	23	5	17	6	13	41	10	8	6	13	37	9	13	0	11	33	134
02:30 PM	5	4	0	8	17	3	13	4	5	25	5	7	5	17	34	6	9	2	15	32	108
02:45 PM	4	8	1	5	18	3	15	7	11	36	11	10	8	15	44	5	14	6	7	32	130
Total	16	25	2	41	84	13	71	22	45	151	31	39	22	60	152	31	47	11	39	128	515
03:00 PM	2	8	3	16	29	2	25	1	11	39	6	6	7	13	32	8	11	2	16	37	137
03:15 PM	10	8	2	18	38	4	28	7	11	50	5	11	4	23	43	7	15	5	16	43	174
03:30 PM	2	8	3	14	27	4	16	2	16	38	4	6	4	25	39	7	17	3	9	36	140
03:45 PM	2	5	4	11	22	2	22	6	11	41	10	10	8	18	46	8	18	2	18	46	155
Total	16	29	12	59	116	12	91	16	49	168	25	33	23	79	160	30	61	12	59	162	606
04:00 PM	4	7	4	15	30	0	13	4	6	23	5	11	9	19	44	13	12	4	26	55	152
04:15 PM	1	14	5	14	34	3	26	8	11	48	7	9	5	13	34	5	17	1	11	34	150

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1 FINAL
Site Code : 00000001
Start Date : 10/3/2017

Groups Printed- Vehicles

	2ND ST Southbound					STATE ST Westbound					2ND ST Northbound					STATE 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
04:30 PM	1	9	1	11	22	5	25	5	6	41	4	15	5	20	44	7	16	4	13	40	147
04:45 PM	2	13	6	10	31	5	20	4	12	41	8	11	3	19	41	3	8	2	9	22	135
Total	8	43	16	50	117	13	84	21	35	153	24	46	22	71	163	28	53	11	59	151	584
05:00 PM	5	8	5	12	30	4	11	5	13	33	11	6	9	19	45	7	15	3	17	42	150
05:15 PM	5	9	3	9	26	10	23	5	11	49	6	9	4	29	48	10	12	1	12	35	158
05:30 PM	1	12	2	12	27	11	19	2	16	48	8	4	7	19	38	10	11	7	11	39	152
05:45 PM	6	7	4	14	31	5	18	5	17	45	14	8	10	16	48	11	17	3	8	39	163
Total	17	36	14	47	114	30	71	17	57	175	39	27	30	83	179	38	55	14	48	155	623
06:00 PM	3	14	0	13	30	9	13	9	5	36	4	11	4	19	38	9	22	4	13	48	152
06:15 PM	0	8	3	17	28	8	17	1	23	49	6	8	8	33	55	6	13	3	19	41	173
06:30 PM	3	10	1	14	28	10	11	1	36	58	7	14	5	45	71	10	12	4	10	36	193
06:45 PM	6	8	2	16	32	7	13	1	29	50	6	9	2	34	51	3	15	2	3	23	156
Total	12	40	6	60	118	34	54	12	93	193	23	42	19	131	215	28	62	13	45	148	674
Grand Total	138	371	86	497	1092	197	786	212	515	1710	350	446	253	814	1863	342	559	144	494	1539	6204
Apprch %	12.6	34	7.9	45.5		11.5	46	12.4	30.1		18.8	23.9	13.6	43.7		22.2	36.3	9.4	32.1		
Total %	2.2	6	1.4	8	17.6	3.2	12.7	3.4	8.3	27.6	5.6	7.2	4.1	13.1	30	5.5	9	2.3	8	24.8	

	2ND ST Southbound				STATE ST Westbound				2ND ST Northbound				STATE 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15 AM																	
09:15 AM	**2**	6	1	9	**6**	11	**8**	25	6	12	**10**	**28**	6	5	2	13	75
09:30 AM	2	6	0	8	2	9	2	13	10	9	2	21	4	**13**	1	18	60
09:45 AM	1	**9**	**2**	**12**	6	**20**	5	**31**	7	**14**	7	28	7	7	**4**	18	**89**
10:00 AM	0	9	1	10	4	14	7	25	**13**	9	3	25	**11**	10	0	**21**	81
Total Volume	5	30	4	39	18	54	22	94	36	44	22	102	28	35	7	70	305
% App. Total	12.8	76.9	10.3		19.1	57.4	23.4		35.3	43.1	21.6		40	50	10		
PHF	.625	.833	.500	.813	.750	.675	.688	.758	.692	.786	.550	.911	.636	.673	.438	.833	.857

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1 FINAL
Site Code : 00000001
Start Date : 10/3/2017
Page No : 1

Groups Printed- Bikes

	2ND ST Southbound					STATE ST Westbound					2ND ST Northbound					STATE 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	2	1	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2	0	0	4	5
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	1	5	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	4
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	1	0	0	1	0	4	0	0	4	2	7	0	1	10	15
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	3
10:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	2	0	0	3	5
Total	0	1	0	0	1	0	1	2	0	3	0	1	2	0	3	2	2	0	0	4	11
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	1	2	0	0	3	9
12:00 PM	0	0	2	0	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:30 PM	0	1	0	0	1	0	1	0	0	1	1	6	0	0	7	0	0	0	0	0	9
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
Total	0	1	2	0	3	0	3	0	0	3	2	11	0	0	13	0	2	0	0	2	21
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	4
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	0	0	0	0	0	7
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	1	0	0	1	0	7	0	0	7	1	0	0	0	1	0	4	0	0	4	13
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

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1 FINAL
Site Code : 00000001
Start Date : 10/3/2017
Page No : 2

Groups Printed- Bikes

	2ND ST Southbound					STATE ST Westbound					2ND ST Northbound					STATE 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
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	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	1	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	3
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
05:30 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	3	0	0	3	0	2	1	0	3	1	1	1	0	3	11
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	6
Grand Total	0	6	5	0	11	2	26	2	0	30	4	25	4	0	33	9	22	1	1	33	107
Apprch %	0	54.5	45.5	0		6.7	86.7	6.7	0		12.1	75.8	12.1	0		27.3	66.7	3	3		
Total %	0	5.6	4.7	0	10.3	1.9	24.3	1.9	0	28	3.7	23.4	3.7	0	30.8	8.4	20.6	0.9	0.9	30.8	

	2ND ST Southbound				STATE ST Westbound				2ND ST Northbound				STATE 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**	3	0	**4**	**5**
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	**4**	0	4	5
08:30 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	1	0	0	1	4
Total Volume	0	0	0	0	0	1	0	1	0	5	0	5	2	8	0	10	16
% App. Total	0	0	0		0	100	0		0	100	0		20	80	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.417	.000	.417	.500	.500	.000	.625	.800

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 3 FINAL
Site Code : 00000003
Start Date : 10/3/2017
Page No : 1

Groups Printed- Vehicles

	3RD ST Southbound					STATE ST Westbound					3RD ST Northbound					STATE 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	2	0	2	4	2	15	1	1	19	0	4	0	3	7	2	7	1	3	13	43
07:15 AM	1	2	2	4	9	2	6	0	0	8	0	2	4	1	7	1	9	3	4	17	41
07:30 AM	0	0	1	4	5	2	7	0	3	12	1	0	1	5	7	2	11	2	3	18	42
07:45 AM	2	2	1	0	5	2	16	0	6	24	1	7	3	13	24	1	5	3	3	12	65
Total	3	6	4	10	23	8	44	1	10	63	2	13	8	22	45	6	32	9	13	60	191
08:00 AM	2	8	0	5	15	0	16	2	1	19	1	9	7	4	21	3	7	0	2	12	67
08:15 AM	1	5	0	6	12	4	14	3	1	22	3	11	1	5	20	5	13	1	3	22	76
08:30 AM	3	7	0	7	17	1	9	1	6	17	1	10	3	12	26	2	16	3	5	26	86
08:45 AM	3	1	2	1	7	5	8	1	0	14	1	8	5	8	22	4	8	3	5	20	63
Total	9	21	2	19	51	10	47	7	8	72	6	38	16	29	89	14	44	7	15	80	292
09:00 AM	1	3	0	2	6	4	10	2	1	17	3	5	5	2	15	0	4	2	6	12	50
09:15 AM	0	3	2	2	7	3	17	2	2	24	3	5	5	2	15	2	7	0	8	17	63
09:30 AM	1	5	0	9	15	4	8	2	3	17	1	7	5	7	20	5	12	5	8	30	82
09:45 AM	4	3	1	9	17	3	23	1	5	32	1	11	6	8	26	3	9	3	7	22	97
Total	6	14	3	22	45	14	58	7	11	90	8	28	21	19	76	10	32	10	29	81	292
10:00 AM	4	4	0	1	9	2	19	5	3	29	5	11	2	8	26	4	18	3	3	28	92
10:15 AM	3	5	3	4	15	2	12	7	0	21	3	5	6	9	23	6	14	2	3	25	84
10:30 AM	0	8	3	18	29	5	10	6	2	23	1	4	2	4	11	2	10	2	8	22	85
10:45 AM	1	3	0	15	19	1	19	6	10	36	3	3	3	11	20	6	12	3	10	31	106
Total	8	20	6	38	72	10	60	24	15	109	12	23	13	32	80	18	54	10	24	106	367
11:00 AM	0	5	1	6	12	2	24	4	2	32	7	6	4	12	29	3	14	0	10	27	100
11:15 AM	1	5	1	9	16	4	15	4	2	25	7	6	1	15	29	4	18	1	15	38	108
11:30 AM	3	4	1	8	16	6	22	2	11	41	1	7	11	27	46	5	15	6	9	35	138
11:45 AM	6	3	1	12	22	7	23	3	8	41	7	16	5	16	44	8	11	5	12	36	143
Total	10	17	4	35	66	19	84	13	23	139	22	35	21	70	148	20	58	12	46	136	489
12:00 PM	1	4	1	34	40	2	22	4	9	37	3	8	3	9	23	4	22	2	16	44	144
12:15 PM	0	4	1	9	14	2	20	3	2	27	2	7	8	9	26	8	20	4	11	43	110
12:30 PM	5	4	3	19	31	2	18	5	7	32	9	3	4	13	29	7	15	5	18	45	137
12:45 PM	5	9	0	21	35	6	26	6	8	46	3	7	3	14	27	5	23	1	28	57	165
Total	11	21	5	83	120	12	86	18	26	142	17	25	18	45	105	24	80	12	73	189	556
01:00 PM	1	2	5	11	19	1	20	5	10	36	2	4	6	21	33	4	10	1	17	32	120
01:15 PM	1	5	1	7	14	4	11	4	11	30	3	5	3	14	25	4	9	2	9	24	93
01:30 PM	3	8	2	9	22	4	23	6	4	37	2	5	4	14	25	5	13	2	21	41	125
01:45 PM	3	5	4	8	20	5	31	6	6	48	5	9	2	9	25	1	19	2	10	32	125
Total	8	20	12	35	75	14	85	21	31	151	12	23	15	58	108	14	51	7	57	129	463
02:00 PM	4	3	5	9	21	5	20	3	5	33	9	6	7	8	30	1	11	2	11	25	109
02:15 PM	1	3	3	9	16	1	23	2	3	29	4	5	3	6	18	2	18	2	9	31	94
02:30 PM	1	0	0	5	6	1	16	3	4	24	2	9	4	16	31	3	14	1	2	20	81
02:45 PM	3	6	1	8	18	1	19	5	6	31	0	5	5	11	21	5	22	1	4	32	102
Total	9	12	9	31	61	8	78	13	18	117	15	25	19	41	100	11	65	6	26	108	386
03:00 PM	2	2	1	15	20	2	27	7	2	38	2	8	1	8	19	3	13	2	4	22	99
03:15 PM	3	3	1	16	23	2	29	4	7	42	2	6	3	12	23	7	14	2	3	26	114
03:30 PM	3	5	1	21	30	3	19	4	7	33	3	5	2	14	24	4	16	1	19	40	127
03:45 PM	4	5	1	9	19	1	23	3	3	30	1	5	1	15	22	6	23	4	8	41	112
Total	12	15	4	61	92	8	98	18	19	143	8	24	7	49	88	20	66	9	34	129	452
04:00 PM	1	5	1	9	16	6	14	3	1	24	4	6	1	4	15	1	15	2	11	29	84
04:15 PM	0	7	2	19	28	4	34	8	3	49	4	3	3	6	16	7	19	4	8	38	131

Traffic Data Service

San Jose, CA

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File Name : 3 FINAL
Site Code : 00000003
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Groups Printed- Vehicles

	3RD ST Southbound					STATE ST Westbound					3RD ST Northbound					STATE 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
04:30 PM	2	3	1	6	12	2	29	4	1	36	1	5	3	8	17	4	15	3	14	36	101
04:45 PM	3	10	2	6	21	3	25	5	2	35	3	6	4	13	26	4	14	3	16	37	119
Total	6	25	6	40	77	15	102	20	7	144	12	20	11	31	74	16	63	12	49	140	435
05:00 PM	1	5	4	13	23	1	14	5	0	20	1	13	3	18	35	8	23	2	15	48	126
05:15 PM	6	6	1	2	15	4	27	6	2	39	4	4	7	13	28	6	12	4	4	26	108
05:30 PM	3	6	4	5	18	2	23	7	0	32	2	3	3	10	18	3	12	8	4	27	95
05:45 PM	6	10	3	12	31	3	20	6	6	35	3	5	3	7	18	14	17	3	13	47	131
Total	16	27	12	32	87	10	84	24	8	126	10	25	16	48	99	31	64	17	36	148	460
06:00 PM	3	5	0	18	26	3	21	11	13	48	7	5	6	15	33	5	16	6	12	39	146
06:15 PM	3	4	4	20	31	2	21	6	10	39	3	4	4	15	26	7	13	4	17	41	137
06:30 PM	3	8	3	11	25	4	15	5	4	28	1	1	1	8	11	6	9	5	18	38	102
06:45 PM	1	7	3	21	32	2	17	10	9	38	2	5	3	7	17	2	18	5	19	44	131
Total	10	24	10	70	114	11	74	32	36	153	13	15	14	45	87	20	56	20	66	162	516
Grand Total	108	222	77	476	883	139	900	198	212	1449	137	294	179	489	1099	204	665	131	468	1468	4899
Apprch %	12.2	25.1	8.7	53.9		9.6	62.1	13.7	14.6		12.5	26.8	16.3	44.5		13.9	45.3	8.9	31.9		
Total %	2.2	4.5	1.6	9.7	18	2.8	18.4	4	4.3	29.6	2.8	6	3.7	10	22.4	4.2	13.6	2.7	9.6	30	

	3RD ST Southbound				STATE ST Westbound				3RD ST Northbound				STATE 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:30 AM																	
09:30 AM	1	**5**	0	6	**4**	8	2	14	1	7	5	13	5	12	**5**	22	55
09:45 AM	**4**	3	1	8	3	**23**	1	**27**	1	**11**	**6**	**18**	3	9	3	15	68
10:00 AM	4	4	0	8	2	19	5	26	**5**	11	2	18	4	**18**	3	**25**	**77**
10:15 AM	3	5	**3**	**11**	2	12	**7**	21	3	5	6	14	**6**	14	2	22	68
Total Volume	12	17	4	33	11	62	15	88	10	34	19	63	18	53	13	84	268
% App. Total	36.4	51.5	12.1		12.5	70.5	17		15.9	54	30.2		21.4	63.1	15.5		
PHF	.750	.850	.333	.750	.688	.674	.536	.815	.500	.773	.792	.875	.750	.736	.650	.840	.870

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 3 FINAL
Site Code : 00000003
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Groups Printed- Bikes

	3RD ST Southbound					STATE ST Westbound					3RD ST Northbound					STATE 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	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	1	0	0	1	5
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	1	1	0	0	2	6
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	8
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:45 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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	7
12:00 PM	1	1	0	0	2	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	1	1	0	0	2	0	4	0	0	4	0	2	0	0	2	2	3	0	0	5	13
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	6
Total	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	0	1	0	0	1	9
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:30 PM	2	0	0	0	2	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	9
03:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
Total	4	0	0	0	4	0	5	0	0	5	0	2	0	0	2	1	4	0	0	5	16
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 3 FINAL
Site Code : 00000003
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Groups Printed- Bikes

	3RD ST Southbound					STATE ST Westbound					3RD ST Northbound					STATE 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
04:30 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	1	0	3	0	4	0	0	4	0	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	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	2	0	0	2	2
05:30 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	4
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	2	0	0	4	0	0	1	0	1	0	3	0	0	3	8
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	5
Grand Total	5	6	0	0	11	3	27	1	0	31	0	15	3	0	18	5	24	0	0	29	89
Apprch %	45.5	54.5	0	0		9.7	87.1	3.2	0		0	83.3	16.7	0		17.2	82.8	0	0		
Total %	5.6	6.7	0	0	12.4	3.4	30.3	1.1	0	34.8	0	16.9	3.4	0	20.2	5.6	27	0	0	32.6	

	3RD ST Southbound				STATE ST Westbound				3RD ST Northbound				STATE 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 10:45 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	**1**	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	**2**	**2**	**4**	0	1	0	1	**5**
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1	2	0	**3**	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	3
Total Volume	0	0	0	0	0	1	0	1	0	2	2	4	2	6	0	8	13
% App. Total	0	0	0		0	100	0		0	50	50		25	75	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250	.500	.500	.000	.667	.650

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5 FINAL
Site Code : 00000005
Start Date : 10/3/2017
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Groups Printed- Vehicles

	4TH ST Southbound					STATE ST Westbound					DRIVEWAY Northbound					STATE 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	4	0	3	0	7	2	14	0	1	17	1	0	0	4	5	1	7	0	0	8	37
07:15 AM	0	0	1	1	2	2	8	0	3	13	0	0	0	1	1	0	10	0	0	10	26
07:30 AM	2	0	2	2	6	3	7	1	3	14	0	0	0	2	2	0	12	1	0	13	35
07:45 AM	0	0	1	0	1	0	17	0	0	17	0	0	0	6	6	0	5	1	0	6	30
Total	6	0	7	3	16	7	46	1	7	61	1	0	0	13	14	1	34	2	0	37	128
08:00 AM	2	0	2	1	5	5	17	1	4	27	0	0	0	4	4	0	9	1	0	10	46
08:15 AM	2	0	2	2	6	6	20	3	2	31	0	0	0	4	4	1	12	0	2	15	56
08:30 AM	1	0	2	2	5	7	11	0	2	20	0	0	0	2	2	0	14	5	0	19	46
08:45 AM	1	0	3	3	7	7	17	0	1	25	0	0	0	6	6	0	12	0	2	14	52
Total	6	0	9	8	23	25	65	4	9	103	0	0	0	16	16	1	47	6	4	58	200
09:00 AM	3	2	5	4	14	5	13	0	2	20	0	1	0	1	2	1	6	2	0	9	45
09:15 AM	2	0	7	2	11	8	21	0	1	30	1	0	0	0	1	0	10	5	2	17	59
09:30 AM	3	1	6	8	18	4	13	0	3	20	1	0	0	2	3	1	10	2	3	16	57
09:45 AM	4	0	3	6	13	3	24	2	4	33	0	0	0	4	4	0	7	4	3	14	64
Total	12	3	21	20	56	20	71	2	10	103	2	1	0	7	10	2	33	13	8	56	225
10:00 AM	5	1	4	2	12	4	24	0	7	35	2	0	0	5	7	0	19	2	0	21	75
10:15 AM	5	0	4	4	13	4	21	0	2	27	0	0	0	8	8	3	21	2	7	33	81
10:30 AM	2	1	7	12	22	5	19	3	4	31	0	0	0	6	6	0	14	5	1	20	79
10:45 AM	2	0	7	8	17	6	24	3	6	39	0	0	2	8	10	0	14	2	1	17	83
Total	14	2	22	26	64	19	88	6	19	132	2	0	2	27	31	3	68	11	9	91	318
11:00 AM	1	0	4	7	12	3	29	2	3	37	1	0	0	8	9	0	19	2	6	27	85
11:15 AM	3	1	6	9	19	2	25	2	1	30	1	0	0	3	4	0	24	8	3	35	88
11:30 AM	7	0	2	7	16	5	25	6	6	42	0	0	2	9	11	2	20	4	3	29	98
11:45 AM	10	2	3	6	21	3	27	0	7	37	0	0	0	10	10	1	16	5	6	28	96
Total	21	3	15	29	68	13	106	10	17	146	2	0	2	30	34	3	79	19	18	119	367
12:00 PM	4	0	6	10	20	5	25	2	4	36	1	0	0	10	11	1	29	2	9	41	108
12:15 PM	4	0	4	8	16	3	19	1	2	25	0	1	1	8	10	1	26	3	3	33	84
12:30 PM	1	0	5	18	24	5	25	3	7	40	0	1	0	8	9	1	31	8	4	44	117
12:45 PM	3	1	5	9	18	11	27	3	1	42	0	0	1	5	6	4	28	4	8	44	110
Total	12	1	20	45	78	24	96	9	14	143	1	2	2	31	36	7	114	17	24	162	419
01:00 PM	2	2	6	4	14	5	24	2	5	36	0	0	2	15	17	0	23	1	11	35	102
01:15 PM	5	1	3	9	18	5	16	2	5	28	0	0	0	23	23	1	14	2	10	27	96
01:30 PM	3	0	6	5	14	6	21	5	4	36	1	0	1	11	13	1	19	1	5	26	89
01:45 PM	6	0	6	5	17	3	28	1	1	33	1	0	0	6	7	2	36	3	2	43	100
Total	16	3	21	23	63	19	89	10	15	133	2	0	3	55	60	4	92	7	28	131	387
02:00 PM	6	1	8	5	20	2	20	1	6	29	0	0	1	6	7	1	21	8	2	32	88
02:15 PM	4	0	3	8	15	3	16	1	5	25	1	0	0	2	3	2	19	5	6	32	75
02:30 PM	6	0	3	6	15	2	13	0	7	22	1	0	0	2	3	0	23	1	2	26	66
02:45 PM	5	1	3	5	14	3	21	2	1	27	0	0	0	3	3	0	24	5	2	31	75
Total	21	2	17	24	64	10	70	4	19	103	2	0	1	13	16	3	87	19	12	121	304
03:00 PM	6	1	5	12	24	4	24	0	3	31	0	0	0	10	10	1	21	5	0	27	92
03:15 PM	8	0	7	5	20	2	26	1	5	34	0	0	0	8	8	0	16	4	5	25	87
03:30 PM	5	0	4	3	12	3	22	0	3	28	1	0	0	8	9	2	17	1	5	25	74
03:45 PM	5	0	5	9	19	7	25	5	5	42	1	0	0	1	2	0	25	3	3	31	94
Total	24	1	21	29	75	16	97	6	16	135	2	0	0	27	29	3	79	13	13	108	347
04:00 PM	4	0	5	3	12	5	17	4	6	32	1	0	0	1	2	1	24	2	1	28	74
04:15 PM	8	0	3	3	14	8	43	3	4	58	0	0	0	6	6	1	26	2	5	34	112

Traffic Data Service

San Jose, CA
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File Name : 5 FINAL
Site Code : 00000005
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Groups Printed- Vehicles

	4TH ST Southbound					STATE ST Westbound					DRIVEWAY Northbound					STATE 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
04:30 PM	4	1	12	2	19	6	24	1	2	33	1	0	0	4	5	0	23	3	1	27	84
04:45 PM	2	1	9	2	14	4	37	0	2	43	1	0	0	10	11	1	22	2	0	25	93
Total	18	2	29	10	59	23	121	8	14	166	3	0	0	21	24	3	95	9	7	114	363
05:00 PM	6	0	12	4	22	6	18	2	2	28	0	0	0	11	11	0	31	4	11	46	107
05:15 PM	4	0	9	6	19	0	32	0	5	37	0	0	0	6	6	1	22	2	1	26	88
05:30 PM	6	1	6	1	14	0	29	2	2	33	3	0	0	4	7	0	20	0	4	24	78
05:45 PM	4	0	7	3	14	5	26	1	1	33	0	0	0	5	5	1	23	0	0	24	76
Total	20	1	34	14	69	11	105	5	10	131	3	0	0	26	29	2	96	6	16	120	349
06:00 PM	5	1	4	8	18	3	26	0	3	32	1	0	0	1	2	0	29	1	8	38	90
06:15 PM	7	0	6	8	21	2	23	0	3	28	0	0	0	11	11	1	22	4	7	34	94
06:30 PM	5	0	4	7	16	0	22	2	3	27	0	0	0	3	3	0	16	1	7	24	70
06:45 PM	3	0	1	4	8	4	19	1	0	24	0	0	1	2	3	0	25	2	6	33	68
Total	20	1	15	27	63	9	90	3	9	111	1	0	1	17	19	1	92	8	28	129	322
Grand Total	190	19	231	258	698	196	1044	68	159	1467	21	3	11	283	318	33	916	130	167	1246	3729
Apprch %	27.2	2.7	33.1	37		13.4	71.2	4.6	10.8		6.6	0.9	3.5	89		2.6	73.5	10.4	13.4		
Total %	5.1	0.5	6.2	6.9	18.7	5.3	28	1.8	4.3	39.3	0.6	0.1	0.3	7.6	8.5	0.9	24.6	3.5	4.5	33.4	

	4TH ST Southbound				STATE ST Westbound				DRIVEWAY Northbound				STATE 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	**5**	**1**	4	**10**	4	**24**	0	28	**2**	0	0	**2**	0	19	2	21	**61**
10:15 AM	5	0	4	9	4	21	0	25	0	0	0	0	**3**	**21**	2	**26**	60
10:30 AM	2	1	**7**	10	5	19	**3**	27	0	0	0	0	0	14	**5**	19	56
10:45 AM	2	0	7	9	**6**	24	3	**33**	0	0	**2**	2	0	14	2	16	60
Total Volume	14	2	22	38	19	88	6	113	2	0	2	4	3	68	11	82	237
% App. Total	36.8	5.3	57.9		16.8	77.9	5.3		50	0	50		3.7	82.9	13.4		
PHF	.700	.500	.786	.950	.792	.917	.500	.856	.250	.000	.250	.500	.250	.810	.550	.788	.971

Traffic Data Service

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(408) 622-4787
tdsbay@cs.com

File Name : 5 FINAL
Site Code : 00000005
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Groups Printed- Bikes

	4TH ST Southbound					STATE ST Westbound					DRIVEWAY Northbound					STATE 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	1	0	0	1	1
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	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
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	1	0	1	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	7
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:45 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	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	1	0	0	1	4
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	5
Total	0	0	0	0	0	1	4	2	0	7	2	0	0	0	2	0	4	0	0	4	13
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	7
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	11
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	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 5 FINAL
Site Code : 00000005
Start Date : 10/3/2017
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Groups Printed- Bikes

	4TH ST Southbound					STATE ST Westbound					DRIVEWAY Northbound					STATE 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
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
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	2	0	0	2	2
05:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Grand Total	4	0	3	0	7	2	28	2	0	32	3	0	0	0	3	0	24	0	0	24	66
Apprch %	57.1	0	42.9	0		6.2	87.5	6.2	0		100	0	0	0		0	100	0	0		
Total %	6.1	0	4.5	0	10.6	3	42.4	3	0	48.5	4.5	0	0	0	4.5	0	36.4	0	0	36.4	

	4TH ST Southbound				STATE ST Westbound				DRIVEWAY Northbound				STATE 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 10:45 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	1	0	1	1
08:00 AM	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	2	0	2	**4**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	6	0	6	8
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1 FINAL
Site Code : 00000001
Start Date : 3/29/2018
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Groups Printed- Vehicles

	1ST ST Southbound					MAIN ST Westbound					1ST ST Northbound					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	5	3	2	19	0	12	2	2	16	8	8	2	2	20	8	24	14	0	46	101
07:15 AM	7	8	4	3	22	4	23	5	2	34	5	5	6	1	17	11	19	11	0	41	114
07:30 AM	9	12	2	4	27	3	20	2	4	29	7	7	12	1	27	9	33	10	0	52	135
07:45 AM	7	9	3	0	19	4	20	7	5	36	4	13	14	0	31	14	47	12	1	74	160
Total	32	34	12	9	87	11	75	16	13	115	24	33	34	4	95	42	123	47	1	213	510
08:00 AM	13	16	2	0	31	4	27	7	2	40	6	15	13	3	37	22	42	17	2	83	191
08:15 AM	17	15	2	0	34	4	28	9	3	44	7	10	7	0	24	28	42	15	1	86	188
08:30 AM	18	14	3	0	35	3	29	7	6	45	14	17	11	5	47	15	60	23	0	98	225
08:45 AM	18	14	2	3	37	1	18	7	6	32	12	16	14	3	45	22	35	16	2	75	189
Total	66	59	9	3	137	12	102	30	17	161	39	58	45	11	153	87	179	71	5	342	793
09:00 AM	10	15	4	2	31	3	23	3	6	35	8	24	12	1	45	21	43	26	1	91	202
09:15 AM	9	16	3	6	34	1	15	3	7	26	9	19	8	5	41	22	52	20	4	98	199
09:30 AM	6	23	4	8	41	1	29	2	7	39	9	12	12	4	37	21	42	21	1	85	202
09:45 AM	14	18	3	2	37	7	21	8	9	45	16	13	20	4	53	28	56	25	3	112	247
Total	39	72	14	18	143	12	88	16	29	145	42	68	52	14	176	92	193	92	9	386	850
10:00 AM	13	13	3	5	34	3	23	8	7	41	14	15	20	6	55	17	56	20	1	94	224
10:15 AM	15	17	4	6	42	3	25	3	3	34	14	13	20	8	55	29	51	23	2	105	236
10:30 AM	13	24	4	4	45	5	25	6	13	49	12	33	14	10	69	23	39	14	2	78	241
10:45 AM	15	14	6	5	40	7	21	5	8	41	17	10	16	7	50	10	36	20	0	66	197
Total	56	68	17	20	161	18	94	22	31	165	57	71	70	31	229	79	182	77	5	343	898
11:00 AM	13	17	10	4	44	6	23	7	14	50	14	23	23	3	63	17	42	29	4	92	249
11:15 AM	13	21	9	4	47	10	22	3	6	41	17	31	23	5	76	15	52	24	1	92	256
11:30 AM	17	19	10	3	49	18	28	5	25	76	20	19	20	10	69	27	55	13	5	100	294
11:45 AM	17	18	5	11	51	10	35	6	16	67	20	15	25	13	73	24	45	23	2	94	285
Total	60	75	34	22	191	44	108	21	61	234	71	88	91	31	281	83	194	89	12	378	1084
12:00 PM	22	17	5	2	46	7	32	3	16	58	26	34	17	2	79	21	55	26	7	109	292
12:15 PM	20	19	8	4	51	11	29	4	12	56	15	26	19	12	72	23	51	18	2	94	273
12:30 PM	29	24	6	10	69	8	28	5	10	51	16	25	19	6	66	21	47	29	5	102	288
12:45 PM	26	16	4	5	51	5	35	7	7	54	9	23	18	9	59	16	45	15	3	79	243
Total	97	76	23	21	217	31	124	19	45	219	66	108	73	29	276	81	198	88	17	384	1096
01:00 PM	16	20	12	8	56	4	30	6	11	51	16	20	24	6	66	19	41	19	8	87	260
01:15 PM	24	24	3	8	59	5	35	7	24	71	19	20	21	8	68	23	37	18	4	82	280
01:30 PM	23	16	6	2	47	6	28	11	3	48	14	27	17	3	61	28	45	28	1	102	258
01:45 PM	23	22	8	1	54	3	39	8	21	71	20	19	20	8	67	25	35	24	7	91	283
Total	86	82	29	19	216	18	132	32	59	241	69	86	82	25	262	95	158	89	20	362	1081
02:00 PM	29	31	8	1	69	6	37	5	5	53	10	20	19	6	55	22	45	20	3	90	267
02:15 PM	26	25	3	0	54	13	32	11	8	64	27	25	20	2	74	17	42	21	2	82	274
02:30 PM	24	22	7	9	62	5	38	10	7	60	13	20	15	3	51	24	43	22	2	91	264
02:45 PM	17	25	6	1	49	10	32	9	21	72	8	18	17	18	61	16	46	15	5	82	264
Total	96	103	24	11	234	34	139	35	41	249	58	83	71	29	241	79	176	78	12	345	1069
03:00 PM	20	26	4	8	58	3	37	10	16	66	15	22	24	3	64	27	45	25	0	97	285
03:15 PM	19	31	7	11	68	6	31	9	11	57	17	29	15	9	70	19	44	24	6	93	288
03:30 PM	27	30	2	3	62	7	36	11	10	64	16	31	24	6	77	27	49	21	6	103	306
03:45 PM	23	35	4	0	62	10	37	11	9	67	14	21	27	9	71	24	44	12	3	83	283
Total	89	122	17	22	250	26	141	41	46	254	62	103	90	27	282	97	182	82	15	376	1162
04:00 PM	31	31	4	4	70	8	26	6	14	54	9	34	37	4	84	42	51	15	6	114	322
04:15 PM	22	28	8	1	59	2	27	5	17	51	16	28	33	10	87	39	36	18	2	95	292

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1 FINAL
Site Code : 00000001
Start Date : 3/29/2018
Page No : 2

Groups Printed- Vehicles

	1ST ST Southbound					MAIN ST Westbound					1ST ST Northbound					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
04:30 PM	21	31	7	6	65	5	40	8	7	60	19	33	31	0	83	34	43	21	0	98	306
04:45 PM	22	36	8	2	68	6	37	7	10	60	25	23	20	2	70	35	49	18	6	108	306
Total	96	126	27	13	262	21	130	26	48	225	69	118	121	16	324	150	179	72	14	415	1226
05:00 PM	31	38	5	0	74	5	41	7	9	62	14	27	27	9	77	33	51	18	3	105	318
05:15 PM	25	46	9	5	85	6	35	5	7	53	13	21	29	4	67	34	48	10	2	94	299
05:30 PM	24	26	4	5	59	6	37	10	16	69	11	22	16	1	50	29	46	18	1	94	272
05:45 PM	31	31	7	4	73	8	22	8	11	49	11	24	32	2	69	45	35	21	1	102	293
Total	111	141	25	14	291	25	135	30	43	233	49	94	104	16	263	141	180	67	7	395	1182
06:00 PM	18	25	1	5	49	6	46	7	10	69	14	22	26	8	70	28	55	30	3	116	304
06:15 PM	16	34	5	3	58	1	21	4	4	30	15	17	11	2	45	29	45	14	9	97	230
06:30 PM	15	26	4	7	52	7	18	8	9	42	12	20	13	4	49	26	52	17	2	97	240
06:45 PM	25	23	2	12	62	3	23	4	21	51	11	23	13	4	51	16	35	15	0	66	230
Total	74	108	12	27	221	17	108	23	44	192	52	82	63	18	215	99	187	76	14	376	1004
Grand Total	902	1066	243	199	2410	269	1376	311	477	2433	658	992	896	251	2797	1125	2131	928	131	4315	11955
Apprch %	37.4	44.2	10.1	8.3		11.1	56.6	12.8	19.6		23.5	35.5	32	9		26.1	49.4	21.5	3		
Total %	7.5	8.9	2	1.7	20.2	2.3	11.5	2.6	4	20.4	5.5	8.3	7.5	2.1	23.4	9.4	17.8	7.8	1.1	36.1	

	1ST ST Southbound				MAIN ST Westbound				1ST ST Northbound				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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:45 AM																	
09:45 AM	14	18	3	35	**7**	21	**8**	**36**	**16**	13	**20**	49	28	**56**	**25**	**109**	**229**
10:00 AM	13	13	3	29	3	23	8	34	14	15	20	49	17	56	20	93	205
10:15 AM	**15**	17	**4**	36	3	**25**	3	31	14	13	20	47	**29**	51	23	103	217
10:30 AM	13	**24**	4	**41**	5	25	6	36	12	**33**	14	**59**	23	39	14	76	212
Total Volume	55	72	14	141	18	94	25	137	56	74	74	204	97	202	82	381	863
% App. Total	39	51.1	9.9		13.1	68.6	18.2		27.5	36.3	36.3		25.5	53	21.5		
PHF	.917	.750	.875	.860	.643	.940	.781	.951	.875	.561	.925	.864	.836	.902	.820	.874	.942

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1 FINAL
Site Code : 00000001
Start Date : 3/29/2018
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Groups Printed- Bikes

	1ST ST Southbound					MAIN ST Westbound					1ST ST Northbound					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	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	4	3	0	7	10
Total	5	3	0	0	8	0	0	0	0	0	0	2	0	0	2	0	5	5	0	10	20
08:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	5
Total	2	2	0	0	4	0	1	0	0	1	0	2	1	0	3	0	3	0	0	3	11
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	4
09:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	1	2	1	0	4	2	0	0	0	2	7
10:00 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	5
Total	0	0	0	0	0	0	2	0	0	2	4	3	0	0	7	1	1	0	0	2	11
11:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	6
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	2	0	6	0	0	6	0	1	0	0	1	0	0	1	0	1	10
12:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	2	0	3	6
12:30 PM	2	0	0	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	3	0	0	0	3	0	1	1	0	2	0	5	0	0	5	2	2	2	0	6	16
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	2	0	3	5
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
01:45 PM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13
Total	0	12	0	0	12	0	1	0	0	1	1	1	0	0	2	3	1	2	0	6	21
02:00 PM	0	1	0	0	1	0	2	1	0	3	0	3	0	0	3	0	0	0	0	0	7
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
02:30 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	2	0	3	0	3	1	0	4	0	6	0	0	6	0	2	0	0	2	15
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	8
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1 FINAL
Site Code : 00000001
Start Date : 3/29/2018
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Groups Printed- Bikes

	1ST ST Southbound					MAIN ST Westbound					1ST ST Northbound					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
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	4
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	5
Total	0	2	0	0	2	0	1	0	0	1	1	1	1	0	3	3	5	0	0	8	14
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	6	6
05:30 PM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4	1	1	0	6	9
Total	4	1	0	0	5	0	1	0	0	1	0	2	2	0	4	6	4	6	0	16	26
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	4
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	2	2	1	0	5	13
Grand Total	17	26	4	0	47	0	18	2	0	20	7	28	5	0	40	20	27	18	0	65	172
Apprch %	36.2	55.3	8.5	0		0	90	10	0		17.5	70	12.5	0		30.8	41.5	27.7	0		
Total %	9.9	15.1	2.3	0	27.3	0	10.5	1.2	0	11.6	4.1	16.3	2.9	0	23.3	11.6	15.7	10.5	0	37.8	

	1ST ST Southbound				MAIN ST Westbound				1ST ST Northbound				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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**5**	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	2	2	4
07:45 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	**4**	**3**	**7**	**10**
Total Volume	5	3	0	8	0	0	0	0	0	2	0	2	0	5	5	10	20
% App. Total	62.5	37.5	0		0	0	0		0	100	0		0	50	50		
PHF	.250	.375	.000	.400	.000	.000	.000	.000	.000	.250	.000	.250	.000	.313	.417	.357	.500

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2 FINAL
Site Code : 00000002
Start Date : 10/3/2017
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Groups Printed- Vehicles

	2ND ST Southbound					MAIN ST Westbound					2ND ST Northbound					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	5	4	3	15	27	4	19	4	5	32	1	4	0	3	8	3	16	10	5	34	101
07:15 AM	2	3	1	9	15	1	20	3	7	31	1	3	1	4	9	3	21	8	6	38	93
07:30 AM	6	3	2	14	25	3	18	0	12	33	3	6	0	7	16	6	24	6	4	40	114
07:45 AM	7	5	1	18	31	2	27	4	11	44	4	7	1	7	19	6	38	10	17	71	165
Total	20	15	7	56	98	10	84	11	35	140	9	20	2	21	52	18	99	34	32	183	473
08:00 AM	6	8	6	19	39	7	31	5	13	56	7	7	4	8	26	6	40	16	15	77	198
08:15 AM	10	2	4	13	29	3	22	4	13	42	6	7	2	14	29	3	24	16	11	54	154
08:30 AM	8	0	1	15	24	6	26	3	13	48	8	7	7	9	31	4	47	17	9	77	180
08:45 AM	9	5	2	17	33	7	15	5	20	47	20	4	1	12	37	4	40	13	9	66	183
Total	33	15	13	64	125	23	94	17	59	193	41	25	14	43	123	17	151	62	44	274	715
09:00 AM	7	4	7	27	45	1	23	8	13	45	9	8	5	15	37	9	40	12	10	71	198
09:15 AM	10	8	3	35	56	3	15	4	19	41	7	15	4	11	37	10	33	14	13	70	204
09:30 AM	7	2	2	21	32	4	24	6	25	59	7	6	5	14	32	13	29	16	8	66	189
09:45 AM	9	7	6	24	46	4	22	4	25	55	8	10	7	13	38	10	33	17	21	81	220
Total	33	21	18	107	179	12	84	22	82	200	31	39	21	53	144	42	135	59	52	288	811
10:00 AM	12	4	8	35	59	7	19	4	13	43	10	6	5	17	38	9	49	18	18	94	234
10:15 AM	11	7	3	27	48	8	27	6	21	62	9	11	4	7	31	12	41	6	18	77	218
10:30 AM	6	6	4	23	39	0	36	5	15	56	16	13	6	17	52	12	39	6	27	84	231
10:45 AM	7	4	5	22	38	3	32	0	23	58	16	6	7	20	49	9	34	6	18	67	212
Total	36	21	20	107	184	18	114	15	72	219	51	36	22	61	170	42	163	36	81	322	895
11:00 AM	7	7	7	23	44	6	25	2	29	62	12	6	7	26	51	12	37	9	11	69	226
11:15 AM	5	5	3	31	44	7	19	6	20	52	9	12	4	29	54	13	35	14	24	86	236
11:30 AM	10	8	7	29	54	12	21	5	23	61	15	7	5	24	51	9	50	20	22	101	267
11:45 AM	13	6	6	29	54	10	23	4	25	62	7	7	2	33	49	7	41	17	29	94	259
Total	35	26	23	112	196	35	88	17	97	237	43	32	18	112	205	41	163	60	86	350	988
12:00 PM	13	2	5	16	36	7	19	4	26	56	11	9	5	34	59	13	39	5	24	81	232
12:15 PM	12	2	7	41	62	10	29	2	37	78	9	11	3	46	69	12	37	12	31	92	301
12:30 PM	5	7	4	29	45	6	33	6	37	82	18	14	3	58	93	8	34	12	28	82	302
12:45 PM	5	10	8	34	57	4	28	5	38	75	17	9	7	35	68	12	42	11	33	98	298
Total	35	21	24	120	200	27	109	17	138	291	55	43	18	173	289	45	152	40	116	353	1133
01:00 PM	6	8	4	27	45	2	30	4	21	57	10	9	8	35	62	8	31	8	21	68	232
01:15 PM	10	9	5	19	43	6	24	5	24	59	17	5	5	34	61	4	25	9	12	50	213
01:30 PM	13	9	3	28	53	7	35	8	20	70	9	6	5	31	51	5	35	3	26	69	243
01:45 PM	12	10	8	9	39	6	19	1	29	55	11	9	6	26	52	9	40	10	9	68	214
Total	41	36	20	83	180	21	108	18	94	241	47	29	24	126	226	26	131	30	68	255	902
02:00 PM	10	10	6	24	50	3	21	3	25	52	10	9	6	24	49	6	33	12	14	65	216
02:15 PM	11	8	1	25	45	2	22	6	10	40	14	10	4	20	48	4	38	10	19	71	204
02:30 PM	9	1	4	23	37	4	24	5	15	48	4	6	7	14	31	7	39	8	22	76	192
02:45 PM	11	5	5	18	39	7	33	10	23	73	9	13	7	21	50	11	34	9	18	72	234
Total	41	24	16	90	171	16	100	24	73	213	37	38	24	79	178	28	144	39	73	284	846
03:00 PM	8	6	3	28	45	12	24	6	20	62	8	8	7	19	42	5	38	6	13	62	211
03:15 PM	5	5	6	32	48	4	20	7	14	45	13	12	7	13	45	10	28	14	22	74	212
03:30 PM	7	6	5	25	43	8	31	7	21	67	11	11	3	21	46	9	47	3	13	72	228
03:45 PM	10	8	6	36	60	7	31	10	31	79	8	10	8	21	47	13	27	10	18	68	254
Total	30	25	20	121	196	31	106	30	86	253	40	41	25	74	180	37	140	33	66	276	905
04:00 PM	8	5	7	23	43	9	24	4	21	58	10	11	5	22	48	5	35	16	19	75	224
04:15 PM	11	8	4	29	52	8	22	1	25	56	11	6	7	26	50	9	32	4	18	63	221

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2 FINAL
Site Code : 00000002
Start Date : 10/3/2017
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Groups Printed- Vehicles

	2ND ST Southbound					MAIN ST Westbound					2ND ST Northbound					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
04:30 PM	12	12	7	27	58	8	30	1	19	58	13	11	7	21	52	10	35	8	15	68	236
04:45 PM	7	9	5	24	45	5	26	4	26	61	12	5	5	23	45	13	31	14	19	77	228
Total	38	34	23	103	198	30	102	10	91	233	46	33	24	92	195	37	133	42	71	283	909
05:00 PM	11	1	2	17	31	2	36	7	27	72	13	15	8	25	61	7	32	8	15	62	226
05:15 PM	8	5	9	22	44	2	36	4	19	61	17	7	6	11	41	7	46	14	10	77	223
05:30 PM	7	11	10	19	47	9	31	1	17	58	6	9	7	10	32	12	44	9	16	81	218
05:45 PM	11	10	3	20	44	3	33	1	26	63	10	13	4	19	46	9	36	11	18	74	227
Total	37	27	24	78	166	16	136	13	89	254	46	44	25	65	180	35	158	42	59	294	894
06:00 PM	17	8	6	15	46	2	23	3	13	41	11	15	10	16	52	8	32	8	12	60	199
06:15 PM	7	7	2	25	41	5	31	4	16	56	10	8	4	16	38	6	33	13	12	64	199
06:30 PM	13	9	6	35	63	6	32	2	32	72	7	10	6	15	38	16	38	11	15	80	253
06:45 PM	8	7	3	17	35	4	28	5	14	51	7	9	3	15	34	4	41	8	14	67	187
Total	45	31	17	92	185	17	114	14	75	220	35	42	23	62	162	34	144	40	53	271	838
Grand Total	424	296	225	1133	2078	256	1239	208	991	2694	481	422	240	961	2104	402	1713	517	801	3433	10309
Apprch %	20.4	14.2	10.8	54.5		9.5	46	7.7	36.8		22.9	20.1	11.4	45.7		11.7	49.9	15.1	23.3		
Total %	4.1	2.9	2.2	11	20.2	2.5	12	2	9.6	26.1	4.7	4.1	2.3	9.3	20.4	3.9	16.6	5	7.8	33.3	

	2ND ST Southbound				MAIN ST Westbound				2ND ST Northbound				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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:45 AM																	
09:45 AM	9	**7**	6	22	4	22	4	30	8	10	**7**	25	10	33	17	60	137
10:00 AM	**12**	4	**8**	**24**	7	19	4	30	10	6	5	21	9	**49**	**18**	**76**	**151**
10:15 AM	11	7	3	21	**8**	27	**6**	**41**	9	11	4	24	**12**	41	6	59	145
10:30 AM	6	6	4	16	0	**36**	5	41	**16**	**13**	6	**35**	12	39	6	57	149
Total Volume	38	24	21	83	19	104	19	142	43	40	22	105	43	162	47	252	582
% App. Total	45.8	28.9	25.3		13.4	73.2	13.4		41	38.1	21		17.1	64.3	18.7		
PHF	.792	.857	.656	.865	.594	.722	.792	.866	.672	.769	.786	.750	.896	.827	.653	.829	.964

Traffic Data Service

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Groups Printed- Bikes

	2ND ST Southbound					MAIN ST Westbound					2ND ST Northbound					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	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	5	1	0	6	8
Total	0	1	2	0	3	0	1	0	0	1	0	1	0	0	1	0	6	1	0	7	12
08:00 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
08:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	6
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	4	0	0	4	1	2	0	0	3	0	1	0	0	1	0	5	4	0	9	17
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:30 AM	1	1	0	0	2	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	5
10:45 AM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	1	0	0	0	1	4
Total	1	1	0	0	2	2	1	0	0	3	2	1	0	0	3	2	0	0	0	2	10
11:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	3	0	0	3	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
01:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
01:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	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	4	0	0	5	0	0	0	0	0	0	2	0	0	2	7
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
03:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5
03:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	6
03:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	0	0	2	0	6	0	0	6	0	1	0	0	1	4	2	1	0	7	16
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

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Groups Printed- Bikes

	2ND ST Southbound					MAIN ST Westbound					2ND ST Northbound					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
04:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	2	0	2	0	4	0	0	4	1	0	1	0	2	1	1	0	0	2	10
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4
Total	0	0	2	0	2	0	3	0	0	3	0	1	1	0	2	0	4	2	0	6	13
06:00 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	2	0	3	6
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	2	2	0	4	9
Grand Total	1	12	8	0	21	5	25	0	0	30	3	7	4	0	14	7	28	11	0	46	111
Apprch %	4.8	57.1	38.1	0		16.7	83.3	0	0		21.4	50	28.6	0		15.2	60.9	23.9	0		
Total %	0.9	10.8	7.2	0	18.9	4.5	22.5	0	0	27	2.7	6.3	3.6	0	12.6	6.3	25.2	9.9	0	41.4	

	2ND ST Southbound				MAIN ST Westbound				2ND ST Northbound				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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	**5**	1	**6**	8
08:00 AM	0	**3**	0	**3**	0	**2**	0	**2**	0	0	0	0	0	4	0	4	**9**
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:30 AM	0	1	0	1	**1**	0	0	1	0	0	0	0	0	1	**3**	4	6
Total Volume	0	5	0	5	1	2	0	3	0	2	0	2	0	10	5	15	25
% App. Total	0	100	0		33.3	66.7	0		0	100	0		0	66.7	33.3		
PHF	.000	.417	.000	.417	.250	.250	.000	.375	.000	.500	.000	.500	.000	.500	.417	.625	.694

Traffic Data Service

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tdsbay@cs.com

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Groups Printed- Vehicles

	3RD ST Southbound					MAIN ST Westbound					3RD ST Northbound					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	2	2	0	2	6	0	17	0	0	17	2	3	4	1	10	2	14	5	1	22	55
07:15 AM	1	2	0	1	4	2	20	2	4	28	5	3	2	5	15	2	17	5	1	25	72
07:30 AM	0	1	1	5	7	0	18	2	1	21	2	1	1	2	6	4	19	2	2	27	61
07:45 AM	3	2	0	6	11	1	30	1	4	36	7	5	2	6	20	7	28	8	2	45	112
Total	6	7	1	14	28	3	85	5	9	102	16	12	9	14	51	15	78	20	6	119	300
08:00 AM	10	5	0	12	27	0	35	3	5	43	5	6	3	9	23	3	31	12	3	49	142
08:15 AM	3	7	3	3	16	1	18	2	5	26	6	6	4	7	23	4	26	6	4	40	105
08:30 AM	6	7	0	6	19	0	27	3	5	35	2	8	6	5	21	10	28	8	15	61	136
08:45 AM	3	2	0	10	15	3	20	5	7	35	5	4	2	16	27	11	42	9	8	70	147
Total	22	21	3	31	77	4	100	13	22	139	18	24	15	37	94	28	127	35	30	220	530
09:00 AM	1	2	0	17	20	3	22	5	6	36	8	9	6	24	47	13	39	6	10	68	171
09:15 AM	2	5	2	23	32	2	17	8	14	41	1	6	6	19	32	10	26	7	7	50	155
09:30 AM	3	6	1	15	25	3	26	8	9	46	7	8	3	14	32	7	22	6	12	47	150
09:45 AM	2	5	1	3	11	3	19	0	9	31	10	11	3	11	35	5	33	7	7	52	129
Total	8	18	4	58	88	11	84	21	38	154	26	34	18	68	146	35	120	26	36	217	605
10:00 AM	3	9	0	8	20	5	27	5	6	43	9	6	5	21	41	14	41	11	8	74	178
10:15 AM	4	7	1	14	26	8	26	5	9	48	5	7	5	16	33	12	32	6	15	65	172
10:30 AM	9	8	1	12	30	3	27	6	11	47	8	8	6	18	40	13	37	6	15	71	188
10:45 AM	5	5	2	17	29	2	25	6	10	43	17	6	1	19	43	10	43	5	17	75	190
Total	21	29	4	51	105	18	105	22	36	181	39	27	17	74	157	49	153	28	55	285	728
11:00 AM	7	4	2	22	35	6	21	3	10	40	9	7	2	21	39	11	36	7	29	83	197
11:15 AM	4	6	2	8	20	8	28	9	11	56	8	4	1	32	45	9	29	5	18	61	182
11:30 AM	5	3	2	18	28	2	28	8	7	45	11	9	2	18	40	7	58	9	24	98	211
11:45 AM	7	3	3	29	42	7	28	7	16	58	12	12	4	36	64	11	33	7	25	76	240
Total	23	16	9	77	125	23	105	27	44	199	40	32	9	107	188	38	156	28	96	318	830
12:00 PM	2	7	3	20	32	2	15	4	7	28	6	5	6	25	42	12	35	6	23	76	178
12:15 PM	7	3	2	12	24	7	30	15	9	61	11	9	8	36	64	14	29	7	19	69	218
12:30 PM	9	4	0	25	38	5	28	9	14	56	7	6	6	52	71	10	40	8	24	82	247
12:45 PM	7	7	3	20	37	3	24	7	14	48	15	4	2	35	56	11	42	6	25	84	225
Total	25	21	8	77	131	17	97	35	44	193	39	24	22	148	233	47	146	27	91	311	868
01:00 PM	6	6	4	16	32	3	27	5	14	49	8	7	4	36	55	7	40	4	31	82	218
01:15 PM	9	6	3	10	28	1	26	7	15	49	9	5	3	30	47	11	29	6	18	64	188
01:30 PM	9	8	4	25	46	3	32	3	8	46	10	3	4	29	46	9	32	5	23	69	207
01:45 PM	6	7	2	20	35	7	19	5	16	47	5	7	2	26	40	7	43	6	19	75	197
Total	30	27	13	71	141	14	104	20	53	191	32	22	13	121	188	34	144	21	91	290	810
02:00 PM	2	6	1	16	25	5	21	9	10	45	10	7	5	15	37	11	28	11	22	72	179
02:15 PM	6	6	2	16	30	2	15	11	12	40	12	5	3	27	47	5	39	6	27	77	194
02:30 PM	1	3	3	17	24	3	32	3	9	47	4	5	4	15	28	10	29	8	20	67	166
02:45 PM	5	9	3	8	25	4	37	6	7	54	6	5	3	14	28	11	30	4	16	61	168
Total	14	24	9	57	104	14	105	29	38	186	32	22	15	71	140	37	126	29	85	277	707
03:00 PM	4	6	3	10	23	2	32	8	3	45	8	8	4	21	41	11	35	7	14	67	176
03:15 PM	4	6	3	9	22	1	22	9	11	43	12	4	3	22	41	5	33	6	18	62	168
03:30 PM	8	5	4	21	38	2	36	2	12	52	5	7	4	11	27	8	48	4	15	75	192
03:45 PM	8	10	2	31	51	6	32	10	13	61	5	2	5	29	41	7	35	2	17	61	214
Total	24	27	12	71	134	11	122	29	39	201	30	21	16	83	150	31	151	19	64	265	750
04:00 PM	3	5	3	17	28	5	33	5	12	55	9	3	4	22	38	14	34	3	21	72	193
04:15 PM	5	10	5	20	40	4	24	7	16	51	6	3	4	33	46	7	33	5	19	64	201

Traffic Data Service

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Groups Printed- Vehicles

	3RD ST Southbound					MAIN ST Westbound					3RD ST Northbound					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
04:30 PM	7	8	0	28	43	1	28	5	15	49	9	2	0	13	24	13	36	4	14	67	183
04:45 PM	6	8	6	13	33	3	25	11	10	49	11	10	4	25	50	5	36	6	8	55	187
Total	21	31	14	78	144	13	110	28	53	204	35	18	12	93	158	39	139	18	62	258	764
05:00 PM	8	7	2	10	27	3	33	9	8	53	9	6	5	17	37	6	31	8	17	62	179
05:15 PM	7	12	1	21	41	2	35	7	21	65	7	6	2	20	35	15	51	5	9	80	221
05:30 PM	4	9	4	14	31	1	29	7	10	47	12	4	2	16	34	13	41	3	11	68	180
05:45 PM	11	9	2	15	37	0	23	6	9	38	11	7	4	17	39	7	40	4	20	71	185
Total	30	37	9	60	136	6	120	29	48	203	39	23	13	70	145	41	163	20	57	281	765
06:00 PM	6	12	4	11	33	3	16	5	8	32	7	5	5	22	39	6	32	7	15	60	164
06:15 PM	9	5	5	18	37	4	28	9	12	53	7	5	3	22	37	4	43	2	27	76	203
06:30 PM	9	10	3	7	29	1	26	6	8	41	4	1	5	31	41	5	38	3	5	51	162
06:45 PM	6	10	5	10	31	2	23	6	8	39	6	2	7	11	26	5	47	5	4	61	157
Total	30	37	17	46	130	10	93	26	36	165	24	13	20	86	143	20	160	17	51	248	686
Grand Total	254	295	103	691	1343	144	1230	284	460	2118	370	272	179	972	1793	414	1663	288	724	3089	8343
Apprch %	18.9	22	7.7	51.5		6.8	58.1	13.4	21.7		20.6	15.2	10	54.2		13.4	53.8	9.3	23.4		
Total %	3	3.5	1.2	8.3	16.1	1.7	14.7	3.4	5.5	25.4	4.4	3.3	2.1	11.7	21.5	5	19.9	3.5	8.7	37	

	3RD ST Southbound				MAIN ST Westbound				3RD ST Northbound				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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	3	**9**	0	12	5	**27**	5	37	9	6	5	20	**14**	41	**11**	**66**	**135**
10:15 AM	4	7	1	12	**8**	26	5	**39**	5	7	5	17	12	32	6	50	118
10:30 AM	**9**	8	1	**18**	3	27	**6**	36	8	**8**	**6**	22	13	37	6	56	132
10:45 AM	5	5	**2**	12	2	25	6	33	**17**	6	1	**24**	10	**43**	5	58	127
Total Volume	21	29	4	54	18	105	22	145	39	27	17	83	49	153	28	230	512
% App. Total	38.9	53.7	7.4		12.4	72.4	15.2		47	32.5	20.5		21.3	66.5	12.2		
PHF	.583	.806	.500	.750	.563	.972	.917	.929	.574	.844	.708	.865	.875	.890	.636	.871	.948

Traffic Data Service

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File Name : 4 FINAL
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Groups Printed- Bikes

	3RD ST Southbound					MAIN ST Westbound					3RD ST Northbound					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	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	1	0	1	0	2	0	0	2	3
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	9
Total	1	1	0	0	2	0	1	0	0	1	0	0	1	0	1	0	9	0	0	9	13
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
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	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	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
10:45 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	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
11:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Total	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	7
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	8
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
02:45 PM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	1	0	0	0	1	4
Total	0	0	0	0	0	0	1	0	0	1	1	4	0	0	5	1	1	0	0	2	8
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	4
03:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	1	0	0	1	2	8	0	0	10	0	0	0	0	0	0	1	0	0	1	12
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3

Traffic Data Service

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tdsbay@cs.com

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Groups Printed- Bikes

	3RD ST Southbound					MAIN ST Westbound					3RD ST Northbound					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
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
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	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	7
06:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	5
Grand Total	6	4	0	0	10	2	20	0	0	22	1	8	5	0	14	2	34	0	0	36	82
Apprch %	60	40	0	0		9.1	90.9	0	0		7.1	57.1	35.7	0		5.6	94.4	0	0		
Total %	7.3	4.9	0	0	12.2	2.4	24.4	0	0	26.8	1.2	9.8	6.1	0	17.1	2.4	41.5	0	0	43.9	

	3RD ST Southbound				MAIN ST Westbound				3RD ST Northbound				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 10:45 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	**1**	**1**	0	2	0	2	3
07:45 AM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	**7**	0	**7**	**9**
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	4
Total Volume	1	1	0	2	0	2	0	2	0	0	1	1	0	11	0	11	16
% App. Total	50	50	0		0	100	0		0	0	100		0	100	0		
PHF	.250	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250	.000	.393	.000	.393	.444

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tdsbay@cs.com

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Groups Printed- Vehicles

	LEE ST Southbound					ORANGE AVE Westbound					LEE ST Northbound					ORANGE 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	1	0	0	1	0	0	2	0	2	0	0	0	2	2	0	0	0	0	0	5
07:15 AM	0	1	0	2	3	0	0	3	0	3	1	0	3	0	4	0	0	0	0	0	10
07:30 AM	0	2	0	2	4	0	3	3	0	6	1	1	2	0	4	2	0	0	0	2	16
07:45 AM	0	2	0	1	3	1	3	1	0	5	0	0	0	0	0	2	0	0	0	2	10
Total	0	6	0	5	11	1	6	9	0	16	2	1	5	2	10	4	0	0	0	4	41
08:00 AM	1	3	0	1	5	0	3	1	0	4	0	0	0	1	1	0	1	0	0	1	11
08:15 AM	0	4	0	1	5	0	1	4	0	5	0	1	2	0	3	0	1	1	0	2	15
08:30 AM	0	1	0	0	1	0	1	5	0	6	0	2	2	1	5	0	4	0	0	4	16
08:45 AM	0	1	0	0	1	0	1	3	0	4	0	0	4	0	4	2	0	0	0	2	11
Total	1	9	0	2	12	0	6	13	0	19	0	3	8	2	13	2	6	1	0	9	53
09:00 AM	0	0	0	0	0	0	0	3	0	3	1	2	2	0	5	0	1	1	0	2	10
09:15 AM	0	0	0	2	2	1	2	3	0	6	1	0	3	0	4	2	0	0	0	2	14
09:30 AM	1	2	0	1	4	0	2	3	0	5	0	0	2	0	2	0	0	1	0	1	12
09:45 AM	0	1	0	0	1	0	3	1	0	4	0	2	2	0	4	3	1	0	0	4	13
Total	1	3	0	3	7	1	7	10	0	18	2	4	9	0	15	5	2	2	0	9	49
10:00 AM	0	0	0	3	3	0	2	5	1	8	1	1	4	0	6	0	0	0	0	0	17
10:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	2	0	3	4
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	1	0	1	0	2	5
10:45 AM	0	2	0	0	2	0	0	0	0	0	1	1	1	0	3	3	0	0	1	4	9
Total	0	2	0	3	5	0	3	6	1	10	2	2	6	1	11	4	1	3	1	9	35
11:00 AM	1	2	0	0	3	1	4	0	0	5	1	1	0	1	3	0	2	1	0	3	14
11:15 AM	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	3	0	0	0	3	6
11:30 AM	0	0	0	1	1	1	2	4	0	7	0	1	3	0	4	8	0	0	0	8	20
11:45 AM	0	1	0	0	1	0	2	3	0	5	0	0	1	0	1	2	0	1	0	3	10
Total	1	4	0	1	6	2	8	8	0	18	1	2	5	1	9	13	2	2	0	17	50
12:00 PM	0	1	0	0	1	0	1	2	0	3	2	1	2	2	7	1	0	0	0	1	12
12:15 PM	0	3	0	1	4	0	0	1	0	1	0	1	4	0	5	3	0	0	0	3	13
12:30 PM	1	2	0	0	3	0	2	2	0	4	0	0	3	0	3	2	0	0	1	3	13
12:45 PM	0	1	0	0	1	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	5
Total	1	7	0	1	9	0	4	6	0	10	3	3	9	2	17	6	0	0	1	7	43
01:00 PM	0	1	0	1	2	0	1	2	1	4	1	0	0	0	1	0	0	0	0	0	7
01:15 PM	1	1	0	0	2	0	1	0	0	1	0	0	1	0	1	1	1	0	1	3	7
01:30 PM	1	0	0	0	1	0	2	2	0	4	0	2	0	0	2	2	1	0	0	3	10
01:45 PM	0	0	0	0	0	0	0	4	0	4	0	1	3	1	5	0	1	1	1	3	12
Total	2	2	0	1	5	0	4	8	1	13	1	3	4	1	9	3	3	1	2	9	36
02:00 PM	0	1	0	0	1	0	3	1	0	4	1	1	2	1	5	0	3	0	0	3	13
02:15 PM	0	0	0	0	0	1	3	2	0	6	0	0	0	0	0	3	0	0	0	3	9
02:30 PM	1	2	0	0	3	0	1	4	0	5	0	1	3	0	4	3	0	0	3	6	18
02:45 PM	2	1	0	2	5	0	1	4	0	5	1	1	2	0	4	1	2	1	1	5	19
Total	3	4	0	2	9	1	8	11	0	20	2	3	7	1	13	7	5	1	4	17	59
03:00 PM	0	4	0	0	4	0	2	3	0	5	1	3	2	0	6	0	0	1	1	2	17
03:15 PM	0	2	0	0	2	0	4	1	0	5	0	1	0	2	3	0	4	0	0	4	14
03:30 PM	0	0	0	0	0	0	0	6	0	6	1	0	2	0	3	5	1	0	1	7	16
03:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	3	0	3	1	1	0	2	4	9
Total	0	7	0	0	7	0	7	10	0	17	2	4	7	2	15	6	6	1	4	17	56
04:00 PM	0	2	0	0	2	0	1	1	0	2	0	0	2	0	2	2	1	1	0	4	10
04:15 PM	0	1	0	1	2	1	2	1	0	4	0	1	1	3	5	1	1	0	0	2	13

Traffic Data Service

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tdsbay@cs.com

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Groups Printed- Vehicles

	LEE ST Southbound					ORANGE AVE Westbound					LEE ST Northbound					ORANGE 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
04:30 PM	1	0	0	0	1	0	2	1	0	3	2	1	0	0	3	3	1	0	0	4	11
04:45 PM	1	2	0	0	3	0	1	3	0	4	0	0	4	1	5	2	2	0	0	4	16
Total	2	5	0	1	8	1	6	6	0	13	2	2	7	4	15	8	5	1	0	14	50
05:00 PM	0	2	0	2	4	0	0	2	0	2	0	1	4	1	6	5	3	0	0	8	20
05:15 PM	0	2	0	0	2	0	3	1	0	4	1	1	1	0	3	1	0	1	0	2	11
05:30 PM	2	2	1	3	8	0	1	1	0	2	0	2	1	0	3	2	1	0	0	3	16
05:45 PM	0	2	1	1	4	0	1	1	0	2	0	1	0	0	1	1	2	1	0	4	11
Total	2	8	2	6	18	0	5	5	0	10	1	5	6	1	13	9	6	2	0	17	58
06:00 PM	1	1	0	2	4	0	0	2	0	2	0	0	1	0	1	2	2	0	0	4	11
06:15 PM	0	0	0	0	0	0	1	1	1	3	0	0	1	2	3	0	2	0	0	2	8
06:30 PM	0	3	0	0	3	0	2	2	0	4	1	0	1	2	4	2	2	0	0	4	15
06:45 PM	1	1	0	1	3	0	0	0	0	0	0	1	0	0	1	2	2	0	0	4	8
Total	2	5	0	3	10	0	3	5	1	9	1	1	3	4	9	6	8	0	0	14	42
Grand Total	15	62	2	28	107	6	67	97	3	173	19	33	76	21	149	73	44	14	12	143	572
Apprch %	14	57.9	1.9	26.2		3.5	38.7	56.1	1.7		12.8	22.1	51	14.1		51	30.8	9.8	8.4		
Total %	2.6	10.8	0.3	4.9	18.7	1	11.7	17	0.5	30.2	3.3	5.8	13.3	3.7	26	12.8	7.7	2.4	2.1	25	

	LEE ST Southbound				ORANGE AVE Westbound				LEE ST Northbound				ORANGE 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	**4**	0	**4**	0	**1**	4	5	0	1	2	3	0	1	**1**	2	14
08:30 AM	0	1	0	1	0	1	**5**	**6**	0	**2**	2	4	0	**4**	0	**4**	**15**
08:45 AM	0	1	0	1	0	1	3	4	0	0	**4**	4	**2**	0	0	2	11
09:00 AM	0	0	0	0	0	0	3	3	**1**	2	2	**5**	0	1	1	2	10
Total Volume	0	6	0	6	0	3	15	18	1	5	10	16	2	6	2	10	50
% App. Total	0	100	0		0	16.7	83.3		6.2	31.2	62.5		20	60	20		
PHF	.000	.375	.000	.375	.000	.750	.750	.750	.250	.625	.625	.800	.250	.375	.500	.625	.833

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 6 FINAL
Site Code : 00000006
Start Date : 10/3/2017
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Groups Printed- Bikes

	LEE ST Southbound					ORANGE AVE Westbound					LEE ST Northbound					ORANGE 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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	5
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:45 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	1	0	0	0	1	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 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	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
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

Traffic Data Service

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Groups Printed- Bikes

	LEE ST Southbound					ORANGE AVE Westbound					LEE ST Northbound					ORANGE 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
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 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	1	0	0	1	1
Grand Total	1	0	0	0	1	0	4	4	0	8	0	1	2	0	3	3	1	0	0	4	16
Apprch %	100	0	0	0		0	50	50	0		0	33.3	66.7	0		75	25	0	0		
Total %	6.2	0	0	0	6.2	0	25	25	0	50	0	6.2	12.5	0	18.8	18.8	6.2	0	0	25	

	LEE ST Southbound				ORANGE AVE Westbound				LEE ST Northbound				ORANGE 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	0	1	0	0	**2**	**2**	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
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	**2**	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	3	0	3	0	1	2	3	0	0	0	0	6
% App. Total	0	0	0		0	100	0		0	33.3	66.7		0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.250	.375	.000	.000	.000	.000	.500

Traffic Data Service

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tdsbay@cs.com

File Name : 7 FINAL
Site Code : 00000007
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Groups Printed- Vehicles

	DRIVEWAY Southbound					SHERWOOD AVE Westbound					LEVERONI LN Northbound					SHERWOOD 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	5	0	0	1	6	0	1	0	0	1	0	0	1	1	2	0	12	5	1	18	27
07:15 AM	7	0	0	1	8	0	3	0	0	3	0	0	2	1	3	0	9	0	1	10	24
07:30 AM	5	0	0	0	5	0	0	0	0	0	3	0	1	1	5	0	11	2	0	13	23
07:45 AM	2	0	2	0	4	0	0	1	0	1	4	0	1	1	6	1	56	2	0	59	70
Total	19	0	2	2	23	0	4	1	0	5	7	0	5	4	16	1	88	9	2	100	144
08:00 AM	4	0	3	0	7	0	2	0	0	2	4	0	3	1	8	1	57	2	0	60	77
08:15 AM	6	0	2	0	8	0	1	1	0	2	7	0	0	4	11	2	35	11	1	49	70
08:30 AM	3	0	1	1	5	0	1	1	0	2	2	0	0	0	2	1	58	4	0	63	72
08:45 AM	2	0	0	0	2	0	1	1	0	2	2	0	1	0	3	0	35	6	0	41	48
Total	15	0	6	1	22	0	5	3	0	8	15	0	4	5	24	4	185	23	1	213	267
09:00 AM	7	0	0	0	7	0	1	2	0	3	4	0	3	1	8	1	30	4	0	35	53
09:15 AM	2	0	1	0	3	1	3	0	0	4	2	0	1	2	5	1	36	4	0	41	53
09:30 AM	6	0	0	0	6	0	1	0	0	1	1	0	0	0	1	1	23	3	0	27	35
09:45 AM	4	0	0	0	4	0	3	0	0	3	2	1	2	2	7	0	18	4	0	22	36
Total	19	0	1	0	20	1	8	2	0	11	9	1	6	5	21	3	107	15	0	125	177
10:00 AM	1	0	1	0	2	0	2	1	0	3	1	0	1	0	2	1	33	3	0	37	44
10:15 AM	3	0	0	0	3	0	1	0	0	1	0	0	2	1	3	0	35	10	0	45	52
10:30 AM	2	0	0	0	2	0	2	1	0	3	1	0	1	0	2	0	28	4	0	32	39
10:45 AM	4	0	1	0	5	0	5	2	0	7	1	0	0	3	4	0	36	4	0	40	56
Total	10	0	2	0	12	0	10	4	0	14	3	0	4	4	11	1	132	21	0	154	191
11:00 AM	2	0	0	0	2	1	3	0	0	4	0	0	0	3	3	2	32	4	0	38	47
11:15 AM	5	0	0	0	5	1	3	0	0	4	0	0	2	0	2	0	31	2	0	33	44
11:30 AM	4	0	2	0	6	0	3	0	0	3	0	0	0	1	1	1	20	2	0	23	33
11:45 AM	5	0	1	0	6	1	5	0	0	6	2	0	0	0	2	1	39	4	0	44	58
Total	16	0	3	0	19	3	14	0	0	17	2	0	2	4	8	4	122	12	0	138	182
12:00 PM	3	0	0	0	3	0	4	2	0	6	0	0	0	1	1	0	34	4	1	39	49
12:15 PM	7	0	1	0	8	0	5	0	0	5	0	0	0	1	1	0	36	1	1	38	52
12:30 PM	18	0	2	0	20	0	3	1	0	4	0	0	0	0	0	0	30	6	2	38	62
12:45 PM	7	1	1	0	9	0	5	2	0	7	1	0	0	0	1	1	34	3	0	38	55
Total	35	1	4	0	40	0	17	5	0	22	1	0	0	2	3	1	134	14	4	153	218
01:00 PM	10	1	0	0	11	0	2	1	0	3	1	0	5	0	6	0	22	2	2	26	46
01:15 PM	6	0	2	0	8	0	2	0	0	2	0	0	0	0	0	1	29	2	0	32	42
01:30 PM	10	0	2	0	12	1	4	0	0	5	1	0	0	1	2	2	27	1	0	30	49
01:45 PM	6	0	2	0	8	0	1	1	0	2	1	0	1	0	2	1	39	1	0	41	53
Total	32	1	6	0	39	1	9	2	0	12	3	0	6	1	10	4	117	6	2	129	190
02:00 PM	9	0	4	0	13	0	2	0	0	2	0	0	1	1	2	0	17	2	3	22	39
02:15 PM	7	0	1	0	8	0	0	0	0	0	0	0	0	3	3	0	30	2	0	32	43
02:30 PM	9	0	1	3	13	0	2	1	0	3	0	0	0	0	0	0	35	4	0	39	55
02:45 PM	6	0	0	0	6	0	2	0	0	2	2	0	3	2	7	1	28	3	1	33	48
Total	31	0	6	3	40	0	6	1	0	7	2	0	4	6	12	1	110	11	4	126	185
03:00 PM	5	0	3	1	9	2	3	1	0	6	1	0	0	3	4	2	46	2	0	50	69
03:15 PM	6	0	0	0	6	0	1	0	0	1	0	0	2	0	2	1	44	2	0	47	56
03:30 PM	8	0	2	0	10	1	3	0	0	4	1	0	1	1	3	2	39	2	0	43	60
03:45 PM	9	0	3	1	13	1	5	0	0	6	0	0	2	4	6	2	37	4	0	43	68
Total	28	0	8	2	38	4	12	1	0	17	2	0	5	8	15	7	166	10	0	183	253
04:00 PM	6	0	2	2	10	1	4	1	0	6	0	0	0	1	1	1	50	0	0	51	68
04:15 PM	4	0	0	0	4	0	1	0	0	1	0	1	1	1	3	2	32	1	0	35	43

Traffic Data Service

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Groups Printed- Vehicles

	DRIVEWAY Southbound					SHERWOOD AVE Westbound					LEVERONI LN Northbound					SHERWOOD 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
04:30 PM	7	0	0	0	7	0	5	2	0	7	0	0	2	0	2	1	39	2	0	42	58
04:45 PM	9	0	0	1	10	0	3	1	0	4	0	0	1	0	1	0	40	3	0	43	58
Total	26	0	2	3	31	1	13	4	0	18	0	1	4	2	7	4	161	6	0	171	227
05:00 PM	7	0	4	0	11	1	3	2	0	6	1	0	0	1	2	1	35	0	0	36	55
05:15 PM	2	1	0	0	3	1	3	4	0	8	1	0	1	1	3	3	33	2	0	38	52
05:30 PM	11	0	2	0	13	0	7	1	0	8	1	0	2	0	3	0	46	8	0	54	78
05:45 PM	7	0	1	0	8	0	8	1	0	9	1	0	2	5	8	3	44	1	0	48	73
Total	27	1	7	0	35	2	21	8	0	31	4	0	5	7	16	7	158	11	0	176	258
06:00 PM	16	0	0	1	17	0	10	4	0	14	1	0	2	0	3	3	39	1	1	44	78
06:15 PM	14	0	3	0	17	0	7	1	0	8	3	0	3	0	6	1	49	1	2	53	84
06:30 PM	11	0	0	1	12	0	3	2	0	5	0	0	0	5	5	3	35	2	0	40	62
06:45 PM	13	0	1	3	17	0	3	1	0	4	1	0	0	0	1	3	32	1	0	36	58
Total	54	0	4	5	63	0	23	8	0	31	5	0	5	5	15	10	155	5	3	173	282
Grand Total	312	3	51	16	382	12	142	39	0	193	53	2	50	53	158	47	1635	143	16	1841	2574
Apprch %	81.7	0.8	13.4	4.2		6.2	73.6	20.2	0		33.5	1.3	31.6	33.5		2.6	88.8	7.8	0.9		
Total %	12.1	0.1	2	0.6	14.8	0.5	5.5	1.5	0	7.5	2.1	0.1	1.9	2.1	6.1	1.8	63.5	5.6	0.6	71.5	

	DRIVEWAY Southbound				SHERWOOD AVE Westbound				LEVERONI LN Northbound				SHERWOOD 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	0	2	4	0	0	**1**	1	4	0	1	5	1	56	2	59	69
08:00 AM	4	0	**3**	7	0	**2**	0	**2**	4	0	**3**	**7**	1	57	2	60	**76**
08:15 AM	**6**	0	2	**8**	0	1	1	2	**7**	0	0	7	**2**	35	**11**	48	65
08:30 AM	3	0	1	4	0	1	1	2	2	0	0	2	1	**58**	4	**63**	71
Total Volume	15	0	8	23	0	4	3	7	17	0	4	21	5	206	19	230	281
% App. Total	65.2	0	34.8		0	57.1	42.9		81	0	19		2.2	89.6	8.3		
PHF	.625	.000	.667	.719	.000	.500	.750	.875	.607	.000	.333	.750	.625	.888	.432	.913	.924

Traffic Data Service

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File Name : 7 FINAL
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Groups Printed- Bikes

	DRIVEWAY Southbound					SHERWOOD AVE Westbound					LEVERONI LN Northbound					SHERWOOD 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	2	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	3	0	3	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	6
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
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 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	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 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
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 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
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:45 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	1	0	0	0	1	1
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2

Traffic Data Service

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Site Code : 00000007
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Groups Printed- Bikes

	DRIVEWAY Southbound					SHERWOOD AVE Westbound					LEVERONI LN Northbound					SHERWOOD 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
04:30 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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
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	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	3	0	4	0	5	0	0	5	0	1	2	0	3	3	5	0	0	8	20
Apprch %	0	25	75	0		0	100	0	0		0	33.3	66.7	0		37.5	62.5	0	0		
Total %	0	5	15	0	20	0	25	0	0	25	0	5	10	0	15	15	25	0	0	40	

	DRIVEWAY Southbound				SHERWOOD AVE Westbound				LEVERONI LN Northbound				SHERWOOD 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 10:45 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	**2**	**2**	0	0	0	0	0	0	**2**	**2**	0	0	0	0	**4**
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
Total Volume	0	0	3	3	0	0	0	0	0	0	2	2	1	0	0	1	6
% App. Total	0	0	100		0	0	0		0	0	100		100	0	0		
PHF	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.375

Traffic Data Service

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File Name : 1 FINAL
Site Code : 00000001
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Groups Printed- Vehicles

	MIRAMONTE AVE Southbound					Westbound					MIRAMONTE AVE Northbound					A 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	26	14	0	0	40	0	0	0	0	0	0	61	1	0	62	11	0	18	1	30	132
07:15 AM	30	15	0	0	45	0	0	0	0	0	0	77	1	0	78	6	0	13	1	20	143
07:30 AM	30	24	0	0	54	0	0	0	0	0	0	78	2	0	80	13	0	21	0	34	168
07:45 AM	42	25	0	0	67	0	0	0	0	0	0	79	1	0	80	8	0	26	0	34	181
Total	128	78	0	0	206	0	0	0	0	0	0	295	5	0	300	38	0	78	2	118	624
08:00 AM	43	19	0	0	62	0	0	0	0	0	0	60	0	0	60	18	0	35	0	53	175
08:15 AM	41	34	0	1	76	0	0	0	0	0	0	54	0	0	54	27	0	47	0	74	204
08:30 AM	45	37	0	0	82	0	0	0	0	0	0	83	2	0	85	35	0	42	0	77	244
08:45 AM	52	32	0	0	84	0	0	0	0	0	0	73	1	0	74	18	0	42	0	60	218
Total	181	122	0	1	304	0	0	0	0	0	0	270	3	0	273	98	0	166	0	264	841
09:00 AM	44	28	0	0	72	0	0	0	0	0	0	65	0	0	65	16	0	40	0	56	193
09:15 AM	52	31	0	0	83	0	0	0	0	0	0	42	1	0	43	20	0	22	0	42	168
09:30 AM	35	22	0	0	57	0	0	0	0	0	0	47	0	0	47	15	0	21	0	36	140
09:45 AM	44	24	0	1	69	0	0	0	0	0	0	84	2	0	86	20	0	31	0	51	206
Total	175	105	0	1	281	0	0	0	0	0	0	238	3	0	241	71	0	114	0	185	707
10:00 AM	35	31	0	0	66	0	0	0	0	0	0	49	2	0	51	22	0	20	1	43	160
10:15 AM	41	30	0	0	71	0	0	0	0	0	0	41	4	0	45	21	0	17	0	38	154
10:30 AM	27	16	0	0	43	0	0	0	0	0	0	36	2	0	38	14	0	14	2	30	111
10:45 AM	47	23	0	0	70	0	0	0	0	0	0	41	0	0	41	13	0	21	0	34	145
Total	150	100	0	0	250	0	0	0	0	0	0	167	8	0	175	70	0	72	3	145	570
11:00 AM	35	22	0	0	57	0	0	0	0	0	0	36	2	0	38	23	0	15	0	38	133
11:15 AM	43	32	0	0	75	0	0	0	0	0	0	41	1	0	42	15	0	20	0	35	152
11:30 AM	45	24	0	0	69	0	0	0	0	0	0	41	3	0	44	9	0	24	0	33	146
11:45 AM	35	36	0	0	71	0	0	0	0	0	0	29	1	0	30	13	0	18	0	31	132
Total	158	114	0	0	272	0	0	0	0	0	0	147	7	0	154	60	0	77	0	137	563
12:00 PM	42	36	0	0	78	0	0	0	0	0	0	34	0	0	34	16	0	17	0	33	145
12:15 PM	46	33	0	0	79	0	0	0	0	0	0	37	1	0	38	12	0	15	0	27	144
12:30 PM	34	41	0	0	75	0	0	0	0	0	0	29	1	0	30	14	0	20	0	34	139
12:45 PM	43	23	0	0	66	0	0	0	0	0	0	39	0	0	39	16	0	14	1	31	136
Total	165	133	0	0	298	0	0	0	0	0	0	139	2	0	141	58	0	66	1	125	564
01:00 PM	50	35	0	0	85	0	0	0	0	0	0	38	0	0	38	24	0	23	0	47	170
01:15 PM	44	30	0	0	74	0	0	0	0	0	0	46	4	0	50	20	0	14	0	34	158
01:30 PM	33	32	0	0	65	0	0	0	0	0	0	40	3	0	43	16	0	13	0	29	137
01:45 PM	50	38	0	0	88	0	0	0	0	0	0	34	0	0	34	22	0	14	0	36	158
Total	177	135	0	0	312	0	0	0	0	0	0	158	7	0	165	82	0	64	0	146	623
02:00 PM	50	35	0	0	85	0	0	0	0	0	0	43	0	0	43	13	0	19	0	32	160
02:15 PM	39	29	0	0	68	0	0	0	0	0	0	58	1	0	59	8	0	20	0	28	155
02:30 PM	67	52	0	0	119	0	0	0	0	0	0	60	1	0	61	20	0	22	0	42	222
02:45 PM	72	52	0	0	124	0	0	0	0	0	0	58	1	0	59	14	0	20	0	34	217
Total	228	168	0	0	396	0	0	0	0	0	0	219	3	0	222	55	0	81	0	136	754
03:00 PM	70	51	0	0	121	0	0	0	0	0	0	41	1	0	42	22	0	26	1	49	212
03:15 PM	82	70	0	0	152	0	0	0	0	0	0	38	2	0	40	13	0	18	0	31	223
03:30 PM	71	51	0	0	122	0	0	0	0	0	0	40	1	0	41	19	0	22	0	41	204
03:45 PM	50	41	0	0	91	0	0	0	0	0	0	54	0	0	54	24	0	21	0	45	190
Total	273	213	0	0	486	0	0	0	0	0	0	173	4	0	177	78	0	87	1	166	829
04:00 PM	70	49	0	0	119	0	0	0	0	0	0	33	2	0	35	20	0	27	0	47	201
04:15 PM	63	51	0	0	114	0	0	0	0	0	0	40	1	0	41	28	0	16	0	44	199

Traffic Data Service

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Groups Printed- Vehicles

	MIRAMONTE AVE Southbound					Westbound					MIRAMONTE AVE Northbound					A 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
04:30 PM	75	70	0	0	145	0	0	0	0	0	0	42	3	1	46	22	0	22	0	44	235
04:45 PM	85	58	0	0	143	0	0	0	0	0	0	37	0	0	37	24	0	27	0	51	231
Total	293	228	0	0	521	0	0	0	0	0	0	152	6	1	159	94	0	92	0	186	866
05:00 PM	85	68	0	0	153	0	0	0	0	0	0	53	0	0	53	26	0	23	0	49	255
05:15 PM	75	70	0	0	145	0	0	0	0	0	0	53	2	0	55	26	0	16	0	42	242
05:30 PM	78	54	0	0	132	0	0	0	0	0	0	47	0	0	47	25	0	20	0	45	224
05:45 PM	67	58	0	0	125	0	0	0	0	0	0	43	0	0	43	38	0	14	0	52	220
Total	305	250	0	0	555	0	0	0	0	0	0	196	2	0	198	115	0	73	0	188	941
06:00 PM	55	43	0	0	98	0	0	0	0	0	0	33	3	0	36	34	0	22	0	56	190
06:15 PM	72	47	0	0	119	0	0	0	0	0	0	45	1	0	46	23	0	10	0	33	198
06:30 PM	62	40	0	0	102	0	0	0	0	0	0	33	2	0	35	43	0	18	0	61	198
06:45 PM	50	36	0	0	86	0	0	0	0	0	0	22	0	0	22	32	0	14	0	46	154
Total	239	166	0	0	405	0	0	0	0	0	0	133	6	0	139	132	0	64	0	196	740
Grand Total	2472	1812	0	2	4286	0	0	0	0	0	0	2287	56	1	2344	951	0	1034	7	1992	8622
Apprch %	57.7	42.3	0	0		0	0	0	0		0	97.6	2.4	0		47.7	0	51.9	0.4		
Total %	28.7	21	0	0	49.7	0	0	0	0	0	0	26.5	0.6	0	27.2	11	0	12	0.1	23.1	

	MIRAMONTE AVE Southbound				Westbound				MIRAMONTE AVE Northbound				A 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	41	34	0	75	0	0	0	0	0	54	0	54	27	0	**47**	74	203
08:30 AM	45	**37**	0	82	0	0	0	0	0	**83**	**2**	**85**	**35**	0	42	**77**	**244**
08:45 AM	**52**	32	0	**84**	0	0	0	0	0	73	1	74	18	0	42	60	218
09:00 AM	44	28	0	72	0	0	0	0	0	65	0	65	16	0	40	56	193
Total Volume	182	131	0	313	0	0	0	0	0	275	3	278	96	0	171	267	858
% App. Total	58.1	41.9	0		0	0	0		0	98.9	1.1		36	0	64		
PHF	.875	.885	.000	.932	.000	.000	.000	.000	.000	.828	.375	.818	.686	.000	.910	.867	.879

Traffic Data Service

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Site Code : 00000001
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Groups Printed- Bikes

	MIRAMONTE AVE Southbound					Westbound					MIRAMONTE AVE Northbound					A 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	1	0	0	1	0	0	0	0	0	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	2	0	2	2
07:30 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	8
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	3	0	6	7
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	5
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	8
Total	4	0	0	0	4	0	0	0	0	0	0	4	1	0	5	7	0	6	0	13	22
09:00 AM	2	0	0	0	2	0	0	0	0	0	0	3	2	0	5	1	0	8	0	9	16
09:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	3	1	0	0	4	0	0	0	0	0	0	4	3	0	7	1	0	8	0	9	20
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
10:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
10:30 AM	6	2	0	0	8	0	0	0	0	0	0	1	3	0	4	0	0	2	0	2	14
10:45 AM	6	0	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
Total	13	3	0	0	16	0	0	0	0	0	0	4	3	0	7	0	0	4	0	4	27
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
11:15 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
11:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	2	1	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	3	0	3	12
12:00 PM	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	3	0	4	10
01:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	5
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
01:45 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
Total	3	2	0	0	5	0	0	0	0	0	0	1	3	0	4	5	0	1	0	6	15
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
03:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
03:15 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	2	0	0	11	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	13
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1 FINAL
Site Code : 00000001
Start Date : 11/8/2017
Page No : 2

Groups Printed- Bikes

	MIRAMONTE AVE Southbound					Westbound					MIRAMONTE AVE Northbound					A 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
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	3	0	0	0	3	0	0	0	0	0	0	1	1	0	2	5	0	0	0	5	10
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
Grand Total	50	13	0	0	63	0	0	0	0	0	0	24	11	0	35	22	0	32	0	54	152
Apprch %	79.4	20.6	0	0		0	0	0	0		0	68.6	31.4	0		40.7	0	59.3	0		
Total %	32.9	8.6	0	0	41.4	0	0	0	0	0	0	15.8	7.2	0	23	14.5	0	21.1	0	35.5	

	MIRAMONTE AVE Southbound				Westbound				MIRAMONTE AVE Northbound				A 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	**3**	0	3	6	7
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	0	1	4	5
08:45 AM	**2**	0	0	**2**	0	0	0	0	0	**3**	1	4	0	0	2	2	8
09:00 AM	2	0	0	2	0	0	0	0	0	3	**2**	**5**	1	0	**8**	**9**	**16**
Total Volume	5	0	0	5	0	0	0	0	0	7	3	10	7	0	14	21	36
% App. Total	100	0	0		0	0	0		0	70	30		33.3	0	66.7		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.583	.375	.500	.583	.000	.438	.583	.563