



City of Gilroy

STAFF REPORT

Agenda Item Title: Glen Loma Ranch EIR Addendum and Development Agreement Operating Memorandum

Meeting Date: October 7, 2024

From: Jimmy Forbis, City Administrator

Department: Community Development

Submitted By: Sharon Goei, Community Development Director

Prepared By: Cindy McCormick, Planning Manager

STRATEGIC PLAN GOALS

Develop a Financially Resilient Organization

RECOMMENDATION

1. Adopt a Resolution to approve Addendum #2 to the Glen Loma Ranch Specific Plan Environmental Impact Report (EIR).
2. Adopt a Resolution to approve the Fourth Operating Memorandum to the Glen Loma Ranch Development Agreement.
3. Adopt a Resolution amending the Fiscal Year 2024-2025 Budget to appropriate \$7,200,000 as revenue in the Capital Projects Fund for contribution towards the new Fire Station and \$1,046,337 as expenditures to be transferred out of the Traffic Impact Fund for the Traffic Impact Fee Reimbursement policy amounts assigned to the City.

EXECUTIVE SUMMARY

The Glen Loma Ranch development covers approximately 359 acres of land and includes, among other things, open space, a trail system, parks, and a fire station. The Glen Loma Ranch Specific Plan forecasted a buildout of 1,693 residential dwelling units, and up to 7.8 acres of commercial/retail uses. However, the project has built out at lower land use intensity than anticipated, and several of the traffic related mitigation measures associated with the Specific Plan will not be triggered by the current planned buildout. Therefore, the City has prepared an Addendum to the Glen Loma Ranch

Specific Plan EIR based on the reduced buildout and associated mitigation measures. Furthermore, given a desire to develop a new fire station at Glen Loma Ranch, the City has prepared an Operating Memorandum to the Glen Loma Ranch Development Agreement, to specifically identify the timing for dedication of land and funding for the fire station.

BACKGROUND

Glen Loma Development: The Glen Loma Ranch Development is an approximately 359-acre property located in the western rolling foothills of Gilroy between Santa Teresa Boulevard and Uvas Creek. The Glen Loma Ranch Specific Plan was approved in 2005 after a process that involved City officials, City staff, and input from the local community. On November 7, 2005, the City of Gilroy adopted the *Glen Loma Ranch Specific Plan* ("Specific Plan") and certified the *Glen Loma Ranch Specific Plan EIR* ("Specific Plan EIR"). The Specific Plan forecasted a buildout of 1,693 dwelling units, and up to 7.8 acres of commercial/retail uses, with the majority of the commercial/retail acreage (6.8 acres) devoted to the Town Center area.

Glen Loma Development Agreement: The City of Gilroy and Glen Loma Ranch entered into a Development Agreement dated November 21, 2005, for the development of the Glen Loma Ranch project. The Development Agreement obligated Glen Loma Ranch to construct several public improvements including a fire station and two parks. Cydney Casper Park has been constructed. The second park, McCutchin Creek Park, and the fire station have not been constructed.

Operating Memorandum: Pursuant to Section 3.13 of the Development Agreement, the City and Glen Loma Ranch may enter into subsequent operating memoranda to make minor refinements and clarifications. After execution, the operating memoranda become a part of the Glen Loma Ranch Development Agreement. To date, the City and Glen Loma Ranch have entered into three operating memoranda.

Under the First Operating Memorandum, executed June 21, 2017, Section 4.4.1.1 of the Development Agreement was modified to replace the originally contemplated 16.3-acre City Park with two smaller parks (Cydney Casper Park and McCutchen Creek Park) totaling 8.1 acres (3.3 acres and 4.8 acres) due to concerns about maintenance costs associated with the acreage. The remaining 8.2 acres is to be preserved as open space.

Under the Second Operating Memorandum, executed October 5, 2018, Section 4.4.1.2 of the Development Agreement was modified to require the fire station to be designed and constructed prior to the issuance of the building permit for the 1,100th residential unit, rather than the 1,000th residential unit of the Glen Loma Ranch development.

Under the Third Operating Memorandum, executed June 21, 2022, Glen Loma Ranch agreed to pay the City \$2,336,791 in lieu of constructing the McCutchin Creek Park. That payment has been provided to the City. The Operating Memorandum allows the

City to use this payment towards the funding for the Glen Loma Ranch fire station instead of the McCutchin Creek Park.

The Development Agreement obligates Glen Loma Ranch to dedicate a parcel of land to the City for a fire station and to construct a fire station on that parcel, subject to an overall cost cap that included the two parks. As the project has evolved over nearly 20 years, the exact scope and timing of the remaining obligations has been the subject of disagreement between Glen Loma Ranch and the City. The proposed fourth operation memorandum resolves those differences and provides the agreed upon timeline and mechanism for the dedication of the parcel and the payment to the City of funds to enable the City to take responsibility for the construction of the fire station on the dedicated parcel.

ANALYSIS

The Glen Loma Ranch development project has built out at lower land use intensity than anticipated, and several of the traffic related mitigation measures associated with the Specific Plan will not be triggered by the current planned buildout. Therefore, the City has prepared an Addendum to the Glen Loma Ranch Specific Plan Environmental Impact Report (EIR) based on the reduced buildout and associated mitigation measures. Furthermore, given the desire to build a new fire station at Glen Loma Ranch, the City has prepared an Operating Memorandum to the Glen Loma Ranch Development Agreement, that specifically identifies the timing for dedication of land and funding for the fire station.

Fire Station: The terms of the Fourth Operating Memorandum would obligate Glen Loma Ranch to convey the fire station parcel to the City and pay the City \$7,200,000 in lieu of constructing the fire station and will be paid by Glen Loma Ranch as follows:

1. At adoption of the Fourth Operating Memorandum
 - \$542,906 cash payment
 - \$1,046,0337 assignment of Traffic Impact Fee reimbursement
 - \$1,589,243 total**
2. Upon final approval by the City Council of Tentative Map 24-03
 - \$1,000,000**
3. Upon recordation of final map relative to Tentative Map 24-03
 - \$3,610,757**
4. Upon earlier of (1) final approval by the City Council of Tentative Map 24-02, or (2) June 2, 2025
 - \$1,000,000**

Current Planned Buildout: The Glen Loma Ranch development has built out at lower land use intensity than anticipated. The current projected buildout is 1,467 residential units, including potentially 192 units in the Olive Grove neighborhood. In addition to fewer residential units, no commercial use is proposed in the Specific Plan area.

Glen Loma Traffic Analysis: An analysis of potential traffic impacts associated with the adopted Specific Plan was conducted by Higgins Associates in the Glen Loma Ranch Specific Plan Traffic Impact Report (2005 Traffic Impact Report). Since the Glen Loma Ranch development has built out at lower land use intensity than anticipated, the applicant hired Keith Higgins, Traffic Engineer, to prepare a revised traffic analysis to determine which mitigation measures would still be triggered. The Keith Higgins analysis concluded that the current projected buildout does not trigger several of the Phase 3 mitigation measures. The City of Gilroy then hired Fehr & Peers to conduct a peer review of the analysis. The peer review concluded that Mitigation Measures 36, 37, 39, 41, 43, and 44 are not required and that Mitigation Measure 34 has been satisfied through the installed signalization.

EIR Addendum: A public agency may prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Sec. 15162 (e.g., substantial project changes causing new or more severe environmental impacts than shown in the EIR) are present. Accordingly, pursuant to CEQA Guidelines Sec. 15164, the City has prepared an Addendum to the Glen Loma Ranch Specific Plan EIR regarding the reduced buildout and associated mitigation measures. Under the current planned buildout, Mitigation Measures 36, 37, 39, 41, 43, and 44 are not required and Mitigation Measure 34 has been satisfied through the installed signalization. A description of the current planned buildout and the associated mitigation measures is included in the attached EIR Addendum.

ALTERNATIVES

Denial of the approval of the Operating Memorandum would result in no changes to the Glen Loma Ranch Development Agreement as it currently stands. This alternative is not recommended, as the \$7,200,000 would assist the City in funding the costs to construct the new fire station. Denial of the EIR Addendum is not recommended because it is the appropriate CEQA document for the City Council's consideration of the Fourth Operating Memorandum pursuant to CEQA Guidelines Section 15164.

FISCAL IMPACT/FUNDING SOURCE

Approval of this Operating Memorandum would assist in funding the construction of the new fire station in the Glen Loma Ranch area. The City will receive \$7,200,000 from Glen Loma, subject to the terms and timing milestones in the Fourth Operating Memorandum.

A total of \$7,200,000 received will be deposited into the City's Capital Projects Fund (400) as contribution to the new Fire Station. \$6,153,663 will be in the form of Cash

payments to the City Glen Loma, and the remaining \$1,046,337 will be in the form of assignment of the Traffic Impact Fee Reimbursement Policy amounts to the City from the Traffic Impact Fund (425).

Attachments:

1. Draft Resolution Approving Addendum #2 to the Glen Loma Ranch Specific Plan EIR
2. Addendum #2 to the Glen Loma Ranch Specific Plan EIR
3. Draft Resolution Approving the Fourth Operating Memorandum to Glen Loma Ranch Development Agreement
4. Fourth Operating Memorandum to Glen Loma Ranch Development Agreement
5. Budget Amendment Resolution

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY APPROVING GLEN LOMA RANCH SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (EIR) ADDENDUM #2 DETERMINING THAT MITIGATION MEASURES 36, 37, 39, 41, 43, 44, AND THE REMAINING REQUIREMENT UNDER MITIGATION MEASURE 34 WILL NOT BE REQUIRED UNDER THE CURRENT PLANNED BUILDOUT OF 1,467 DWELLING UNITS AND UP TO 12,000 SQUARE FEET OF COMMERCIAL/RETAIL USES.

WHEREAS, the Glen Loma Ranch Development involves a 359.6-acre property located in the western rolling foothills of Gilroy between Santa Teresa Boulevard and Uvas Creek; and

WHEREAS, on November 7, 2005, the City of Gilroy adopted the Glen Loma Ranch Specific Plan (Resolution 2005-82); and

WHEREAS, on November 7, 2005, the City of Gilroy adopted and certified an Environmental Impact Report (EIR) and a Mitigation Monitoring Program for the Specific Plan (Resolution 2005-81); and

WHEREAS, on November 21, 2005, the City of Gilroy approved a Development Agreement setting forth certain rights and responsibilities of the City and the Developer (Glen Loma Ranch) with regard to the Glen Loma Ranch project that is the subject of the Specific Plan; and

WHEREAS, on May 19, 2014, the City of Gilroy City Council adopted an addendum to the certified EIR (EIR Addendum #1), modifying Mitigation Measures #4, #23, #31, and deleting Mitigation Measures #32, and #42 (Resolution 2014-19); and

WHEREAS, the adopted EIR, adopted EIR Addendum #1, the corresponding findings and resolutions of approval, and the adopted mitigation monitoring program, are incorporated herein by reference; and

WHEREAS, the Glen Loma Ranch Specific Plan forecasted a buildout of 1,693 dwelling units, up to 7.8 acres of commercial/retail uses, and 145 acres of parks and open space with an extensive trail system linking the various neighborhoods and a town center component; and

WHEREAS, an analysis of potential traffic impacts associated with the anticipated buildout of the Specific Plan area was conducted by Higgins Associates in the Glen Loma Ranch Specific Plan Traffic Impact Report; and

WHEREAS, the current planned buildout of the Glen Loma Ranch Specific Plan is 1,467 dwelling units and up to 12,000 square feet of commercial/retail uses, which is much less intensive than the anticipated buildout allowed under the Specific Plan; and

WHEREAS, a revised traffic analysis was completed by Keith Higgins, Traffic Engineer, and peer reviewed by Fehr & Peers, concluding that, under the current planned buildout, the triggering conditions for EIR Mitigation Measures 36, 37, 39, 41, 43, and 44 are not met, and thus they are not required to be implemented, and also that Mitigation Measure 34 has been satisfied

through the installed signalization; and

WHEREAS, under the current projected buildout, none of the conditions described in CEQA Guidelines Sec. 15162 calling for preparation of a subsequent EIR have occurred; and

WHEREAS, the City has now prepared an Addendum (EIR Addendum #2) to the Glen Loma Ranch Specific Plan EIR in compliance with CEQA Guidelines Sec. 15164, finding that

1. The analysis and determination that Mitigation Measures 36, 37, 39, 41, 43, 44, and the remaining requirement under Mitigation Measure 34 will not be required under the current planned buildout would not result in the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects and will not require major revisions to the certified EIR;
2. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. There is no new information that shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

WHEREAS, the City of Gilroy City Council has determined that this Addendum #2 to the final certified EIR is appropriate, and that preparation of a subsequent EIR is not necessary based upon the substantial evidence provided in Addendum #2.

WHEREAS, in conjunction with the original final certified EIR and EIR Addendum #1, this EIR Addendum #2 properly provides environmental review for the City's decision, as documented in the Fourth Operating Memorandum to the Development Agreement, that the triggering conditions for EIR Mitigation Measures 36, 37, 39, 41, 43, and 44 are not met, and thus they are not required to be implemented, and also that Mitigation Measure 34 has been satisfied through the installed signalization; and

WHEREAS, the City Council finds and concludes that EIR Addendum #2 was prepared in compliance with the requirements of CEQA, and the City Council has considered EIR Addendum #2, along with the final certified EIR and EIR Addendum #1, prior to making a decision to approve the Fourth Operating Memorandum to the Development Agreement; and

WHEREAS, the location and custodian of the CEQA documents for this project, including the final certified EIR, EIR Addendum #1, and EIR Addendum #2, is the Community Development Department, Planning Division; and

WHEREAS, if the current projected buildout assumptions change, additional environmental review and CEQA compliance will be required at the expense of the applicant.

NOW, THEREFORE, BE IT RESOLVED THAT:

- 1) The City Council hereby approves EIR Addendum #2 and certifies that it was prepared in full compliance with CEQA, and that no further environmental analysis is necessary in order to approve the Fourth Operating Memorandum to the Development Agreement and to carry out the implementation of the provisions thereof.

PASSED AND ADOPTED this 7th day of October 2024 by the following roll call vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:

Marie Blankley, Mayor

ATTEST:

Beth Minor, Interim City Clerk

CERTIFICATE OF THE CLERK

I, **BETH MINOR**, Interim City Clerk of the City of Gilroy, do hereby certify that the attached **Resolution No. 2024-XX** is an original resolution, or true and correct copy of a City Resolution, duly adopted by the Council of the City of Gilroy at a Regular Meeting of said held on Council held **Monday, Date**, with a quorum present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Gilroy this **Date**.

Beth Minor

Interim City Clerk of the City of Gilroy

(Seal)

ADDENDUM #2 TO THE CERTIFIED FINAL EIR

GLEN LOMA RANCH SPECIFIC PLAN

State Clearinghouse Number 2003042018

City of Gilroy

October 3, 2024

Table of Contents

1.0 Project Background..... 1

2.0 Analysis Summary..... 2

3.0 Reduced Project Scope 2

4.0 Phase III Mitigation Measures..... 5

5.0 Conclusions 5

6.0 Proposed CEQA Findings..... 7

7.0 Sources 8

Appendices

Appendix A Map of Intersections and Streets with Remaining Mitigation Measures

Appendix B Glen Loma Ranch – Current Projected Buildout (Keith Higgins May 26, 2022)

Appendix C Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB) (Keith Higgins June 7, 2022)

Appendix D Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study (Fehr & Peers January 30, 2024)

Tables

Table 1 Current Buildout of Glen Loma Ranch 3

Table 2 Malvasia, Canyon Creek, Rocky Knoll, and Town Center MF / Flex.....4

Table 3 Current Projected Buildout Assumptions 5

1.0 Project Background

Specific Plan and Specific Plan EIR

The Glen Loma Ranch Specific Plan area is located in Gilroy, northeast of Santa Teresa Boulevard and southwest of Uvas Creek. On November 7, 2005, the City of Gilroy certified the *Glen Loma Ranch Specific Plan EIR* (hereinafter “Specific Plan EIR”) and adopted the *Glen Loma Ranch Specific Plan* (hereinafter “Specific Plan”). The Specific Plan EIR included several traffic related mitigation measures that would be triggered by “Phase 3” of the Specific Plan buildout. The locations of the mitigation measures, described in Section 4.0 below are included in **Appendix A** (Intersections and Streets with Remaining Mitigation Measures).

EIR Addendum #1

On May 19, 2014, the City of Gilroy City Council adopted an addendum to the certified EIR (Specific Plan EIR Addendum #1), modifying Mitigation Measures #4, #23, #31, and deleting Mitigation Measures #32, and #42 (Resolution 2014-19).

The adopted Specific Plan EIR, adopted Specific Plan EIR Addendum #1, the corresponding findings and resolutions of approval, and the adopted mitigation monitoring program, are incorporated herein by reference.

When is an Addendum Required?

CEQA Guidelines section 15164 gives direction to lead agencies regarding addendum to an EIR. It states:

- a. The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- b. An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- c. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- d. The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- e. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

2.0 Analysis Summary

An analysis of potential traffic impacts was conducted by Higgins Associates in the Glen Loma Ranch Specific Plan Traffic Impact Report (2005 Traffic Impact Report). Since the 2005 Traffic Impact Report was drafted, the project has built out at lower land use intensity than anticipated, and the Current Projected Buildout (CPB) is 1,467 residential units, including potentially 192 units in the Olive Grove neighborhood, as provided in Section 3.0 of this Addendum.

Given the reduced buildout, the applicant hired Keith Higgins, Traffic Engineer, to prepare a “*Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures*” (dated May 21, 2019)¹, followed by an updated *Glen Loma Ranch – Current Projected Buildout* memorandum from Keith Higgins to the Glen Loma Group dated May 26, 2022 (**Appendix B**), and *Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB)* dated June 7, 2022 (**Appendix C**). The purpose of the applicant commissioned Keith Higgins memorandums was to evaluate the necessity of the below-referenced mitigation measures (Section 4.0) based upon the reduced build-out scenario of the Specific Plan. The June 7, 2022 Keith Higgins memorandum concluded that “Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB”. The June 7, 2022 memorandum also concluded that “The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures”. However, the analysis did conclude that Mitigation Measure #35, requiring a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection, would still be required.

The City of Gilroy then hired Fehr & Peers to conduct a *Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study* memorandums dated May 26, 2022 and June 7, 2022, to confirm whether the mitigation measures for Phase 3 are still required with the reduced CPB. The Peer review, dated January 30, 2024, concluded that mitigation measures 36, 37, 39, 41, 43, and 44 are not required and that Mitigation Measure 34 has been satisfied through the installed signalization (**Appendix D**).

The City of Gilroy also hired EMC Planning to determine if a change to the timing of the mitigation measures could be accomplished with preparation of an addendum to the certified EIR.

3.0 Reduced Project Scope

The Glen Loma Ranch Specific Plan forecasted a build out of 1,693 dwelling units, and up to 7.8 acres of commercial/retail uses, with the majority of the commercial/retail acreage (6.8 acres) devoted to the Town Center area². As illustrated in Table 1 below, the current build-out of residential units within each of the 19 neighborhoods is lower than originally forecasted in the Glen Loma Ranch Specific Plan.

¹ A peer review dated March 6, 2020 and additional memorandums dated January 22, 2021, February 16, 2021, April 13, 2021, July 6, 2021, and January 7, 2022 were superseded by the 2022 memorandums and the 2024 Peer Review.

² Glen Loma Specific Plan, pages 16-18

Table 1 – Current Buildout of Glen Loma Ranch				
Neighborhood Name	Specific Plan Mid-Forecast	Tentative Map Application #	Tentative Map Approved Units	Difference
Olive Grove (Held by GUSD)	192			TBD
McCutchin Creek	38	TM 16-01	26	-12
Palomino	57	TM 16-01 TM 21-05	(Palomino I) 33 (Palomino II) 04	-20
Home Ranch (now Burgandy)	62	TM 13-08	52	-10
Wild Chestnut (now Provence)	72	TM 13-08	43	-29
Montonico (now Margaux)	98	TM 15-01	84	-14
Nebbiolo	97	TM 18-02 TM 18-02	(Nebbiolo I) 35 (Nebbiolo II) 67	+5
The Glen	27	TM 18-02	23	-4
Malvasia	185	(see below)	(see below)	(see below)
Canyon Creek	47	(see below)	(see below)	(see below)
Rocky Knoll	33	(see below)	(see below)	(see below)
Town Center Multi-Family	189	(see below)	(see below)	(see below)
Town Center Affordable	156	AS 17-37	158	+2
Luchessa	54	TM 16-03	49	-5
Petite Sirah	85	TM 13-08	77	-8
Mataro	61	TM 13-08	51	-10
The Grove (now Blanc / Noir)	78	TM 16-03	64	-14
Vista Bella	162	TM 13-08	146	-16
Existing Build-Out Sub-Total			912 units	
Specific Plan Mid-Forecast Total	1,693 units			

The applicant is also proposing a reduced build out in the Malvasia, Cayon Creek, and Rocky Knoll neighborhoods, and the remaining undeveloped Town Center flex area, as illustrated in Table 2 below. It should be noted that the 46 residential units in the Malvasia I neighborhood have already been built but are illustrated in Table 2 since the Specific Plan did not anticipate that the Malvasia neighborhood would be built in two phases.

Table 2 – Malvasia, Canyon Creek, Rocky Knoll, and Town Center MF / Flex				
Neighborhood Name	Specific Plan Mid-Forecast	Tentative Map Application #	Tentative Map Proposed Units	Difference
Malvasia I	185	TM 18-02	46	-116
Malvasia II		TM 24-03	23	
Canyon Creek	47	TM 24-03	40	-7
Rocky Knoll	33	TM 24-03	21	-12
Town Center Multi-Family / Flex	189	TM 17-01 TM 24-02	³ built 124 proposed 42	-22
Proposed Unit Sub-Total			296 units	
Specific Plan Mid-Forecast Total	1,693 units			

In addition to reducing the number of residential dwelling units in the Malvasia, Canyon Creek, Rocky Knoll, and Town Center flex area, no commercial uses are currently proposed in the Tentative map application for the Town Center area (TM 24-02) or anywhere else in the Specific Plan area. While commercial uses are not required in the Specific Plan area, they are a desired use and therefore the current projected build-out does include up to 12,000 sf of non-residential uses (including office, restaurant, and commercial).

As illustrated in Table 3 below, the current projected build out of the Glen Loma Specific Plan area is 1,467 units including 912 units from Table 1, 296 units from Table 2, 77 projected units held in reserve by the Glen Loma Ranch Corporation (or its successor), and 192 forecasted units in the Olive Grove neighborhood which is currently owned and being held in reserve by the Gilroy Unified School District. It is not known if, when, or how many units may be built in the Olive Grove neighborhood, or the remaining projected units.

Table 3 – Current Projected Buildout Assumptions		
	Current Projected Units	Non-Residential Square Footage
Current Build-Out from Table 1	912	
Proposed Units from Table 2	286	
Olive Grove Forecasted Units	192	
Remaining Projected Units	77	
Fire Station		7,350
12,000 sf of commercial uses		12,000
Total	1,467 units	19,350 square feet

³ TM 17-01 approved 125 units, however only 124 units were built.

4.0 Phase III Mitigation Measures

The 2022 Keith Higgins memorandums (Appendices B and C) and the 2024 Fehr and Peers Peer Review (Appendix D) concluded that mitigation measures 36, 37, 39, 41, 43, and 44 are not required and that Mitigation Measure 34 has been satisfied through the installed signalization, under the current projected buildout (CPB) assumptions (Table 3), given the reduced CPB traffic generation compared to the Background Phases 1+2 trips analyzed in the 2005 Traffic Study. If the current projected buildout assumptions change, additional environmental review will be required at the expense of the applicant.

The locations of the mitigation measures, presented below, are included in [Appendix A, Intersections and Streets with Remaining Mitigation Measures](#).

- MM-34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

Note: This mitigation measure has been partially-completed. The intersection has been signalized.

- MM-35. Add a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-36. Prepare a traffic management plan of the Miller Avenue street section southwest of the intersection with Uvas Park Drive.

The project proponent shall be responsible for preparation of the plan. The plan shall be subject to review and approval by the City staff and constructed by the project, prior to issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-37. Add second eastbound and westbound left turn lanes to the Santa Teresa Boulevard/First Street intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Note: This intersection would operate at LOS C during the AM and PM peak hours with implementation of this improvement. However, under General Plan Buildout Conditions, the Tenth Street Bridge would be required to be constructed. With the Tenth Street Bridge, this intersection would operate at LOS A during the AM peak hour and LOS C during the PM peak hour with NO improvements, e.g. signalization and lane additions. Therefore, the mitigation measure identified above would not be required under General Plan Buildout Conditions, assuming the Tenth Street Bridge were constructed.

One option would be to only add the northbound left-turn lane as recommended in the previous scenario (Background Plus Project Phases I and II) and consider LOS E as an acceptable short-term level of service for this intersection. Another option is to implement the mitigation measure above (signalize the intersection and add the left-turn lanes, which would improve operations to LOS C during the AM and PM peak hours), with the knowledge that the signal could be removed once the Tenth Street Bridge is constructed at General Plan Buildout Conditions.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

OR

If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right turn lane was added, add a second westbound left turn lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-43. Add second northbound and westbound left turn lanes at the Monterey Street/Luchessa Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

5.0 Conclusions

The following findings and conclusions are presented:

1. Mitigation Measure 36, which requires preparation of a traffic management plan of the Miller Avenue section southwest of the Uvas Park Drive/Miller Avenue intersection within Christmas Hill Park, was not evaluated in the 2022 Higgins report. However, based upon further research conducted by Fehr & Peers, it was determined that this mitigation measure is not required under the current planned buildout (CPB) assumptions in Table 3. If the CPB assumptions change, additional environmental review will be required at the expense of the applicant.
2. Mitigation Measure 35, which requires adding a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection, is required under CPB assumptions.
3. The analysis and peer review concluded that the following mitigation measures are not required under the current planned buildout (CPB) assumptions in Table 3. If the CPB assumptions change, additional environmental review will be required at the expense of the applicant. Section 4.0 above provides information for the following mitigations measures.
 - a. Mitigation Measure 34 (The signalization mitigates the impact);
 - b. Mitigation Measure 36;
 - c. Mitigation Measure 37;
 - d. Mitigation Measure 39;
 - e. Mitigation Measure 41;
 - f. Mitigation Measure 43; and
 - g. Mitigation Measure 44.
4. Additional environmental review and CEQA compliance will be required if development is proposed that exceeds the Current Projected Buildout (CPB) presented in Table 3 above, and as further analyzed in Appendices B, C, and D.

6.0 Proposed CEQA Findings

The following CEQA findings are recommended:

1. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. These are:
 - a. The analysis and determination that Mitigation Measures 34, 36, 37, 39, 41, 43, and 44 will not be required under the current planned buildout (Table 3) would not result in the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects and will not require major revisions to the certified EIR;
 - b. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the certified EIR due to

the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- c. There is no new information that shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- 2. In accordance with CEQA Guidelines section 15164 (c), this addendum was not circulated for public review.
- 3. The City Council considered Addendum #2, along with the final certified EIR and Addendum #1, prior to making a decision on the request to eliminate the mitigation measures.
- 4. The City Council has determined that this Addendum #2 to the final certified EIR is appropriate, and that preparation of a subsequent EIR is not necessary based upon the substantial evidence provided in Addendum #2.

7.0 Sources

Fehr & Peers. *Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study*. January 30, 2024.

Keith Higgins, Traffic Engineer. *Glen Loma Ranch – Current Projected Buildout*. May 26, 2022.

Keith Higgins, Traffic Engineer. *Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB)*. June 7, 2022.

Map of Intersections and Streets with Remaining Mitigation Measures



INTERSECTIONS AND STREETS WITH REMAINING MITIGATION MEASURES

GLEN LOMA SPECIFIC PLAN PROJECT



INTERSECTIONS AND STREETS WITH REMAINING MITIGATION MEASURES

GLEN LOMA SPECIFIC PLAN PROJECT



Glen Loma Ranch – Current Projected Buildout



Keith Higgins

Traffic Engineer

May 26, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Ave D143
Gilroy CA 95020

Re: Glen Loma Ranch – Current Projected Buildout

Dear Augie:

The original 2005 Glen Loma Ranch Specific Plan included a maximum of 1,690 dwelling units and 155,500 square feet of non-residential floor area. In connection with the original project approval, my previous firm, Higgins Associates, prepared the “Glen Loma Ranch Specific Plan Traffic Impact Report dated June 6, 2005 (2005 Traffic Study).

The project has built out at lower intensity than the maximum anticipated under the original EIR and Specific Plan approval, the Current Projected Buildout (CPB) for Glen Loma Ranch is as follows:

1. A maximum of 1,275 residential units on lands controlled by Filice/Christopher (953 units completed or under construction, Vesting Tentative Maps in process for an additional 252 units, and up to an additional 70 units, anticipated to be multi-family units located in the town center flex area).
2. A fire station in the town center flex area.
3. Commercial uses on lands controlled by Filice/Christopher in the Town Center that shall not exceed 12,000 square feet. 
4. The potential for 192 multi-family housing units on the Olive Grove site that is owned by the Gilroy Unified School District. 

This letter assesses whether the mitigations recommended for GLR Phases 1+2 in the original 2005 EIR will be adequate for the CPB. First, it compares the trip generation anticipated from the CPB with the trip generation anticipated from GLR 1+2 in the 2005 Traffic Study. Second, a comparison is provided between the CPB and the GLR 1+2 AM and PM traffic assignments used to calculate levels of service and determine corresponding mitigation measures at the 2005 Traffic Study study intersections and street segments.

A. CPB Trip Generation

The CPB is projected to generate 11,762 daily trips, 864 AM peak hour trips and 1,123 PM peak hour trips. See **Attachment 1, Row 2b**.

Glen Loma Group
May 26, 2022

B. GLR 1+2 Trip Generation

The 2005 Traffic Study analyzed a development scenario referred to as the “Background Plus Project Phases 1 and 2 Traffic Conditions” (GLR 1+2) which included 1,005 dwelling units and 111,500 square feet of non-residential (primarily retail) floor area.

- Phase 1 was projected to generate 4,272 daily trips with 344 in the AM peak hour and 455 in the PM peak hour.
- Phase 2 was forecasted to generate 11,766 daily trips including 642 in the AM peak hour and 1,116 in the PM peak hour.
- Phases 1 and 2 were expected to generate a total of 16,038 daily trips, 986 AM peak hour trips and 1,571 PM peak hour trips.

The above are tabulated on Table 6, “Project Trip Generation,” of the 2005 Traffic Study which is included herein as **Attachment 2**. The total GLR 1+2 is summarized in **Attachment 1, Row 3c**.

C. GLR 1+2 Trip Assignment

It is important to emphasize that no internal trip reduction between residential and retail uses within GLR was credited in the 2005 Traffic Study GLR 1+2 analysis. All GLR 1+2 residential and non-residential trips were assigned to and from locations external to the GLR as shown by Figure 14 of the 2005 Traffic Study, included herein as **Appendix A**. The corresponding trip assignments at the GLR gateway intersections are tabulated on **Attachment 3**, totalled on **Attachment 4** and summarized on **Attachment 1, Row 4**. The 2005 Traffic Study GLR 1+2 analysis was very conservative in not applying an internal trip reduction credit and using even higher volumes for the actual intersection level of service analysis on which mitigation recommendations were based.

D. Comparison of CPB with GLR 1+2 Trip Generation Estimates

Some important comparisons are:

- **Attachment 1, Row 5a**, the current CPB is expected to generate 4,276 less daily trips, 122 less AM peak hour trips and 448 less PM peak hour trips than the 2005 Traffic Study Phase 1+2 estimate.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 27%, 12% and 28%, respectively, below the GLR Phase 1+2 trip generation estimates, as indicated on **Attachment 1, Row 5b**.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 17% and 30%, respectively, below the GLR Phase 1+2 AM and PM peak hour trip assignments, as indicated on **Attachment 1, Row 6b**.

The CPB will clearly generate substantially less traffic than anticipated for Phases 1+2 in the 2005 Traffic Study.

Glen Loma Group
May 26, 2022

E. GLR Trip Reduction Effect on Traffic Volumes on Access Routes

The reduction in overall GLR trip generation is largely due to the reduction in commercial land uses in the Town Center, which is located in the central part of the GLR. As indicated on the “Percent of Total” column on **Attachment 2**:

- 78% of GLR traffic was expected to impact the Uvas Park Drive/Miller Avenue (15%), Santa Teresa Boulevard / Miller Avenue (20%) and Luchessa Avenue / Thomas Road (42%) intersections, which are the primary access routes to and from the Town Center.
- The current non-residential land uses in the Town Center are expected to generate a total of about 575 daily trips with 24 during the AM peak hour and 53 during the PM peak hour, as indicated on **Attachment 1, Row 1j**.
- This is a reduction of 7,250 daily trips, 303 AM peak hour trips and 662 PM peak hour trips from the 7,825 daily, 327 AM peak hour and 715 PM peak hour trips expected from the Town Center non-residential trips in GLR 1+2.

Again, all of the considerable GLR 1+2 non-residential trips were assumed to be external to the GLR, much of which were expected to impact the Luchessa Avenue bridge and the Miller Avenue crossing of Uvas Creek.

It is clear that the CPB will result in less traffic on the access routes including Thomas Road - Luchessa Avenue, Miller Avenue and Santa Teresa Boulevard north and south of the GLR than the volumes forecasted in the 2005 Traffic Study. The impacts from the CPB will be less than anticipated from GLR 1+2. The mitigations recommended in the 2005 Traffic Study for GLR 1+2 will therefore adequately mitigate the CPB impacts.

F. Current GLR Buildout Trip Generation Comparison with 2005 GLR Buildout

Finally, it should also be noted that:

- The full buildout of the original GLR was anticipated to generate about 24,294 net daily trips with 1,435 during the AM Peak Hour and 2,399 during the PM Peak Hour (**Attachment 1, Row 7c**).
- The CPB will generate less than one-half as much daily and more significant PM peak hour traffic as the original proposal (**Attachment 1, Rows 8 and 9**).

G. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the GLR 1+2 mitigation measures will adequately mitigate the CPB. No further traffic studies are required. No Phase 3 traffic improvements, including construction of the 10th Street bridge or the Luchessa Ave. bridge widening, are required for the Glen Loma Ranch CPB.

Glen Loma Group
May 26, 2022

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

						ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR RATE	PM PEAK HOUR RATE				
TRIP GENERATION RATES													
Single-Family Detached Housing (per unit)						210	8.77	0.72	0.93				
Multifamily Housing (Low-Rise) (per unit)						220	7.41	0.45	0.53				
Multifamily Housing (Mid-Rise) (per unit)						221	5.44	0.36	0.44				
Senior Adult Housing - Attached (per unit)						252	3.69	0.20	0.27				
General Office (per 1,000 sq. ft.)						710	9.74	1.16	1.15				
Quality Restaurant (per 1,000 sq. ft.)						931	83.84	0.73	7.80				
Shopping Center (per 1,000 sq. ft.)						820	37.75	0.94	3.81				
						PROJECT SIZE			AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS			
CURRENT CPB TOTAL						Residential	Commercial	Municipal/Office	DAILY TRIPS				
1. CPB Without Olive Grove													
a. Single Family Homes						840 units			7,367	601	784		
b. Townhomes						277 units			2,053	126	146		
c. Apartments						80 units			435	29	35		
d. Senior Adult Housing - Attached						78 units			288	15	21		
e. Fire Station						0	sq. ft.	7,350	sq. ft.	50	12	2	
f. General Office						4,000	sq. ft.	0	sq. ft.	39	5	5	
g. Quality Restaurant						4,000	sq. ft.	0	sq. ft.	335	3	31	
h. Commercial						4,000	sq. ft.	0	sq. ft.	151	4	15	
i. Subtotal						1,275 units	12,000	sq. ft.	7,350	sq. ft.	10,718	795	1,039
j. Town Center Non-Residential (1e+f+g+h)									575	24	53		
2. CPB With Olive Grove													
a. Olive Grove Apartments						192 units			1,044	69	84		
b. Subtotal (1i + 2a)						1,467 units	12,000	sq. ft.	7,350	sq. ft.	11,762	864	1,123
3. 2005 TRAFFIC STUDY PHASES 1+2 *													
a. Phase 1						464 units	0	sq. ft.	0	sq. ft.	4,272	344	455
b. Phase 2						541 units	81,500	sq. ft.	30,000	sq. ft.	11,766	642	1,116
c. Phases 1+2 (3a + 3b)						1,005 units	81,500	sq. ft.	30,000	sq. ft.	16,038	986	1,571
d. Town Center Non-Residential Subtotal										7,825	327	715	
4. Original Phases 1+2 Traffic Assignment per 2005 Traffic Study, Figure 14**										1,037	1,605		
5. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Generation													
a. Net Numerical Difference (2b - 3c)									-4,276	-122	-448		
b. Net Percent Difference (5a divided by 3c)									-27%	-12%	-28%		
6. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Assignment													
a. Net Numerical Difference (2b - 4)										-173	-482		
b. Net Percent Difference (6a divided by 4)										-17%	-30%		
7. ORIGINAL GLR BUILDOUT *													
a. Phase 3 Only						685 units	46,500	sq. ft.	27,500	sq. ft.	10,955	608	1,095
b. Buildout (3c + 8a)						1,690 units	128,000	sq. ft.	57,500	sq. ft.	26,993	1,594	2,666
c. Net Buildout (7b minus 10% Internal Trips)										24,294	1,435	2,399	
8. Net Difference Between CPB With Olive Grove and Original Buildout (2b - 7c)									-12,532	-571	-1,276		
9. CPB as Percent of Original Buildout - With Olive Grove (2b divided by 8c)									48%	60%	47%		

Notes:

1. Trip generation rates - Institute of Transportation Engineers (ITE) "Trip Generation Manual," 10th Edition, 2017.
2. Trip activity for all residential land uses utilize fitted curve equations. Cited trip rates are equivalent rates per housing unit.
3. CPB data cited from *Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures Per the Glen Loma Ranch Development Agreement Section 4.4.7*, Keith Higgins Traffic Engineer, May 19, 2019. Commercial uses represent current CPB max. size.
4. * - 2005 Traffic Study Trip Generation - "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005. See Attachment 2.
5. ** - 2005 Traffic Study Trip Assignment - "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005. See Attachments 3 and 4.

Table 6
Project Trip Generation

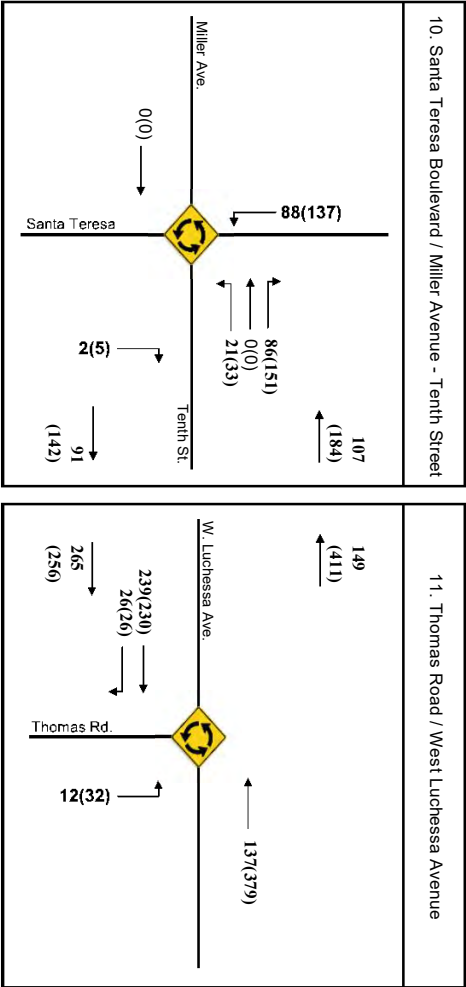
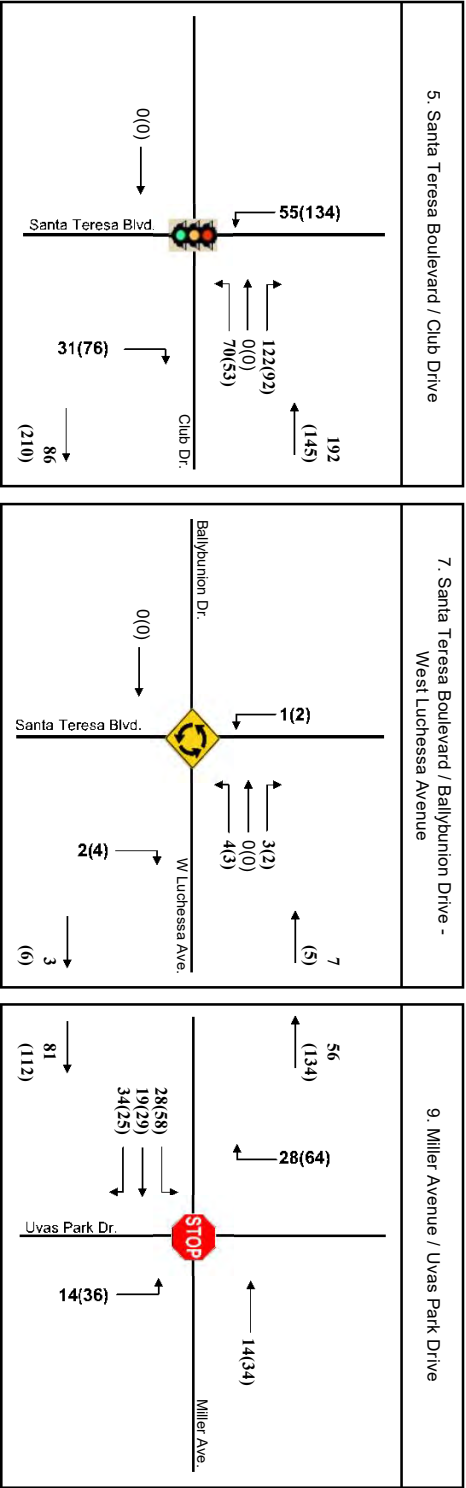
	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIP RATES	PEAK HOUR TRIP RATES & DISTRIBUTION							
				AM PEAK HOUR				PM PEAK HOUR			
				TOTAL PEAK HOUR	% OF Daily Trips	IN	OUT	TOTAL PEAK HOUR	% OF Daily Trips	IN	OUT
TRIP GENERATION RATES											
Single Family Detached Housing	210	793 Homes	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
Town Homes	231	570 Units	5.86	0.67	11%	0.25	0.75	0.78	13%	0.58	0.42
Apartments	220	177 Units	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Senior Housing (Congregate Care Facility) ¹	251	150 Units	4.52	0.16	4%	0.45	0.55	0.25	5%	0.61	0.39
Total Number Housing Units		1690 Units									
General Retail - Specialty Retail	814	20,000 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
- Video Store	896	4,000 SF	175.00	0.00	0%	0.00	0.00	13.60	8%	0.46	0.54
- Bank	912	5,000 SF	246.49	12.34	5%	0.56	0.44	45.74	19%	0.50	0.50
Community Building	495	5,000 SF	114.00	1.62	1%	0.61	0.39	1.64	1%	0.29	0.71
Commercial/Service	SANDAG	25,000 SF	120.00	4.80	4%	0.60	0.40	12.00	10%	0.50	0.50
Restaurants - Quality	931	10,000 SF	89.95	0.81	1%	0.50	0.50	7.49	8%	0.67	0.33
- High Turnover	932	10,000 SF	127.15	11.52	9%	0.52	0.48	10.92	9%	0.61	0.39
Supermarket	850	34,000 SF	102.24	3.25	3%	0.61	0.39	10.45	10%	0.51	0.49
Offices	710	35,000 SF	11.01	1.55	14%	0.88	0.12	1.49	14%	0.17	0.83
Convenience Market (Northern Commercial)	852	3,000 SF	492.00	31.20	6%	0.50	0.50	34.57	7%	0.49	0.51
Specialty Retail (Northern Commercial)	814	4,500 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
Total Town Center & Northern Commercial		155,500 SF									
Fire Station ²		30,000 SF	50.00	12.00	24%	6.00	6.00	2.00	4%	1.00	1.00
NUMBER OF TRIPS GENERATED											
	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
				TOTAL PEAK HOUR	% OF Daily Trips	TRIPS IN	TRIPS OUT	TOTAL PEAK HOUR	% OF Daily Trips	TRIPS IN	TRIPS OUT
PROJECT TRIPS - PHASE 1 (2005 to 2010)											
Single Family Detached Housing	210	405 Homes	3,876	304	8%	76	228	409	11%	258	151
Town Homes	231	59 Units	396	40	10%	10	30	46	12%	27	19
TOTAL PROJECT TRIPS - PHASE I (Residential only)		464 Units	4,272	344	8%	86	258	455	11%	285	170
PROJECT TRIPS - PHASE 2 (2010 to 2014)											
Single Family Detached Housing	210	167 Homes	1,598	125	8%	31	94	169	11%	106	63
Town Homes	231	197 Units	1,154	100	9%	20	80	122	11%	79	43
Apartments	220	177 Units	1,189	90	8%	18	72	110	9%	72	38
Total Trips Housing Units		541 Units	3,941	315	8%	69	246	401	10%	257	144
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	2,500 SF	225	2	1%	1	1	19	8%	13	6
- High Turnover	932	2,500 SF	318	29	9%	15	14	27	8%	16	11
Supermarket	850	34,000 SF	3,476	111	3%	68	43	355	10%	181	174
Offices	710	12,500 SF	138	19	14%	17	2	19	14%	3	16
Convenience Market (Northern Commercial)	852	3,000 SF	1,476	94	6%	47	47	104	7%	51	53
Specialty Retail (Northern Commercial)	814	4,500 SF	199	0	0%	0	0	12	6%	5	7
Total Trips Town Center & Northern Commercial		81,500 SF	7,775	315	4%	184	131	713	9%	356	357
Fire Station ²		30,000 SF	50	12	24%	6	6	2	4%	1	1
TOTAL PROJECT TRIPS - PHASE 2			11,766	642	5%	259	383	1,116	9%	614	502
PROJECT TRIPS - PHASE 3 (2014 to 2018)											
Single Family Detached Housing	210	221 Homes	2,115	166	8%	42	124	223	11%	140	83
Town Homes	231	314 Units	1,840	160	9%	32	128	195	11%	127	68
Senior Housing (Congregate Care Facility) ¹	252	150 Units	678	25	4%	11	14	37	5%	23	14
Total Trips Housing Units		685 Units	4,633	351	8%	85	266	455	10%	290	165
Community Building	495	5,000 SF	570	8	1%	5	3	8	1%	2	6
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
- Video Store	896	4,000 SF	700	0	0%	0	0	54	8%	25	29
- Bank	912	5,000 SF	1,232	62	5%	35	27	229	19%	115	114
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	7,500 SF	675	6	1%	3	3	56	8%	38	18
- High Turnover	932	7,500 SF	954	86	9%	45	41	82	9%	50	32
Offices	710	22,500 SF	248	35	14%	31	4	34	14%	6	28
Total Trips Town Center & Northern Commercial		74,000 SF	6,322	257	4%	155	102	640	10%	323	317
TOTAL PROJECT TRIPS - PHASE 3			10,955	608	6%	240	368	1,095	10%	613	482
TOTAL PROJECT TRIPS - BUILDOUT			26,993	1,594	6%	585	1,009	2,666	10%	1,512	1,154
Internal Trips ³ (-10%)			2,699	159		59	101	267		151	115
TOTAL PRIMARY PROJECT BUILDOUT TRIPS		1690 Units 155,500 SF	24,294	1,435	6%	526	908	2,399	10%	1,361	1,039

Notes:

Trip generation rates based on Institute of Transportation Engineers, ITE Trip Generation, 7th Edition, 2007, unless otherwise noted.

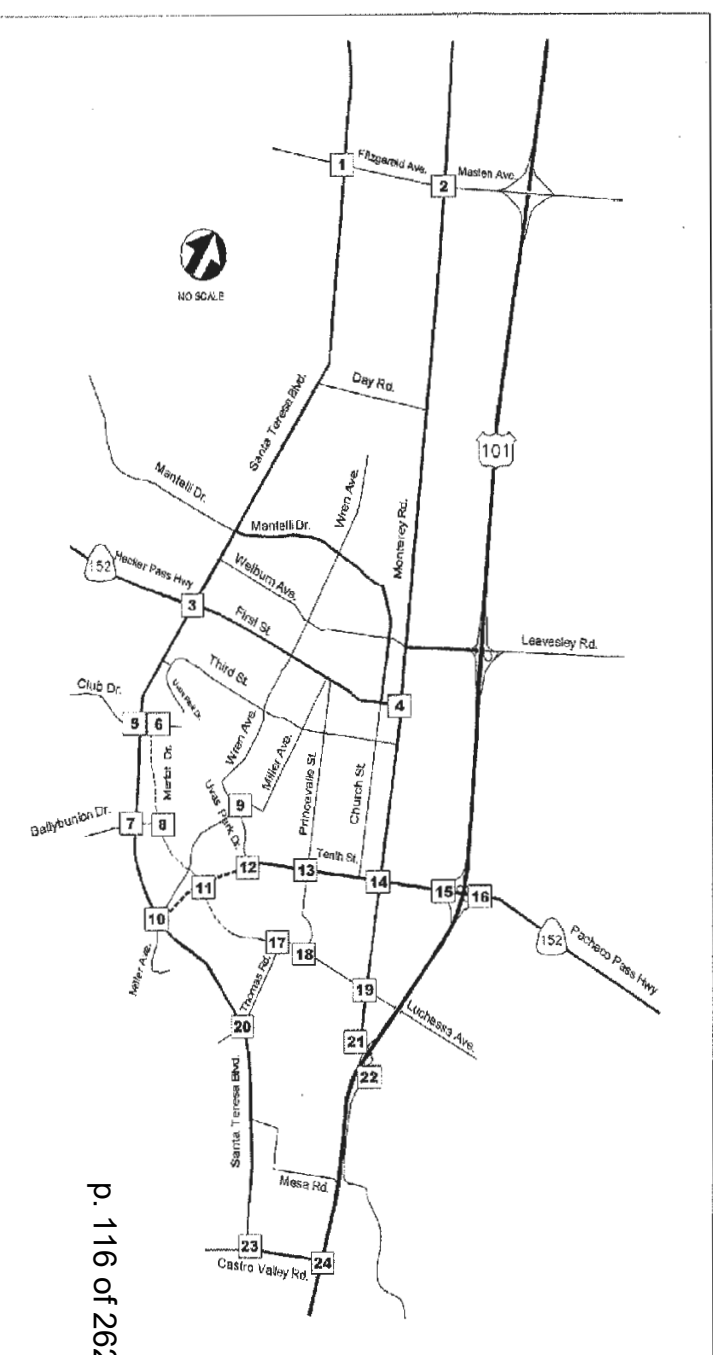
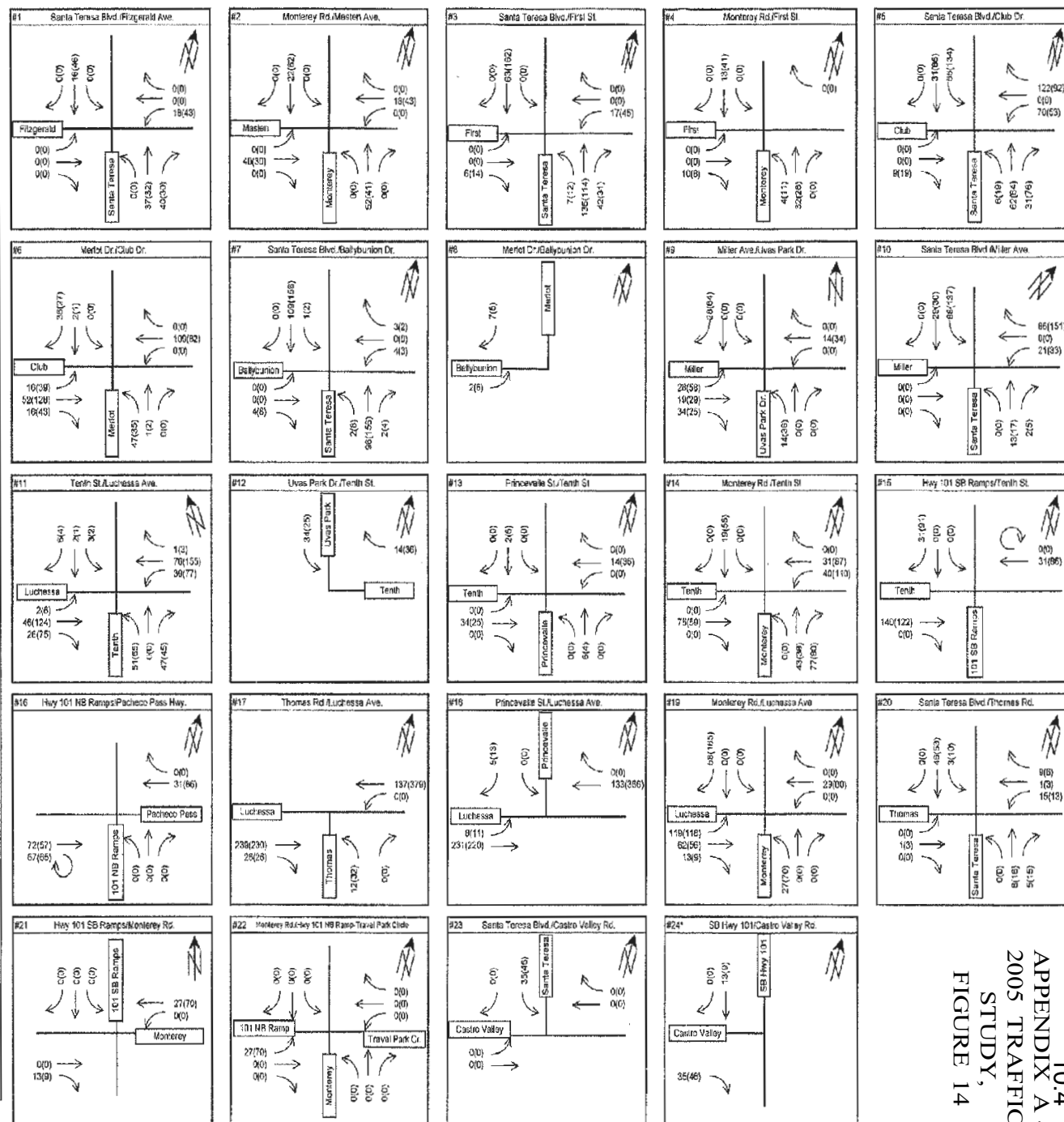
1. Based on a Paper Presentation at the ITE 2007 Meeting on Senior Housing Trip Generation and Parking Requirements.

2. Based on data from the Census of Non-Residential Trips Due to Neighborhood District Land Use.



		AM Peak Hour			Percent of Total	PM Peak Hour			Percent of Total
		In	Out	Total		In	Out	Total	
A. Figure 14 - Trip Assignment - Phase 1 + Phase 2									
Intersection									
No.	Name								
5	Santa Teresa / Club	86	192	278	27%	210	145	355	22%
7	Santa Teresa / Ballybunion	3	7	10	1%	6	5	11	1%
9	Uvas Park / Miller	56	81	137	13%	134	112	246	15%
10	Santa Teresa / Miller	91	107	198	19%	142	184	326	20%
11	Luchessa / Thomas	149	265	414	40%	411	256	667	42%
Total		385	652	1,037	100%	903	702	1,605	100%
B. Table 6 - Project Trip Generation Totals									
GLRPhase 1		86	258	344		285	170	455	
GLRPhase 2		259	383	642		614	502	1,116	
Phases 1+2		345	641	986		899	672	1,571	
C. Trip Assignment Increase Above Trip Generation									
		40	11	51		4	30	34	
D. GLR1+2 Trip Assignment as Percent of GLR1+2 Trip									
		112%	102%	105%		100%	104%	102%	
Source: "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005 (2005 Traffic Study), Table 6 and Figure 14.									

FIGURE 14
Project Trips - Phase 1 + Phase 2
AM & PM Peak Hour Volumes



10 volumes at intersection #24 were only used for freeway weaving analysis.

XX (YY) = AM (PM)

Glen Loma Ranch – Comparison of Intersection Mitigation
Measures in the 2005 EIR with
Current Projected Buildout (CPB)



Keith Higgins

Traffic Engineer

June 7, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Avenue D143
Gilroy, CA 95020

Re: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)

Dear Augie:

This letter is in response to a request by Jon Biggs, Gilroy Interim Planning Director, to analyze the effect of the reduced trip generation from the Glen Loma Ranch Current Projected Buildout (CPB) on project traffic distribution, assignment and traffic operations at the following intersections and streets with remaining mitigation measures.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 and 44)
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 and 39)
4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)
5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (Associated with Mitigation 41)
7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The locations of these intersections are shown on **Attachment A**. For reference, the original 2005 Project mitigations for these seven intersections are excerpted in **Attachment B**.

A. CPB Trip Generation Summary

My letter to you dated May 26, 2022 indicated that the CPB will generate about 11,762 daily trips with 864 in the AM peak hour and 1,123 in the PM peak hour. These are about 27% less daily trips and 17% less AM traffic and 30% less PM traffic than was anticipated for Glen Loma Ranch Phases 1+2 (Phases 1+2). The CPB is also expected to generate about 60% less AM peak hour traffic and 40% less PM peak hour traffic than the 24,294 daily, 1,435 AM and 2,399 PM trips anticipated for the original Glen Loma Ranch Buildout.

Glen Loma Group
June 7, 2022

B. CPB Traffic Volume Forecasts

The CPB AM and PM peak hour trip assignments to the study intersections are illustrated on **Attachment C** using the same trip distribution and assignment assumptions used in the “Glen Loma Ranch Specific Plan Traffic Impact Report,” June 6, 2005, prepared by my previous firm, Higgins Associates, (2005 Traffic Study). CPB volumes are added to the 2005 Traffic Study Background volumes, the base volumes for the analysis of Phases 1+2 impacts. The resulting CPB volumes are depicted on **Attachment D**.

C. Background Plus CPB Traffic Operations

Attachment E provides a summary table with Background plus Phases 1+2 (Phases 1+2) levels of service and recommended mitigation measures used as the basis for the mitigation measures described in **Attachment B**. It also tabulates levels of service and recommended mitigation measures with the lower CPB volumes. The results by intersection are as follows.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)

The Santa Teresa Boulevard / Fitzgerald Avenue intersection had four-way stop control at the time when the 2005 Traffic Study was prepared. The mitigation included the installation of a traffic signal for Phases 1+2 traffic conditions. The traffic signal was installed many years ago. No additional mitigations were identified to accommodate Phases 1+2. The CPB will result in less traffic at this intersection, with slightly improved traffic operations compared to what was expected with Phases 1+2 impacts. No additional mitigations are required for the CPB.

2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 & 44)

The Santa Teresa Boulevard / First Street (State Route 152) intersection was expected to operate at LOS C under Phases 1+2 conditions. CPB traffic operations will be slightly better than what was expected under the Phases 1 + 2 condition. Mitigations 37 and 44 were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 & 39)

Phases 1+2 mitigation at the Miller Avenue / Uvas Park Drive intersection included the installation of a northbound Uvas Park Drive left turn lane. This mitigation will be required for the CPB as well, although traffic volumes will be lower than expected with Phases 1+2. Mitigation 39 was identified for Phase 3 impacts and thus is not triggered at this intersection by the CPB.

4. Study Intersection 13 – Princeville Street / Tenth Street (Mitigation 40)

The Princeville Street / 10th St intersection was signalized in 2005. The mitigation at this intersection included adding left turn traffic signal phasing (left turn arrows) on all four intersection approaches to better accommodate the high amount of pedestrian traffic before and after school hours at Gilroy High School and Glen View

Glen Loma Group
June 7, 2022

Elementary School. The left turn phasing was installed many years ago. No additional mitigation is required for the CPB at this intersection.

5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)

The mitigation at the Thomas Road / Luchessa Avenue intersection was the conversion of an all-way stop controlled channelized intersection to a one lane roundabout. This was constructed in 2015. It was adequate mitigation for Phases 1+2 and will adequately mitigate the lower volumes now anticipated for the CPB. No additional mitigation is required for the CPB at this intersection.

6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (indirectly associated with Mitigation 41 and Luchessa Avenue bridge widening)

The Princevalle / Luchessa Avenue intersection had stop control and no eastbound Luchessa Avenue left turn lane in 2005. Mitigation was recommended to include a traffic signal and eastbound left turn lane, which were installed in 2016. This mitigation is adequate to accommodate Phases 1+2. It will operate better with the lower volume CPB. No additional mitigation is required for the CPB at this intersection.

7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The Monterey Road / Luchessa Avenue intersection was determined in the 2005 EIR to not require mitigation to accommodate Phases 1+2 impacts. The impacts for the CPB will be reduced from the impacts expected under Phases 1 + 2. It will therefore operate acceptably with no mitigation for the CPB. Mitigation 43 was identified for Phase 3 impacts and thus is not triggered at this intersection for the CPB.

D. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB. The specific CPB mitigations at each study intersection are summarized below.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue – No additional mitigations are required for the CPB.
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive – The existing mitigation measure to construct a northbound Uvas Park Drive left turn lane will be required for the CPB.
4. Study Intersection 13 – Princevalle Street / Tenth Street – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
5. Study Intersection 17 – Thomas Road / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.

Glen Loma Group
June 7, 2022

7. Study Intersection 19 – Monterey Road / Luchessa Avenue – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

Attachment A, Sheet 1 of 2

**INTERSECTIONS AND STREETS WITH REMAINING GLEN
LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES**



Attachment A, Sheet 2 of 2
INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA
RANCH SPECIFIC PLAN MITIGATION MEASURES



Attachment B

Transportation Mitigation Measures for the Subject Intersections from the Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan

This information is provided for reference only. **SGN 2003042018, Dated: March 24, 2014**

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project

34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Note: MM 34 partially implemented – the signal was built at this location and is operational.

35. Add a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

37. Add second eastbound and westbound left turn lanes to the Santa Teresa Boulevard/First Street intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

40. Convert the signal phasing at the Princeville Street/Tenth Street intersection from permitted phasing to protected phasing.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Note: MM 40 has been implemented – the signal modification was installed at this location and is operational.

41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

OR

If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right turn lane was added, add a second westbound left turn lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Attachment B

Transportation Mitigation Measures for the Subject Intersections from the Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan

This information is provided for reference only. **SGN 2003042018, Dated: March 24, 2014**

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project (continued)

42. Signalize the Princevalle Street/Luchessa Avenue intersection and add an eastbound left turn lane.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

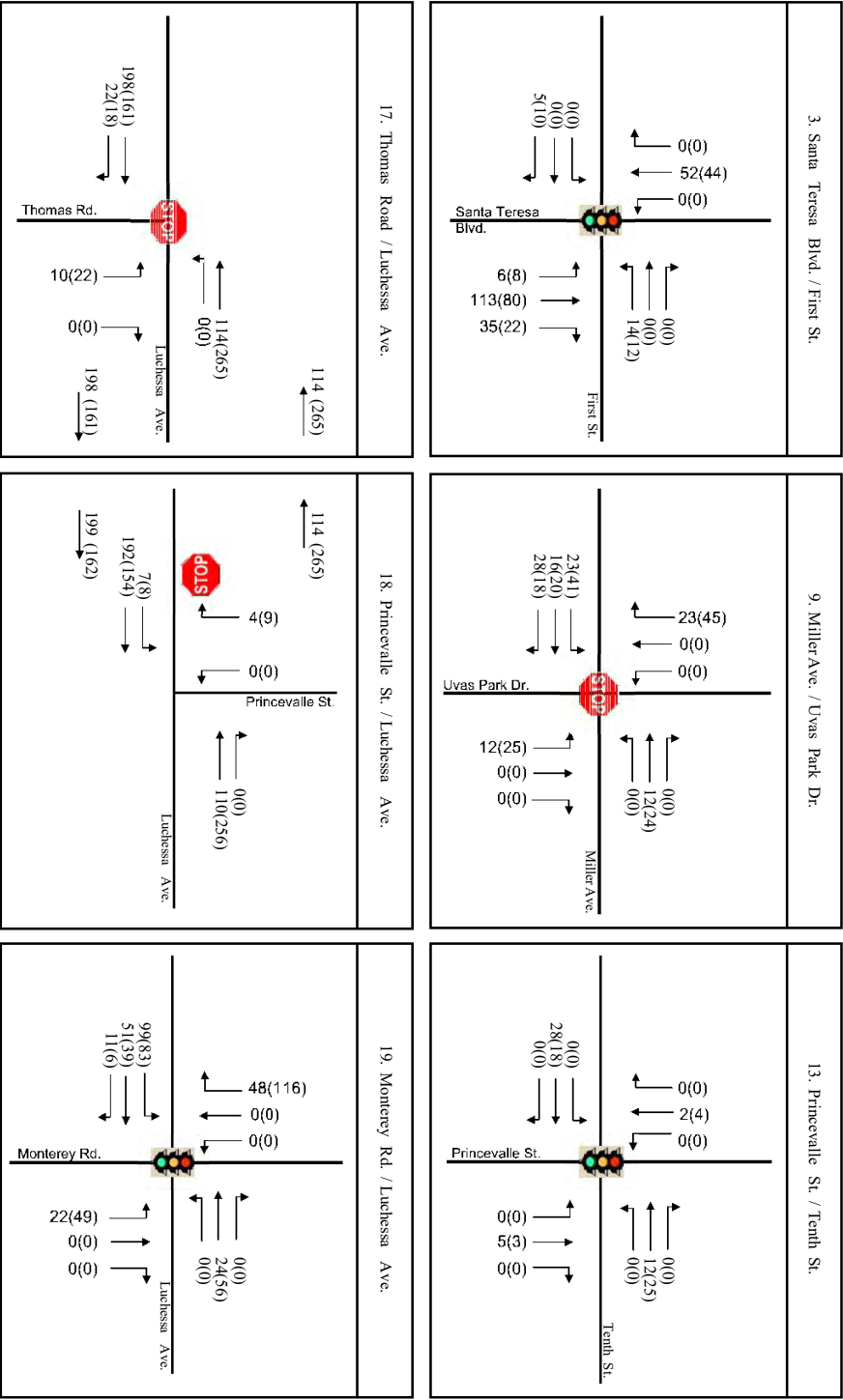
Note: MM 42 complete – the project was built and is operational.

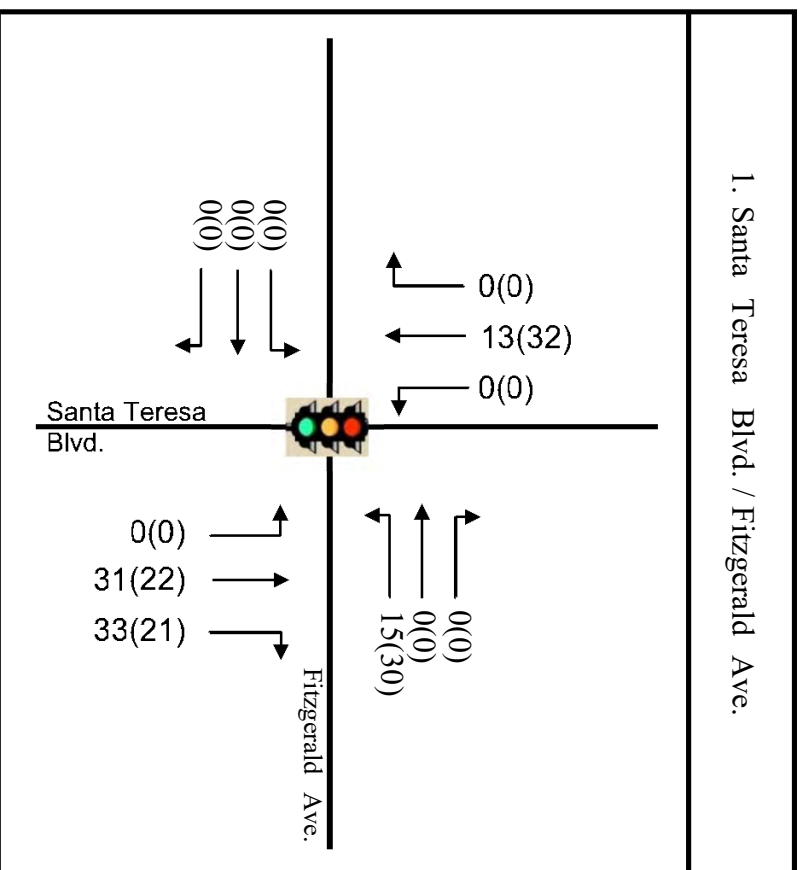
43. Add second northbound and westbound left turn lanes at the Monterey Street/Luchessa Avenue intersection.

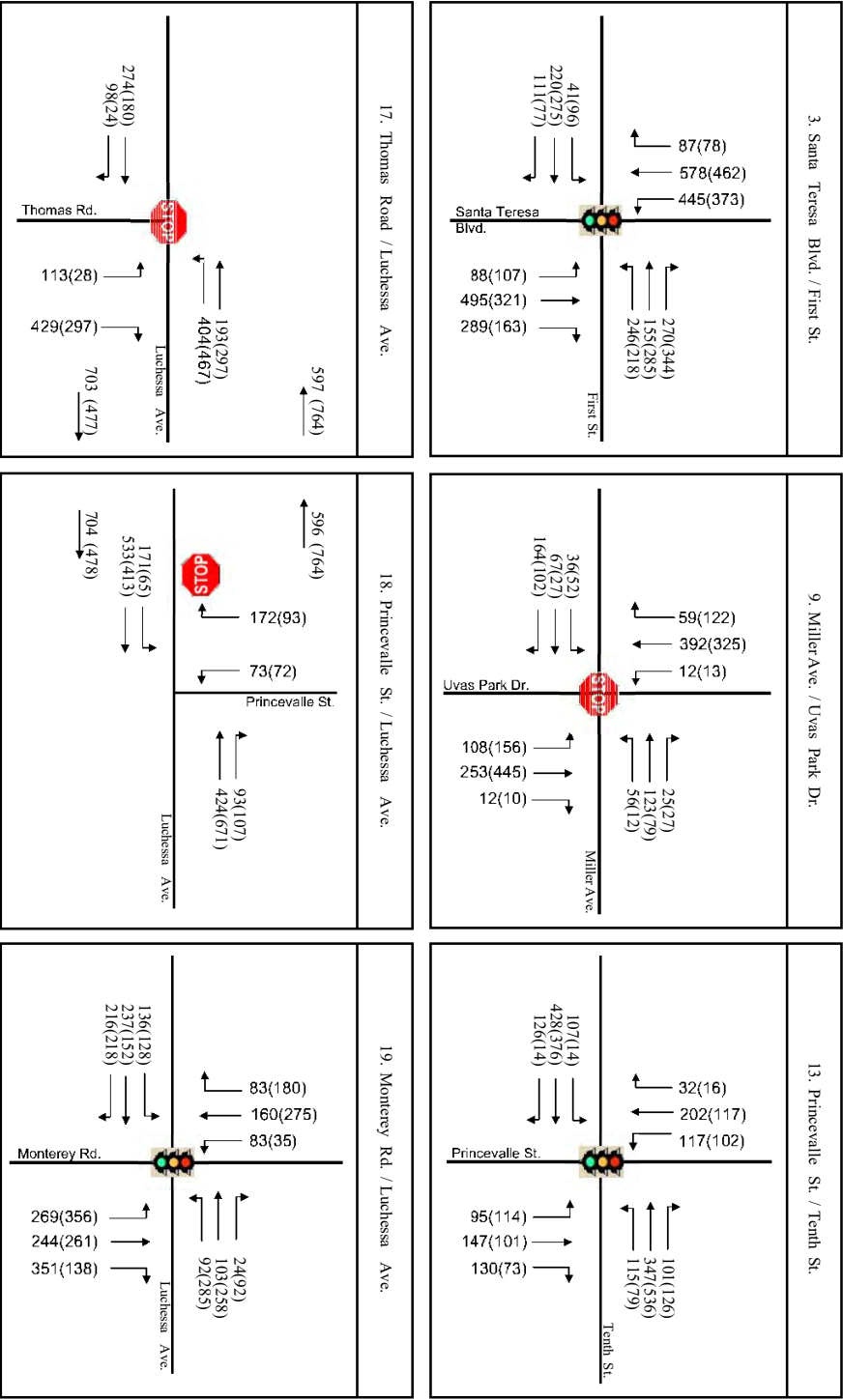
The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

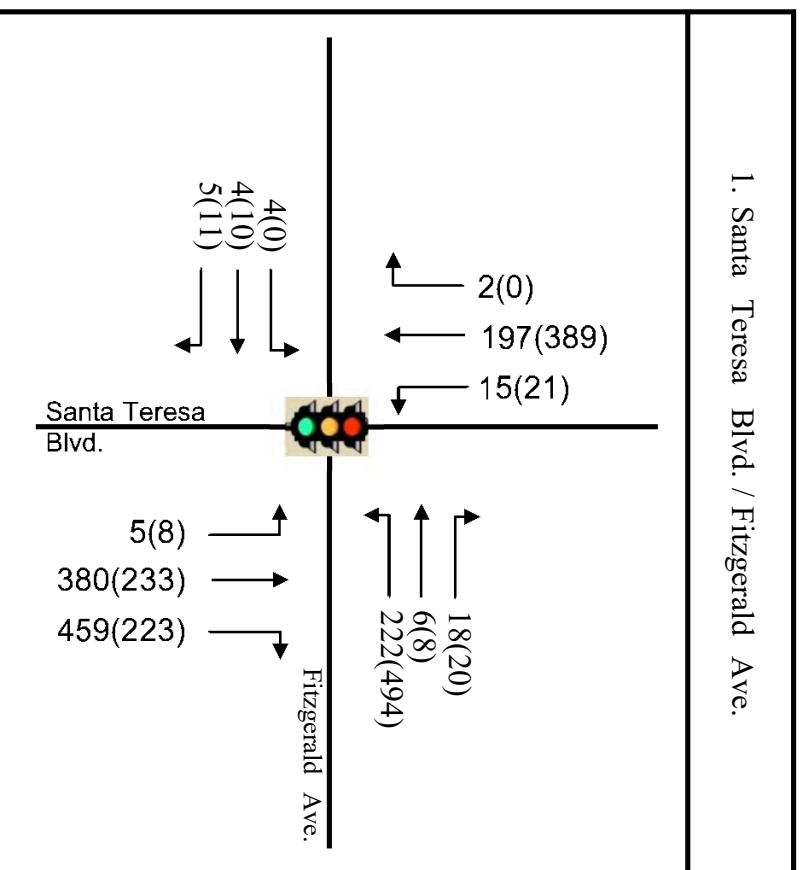
44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.









Attachment E
Remaining Glen Loma Ranch Intersections
Levels of Service with GLRPhases 1+2 and

Intersection	Level of Service Standard	CPB 2005 Intersection Control	Operations Type	Background + Phases 1+2 (2005 TIA)				Background + CPB			
				AM		PM		AM		PM	
				Del	LOS	Del	LOS	Del	LOS	Del	LOS
1 Santa Teresa Fitzgerald	County: LOSD City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	14.8	B	35.2	E	14.7	B	31.4	D
			Improvements Already Implemented Delay and LOS With Mitigations	21.1	C+	30.5	C	21.0	C+	29.6	C
			GLREIR Mitigation	Traffic Signal already installed. None Required.				N.A.			
			Recommended CPB Mitigation	N.A.				Traffic Signal already installed. None Required.			
3 Santa Teresa First	City: LOSC	Signal	Unmitigated Delay and LOS with Improvements in place in 2005 Delay and LOS With Mitigations	25.0	C	25.3	C	25.0	C	25.1	C
			GLREIR Mitigation	None Required				N.A.			
			Recommended CPB Mitigation	N.A.				None Required			
9 Miller Uvas	City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005 Delay and LOS With NBUvas Left Only	28.8	D	46.2	E	21.3	C	44.0	E
			GLREIR Mitigation	24.9	C	24.0	C	19.5	C	23.4	C
			Recommended CPB Mitigation	Add NBUvas Left Turn Lane				N.A.			
13 Princevalle Tenth	City: LOSC	Traffic Signal with No Left Turn Phases	Unmitigated Delay and LOS with Improvements in place in 2005	10.1	B+	9.1	A	10.2	B+	9.2	A
			GLREIR Mitigation	LTPhasing all 4 directions is already in place.				LTPhasing all 4 directions is already in place.			
			Recommended CPB Mitigation								
17 Thomas Luchessa	City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005 Delay and LOS With Mitigations	60.8	F	114.1	F	51.1	F	64.7	F
			GLREIR Mitigation	6.9	A	8.7	A	6.6	A	6.9	A
			Recommended CPB Mitigation	1-Lane Roundabout				1-Lane Roundabout			
18 Princevalle Luchessa	City: LOSD	Princevalle Stop Sign	Unmitigated Delay and LOS with Improvements in place in 2005	28.4	D	34.9	D	25.0	D	25.8	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			GLREIR Mitigation	None Required				None Required			
19 Monterey Luchessa		Signal	Unmitigated Delay and LOS with Improvements in place in 2005	23.9	C	29.4	C	23.4	C	28.0	C
			GLREIR Mitigation	None Required				None Required			
			Recommended CPB Mitigation					None Required			

Notes:

1. Delays under Background + Phases 1+2 were verified in analysis model, prior to use under Background + CPB, to either match exactly the values in 2005 report or to be no more than 1.0 seconds different.

Appendix 1

Level of Service Calculations

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 80 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10			
Lanes:	1	0	1	0	1	1	0	0	1	0	0	0	1!	0	0

Volume Module:AM Peak Hour

Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	386	465	15	201	2	4	4	5	225	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	386	465	15	201	2	4	4	5	225	6	18

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	578	631	720	508	546	5	156	156	195	509	14	41

Capacity Analysis Module:

Vol/Sat:	0.01	0.61	0.65	0.03	0.37	0.37	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:	****			****			****			****		
Delay/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:	16.3			12.2			9.6			13.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.3			12.2			9.6			13.7		
LOS by Appr:	C			B			A			B		
AllWayAvgQ:	0.0	1.5	1.7	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 49 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	1	0	1

Volume Module:AM Peak Hour

Base Vol:	89	518	295	445	590	87	41	220	112	249	155	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	518	295	445	590	87	41	220	112	249	155	270
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	518	148	445	590	44	41	220	56	249	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	518	148	445	590	44	41	220	56	249	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	89	518	148	445	590	44	41	220	56	249	155	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.14	0.08	0.14	0.16	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.4	14.8	14.8	15.3	22.6	22.6	6.2	12.5	12.5	15.4	21.7	0.0
Volume/Cap:	0.48	0.65	0.40	0.65	0.48	0.08	0.26	0.65	0.18	0.65	0.26	0.00
Uniform Del:	29.5	25.2	23.8	24.9	19.0	16.4	29.7	26.7	24.4	24.8	18.1	0.0
IncrementDel:	2.0	1.8	0.7	2.1	0.3	0.1	0.9	4.3	0.3	3.8	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 28.8
Optimal Cycle: 0 Level Of Service: D

Street Name:	Uvas Park Dr.						Miller Ave.									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign			
Rights:	Include						Include						Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:AM Peak Hour

Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	253	12	12	392	64	41	70	170	56	125	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	266	13	13	413	67	43	74	179	59	132	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	266	13	13	413	67	43	74	179	59	132	26

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12
Final Sat.:	148	341	16	14	455	74	70	119	289	118	263	53

Capacity Analysis Module:

Vol/Sat:	0.78	0.78	0.78	0.91	0.91	0.91	0.62	0.62	0.62	0.50	0.50	0.50
Crit Moves:	****			****			****			****		
Delay/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
LOS by Move:	D	D	D	E	E	E	C	C	C	C	C	C
ApproachDel:	27.3			41.5			18.7			16.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	27.3			41.5			18.7			16.5		
LOS by Appr:	D			E			C			C		
AllWayAvgQ:	2.4	2.4	2.4	4.8	4.8	4.8	1.2	1.2	1.2	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 6 Average Delay (sec/veh): 10.1
Optimal Cycle: 23 Level Of Service: B+

Street Name:	Princevalle St.						Tenth St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	0		0		0	0		0		0	0		0		0			
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0			
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1			

Volume Module:	AM Peak Hour											
Base Vol:	95	148	120	117	203	32	107	433	126	115	349	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	148	120	117	203	32	107	433	126	115	349	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	148	120	117	203	32	107	433	126	115	349	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	148	120	117	203	32	107	433	126	115	349	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	148	120	117	203	32	107	433	126	115	349	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	994	806	1750	1555	245	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:	****						****					
Green Time:	21.3	21.3	21.3	21.3	21.3	21.3	32.7	32.7	32.7	32.7	32.7	32.7
Volume/Cap:	0.15	0.42	0.42	0.19	0.37	0.37	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	13.2	14.6	14.6	13.3	14.3	14.3	6.6	8.1	6.7	6.7	7.6	6.6
IncrementDel:	0.1	0.4	0.4	0.1	0.4	0.4	0.1	0.3	0.1	0.1	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 0 Average Delay (sec/veh): 60.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Thomas Rd.	Luchessa Ave.	
Approach:	North Bound South Bound	East Bound West Bound	
Movement:	L - T - R L - T - R	L - T - R L - T - R	
Control:	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 0 1

Volume Module:	AM	Peak	Hour										
Base Vol:	115	0	431	0	0	0	0	315	102	405	216	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	115	0	431	0	0	0	0	315	102	405	216	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	115	0	431	0	0	0	0	315	102	405	216	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	115	0	431	0	0	0	0	315	102	405	216	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	115	0	431	0	0	0	0	315	102	405	216	0	

Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.65	0.35	0.00	
Final Sat.:	126	0	471	0	0	0	0	490	542	357	191	0	

Capacity Analysis Module:													
Vol/Sat:	0.91	xxxx	0.91	xxxx	xxxx	xxxx	xxxx	0.64	0.19	1.13	1.13	xxxx	
Crit Moves:			****					****			****		
Delay/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0	
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*	
ApproachDel:		42.8		xxxxxx				18.9			104.7		
Delay Adj:		1.00		xxxxxx				1.00			1.00		
ApprAdjDel:		42.8		xxxxxx				18.9			104.7		
LOS by Appr:		E		*				C			F		
AllWayAvgQ:	5.6	5.6	5.6	0.0	0.0	0.0	0.0	1.6	0.2	14.5	14.5	14.5	

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: D[28.4]

Street Name:	Princevalle St.					Luchessa Ave.														
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:AM Peak Hour

Base Vol:	0	0	0	74	0	173	172	573	0	0	448	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsc:	0	0	0	74	0	173	172	573	0	0	448	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	74	0	173	172	573	0	0	448	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	74	0	173	172	573	0	0	448	94

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1412	xxxx	495	542	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	154	xxxx	579	1037	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	132	xxxx	579	1037	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.56	xxxx	0.30	0.17	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	2.8	xxxx	1.2	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	62.5	xxxx	13.9	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			28.4			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 37 Level Of Service: C

Street Name:	Monterey Rd.						Luchessa Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Ovl			Ovl			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0

Volume Module:AM Peak Hour

Base Vol:	256	245	351	83	161	93	156	249	220	92	108	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	245	351	83	161	93	156	249	220	92	108	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	245	351	83	161	93	156	249	220	92	108	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	245	351	83	161	93	156	249	220	92	108	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	256	245	351	83	161	93	156	249	220	92	108	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1473	327

Capacity Analysis Module:

Vol/Sat:	0.15	0.06	0.20	0.05	0.04	0.05	0.09	0.13	0.13	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	31.2	30.5	41.3	9.8	9.0	29.8	20.7	27.0	58.2	10.8	17.1	26.8
Volume/Cap:	0.42	0.19	0.44	0.44	0.42	0.16	0.39	0.44	0.19	0.44	0.39	0.25
Uniform Del:	22.5	21.1	16.5	37.6	38.0	21.3	29.3	25.4	6.4	36.8	31.9	23.9
IncrementDel:	0.5	0.1	0.4	1.6	0.8	0.1	0.6	0.5	0.1	1.5	0.7	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
LOS by Move:	C+	C+	B	D	D+	C+	C	C	A	D+	C-	C
HCM2kAvgQ:	6	2	7	3	3	2	4	6	3	3	4	3

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 90 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 12 Average Delay (sec/veh): 36.2
Optimal Cycle: 0 Level Of Service: E

Street Name:	Santa Teresa Blvd					Fitzgerald Ave									
Approach:	North Bound		South Bound		East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include				
Min. Green:	7		10		10	7		10		10	4		4		4
Lanes:	1	0	1	0	1	1	0	0	1	0	0	0	0	1	0

Volume Module:	PM	Peak	Hour											
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	8	244	231	21	403	0	0	10	11	507	8	20		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	8	244	231	21	403	0	0	10	11	507	8	20		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	8	244	231	21	403	0	0	10	11	507	8	20		

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	452	485	535	460	492	0	0	202	223	517	8	20

Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.43	0.05	0.82	xxxx	xxxx	0.05	0.05	0.98	0.98	0.98
Crit Moves:	****			****			****			****		
Delay/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
LOS by Move:	B	C	B	B	D	*	*	B	B	F	F	F
ApproachDel:	15.5			32.9			11.1			58.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.5			32.9			11.1			58.5		
LOS by Appr:	C			D			B			F		
AllWayAvgQ:	0.0	0.9	0.7	0.0	3.3	3.3	0.0	0.0	0.0	7.4	7.4	7.4

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 44 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Protected					
Rights:	Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	1	0	1			

Volume Module:	PM	Peak	Hour											
Base Vol:	111	356	171	373	481	78	96	275	80	223	285	344		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	111	356	171	373	481	78	96	275	80	223	285	344		
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	111	356	86	373	481	39	96	275	40	223	285	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	111	356	86	373	481	39	96	275	40	223	285	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	111	356	86	373	481	39	96	275	40	223	285	0		

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750		

Capacity Analysis Module:														
Vol/Sat:	0.06	0.09	0.05	0.12	0.13	0.02	0.05	0.14	0.02	0.13	0.15	0.00		
Crit Moves:	****			****			****			****				
Green Time:	8.5	11.2	11.2	14.2	16.9	16.9	8.7	17.3	17.3	15.3	23.9	0.0		
Volume/Cap:	0.52	0.58	0.30	0.58	0.52	0.09	0.44	0.58	0.09	0.58	0.44	0.00		
Uniform Del:	28.9	27.2	25.9	25.2	23.0	20.6	28.4	23.2	20.3	24.5	17.9	0.0		
IncrementDel:	2.4	1.5	0.6	1.4	0.6	0.1	1.4	1.9	0.1	2.3	0.5	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
Delay/Veh:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	0.0		
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A		
HCM2kAvgQ:	3	5	2	5	5	1	3	6	1	6	5	0		

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 0 Average Delay (sec/veh): 46.2
Optimal Cycle: 0 Level Of Service: E

Street Name:	Uvas Park Dr.						Miller Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module: PM Peak Hour

Base Vol:	168	445	10	13	325	141	91	35	109	12	90	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	445	10	13	325	141	91	35	109	12	90	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	445	10	13	325	141	91	35	109	12	90	27

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.71	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	159	422	9	16	396	172	189	73	227	41	311	93

Capacity Analysis Module:

Vol/Sat:	1.06	1.06	1.06	0.82	0.82	0.82	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:	****			****			****			****		
Delay/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
LOS by Move:	F	F	F	D	D	D	C	C	C	B	B	B
ApproachDel:	76.9			30.1			15.7			13.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	76.9			30.1			15.7			13.2		
LOS by Appr:	F			D			C			B		
AllWayAvgQ:	11.1	11.1	11.1	3.4	3.4	3.4	0.8	0.8	0.8	0.3	0.3	0.3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 6 Average Delay (sec/veh): 9.1
Optimal Cycle: 23 Level Of Service: A

Street Name:	Princevalle St.						Tenth St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1	0	1				

Volume Module:	PM	Peak	Hour											
Base Vol:	114	101	73	102	119	16	14	383	14	79	548	126		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	114	101	73	102	119	16	14	383	14	79	548	126		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	114	101	73	102	119	16	14	383	14	79	548	126		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	114	101	73	102	119	16	14	383	14	79	548	126		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	114	101	73	102	119	16	14	383	14	79	548	126		

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:	1750	1045	755	1750	1587	213	1750	1900	1750	1750	1900	1750		

Capacity Analysis Module:														
Vol/Sat:	0.07	0.10	0.10	0.06	0.08	0.08	0.01	0.20	0.01	0.05	0.29	0.07		
Crit Moves:	****									****				
Green Time:	13.6	13.6	13.6	13.6	13.6	13.6	40.4	40.4	40.4	40.4	40.4	40.4		
Volume/Cap:	0.29	0.43	0.43	0.26	0.33	0.33	0.01	0.30	0.01	0.07	0.43	0.11		
Uniform Del:	19.2	19.9	19.9	19.1	19.4	19.4	3.2	4.0	3.2	3.3	4.5	3.4		
IncrementDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	0.2	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Delay/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5		
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A		
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1		

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.348
Loss Time (sec): 0 Average Delay (sec/veh): 114.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Thomas Rd.	Luchessa Ave.	
Approach:	North Bound South Bound	East Bound West Bound	
Movement:	L - T - R L - T - R	L - T - R L - T - R	
Control:	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 0 1

Volume Module:	PM	Peak	Hour										
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	38	0	297	0	0	0	0	249	32	467	411	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	38	0	297	0	0	0	0	249	32	467	411	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	38	0	297	0	0	0	0	249	32	467	411	0	

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.00	0.89	0.00	0.00	0.00	0.00	1.00	1.00	0.53	0.47	0.00
Final Sat.:	71	0	553	0	0	0	0	561	630	346	305	0

Capacity Analysis Module:												
Vol/Sat:	0.54	xxxx	0.54	xxxx	xxxx	xxxx	xxxx	0.44	0.05	1.35	1.35	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	14.9			xxxxxx				13.2			184.3	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	14.9			xxxxxx				13.2			184.3	
LOS by Appr:	B				*			B			F	
AllWayAvgQ:	1.1	1.1	1.1	0.0	0.0	0.0	0.0	0.7	0.1	31.8	31.8	31.8

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[34.9]

Street Name:	Princevalle St.					Luchessa Ave.														
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	72	0	97	67	478	0	0	780	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsc:	0	0	0	72	0	97	67	478	0	0	780	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	97	67	478	0	0	780	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	72	0	97	67	478	0	0	780	107

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1446	xxxx	834	887	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	147	xxxx	371	772	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	137	xxxx	371	772	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.53	xxxx	0.26	0.09	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	2.5	xxxx	1.0	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	57.6	xxxx	18.1	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			34.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 56 Level Of Service: C

Street Name:	Monterey Rd.						Luchessa Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Ovl			Ovl			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0

Volume Module:	PM	Peak	Hour											
Base Vol:	377	261	138	35	275	229	164	170	220	285	282	92		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	377	261	138	35	275	229	164	170	220	285	282	92		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	377	261	138	35	275	229	164	170	220	285	282	92		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	377	261	138	35	275	229	164	170	220	285	282	92		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	377	261	138	35	275	229	164	170	220	285	282	92		

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1357	443

Capacity Analysis Module:												
Vol/Sat:	0.22	0.07	0.08	0.02	0.07	0.13	0.09	0.09	0.13	0.16	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	28.5	29.5	55.3	8.6	9.6	22.0	12.4	14.2	42.7	25.8	27.5	36.1
Volume/Cap:	0.68	0.21	0.13	0.21	0.68	0.54	0.68	0.57	0.27	0.57	0.68	0.52
Uniform Del:	26.8	21.8	7.3	37.6	38.7	29.6	36.9	35.1	14.2	27.4	27.4	20.4
IncrementDel:	3.4	0.1	0.1	0.6	4.7	1.3	7.6	2.6	0.2	1.6	3.4	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
LOS by Move:	C	C+	A	D+	D	C	D	D+	B	C	C	C+
HCM2kAvgQ:	11	3	2	1	5	7	6	5	4	8	11	9

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

MITIG8 - Bkgnd+Ph1+2 AM Wed May 11, 2022 11:33:25

Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #9001 Santa Teresa / Fitzgerald
*****
Cycle (sec): 70 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: 49 Level Of Service: C+
*****
Street Name: Santa Teresa Blvd Fitzgerald Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:AM Peak Hour
Base Vol: 5 386 465 15 201 2 4 4 5 225 6 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 386 465 15 201 2 4 4 5 225 6 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 386 465 15 201 2 4 4 5 225 6 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 386 465 15 201 2 4 4 5 225 6 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 386 465 15 201 2 4 4 5 225 6 18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.31 0.31 0.38 0.91 0.02 0.07
Final Sat.: 1900 1900 1900 1900 1881 19 585 585 731 1717 46 137
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.20 0.24 0.01 0.11 0.11 0.01 0.01 0.01 0.13 0.13 0.13
Crit Moves: ****
Green Time: 13.9 26.7 26.7 7.0 19.8 19.8 10.0 10.0 10.0 14.3 14.3 14.3
Volume/Cap: 0.01 0.53 0.64 0.08 0.38 0.38 0.05 0.05 0.05 0.64 0.64 0.64
Uniform Del: 22.6 16.8 17.7 28.6 20.1 20.1 25.9 25.9 25.9 25.5 25.5 25.5
IncrementDel: 0.0 0.8 2.0 0.2 0.4 0.4 0.1 0.1 0.1 3.6 3.6 3.6
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 22.6 17.6 19.7 28.8 20.6 20.6 26.0 26.0 26.0 29.1 29.1 29.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.6 17.6 19.7 28.8 20.6 20.6 26.0 26.0 26.0 29.1 29.1 29.1
LOS by Move: C+ B B- C C+ C+ C C C C C C
HCM2kAvgQ: 0 7 9 0 4 4 0 0 0 6 6 6
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+Ph1+2 AM Thu May 26, 2022 12:14:09

Page 1-1

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)
*****
Intersection #9009 Uvas Park / Miller
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 Average Delay (sec/veh): 24.9
Optimal Cycle: 0 Level Of Service: C
*****
Street Name: Uvas Park Dr. Miller Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:AM Peak Hour
Base Vol: 110 253 12 12 392 64 41 70 170 56 125 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 253 12 12 392 64 41 70 170 56 125 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 116 266 13 13 413 67 43 74 179 59 132 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 116 266 13 13 413 67 43 74 179 59 132 26
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 116 266 13 13 413 67 43 74 179 59 132 26
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.95 0.05 0.02 0.84 0.14 0.15 0.25 0.60 0.27 0.61 0.12
Final Sat.: 449 459 22 14 461 75 72 124 301 123 275 55
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.26 0.58 0.58 0.89 0.89 0.89 0.60 0.60 0.60 0.48 0.48 0.48
Crit Moves: ****
Delay/Veh: 12.8 18.2 18.2 39.9 39.9 39.9 17.9 17.9 17.9 15.8 15.8 15.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.8 18.2 18.2 39.9 39.9 39.9 17.9 17.9 17.9 15.8 15.8 15.8
LOS by Move: B C C E E E C C C C C C
ApproachDel: 16.6 39.9 17.9 15.8
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 16.6 39.9 17.9 15.8
LOS by Appr: C E C
AllWayAvgQ: 0.3 1.1 1.1 4.7 4.7 4.7 1.1 1.1 1.1 0.7 0.7 0.7
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+Ph1+2 AM Thu May 26, 2022 12:24:00

Page 1-1

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-----
                        Level Of Service    Computation    Report
                    FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection      #9017 Thomas / Luchessa
*****
Average Delay (sec/veh):      6.9          Level Of Service:  A
*****
Street Name:      Thomas Rd.              Luchessa Ave.
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:           1              0              1              1
-----|-----|-----|-----|
Volume Module:AM Peak Hour
Base Vol:        115      0      429      0      0      0      0      315      102      404      216      0
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:     115      0      429      0      0      0      0      315      102      404      216      0
User Adj:        1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:         1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      115      0      429      0      0      0      0      315      102      404      216      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:     115      0      429      0      0      0      0      315      102      404      216      0
PCE Adj:         1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:         1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:     115      0      429      0      0      0      0      315      102      404      216      0
-----|-----|-----|-----|
PCE Module:
AutoPCE:         115      0      429      0      0      0      0      315      102      404      216      0
TruckPCE:        0      0      0      0      0      0      0      0      0      0      0      0
ComboPCE:        0      0      0      0      0      0      0      0      0      0      0      0
BicyclePCE:      0      0      0      0      0      0      0      0      0      0      0      0
AdjVolume:       115      0      429      0      0      0      0      315      102      404      216      0
-----|-----|-----|-----|
Delay Module:    >> Time Period: 0.25 hours <<
CircVolume:      315              735              404              115
MaxVolume:       1030              xxxxxx              982              1138
PedVolume:       0              0              0              0
AdjMaxVol:       1030              xxxxxx              982              1138
ApproachVol:     544              xxxxxx              417              620
ApproachV/C:     0.53              1.00              0.42              0.54
ApproachDel:     7.3              xxxxxx              6.3              6.9
ApproachLOS:     A              *              A              A
Queue:          3.2              xxxx              2.1              3.4

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MITIG8 - Bkgnd+Ph1+2 PM Wed May 11, 2022 11:35:24

Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #9001 Santa Teresa / Fitzgerald
*****
Cycle (sec):      80      Critical Vol./Cap.(X):      0.599
Loss Time (sec):  12      Average Delay (sec/veh):      30.5
Optimal Cycle:    49      Level Of Service:      C
*****
Street Name:      Santa Teresa Blvd      Fitzgerald Ave
Approach:          North Bound      South Bound      East Bound      West Bound
Movement:          L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:           Protected      Protected      Split Phase      Split Phase
Rights:            Include      Include      Include      Include
Min. Green:        7 10 10      7 10 10      10 10 10      10 10 10
Y+R:               4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:             1 0 1 0 1      1 0 0 1 0      0 0 0 1 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:PM Peak Hour
Base Vol:          8 244 231      21 403      0      0 10 11 507 8 20
Growth Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:        8 244 231      21 403      0      0 10 11 507 8 20
User Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:        8 244 231      21 403      0      0 10 11 507 8 20
Reduct Vol:        0 0 0      0 0 0      0      0 0 0 0 0 0 0
Reduced Vol:       8 244 231      21 403      0      0 10 11 507 8 20
PCE Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:       8 244 231      21 403      0      0 10 11 507 8 20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:          1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:             1.00 1.00 1.00 1.00 1.00 0.00 0.00 0.48 0.52 0.95 0.01 0.04
Final Sat.:        1900 1900 1900 1900 1900 0      0 905 995 1801 28 71
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:           0.00 0.13 0.12 0.01 0.21 0.00 0.00 0.01 0.01 0.28 0.28 0.28
Crit Moves:        ****      ****
Green Time:        7.0 17.2 17.2 11.7 21.9 0.0 0.0 10.0 10.0 29.1 29.1 29.1
Volume/Cap:        0.05 0.60 0.57 0.08 0.77 0.00 0.00 0.09 0.09 0.77 0.77 0.77
Uniform Del:       33.4 28.3 28.1 29.5 26.8 0.0 0.0 31.0 31.0 22.5 22.5 22.5
IncremntDel:       0.1 2.4 1.8 0.1 7.1 0.0 0.0 0.2 0.2 5.5 5.5 5.5
InitQueueDel:      0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj:         1.00 1.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh:         33.6 30.7 29.9 29.6 33.9 0.0 0.0 31.1 31.1 28.0 28.0 28.0
User DelAdj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:        33.6 30.7 29.9 29.6 33.9 0.0 0.0 31.1 31.1 28.0 28.0 28.0
LOS by Move:       C- C C C C- A A C C C C C
HCM2kAvgQ:         0 6 6 0 11 0 0 1 1 14 14 14
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+Ph1+2 PM Thu May 26, 2022 12:16:21

Page 1-1

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)
*****
Intersection #9009 Uvas Park / Miller
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): 24.0
Optimal Cycle: 0 Level Of Service: C
*****
Street Name: Uvas Park Dr. Miller Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:PM Peak Hour
Base Vol: 168 445 10 13 325 141 91 35 109 12 90 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 168 445 10 13 325 141 91 35 109 12 90 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 168 445 10 13 325 141 91 35 109 12 90 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 168 445 10 13 325 141 91 35 109 12 90 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 168 445 10 13 325 141 91 35 109 12 90 27
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.98 0.02 0.03 0.68 0.29 0.39 0.15 0.46 0.09 0.70 0.21
Final Sat.: 512 541 12 16 399 173 189 73 226 42 311 93
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.33 0.82 0.82 0.81 0.81 0.81 0.48 0.48 0.48 0.29 0.29 0.29
Crit Moves: ****
Delay/Veh: 12.9 31.2 31.2 28.6 28.6 28.6 15.0 15.0 15.0 12.7 12.7 12.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.9 31.2 31.2 28.6 28.6 28.6 15.0 15.0 15.0 12.7 12.7 12.7
LOS by Move: B D D D D D B B B B B B
ApproachDel: 26.3 28.6 15.0 12.7
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 26.3 28.6 15.0 12.7
LOS by Appr: D D B B
AllWayAvgQ: 0.5 3.4 3.4 3.2 3.2 3.2 0.7 0.7 0.7 0.3 0.3 0.3
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+Ph1+2 PM Thu May 26, 2022 12:26:49

Page 1-1

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-----
                        Level Of Service Computation Report
                    FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection      #9017 Thomas / Luchessa
*****
Average Delay (sec/veh):      8.8      Level Of Service:  A
*****
Street Name:      Thomas Rd.      Luchessa Ave.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      0      1      1
-----|-----|-----|-----|
Volume Module: PM Peak Hour
Base Vol:      38      0      297      0      0      0      0      249      32      467      411      0
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      38      0      297      0      0      0      0      249      32      467      411      0
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      38      0      297      0      0      0      0      249      32      467      411      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      38      0      297      0      0      0      0      249      32      467      411      0
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Final Volume:      38      0      297      0      0      0      0      249      32      467      411      0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      38      0      297      0      0      0      0      249      32      467      411      0
TruckPCE:      0      0      0      0      0      0      0      0      0      0      0      0
ComboPCE:      0      0      0      0      0      0      0      0      0      0      0      0
BicyclePCE:      0      0      0      0      0      0      0      0      0      0      0      0
Adj Volume:      38      0      297      0      0      0      0      249      32      467      411      0
-----|-----|-----|-----|
Delay Module:  >> Time Period: 0.25 hours <<
CircVolume:      249      916      467      38
MaxVolume:      1066      xxxxxx      948      1179
PedVolume:      0      0      0      0
AdjMaxVol:      1066      xxxxxx      948      1179
ApproachVol:      335      xxxxxx      281      878
ApproachV/C:      0.31      1.00      0.30      0.74
ApproachDel:      4.9      xxxxxx      5.4      11.3
ApproachLOS:      A      *      A      B
Queue:      1.4      xxxx      1.2      7.3

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 80 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 12 Average Delay (sec/veh): 14.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	Santa Teresa Blvd					Fitzgerald Ave									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include				
Min. Green:	7	10		10		7	10		10		4	4		4	
Lanes:	1	0	1	0	1	1	0	0	1	0	0	0	1!	0	0

Volume Module:AM Peak Hour

Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	380	459	15	197	2	4	4	5	222	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	380	459	15	197	2	4	4	5	222	6	18

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	581	633	722	510	548	6	157	157	196	509	14	41

Capacity Analysis Module:

Vol/Sat:	0.01	0.60	0.64	0.03	0.36	0.36	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****		****			****		****		
Delay/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		15.8			12.1			9.5			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			12.1			9.5			13.5	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.4	1.6	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 48 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	1	0	1

Volume Module:	AM	Peak	Hour										
Base Vol:	88	495	289	445	578	87	41	220	111	246	155	270	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	88	495	289	445	578	87	41	220	111	246	155	270	
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	88	495	145	445	578	44	41	220	56	246	155	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	88	495	145	445	578	44	41	220	56	246	155	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
Final Volume:	88	495	145	445	578	44	41	220	56	246	155	0	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.14	0.15	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.4	14.3	14.3	15.5	22.4	22.4	6.3	12.7	12.7	15.4	21.9	0.0
Volume/Cap:	0.47	0.64	0.40	0.64	0.47	0.08	0.26	0.64	0.17	0.64	0.26	0.00
Uniform Del:	29.5	25.5	24.1	24.7	19.1	16.6	29.7	26.5	24.2	24.7	18.0	0.0
IncrementDel:	1.9	1.8	0.7	2.0	0.3	0.1	0.9	3.9	0.3	3.5	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 Average Delay (sec/veh): 21.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Uvas Park Dr.						Miller Ave.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0	0	0	1!	0	0	

Volume Module:AM Peak Hour

Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	253	12	12	392	59	36	67	164	56	123	25

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12
Final Sat.:	155	364	17	15	484	73	67	124	304	123	271	55

Capacity Analysis Module:

Vol/Sat:	0.70	0.70	0.70	0.81	0.81	0.81	0.54	0.54	0.54	0.45	0.45	0.45
Crit Moves:	****			****			****			****		
Delay/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
LOS by Move:	C	C	C	D	D	D	C	C	C	B	B	B
ApproachDel:	21.0			28.0			15.4			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.0			28.0			15.4			14.5		
LOS by Appr:	C			D			C			B		
AllWayAvgQ:	1.7	1.7	1.7	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 6 Average Delay (sec/veh): 10.2
Optimal Cycle: 23 Level Of Service: B+

Street Name:	Princevalle St.						Tenth St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	0		0		0	0		0		0	0		0		0			
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0			
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1			

Volume Module:AM Peak Hour

Base Vol:	95	147	130	117	202	32	107	428	126	115	347	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	147	130	117	202	32	107	428	126	115	347	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	147	130	117	202	32	107	428	126	115	347	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	147	130	117	202	32	107	428	126	115	347	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	147	130	117	202	32	107	428	126	115	347	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.53	0.47	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	955	845	1750	1554	246	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:	****						****					
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.15	0.42	0.42	0.18	0.36	0.36	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	12.8	14.3	14.3	13.0	13.9	13.9	6.9	8.4	7.0	7.0	7.9	6.9
IncrementDel:	0.1	0.4	0.4	0.1	0.3	0.3	0.1	0.3	0.1	0.1	0.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 0 Average Delay (sec/veh): 51.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Thomas Rd.						Luchessa Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:	AM	Peak	Hour											
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	113	0	429	0	0	0	0	274	98	404	193	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	113	0	429	0	0	0	0	274	98	404	193	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	113	0	429	0	0	0	0	274	98	404	193	0		

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.68	0.32	0.00
Final Sat.:	126	0	478	0	0	0	0	491	543	377	180	0

Capacity Analysis Module:												
Vol/Sat:	0.90	xxxx	0.90	xxxx	xxxx	xxxx	xxxx	0.56	0.18	1.07	1.07	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*
ApproachDel:	39.4			xxxxxx			16.2			83.4		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	39.4			xxxxxx			16.2			83.4		
LOS by Appr:	E				*		C			F		
AllWayAvgQ:	5.1	5.1	5.1	0.0	0.0	0.0	0.0	1.1	0.2	11.4	11.4	11.4

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: D[25.0]

Street Name:	Princevalle St.					Luchessa Ave.														
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:AM Peak Hour

Base Vol:	0	0	0	73	0	172	171	533	0	0	424	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsc:	0	0	0	73	0	172	171	533	0	0	424	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	0	172	171	533	0	0	424	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	73	0	172	171	533	0	0	424	93

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1346	xxxx	471	517	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	169	xxxx	597	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	146	xxxx	597	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.50	xxxx	0.29	0.16	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	2.4	xxxx	1.2	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	52.4	xxxx	13.4	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			25.0			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): 23.4
Optimal Cycle: 37 Level Of Service: C

Street Name:	Monterey Rd.						Luchessa Ave.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Protected					
Rights:	Ovl						Ovl						Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1			

Volume Module:AM Peak Hour

Base Vol:	269	244	351	83	106	83	136	267	216	92	103	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	244	351	83	106	83	136	267	216	92	103	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	244	351	83	106	83	136	267	216	92	103	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	244	351	83	106	83	136	267	216	92	103	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	269	244	351	83	106	83	136	267	216	92	103	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1460	340

Capacity Analysis Module:

Vol/Sat:	0.15	0.06	0.20	0.05	0.03	0.05	0.08	0.14	0.12	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	33.2	29.7	40.3	9.5	6.0	26.3	20.3	28.2	61.4	10.6	18.4	28.0
Volume/Cap:	0.42	0.19	0.45	0.45	0.42	0.16	0.34	0.45	0.18	0.45	0.34	0.23
Uniform Del:	21.2	21.6	17.2	37.8	40.3	23.6	29.2	24.7	5.2	37.0	30.6	23.0
IncrementDel:	0.4	0.1	0.4	1.7	1.1	0.1	0.5	0.5	0.1	1.6	0.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
LOS by Move:	C+	C+	B	D	D	C	C	C	A	D+	C	C
HCM2kAvgQ:	6	2	7	3	2	2	4	6	2	3	3	3

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 0 Level Of Service: D

Street Name:	Santa Teresa Blvd					Fitzgerald Ave									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include				
Min. Green:	7	10		10		7	10		10		4	4		4	
Lanes:	1	0	1	0	1	1	0	0	1	0	0	0	0	1	0

Volume Module:	PM	Peak	Hour											
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	8	223	223	21	389	0	0	10	11	494	8	20		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	8	223	223	21	389	0	0	10	11	494	8	20		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	8	223	223	21	389	0	0	10	11	494	8	20		

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	454	487	538	464	497	0	0	206	226	524	8	21

Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.41	0.05	0.78	xxxx	xxxx	0.05	0.05	0.94	0.94	0.94
Crit Moves:	****			****			****			****		
Delay/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
LOS by Move:	B	C	B	B	D	*	*	B	B	E	E	E
ApproachDel:	14.4			28.5			10.8			49.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.4			28.5			10.8			49.4		
LOS by Appr:	B			D			B			E		
AllWayAvgQ:	0.0	0.8	0.6	0.0	2.7	2.7	0.0	0.0	0.0	6.1	6.1	6.1

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 43 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	1	0	1

Volume Module:	PM	Peak	Hour											
Base Vol:	107	321	163	373	462	78	96	275	77	218	285	344		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	107	321	163	373	462	78	96	275	77	218	285	344		
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	107	321	82	373	462	39	96	275	39	218	285	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	107	321	82	373	462	39	96	275	39	218	285	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	107	321	82	373	462	39	96	275	39	218	285	0		

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.12	0.12	0.02	0.05	0.14	0.02	0.12	0.15	0.00
Crit Moves:	****			****			****			****		
Green Time:	8.3	10.4	10.4	14.5	16.6	16.6	8.9	17.8	17.8	15.3	24.2	0.0
Volume/Cap:	0.51	0.57	0.31	0.57	0.51	0.09	0.43	0.57	0.09	0.57	0.43	0.00
Uniform Del:	28.9	27.7	26.6	24.9	23.2	20.8	28.3	22.8	19.9	24.4	17.6	0.0
IncrementDel:	2.2	1.4	0.7	1.2	0.5	0.1	1.4	1.6	0.1	2.0	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	0.0
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A
HCM2kAvgQ:	3	4	2	5	5	1	3	6	1	5	5	0

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 0 Average Delay (sec/veh): 44.0
Optimal Cycle: 0 Level Of Service: E

Street Name:	Uvas Park Dr.	Miller Ave.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0

Volume Module:	PM	Peak	Hour									
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	445	10	13	325	122	52	27	102	12	79	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	468	11	14	342	128	55	28	107	13	83	28

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.73	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23
Final Sat.:	157	449	10	17	429	161	142	74	279	47	309	106

Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.80	0.80	0.80	0.38	0.38	0.38	0.27	0.27	0.27
Crit Moves:	****				****		****					****
Delay/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
LOS by Move:	F	F	F	D	D	D	B	B	B	B	B	B
ApproachDel:		71.7			27.3			13.7			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		71.7			27.3			13.7			12.6	
LOS by Appr:		F			D			B			B	
AllWayAvgQ:	10.8	10.8	10.8	3.1	3.1	3.1	0.5	0.5	0.5	0.3	0.3	0.3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 6 Average Delay (sec/veh): 9.2
Optimal Cycle: 23 Level Of Service: A

Street Name:	Princevalle St.						Tenth St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1	0	1				

Volume Module:PM	Peak	Hour												
Base Vol:	114	101	73	102	117	16	14	375	14	79	536	126		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	114	101	73	102	117	16	14	375	14	79	536	126		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	114	101	73	102	117	16	14	375	14	79	536	126		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	114	101	73	102	117	16	14	375	14	79	536	126		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	114	101	73	102	117	16	14	375	14	79	536	126		

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:	1750	1045	755	1750	1583	217	1750	1900	1750	1750	1900	1750		

Capacity Analysis Module:														
Vol/Sat:	0.07	0.10	0.10	0.06	0.07	0.07	0.01	0.20	0.01	0.05	0.28	0.07		
Crit Moves:	****						****							
Green Time:	13.8	13.8	13.8	13.8	13.8	13.8	40.2	40.2	40.2	40.2	40.2	40.2		
Volume/Cap:	0.28	0.42	0.42	0.25	0.32	0.32	0.01	0.29	0.01	0.07	0.42	0.11		
Uniform Del:	19.0	19.7	19.7	18.9	19.2	19.2	3.3	4.1	3.3	3.4	4.5	3.5		
IncrementDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	0.2	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Delay/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6		
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A		
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1		

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 0 Average Delay (sec/veh): 64.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Thomas Rd.						Luchessa Ave.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0			

Volume Module:	PM	Peak	Hour												
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	28	0	297	0	0	0	0	180	24	467	297	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	28	0	297	0	0	0	0	180	24	467	297	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	28	0	297	0	0	0	0	180	24	467	297	0			

Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.09	0.00	0.91	0.00	0.00	0.00	0.00	1.00	1.00	0.61	0.39	0.00	
Final Sat.:	55	0	588	0	0	0	0	565	635	410	261	0	

Capacity Analysis Module:													
Vol/Sat:	0.51	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	0.32	0.04	1.14	1.14	xxxx	
Crit Moves:	****							****		****			
Delay/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0	
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*	
ApproachDel:	13.9			xxxxxx				11.3			100.5		
Delay Adj:	1.00			xxxxxx				1.00			1.00		
ApprAdjDel:	13.9			xxxxxx				11.3			100.5		
LOS by Appr:	B				*			B			F		
AllWayAvgQ:	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	17.2	17.2	17.2	

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[25.8]

Street Name:	Princevalle St.					Luchessa Ave.														
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:	PM	Peak	Hour																
Base Vol:	0	0	0	72	0	93	65	413	0	0	671	107							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Initial Bsc:	0	0	0	72	0	93	65	413	0	0	671	107							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Volume:	0	0	0	72	0	93	65	413	0	0	671	107							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
Final Volume:	0	0	0	72	0	93	65	413	0	0	671	107							

Critical Gap Module:													
Critical Gp:xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		

Capacity Module:														
Cnflct Vol:	xxxx	xxxx	xxxxx	1268	xxxx	725	778	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	188	xxxx	429	848	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	177	xxxx	429	848	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.41	xxxx	0.22	0.08	xxxx	xxxx	xxxx	xxxx	xxxx		

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	1.8	xxxx	0.8	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	38.8	xxxx	15.7	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	E	*	C	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*			
ApproachDel:	xxxxxx	25.8					xxxxxx	xxxxxx							
ApproachLOS:	*	D					*	*							

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): 28.0
Optimal Cycle: 50 Level Of Service: C

Street Name:	Monterey Rd.						Luchessa Ave.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Protected					
Rights:	Ovl						Ovl						Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1			

Volume Module:	PM	Peak	Hour												
Base Vol:	356	281	138	35	275	180	128	152	218	285	258	92			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	356	281	138	35	275	180	128	152	218	285	258	92			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	356	281	138	35	275	180	128	152	218	285	258	92			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	356	281	138	35	275	180	128	152	218	285	258	92			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	356	281	138	35	275	180	128	152	218	285	258	92			

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.74	0.26			
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1327	473			

Capacity Analysis Module:															
Vol/Sat:	0.20	0.07	0.08	0.02	0.07	0.10	0.07	0.08	0.12	0.16	0.19	0.19			
Crit Moves:	****				****		****				****				
Green Time:	29.2	31.2	56.9	8.4	10.4	20.9	10.5	12.7	41.9	25.8	27.9	36.3			
Volume/Cap:	0.63	0.21	0.12	0.21	0.63	0.44	0.63	0.57	0.27	0.57	0.63	0.48			
Uniform Del:	25.8	20.8	6.6	37.7	38.0	29.6	37.9	36.1	14.7	27.4	26.6	19.9			
IncrementDel:	2.2	0.1	0.1	0.7	2.9	0.8	6.1	2.9	0.2	1.6	2.3	0.5			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Delay/Veh:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4			
LOS by Move:	C	C+	A	D+	D	C	D	D	B	C	C	C+			
HCM2kAvgQ:	10	3	2	1	5	5	5	5	4	8	9	8			

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

MITIG8 - Bkgnd+CPB AM Wed May 11, 2022 11:38:16

Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #9001 Santa Teresa / Fitzgerald
*****
Cycle (sec): 70 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): 21.0
Optimal Cycle: 49 Level Of Service: C+
*****
Street Name: Santa Teresa Blvd Fitzgerald Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:AM Peak Hour
Base Vol: 5 380 459 15 197 2 4 4 5 222 6 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 380 459 15 197 2 4 4 5 222 6 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 380 459 15 197 2 4 4 5 222 6 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 380 459 15 197 2 4 4 5 222 6 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 380 459 15 197 2 4 4 5 222 6 18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.31 0.31 0.38 0.91 0.02 0.07
Final Sat.: 1900 1900 1900 1900 1881 19 585 585 731 1715 46 139
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.20 0.24 0.01 0.10 0.10 0.01 0.01 0.01 0.13 0.13 0.13
Crit Moves: ****
Green Time: 13.9 26.7 26.7 7.0 19.8 19.8 10.0 10.0 10.0 14.3 14.3 14.3
Volume/Cap: 0.01 0.52 0.63 0.08 0.37 0.37 0.05 0.05 0.05 0.63 0.63 0.63
Uniform Del: 22.6 16.7 17.7 28.6 20.1 20.1 25.9 25.9 25.9 25.5 25.5 25.5
IncrementDel: 0.0 0.7 1.8 0.2 0.4 0.4 0.1 0.1 0.1 3.4 3.4 3.4
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 22.6 17.5 19.5 28.8 20.5 20.5 26.0 26.0 26.0 28.9 28.9 28.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.6 17.5 19.5 28.8 20.5 20.5 26.0 26.0 26.0 28.9 28.9 28.9
LOS by Move: C+ B B- C C+ C+ C C C C C C
HCM2kAvgQ: 0 7 9 0 4 4 0 0 0 6 6 6
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)
*****
Intersection #9009 Uvas Park / Miller
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): 23.4
Optimal Cycle: 0 Level Of Service: C
*****
Street Name: Uvas Park Dr. Miller Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:PM Peak Hour
Base Vol: 156 445 10 13 325 122 52 27 102 12 79 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 156 445 10 13 325 122 52 27 102 12 79 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 164 468 11 14 342 128 55 28 107 13 83 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 164 468 11 14 342 128 55 28 107 13 83 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 164 468 11 14 342 128 55 28 107 13 83 28
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.98 0.02 0.03 0.71 0.26 0.29 0.15 0.56 0.10 0.67 0.23
Final Sat.: 532 563 13 17 431 162 142 74 279 47 309 106
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.31 0.83 0.83 0.79 0.79 0.79 0.38 0.38 0.38 0.27 0.27 0.27
Crit Moves: ****
Delay/Veh: 12.3 31.3 31.3 26.2 26.2 26.2 13.2 13.2 13.2 12.2 12.2 12.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.3 31.3 31.3 26.2 26.2 26.2 13.2 13.2 13.2 12.2 12.2 12.2
LOS by Move: B D D D D D B B B B B B
ApproachDel: 26.5 26.2 13.2 12.2
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 26.5 26.2 13.2 12.2
LOS by Appr: D D B B
AllWayAvgQ: 0.4 3.6 3.6 3.0 3.0 3.0 0.5 0.5 0.5 0.3 0.3 0.3
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+CPB AM Thu Apr 28, 2022 17:05:31

Page 1-1

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-----
                        Level Of Service Computation Report
                    FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection      #9017 Thomas / Luchessa
*****
Average Delay (sec/veh):      6.6      Level Of Service:      A
*****
Street Name:      Thomas Rd.      Luchessa Ave.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      0      1      1
-----|-----|-----|-----|
Volume Module: AM Peak Hour
Base Vol:      113      0      429      0      0      0      0      274      98      404      193      0
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      113      0      429      0      0      0      0      274      98      404      193      0
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      113      0      429      0      0      0      0      274      98      404      193      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      113      0      429      0      0      0      0      274      98      404      193      0
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Final Volume:      113      0      429      0      0      0      0      274      98      404      193      0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      113      0      429      0      0      0      0      274      98      404      193      0
TruckPCE:      0      0      0      0      0      0      0      0      0      0      0      0
ComboPCE:      0      0      0      0      0      0      0      0      0      0      0      0
BicyclePCE:      0      0      0      0      0      0      0      0      0      0      0      0
Adj Volume:      113      0      429      0      0      0      0      274      98      404      193      0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:      274      710      404      113
MaxVolume:      1052      xxxxxx      982      1139
PedVolume:      0      0      0      0
AdjMaxVol:      1052      xxxxxx      982      1139
ApproachVol:      542      xxxxxx      372      597
ApproachV/C:      0.52      1.00      0.38      0.52
ApproachDel:      7.0      xxxxxx      5.9      6.6
ApproachLOS:      A      *      A      A
Queue:      3.0      xxxx      1.8      3.2

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MITIG8 - Bkgnd+CPB PM

Wed May 11, 2022 11:40:44

Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #9001 Santa Teresa / Fitzgerald
*****
Cycle (sec):      80      Critical Vol./Cap.(X):      0.582
Loss Time (sec):  12      Average Delay (sec/veh):      29.6
Optimal Cycle:    49      Level Of Service:      C
*****
Street Name:      Santa Teresa Blvd      Fitzgerald Ave
Approach:          North Bound      South Bound      East Bound      West Bound
Movement:          L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:           Protected      Protected      Split Phase      Split Phase
Rights:            Include      Include      Include      Include
Min. Green:        7 10 10      7 10 10      10 10 10      10 10 10
Y+R:               4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:             1 0 1 0 1      1 0 0 1 0      0 0 0 1 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:PM Peak Hour
Base Vol:          8 223 223      21 389      0      0 10 11      494 8 20
Growth Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:        8 223 223      21 389      0      0 10 11      494 8 20
User Adj:          1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:           1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:        8 223 223      21 389      0      0 10 11      494 8 20
Reduct Vol:        0 0 0      0 0 0      0      0 0 0      0 0 0
Reduced Vol:       8 223 223      21 389      0      0 10 11      494 8 20
PCE Adj:           1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:           1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:       8 223 223      21 389      0      0 10 11      494 8 20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:          1900 1900 1900      1900 1900 1900      1900 1900 1900      1900 1900 1900
Adjustment:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:             1.00 1.00 1.00      1.00 1.00 0.00      0.00 0.48 0.52      0.95 0.01 0.04
Final Sat.:        1900 1900 1900      1900 1900      0      0 905 995      1798 29 73
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:           0.00 0.12 0.12      0.01 0.20 0.00      0.00 0.01 0.01      0.27 0.27 0.27
Crit Moves:        ****      ****      ****
Green Time:        7.0 16.9 16.9      11.8 21.8 0.0      0.0 10.0 10.0      29.2 29.2 29.2
Volume/Cap:        0.05 0.55 0.55      0.07 0.75 0.00      0.00 0.09 0.09      0.75 0.75 0.75
Uniform Del:       33.4 28.2 28.2      29.4 26.6 0.0      0.0 31.0 31.0      22.2 22.2 22.2
IncremntDel:       0.1 1.7 1.7      0.1 6.1 0.0      0.0 0.2 0.2      4.6 4.6 4.6
InitQueueDel:      0.0 0.0 0.0      0.0 0.0 0.0      0.0 0.0 0.0      0.0 0.0 0.0
Delay Adj:         1.00 1.00 1.00      1.00 1.00 0.00      0.00 1.00 1.00      1.00 1.00 1.00
Delay/Veh:         33.6 29.9 29.9      29.5 32.8 0.0      0.0 31.1 31.1      26.8 26.8 26.8
User DelAdj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
AdjDel/Veh:        33.6 29.9 29.9      29.5 32.8 0.0      0.0 31.1 31.1      26.8 26.8 26.8
LOS by Move:       C- C C      C C- A      A C C      C C C
HCM2kAvgQ:         0 6 6      0 11 0      0 1 1      13 13 13
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+CPB AM Thu Apr 28, 2022 16:57:47

Page 1-1

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)
*****
Intersection #9009 Uvas Park / Miller
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): 19.5
Optimal Cycle: 0 Level Of Service: C
*****
Street Name: Uvas Park Dr. Miller Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:AM Peak Hour
Base Vol: 108 253 12 12 392 59 36 67 164 56 123 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 108 253 12 12 392 59 36 67 164 56 123 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 108 253 12 12 392 59 36 67 164 56 123 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 253 12 12 392 59 36 67 164 56 123 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 108 253 12 12 392 59 36 67 164 56 123 25
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.95 0.05 0.02 0.85 0.13 0.13 0.25 0.62 0.27 0.61 0.12
Final Sat.: 472 484 23 15 485 73 69 128 314 128 282 57
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.23 0.52 0.52 0.81 0.81 0.81 0.52 0.52 0.52 0.44 0.44 0.44
Crit Moves: ****
Delay/Veh: 12.0 15.9 15.9 28.1 28.1 28.1 15.1 15.1 15.1 14.2 14.2 14.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.0 15.9 15.9 28.1 28.1 28.1 15.1 15.1 15.1 14.2 14.2 14.2
LOS by Move: B C C D D D C C C B B B
ApproachDel: 14.8 28.1 15.1 14.2
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 14.8 28.1 15.1 14.2
LOS by Appr: B D C B
AllWayAvgQ: 0.3 0.9 0.9 3.0 3.0 3.0 0.8 0.8 0.8 0.6 0.6 0.6
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+CPB PM Thu Apr 28, 2022 17:07:08

Page 1-1

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-----
                        Level Of Service Computation Report
                    FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection      #9017 Thomas / Luchessa
*****
Average Delay (sec/veh):      6.9      Level Of Service:      A
*****
Street Name:      Thomas Rd.      Luchessa Ave.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      0      1      1
-----|-----|-----|-----|
Volume Module: PM Peak Hour
Base Vol:      28      0      297      0      0      0      0      180      24      467      297      0
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      28      0      297      0      0      0      0      180      24      467      297      0
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      28      0      297      0      0      0      0      180      24      467      297      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      28      0      297      0      0      0      0      180      24      467      297      0
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Final Volume:      28      0      297      0      0      0      0      180      24      467      297      0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      28      0      297      0      0      0      0      180      24      467      297      0
TruckPCE:      0      0      0      0      0      0      0      0      0      0      0      0
ComboPCE:      0      0      0      0      0      0      0      0      0      0      0      0
BicyclePCE:      0      0      0      0      0      0      0      0      0      0      0      0
Adj Volume:      28      0      297      0      0      0      0      180      24      467      297      0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:      180      792      467      28
MaxVolume:      1103      xxxxxx      948      1185
PedVolume:      0      0      0      0
AdjMaxVol:      1103      xxxxxx      948      1185
ApproachVol:      325      xxxxxx      204      764
ApproachV/C:      0.29      1.00      0.22      0.64
ApproachDel:      4.6      xxxxxx      4.8      8.4
ApproachLOS:      A      *      A      A
Queue:      1.2      xxxx      0.8      5.0

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Peer Review of the 2022 Glen Loma Ranch Current
Projected Buildout Traffic Study



Memorandum

Date: January 30, 2024

To: Cindy McCormick, and Sharon Goei, City of Gilroy

cc: Teri Wissler Adam, EMCPlanning Group

From: Jing Yang, Elynor Zhou, and Franziska Church, Fehr & Peers

Subject: Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study

SJ23-2256

This is an update of the December 13, 2023 version of this memorandum with corrections and providing clarifications to mitigation measures that are either still required or that are no longer necessary. The changes are summarized below:

- a. Table 2, Intersection #1, clarifying that the outstanding mitigation requiring the eastbound left and westbound left turn lanes are no longer needed.
- b. Table 2, Intersection #35, correcting the conclusion that the northbound left turn lane has not been constructed and that it is still required.

This memorandum summarizes Fehr & Peers' peer review comments on the following supplemental reports prepared for the Glen Loma Ranch Specific Plan project:

- Glen Loma Ranch – Current Projected Buildout, May 26, 2022
- Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022

After the original Glen Loma Ranch Specific Plan Traffic Impact Analysis was prepared in 2005 (“2005 Traffic Study”), the project was developed at lower density. The purpose of the peer review is to help inform which mitigation measures from the 2005 Traffic Study would still be required with the reduced development assumptions.



Project Understanding

Background

Glen Loma Ranch (GLR) is a 359.6-acre property located in the City of Gilroy, California. The site is bordered by Uvas Creek to the north, Santa Teresa Boulevard to the west and south, and existing residential development to the east. The proposed development for GLR consists primarily of residential use with other land uses including open space, commercial, office, etc. The 2005 Traffic Study by Higgins Associates included 1,690 dwelling units and 155,500 square feet of non-residential uses. It evaluated 23 intersections within the City of Gilroy and proposed intersection improvements to address deficiencies. The development was evaluated in three phases (Phase 1 to 3).

Since the 2005 Traffic Study, the project has built out at lower land use intensity than anticipated, and the Current Projected Buildout (CPB) includes 1,275 residential units, potentially 192 units at Olive Grove Apartments, a fire station, and 12,000 sf of non-residential uses (including office, restaurant, and commercial).

In 2022, Keith Higgins prepared a traffic study for the CPB (Glen Loma Ranch – Current Projected Buildout and Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)). The 2022 CPB traffic study evaluated trip generation and assignment for the lower land use intensity and compared it with results for the Background Phase 1+2 and Buildout (Phase 1 to 3) scenarios from the 2005 Traffic Study. The 2022 CPB traffic study concluded that since the CPB generates substantially less traffic than anticipated for Phase 1+2 in the 2005 Traffic Study, the 2005 Background phase 1+2 mitigation measures will adequately mitigate the lower land use intensity of the CPB and none of the mitigation measures identified for Phase 3 are required.

Scope of Review

The purpose of this peer review is to confirm whether the mitigation measures for Phase 3 are still required with the reduced project descriptions of CPB. The peer review focuses on the 2022 CPB traffic study documented in the reports Glen Loma Ranch – Current Projected Buildout and Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB). The memos are enclosed as Attachment A and Attachment B. The approved 2005 Traffic Study and the supplemental studies from 2019 to 2021 were used as references in this review.

The peer review will cover the following intersections (numbering based on the 2005 Traffic Study) that have remaining mitigation measures. The intersections are also included in the 2022 CPB traffic study.



- #1 Santa Teresa Boulevard/Fitzgerald Avenue
- #3 Santa Teresa Boulevard/First Street
- #9 Uvas Park Drive/Miller Avenue
- #17 Thomas Road/Luchessa Avenue
- #19 Monterey Street/Luchessa Avenue

The scope of review includes:

- Trip generation assumptions
- Trip distribution and assignment
- Level of service calculations
- Comparison of study results with the previously prepared document
- Identification of project impacts in relation to the City's significance criteria and the reduced project
- Necessity of the transportation mitigation measures in the current context

Peer Review Findings

The following summarizes the key findings of our review of the 2022 CPB traffic study on reduced project descriptions in CPB.

Trip Generation

Most of the trip generation estimates are consistent with Institute of Transportation Engineers (ITE) trip generation rates. Trip generation rates from the ITE Trip Generation Manual 10th Edition were applied to CPB land uses. Table 1 includes the peer review comments for each of the land uses in CPB listed in Attachment 1 of Glen Loma Ranch – Current Projected Buildout letter. In the CPB analysis, trip generation for residential land uses utilized the fitted curve equations whereas the trip generation for non-residential land uses used the average rates. Attachment C shows the comparison of trip generation for two non-residential land uses, general office and commercial, when fitted curve equations are used instead of average rates.



Table 1: Trip Generation Peer Review

CPB Land Use ¹	Size ¹	ITE Trip Generation Code ¹	Peer Review Comments
Single Family Homes	840 units	210 Single-Family Detached Housing (per unit)	Agree with trip generation estimate.
Townhomes	277 units	220 Multifamily Housing (Low-Rise) (per unit)	Agree with trip generation estimate.
Apartments	80 units	221 Multifamily Housing (Mid-Rise) (per unit)	Agree with trip generation estimate.
Senior Adult Housing - Attached	78 units	252 Senior Adult Housing - Attached (per unit)	Agree with trip generation estimate.
Fire Station	7,350 sq. ft.	575 Fire and Rescue Station (per 1,000 sq. ft.)	ITE only provides PM peak hour rates and source for AM peak hour rates was not provided in the 2022 CPB traffic study. Based on engineering judgement, the number of AM peak hour trips included in the study is reasonable and no further refinement is needed.
General Office	4,000 sq. ft.	710 General Office (per 1,000 sq. ft.)	Fitted curve will result in higher trip generation estimates than average rates; but difference is negligible and would not change the conclusions of the results. See Attachment C.
Quality Restaurant	4,000 sq. ft.	931 Quality Restaurant (per 1,000 sq. ft.)	Agree with trip generation estimate.
Commercial	4,000 sq. ft.	820 Shopping Center (per 1,000 sq. ft.)	Fitted curve will result in higher trip generation estimates than average rates; however, average rates provide more reasonable estimates and no further refinements are needed. See Attachment C.
Olive Grove Apartments	192 units	221 Multifamily Housing (Mid-Rise) (per unit)	Agree with trip generation estimate.

Notes:

1. From Attachment 1 of Glen Loma Ranch – Current Projected Buildout, May 26, 2022.

Source: Keith Higgins, 2022; Fehr & Peers, 2023.

The 2022 CPB traffic study assumes no internal trip reduction between residential and non-residential uses under CPB. This results in a conservative estimate of trip generation. Even though our assessment of internalization and mode shift lead to less than 10% of trip reduction credit, the conservative approach of no reduction is reasonable.



Project Intersection Level of Service (LOS) Impacts & Mitigations

The 2022 CPB traffic study concluded that due to the substantial reduction in CPB traffic generation compared to the Background Phases 1+2 trips analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures. Since the LOS for the impacted intersections was not close to exceeding the LOS threshold, assigning the additional office trips from using fitted curve equations (25 trips in the morning peak hour) to the intersections is unlikely to result in a change of LOS grade. The trip assignment of the additional trips results in approximately 5 to 10 more trips in individual movements which will not trigger the impact threshold. Therefore, the remaining mitigation measures are not required and the 2022 CPB traffic study conclusion does not change. The remaining eight mitigation measures for the five impacted intersections are summarized in Table 2.



Table 2: Remaining Intersection Mitigations

Intersection	Mitigation No. ¹	Description of Mitigation Measures from 2005 TIA ¹	Status	2022 CPB Traffic Study Conclusion for CPB ²	Peer Review Comments for CPB
#1 Santa Teresa Boulevard/ Fitzgerald Avenue	34	Signalize intersection Add eastbound left and westbound left turn lanes	Intersection signalized	The intersection has been signalized and no additional mitigation measures are needed for CPB	The outstanding mitigation requiring the eastbound left and westbound left turn lanes are no longer needed. The signalization mitigates the impact from CPB
#3 Santa Teresa Boulevard/First Street	37	Add second eastbound left and westbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
	44	Add one eastbound and westbound through lane	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
#9 Uvas Park Drive/Miller Avenue	35	Add a northbound left turn lane	No mitigation measures built	The mitigation measure is required for the CPB	The mitigation measure is required for the CPB
	36	Prepare a traffic management plan of the Miller Avenue section southwest of the intersection (within Christmas Hill Park)	No mitigation measures built	Not mentioned in the 2022 study but addressed in the Glen Loma Ranch Traffic Study Update, Gilroy, CA – Detailed Responses to Peer Review, February 16, 2021	No additional mitigation measures needed
	39	Signalize intersection Add northbound and southbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
#17 Thomas Road/Luchessa Avenue	41	Add a second lane to the roundabout if the intersection is converted to a one-lane roundabout Widen Luchessa Avenue Bridge to four lanes	Intersection has been converted to roundabout	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed



Melissa Durkin
January 30, 2024
Page 7 of 8

Intersection	Mitigation No. ¹	Description of Mitigation Measures from 2005 TIA ¹	Status	2022 CPB Traffic Study Conclusion for CPB ²	Peer Review Comments for CPB
#19 Monterey Street/Luchessa Avenue	43	Add second northbound and westbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because it is not triggered by CPB	No additional mitigation measures needed

Notes:

1. From Addendum to the Certified Final EIR– Glen Loma Ranch Specific Plan SCN 2003042018 March 24, 2014.

2. From Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022.

Source: EMC Planning Group Inc., 2014; Keith Higgins, 2022; Fehr & Peers, 2023.



Attachment List

- Attachment A: Glen Loma Ranch – Current Projected Buildout, May 26, 2022
- Attachment B: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022
- Attachment C: Trip Generation Comparison Table for General Office and Commercial Land Uses

Attachment A: Glen Loma Ranch –
Current Projected Buildout, May 26,
2022

Keith Higgins

Traffic Engineer

May 26, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Ave D143
Gilroy CA 95020

Re: Glen Loma Ranch – Current Projected Buildout

Dear Augie:

The original 2005 Glen Loma Ranch Specific Plan included a maximum of 1,690 dwelling units and 155,500 square feet of non-residential floor area. In connection with the original project approval, my previous firm, Higgins Associates, prepared the “Glen Loma Ranch Specific Plan Traffic Impact Report dated June 6, 2005 (2005 Traffic Study).

The project has built out at lower intensity than the maximum anticipated under the original EIR and Specific Plan approval, the Current Projected Buildout (CPB) for Glen Loma Ranch is as follows:

1. A maximum of 1,275 residential units on lands controlled by Filice/Christopher (953 units completed or under construction, Vesting Tentative Maps in process for an additional 252 units, and up to an additional 70 units, anticipated to be multi-family units located in the town center flex area).
2. A fire station in the town center flex area.
3. Commercial uses on lands controlled by Filice/Christopher in the Town Center that shall not exceed 12,000 square feet.
4. The potential for 192 multi-family housing units on the Olive Grove site that is owned by the Gilroy Unified School District.

This letter assesses whether the mitigations recommended for GLR Phases 1+2 in the original 2005 EIR will be adequate for the CPB. First, it compares the trip generation anticipated from the CPB with the trip generation anticipated from GLR 1+2 in the 2005 Traffic Study. Second, a comparison is provided between the CPB and the GLR 1+2 AM and PM traffic assignments used to calculate levels of service and determine corresponding mitigation measures at the 2005 Traffic Study study intersections and street segments.

A. CPB Trip Generation

The CPB is projected to generate 11,762 daily trips, 864 AM peak hour trips and 1,123 PM peak hour trips. See **Attachment 1, Row 2b**.

Glen Loma Group
May 26, 2022

B. GLR 1+2 Trip Generation

The 2005 Traffic Study analyzed a development scenario referred to as the “Background Plus Project Phases 1 and 2 Traffic Conditions” (GLR 1+2) which included 1,005 dwelling units and 111,500 square feet of non-residential (primarily retail) floor area.

- Phase 1 was projected to generate 4,272 daily trips with 344 in the AM peak hour and 455 in the PM peak hour.
- Phase 2 was forecasted to generate 11,766 daily trips including 642 in the AM peak hour and 1,116 in the PM peak hour.
- Phases 1 and 2 were expected to generate a total of 16,038 daily trips, 986 AM peak hour trips and 1,571 PM peak hour trips.

The above are tabulated on Table 6, “Project Trip Generation,” of the 2005 Traffic Study which is included herein as **Attachment 2**. The total GLR 1+2 is summarized in **Attachment 1, Row 3c**.

C. GLR 1+2 Trip Assignment

It is important to emphasize that no internal trip reduction between residential and retail uses within GLR was credited in the 2005 Traffic Study GLR 1+2 analysis. All GLR 1+2 residential and non-residential trips were assigned to and from locations external to the GLR as shown by Figure 14 of the 2005 Traffic Study, included herein as **Appendix A**. The corresponding trip assignments at the GLR gateway intersections are tabulated on **Attachment 3**, totalled on **Attachment 4** and summarized on **Attachment 1, Row 4**. The 2005 Traffic Study GLR 1+2 analysis was very conservative in not applying an internal trip reduction credit and using even higher volumes for the actual intersection level of service analysis on which mitigation recommendations were based.

D. Comparison of CPB with GLR 1+2 Trip Generation Estimates

Some important comparisons are:

- **Attachment 1, Row 5a**, the current CPB is expected to generate 4,276 less daily trips, 122 less AM peak hour trips and 448 less PM peak hour trips than the 2005 Traffic Study Phase 1+2 estimate.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 27%, 12% and 28%, respectively, below the GLR Phase 1+2 trip generation estimates, as indicated on **Attachment 1, Row 5b**.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 17% and 30%, respectively, below the GLR Phase 1+2 AM and PM peak hour trip assignments, as indicated on **Attachment 1, Row 6b**.

The CPB will clearly generate substantially less traffic than anticipated for Phases 1+2 in the 2005 Traffic Study.

Glen Loma Group
May 26, 2022

E. GLR Trip Reduction Effect on Traffic Volumes on Access Routes

The reduction in overall GLR trip generation is largely due to the reduction in commercial land uses in the Town Center, which is located in the central part of the GLR. As indicated on the “Percent of Total” column on **Attachment 2**:

- 78% of GLR traffic was expected to impact the Uvas Park Drive/Miller Avenue (15%), Santa Teresa Boulevard / Miller Avenue (20%) and Luchessa Avenue / Thomas Road (42%) intersections, which are the primary access routes to and from the Town Center.
- The current non-residential land uses in the Town Center are expected to generate a total of about 575 daily trips with 24 during the AM peak hour and 53 during the PM peak hour, as indicated on **Attachment 1, Row 1j**.
- This is a reduction of 7,250 daily trips, 303 AM peak hour trips and 662 PM peak hour trips from the 7,825 daily, 327 AM peak hour and 715 PM peak hour trips expected from the Town Center non-residential trips in GLR 1+2.

Again, all of the considerable GLR 1+2 non-residential trips were assumed to be external to the GLR, much of which were expected to impact the Luchessa Avenue bridge and the Miller Avenue crossing of Uvas Creek.

It is clear that the CPB will result in less traffic on the access routes including Thomas Road - Luchessa Avenue, Miller Avenue and Santa Teresa Boulevard north and south of the GLR than the volumes forecasted in the 2005 Traffic Study. The impacts from the CPB will be less than anticipated from GLR 1+2. The mitigations recommended in the 2005 Traffic Study for GLR 1+2 will therefore adequately mitigate the CPB impacts.

F. Current GLR Buildout Trip Generation Comparison with 2005 GLR Buildout

Finally, it should also be noted that:

- The full buildout of the original GLR was anticipated to generate about 24,294 net daily trips with 1,435 during the AM Peak Hour and 2,399 during the PM Peak Hour (**Attachment 1, Row 7c**).
- The CPB will generate less than one-half as much daily and more significant PM peak hour traffic as the original proposal (**Attachment 1, Rows 8 and 9**).

G. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the GLR 1+2 mitigation measures will adequately mitigate the CPB. No further traffic studies are required. No Phase 3 traffic improvements, including construction of the 10th Street bridge or the Luchessa Ave. bridge widening, are required for the Glen Loma Ranch CPB.

Glen Loma Group
May 26, 2022

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

						ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR RATE	PM PEAK HOUR RATE				
TRIP GENERATION RATES													
Single-Family Detached Housing (per unit)						210	8.77	0.72	0.93				
Multifamily Housing (Low-Rise) (per unit)						220	7.41	0.45	0.53				
Multifamily Housing (Mid-Rise) (per unit)						221	5.44	0.36	0.44				
Senior Adult Housing - Attached (per unit)						252	3.69	0.20	0.27				
General Office (per 1,000 sq. ft.)						710	9.74	1.16	1.15				
Quality Restaurant (per 1,000 sq. ft.)						931	83.84	0.73	7.80				
Shopping Center (per 1,000 sq. ft.)						820	37.75	0.94	3.81				
						PROJECT SIZE			AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS			
CURRENT CPB TOTAL						Residential	Commercial	Municipal/Office	DAILY TRIPS				
1. CPB Without Olive Grove													
a. Single Family Homes						840 units			7,367	601	784		
b. Townhomes						277 units			2,053	126	146		
c. Apartments						80 units			435	29	35		
d. Senior Adult Housing - Attached						78 units			288	15	21		
e. Fire Station						0	sq. ft.	7,350	sq. ft.	50	12	2	
f. General Office						4,000	sq. ft.	0	sq. ft.	39	5	5	
g. Quality Restaurant						4,000	sq. ft.	0	sq. ft.	335	3	31	
h. Commercial						4,000	sq. ft.	0	sq. ft.	151	4	15	
i. Subtotal						1,275 units	12,000	sq. ft.	7,350	sq. ft.	10,718	795	1,039
j. Town Center Non-Residential (1e+f+g+h)									575	24	53		
2. CPB With Olive Grove													
a. Olive Grove Apartments						192 units			1,044	69	84		
b. Subtotal (1i + 2a)						1,467 units	12,000	sq. ft.	7,350	sq. ft.	11,762	864	1,123
3. 2005 TRAFFIC STUDY PHASES 1+2 *													
a. Phase 1						464 units	0	sq. ft.	0	sq. ft.	4,272	344	455
b. Phase 2						541 units	81,500	sq. ft.	30,000	sq. ft.	11,766	642	1,116
c. Phases 1+2 (3a + 3b)						1,005 units	81,500	sq. ft.	30,000	sq. ft.	16,038	986	1,571
d. Town Center Non-Residential Subtotal										7,825	327	715	
4. Original Phases 1+2 Traffic Assignment per 2005 Traffic Study, Figure 14**										1,037	1,605		
5. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Generation													
a. Net Numerical Difference (2b - 3c)									-4,276	-122	-448		
b. Net Percent Difference (5a divided by 3c)									-27%	-12%	-28%		
6. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Assignment													
a. Net Numerical Difference (2b - 4)										-173	-482		
b. Net Percent Difference (6a divided by 4)										-17%	-30%		
7. ORIGINAL GLR BUILDOUT *													
a. Phase 3 Only						685 units	46,500	sq. ft.	27,500	sq. ft.	10,955	608	1,095
b. Buildout (3c + 8a)						1,690 units	128,000	sq. ft.	57,500	sq. ft.	26,993	1,594	2,666
c. Net Buildout (7b minus 10% Internal Trips)										24,294	1,435	2,399	
8. Net Difference Between CPB With Olive Grove and Original Buildout (2b - 7c)										-12,532	-571	-1,276	
9. CPB as Percent of Original Buildout - With Olive Grove (2b divided by 8c)										48%	60%	47%	

Notes:

1. Trip generation rates - Institute of Transportation Engineers (ITE) "Trip Generation Manual," 10th Edition, 2017.
2. Trip activity for all residential land uses utilize fitted curve equations. Cited trip rates are equivalent rates per housing unit.
3. CPB data cited from *Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures Per the Glen Loma Ranch Development Agreement Section 4.4.7*, Keith Higgins Traffic Engineer, May 19, 2019. Commercial uses represent current CPB max. size.
4. * - 2005 Traffic Study Trip Generation - "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005. See Attachment 2.
5. ** - 2005 Traffic Study Trip Assignment - "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005. See Attachments 3 and 4.

Table 6
Project Trip Generation

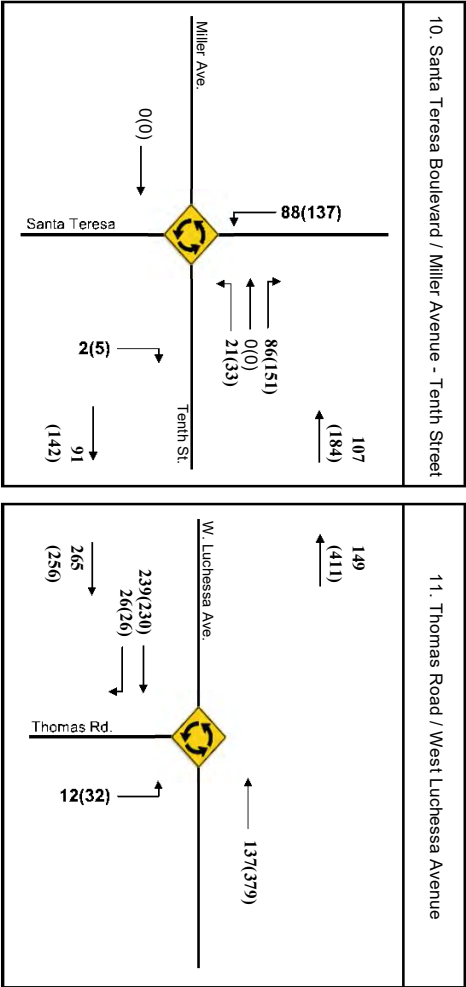
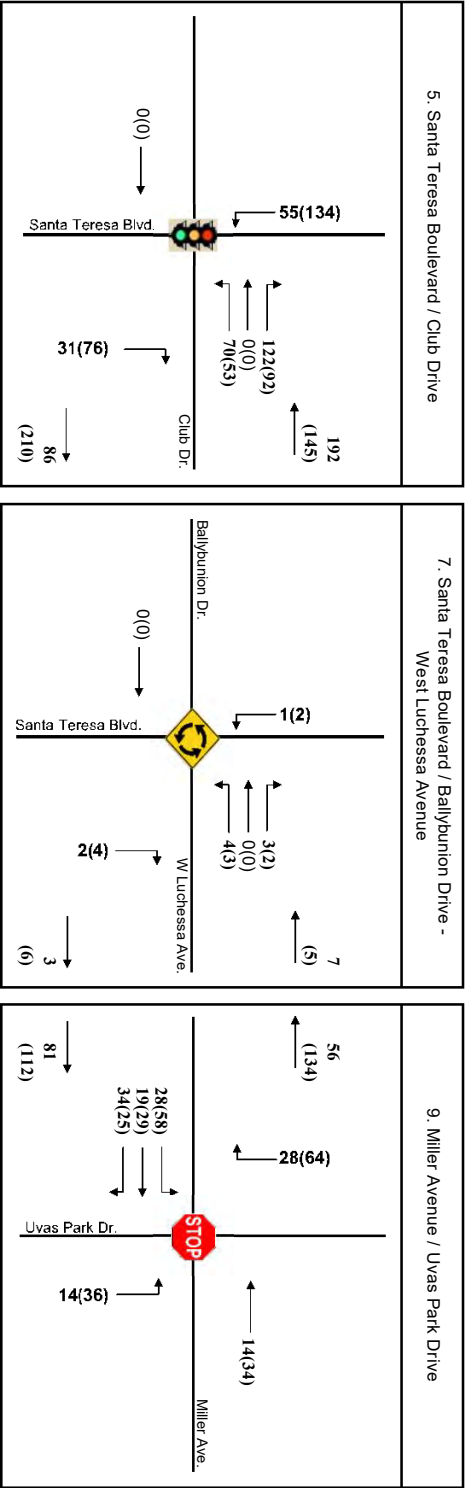
	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIP RATES	PEAK HOUR TRIP RATES & DISTRIBUTION							
				AM PEAK HOUR				PM PEAK HOUR			
				TOTAL PEAK HOUR	% OF Daily Trips	IN	OUT	TOTAL PEAK HOUR	% OF Daily Trips	IN	OUT
TRIP GENERATION RATES											
Single Family Detached Housing	210	793 Homes	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
Town Homes	231	570 Units	5.86	0.67	11%	0.25	0.75	0.78	13%	0.58	0.42
Apartments	220	177 Units	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Senior Housing (Congregate Care Facility) ¹	251	150 Units	4.52	0.16	4%	0.45	0.55	0.25	5%	0.61	0.39
Total Number Housing Units		1690 Units									
General Retail - Specialty Retail	814	20,000 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
- Video Store	896	4,000 SF	175.00	0.00	0%	0.00	0.00	13.60	8%	0.46	0.54
- Bank	912	5,000 SF	246.49	12.34	5%	0.56	0.44	45.74	19%	0.50	0.50
Community Building	495	5,000 SF	114.00	1.62	1%	0.61	0.39	1.64	1%	0.29	0.71
Commercial/Service	SANDAG	25,000 SF	120.00	4.80	4%	0.60	0.40	12.00	10%	0.50	0.50
Restaurants - Quality	931	10,000 SF	89.95	0.81	1%	0.50	0.50	7.49	8%	0.67	0.33
- High Turnover	932	10,000 SF	127.15	11.52	9%	0.52	0.48	10.92	9%	0.61	0.39
Supermarket	850	34,000 SF	102.24	3.25	3%	0.61	0.39	10.45	10%	0.51	0.49
Offices	710	35,000 SF	11.01	1.55	14%	0.88	0.12	1.49	14%	0.17	0.83
Convenience Market (Northern Commercial)	852	3,000 SF	492.00	31.20	6%	0.50	0.50	34.57	7%	0.49	0.51
Specialty Retail (Northern Commercial)	814	4,500 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
Total Town Center & Northern Commercial		155,500 SF									
Fire Station ²		30,000 SF	50.00	12.00	24%	6.00	6.00	2.00	4%	1.00	1.00
NUMBER OF TRIPS GENERATED											
	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
				TOTAL PEAK HOUR	% OF Daily Trips	TRIPS IN	TRIPS OUT	TOTAL PEAK HOUR	% OF Daily Trips	TRIPS IN	TRIPS OUT
PROJECT TRIPS - PHASE 1 (2005 to 2010)											
Single Family Detached Housing	210	405 Homes	3,876	304	8%	76	228	409	11%	258	151
Town Homes	231	59 Units	396	40	10%	10	30	46	12%	27	19
TOTAL PROJECT TRIPS - PHASE I (Residential only)		464 Units	4,272	344	8%	86	258	455	11%	285	170
PROJECT TRIPS - PHASE 2 (2010 to 2014)											
Single Family Detached Housing	210	167 Homes	1,598	125	8%	31	94	169	11%	106	63
Town Homes	231	197 Units	1,154	100	9%	20	80	122	11%	79	43
Apartments	220	177 Units	1,189	90	8%	18	72	110	9%	72	38
Total Trips Housing Units		541 Units	3,941	315	8%	69	246	401	10%	257	144
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	2,500 SF	225	2	1%	1	1	19	8%	13	6
- High Turnover	932	2,500 SF	318	29	9%	15	14	27	8%	16	11
Supermarket	850	34,000 SF	3,476	111	3%	68	43	355	10%	181	174
Offices	710	12,500 SF	138	19	14%	17	2	19	14%	3	16
Convenience Market (Northern Commercial)	852	3,000 SF	1,476	94	6%	47	47	104	7%	51	53
Specialty Retail (Northern Commercial)	814	4,500 SF	199	0	0%	0	0	12	6%	5	7
Total Trips Town Center & Northern Commercial		81,500 SF	7,775	315	4%	184	131	713	9%	356	357
Fire Station ²		30,000 SF	50	12	24%	6	6	2	4%	1	1
TOTAL PROJECT TRIPS - PHASE 2			11,766	642	5%	259	383	1,116	9%	614	502
PROJECT TRIPS - PHASE 3 (2014 to 2018)											
Single Family Detached Housing	210	221 Homes	2,115	166	8%	42	124	223	11%	140	83
Town Homes	231	314 Units	1,840	160	9%	32	128	195	11%	127	68
Senior Housing (Congregate Care Facility) ¹	252	150 Units	678	25	4%	11	14	37	5%	23	14
Total Trips Housing Units		685 Units	4,633	351	8%	85	266	455	10%	290	165
Community Building	495	5,000 SF	570	8	1%	5	3	8	1%	2	6
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
- Video Store	896	4,000 SF	700	0	0%	0	0	54	8%	25	29
- Bank	912	5,000 SF	1,232	62	5%	35	27	229	19%	115	114
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	7,500 SF	675	6	1%	3	3	56	8%	38	18
- High Turnover	932	7,500 SF	954	86	9%	45	41	82	9%	50	32
Offices	710	22,500 SF	248	35	14%	31	4	34	14%	6	28
Total Trips Town Center & Northern Commercial		74,000 SF	6,322	257	4%	155	102	640	10%	323	317
TOTAL PROJECT TRIPS - PHASE 3			10,955	608	6%	240	368	1,095	10%	613	482
TOTAL PROJECT TRIPS - BUILDOUT			26,993	1,594	6%	585	1,009	2,666	10%	1,512	1,154
Internal Trips ³ (-10%)			2,699	159		59	101	267		151	115
TOTAL PRIMARY PROJECT BUILDOUT TRIPS		1690 Units 155,500 SF	24,294	1,435	6%	526	908	2,399	10%	1,361	1,039

Notes:

Trip generation rates based on Institute of Transportation Engineers (ITE) 2000, 2003, and 2008 editions.

1. Based on a Paper Presentation at the ITE 2008 Meeting on Senior Housing Trip Generation and Parking Requirements.

2. Based on data from the Census Bureau, 2000, for non-residential trips due to neighborhood district land use.



		AM Peak Hour			Percent of Total	PM Peak Hour			Percent of Total
		In	Out	Total		In	Out	Total	
A. Figure 14 - Trip Assignment - Phase 1 + Phase 2									
Intersection									
No.	Name								
5	Santa Teresa / Club	86	192	278	27%	210	145	355	22%
7	Santa Teresa / Ballybunion	3	7	10	1%	6	5	11	1%
9	Uvas Park / Miller	56	81	137	13%	134	112	246	15%
10	Santa Teresa / Miller	91	107	198	19%	142	184	326	20%
11	Luchessa / Thomas	149	265	414	40%	411	256	667	42%
Total		385	652	1,037	100%	903	702	1,605	100%
B. Table 6 - Project Trip Generation Totals									
GLRPhase 1		86	258	344		285	170	455	
GLRPhase 2		259	383	642		614	502	1,116	
Phases 1+2		345	641	986		899	672	1,571	
C. Trip Assignment Increase Above Trip Generation									
		40	11	51		4	30	34	
D. GLR1+2 Trip Assignment as Percent of GLR1+2 Trip									
		112%	102%	105%		100%	104%	102%	
Source: "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005 (2005 Traffic Study), Table 6 and Figure 14.									

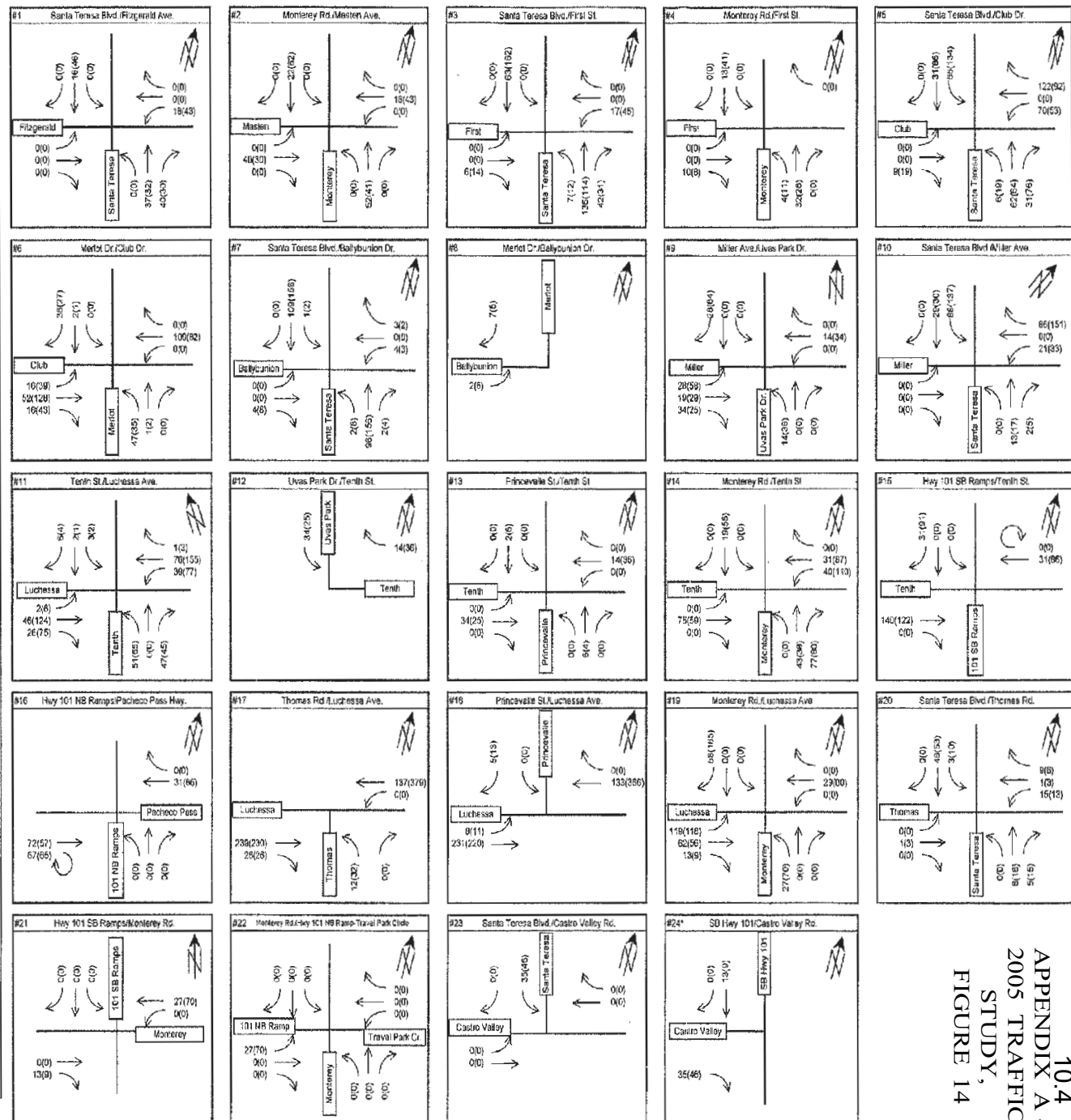
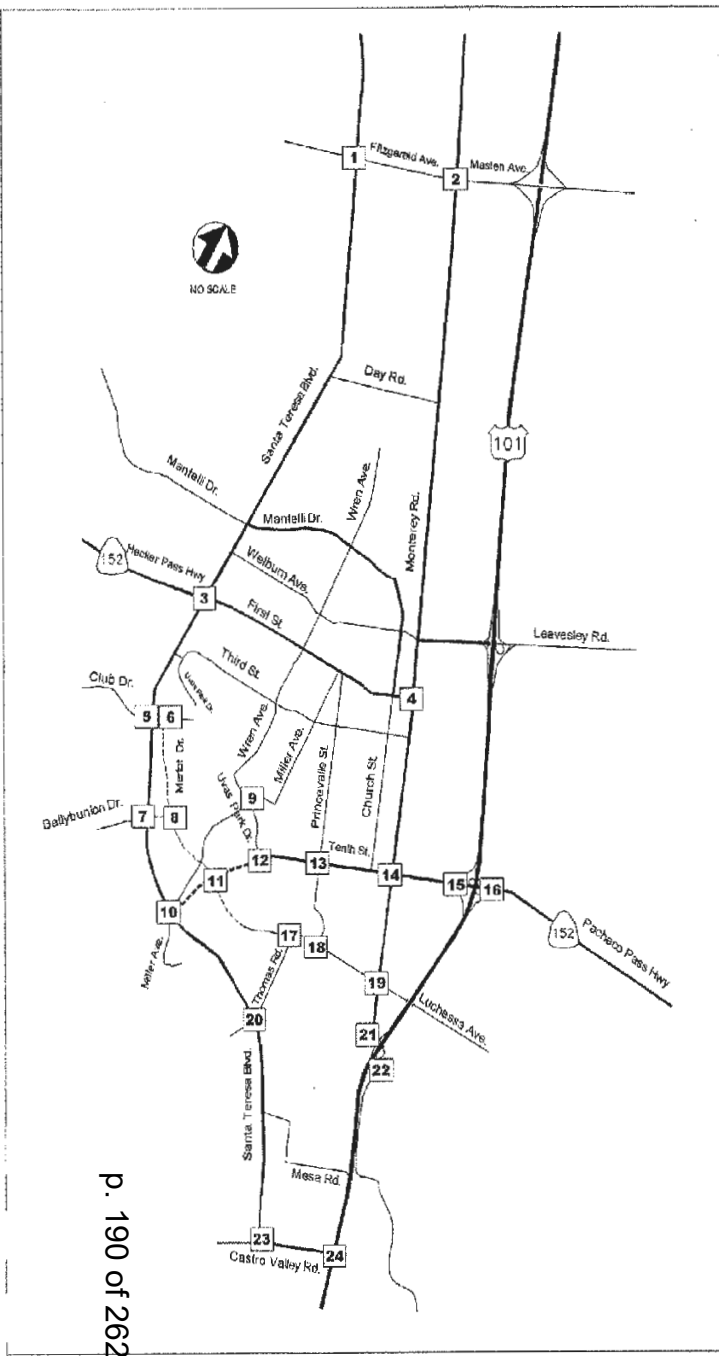


FIGURE 14
Project Trips - Phase 1 + Phase 2
AM & PM Peak Hour Volumes

Attachment B: Glen Loma Ranch –
Comparison of Intersection Mitigations
in the 2005 EIR with Current Projected
Buildout (CPB), June 7, 2022

Keith Higgins

Traffic Engineer

June 7, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Avenue D143
Gilroy, CA 95020

Re: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)

Dear Augie:

This letter is in response to a request by Jon Biggs, Gilroy Interim Planning Director, to analyze the effect of the reduced trip generation from the Glen Loma Ranch Current Projected Buildout (CPB) on project traffic distribution, assignment and traffic operations at the following intersections and streets with remaining mitigation measures.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 and 44)
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 and 39)
4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)
5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (Associated with Mitigation 41)
7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The locations of these intersections are shown on **Attachment A**. For reference, the original 2005 Project mitigations for these seven intersections are excerpted in **Attachment B**.

A. CPB Trip Generation Summary

My letter to you dated May 26, 2022 indicated that the CPB will generate about 11,762 daily trips with 864 in the AM peak hour and 1,123 in the PM peak hour. These are about 27% less daily trips and 17% less AM traffic and 30% less PM traffic than was anticipated for Glen Loma Ranch Phases 1+2 (Phases 1+2). The CPB is also expected to generate about 60% less AM peak hour traffic and 40% less PM peak hour traffic than the 24,294 daily, 1,435 AM and 2,399 PM trips anticipated for the original Glen Loma Ranch Buildout.

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June 7, 2022

B. CPB Traffic Volume Forecasts

The CPB AM and PM peak hour trip assignments to the study intersections are illustrated on **Attachment C** using the same trip distribution and assignment assumptions used in the “Glen Loma Ranch Specific Plan Traffic Impact Report,” June 6, 2005, prepared by my previous firm, Higgins Associates, (2005 Traffic Study). CPB volumes are added to the 2005 Traffic Study Background volumes, the base volumes for the analysis of Phases 1+2 impacts. The resulting CPB volumes are depicted on **Attachment D**.

C. Background Plus CPB Traffic Operations

Attachment E provides a summary table with Background plus Phases 1+2 (Phases 1+2) levels of service and recommended mitigation measures used as the basis for the mitigation measures described in **Attachment B**. It also tabulates levels of service and recommended mitigation measures with the lower CPB volumes. The results by intersection are as follows.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)

The Santa Teresa Boulevard / Fitzgerald Avenue intersection had four-way stop control at the time when the 2005 Traffic Study was prepared. The mitigation included the installation of a traffic signal for Phases 1+2 traffic conditions. The traffic signal was installed many years ago. No additional mitigations were identified to accommodate Phases 1+2. The CPB will result in less traffic at this intersection, with slightly improved traffic operations compared to what was expected with Phases 1+2 impacts. No additional mitigations are required for the CPB.

2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 & 44)

The Santa Teresa Boulevard / First Street (State Route 152) intersection was expected to operate at LOS C under Phases 1+2 conditions. CPB traffic operations will be slightly better than what was expected under the Phases 1 + 2 condition. Mitigations 37 and 44 were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 & 39)

Phases 1+2 mitigation at the Miller Avenue / Uvas Park Drive intersection included the installation of a northbound Uvas Park Drive left turn lane. This mitigation will be required for the CPB as well, although traffic volumes will be lower than expected with Phases 1+2. Mitigation 39 was identified for Phase 3 impacts and thus is not triggered at this intersection by the CPB.

4. Study Intersection 13 – Princeville Street / Tenth Street (Mitigation 40)

The Princeville Street / 10th St intersection was signalized in 2005. The mitigation at this intersection included adding left turn traffic signal phasing (left turn arrows) on all four intersection approaches to better accommodate the high amount of pedestrian traffic before and after school hours at Gilroy High School and Glen View

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June 7, 2022

Elementary School. The left turn phasing was installed many years ago. No additional mitigation is required for the CPB at this intersection.

5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)

The mitigation at the Thomas Road / Luchessa Avenue intersection was the conversion of an all-way stop controlled channelized intersection to a one lane roundabout. This was constructed in 2015. It was adequate mitigation for Phases 1+2 and will adequately mitigate the lower volumes now anticipated for the CPB. No additional mitigation is required for the CPB at this intersection.

6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (indirectly associated with Mitigation 41 and Luchessa Avenue bridge widening)

The Princevalle / Luchessa Avenue intersection had stop control and no eastbound Luchessa Avenue left turn lane in 2005. Mitigation was recommended to include a traffic signal and eastbound left turn lane, which were installed in 2016. This mitigation is adequate to accommodate Phases 1+2. It will operate better with the lower volume CPB. No additional mitigation is required for the CPB at this intersection.

7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The Monterey Road / Luchessa Avenue intersection was determined in the 2005 EIR to not require mitigation to accommodate Phases 1+2 impacts. The impacts for the CPB will be reduced from the impacts expected under Phases 1 + 2. It will therefore operate acceptably with no mitigation for the CPB. Mitigation 43 was identified for Phase 3 impacts and thus is not triggered at this intersection for the CPB.

D. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB. The specific CPB mitigations at each study intersection are summarized below.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue – No additional mitigations are required for the CPB.
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive – The existing mitigation measure to construct a northbound Uvas Park Drive left turn lane will be required for the CPB.
4. Study Intersection 13 – Princevalle Street / Tenth Street – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
5. Study Intersection 17 – Thomas Road / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.

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June 7, 2022

7. Study Intersection 19 – Monterey Road / Luchessa Avenue – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

Attachment A, Sheet 1 of 2
INTERSECTIONS AND STREETS WITH REMAINING GLEN
LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES



Attachment A, Sheet 2 of 2
INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA
RANCH SPECIFIC PLAN MITIGATION MEASURES



Attachment B

Transportation Mitigation Measures for the Subject Intersections from the Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan

This information is provided for reference only. **SGN 2003042018, Dated: March 24, 2014**

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project

34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Note: MM 34 partially implemented – the signal was built at this location and is operational.

35. Add a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

37. Add second eastbound and westbound left turn lanes to the Santa Teresa Boulevard/First Street intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

40. Convert the signal phasing at the Princeville Street/Tenth Street intersection from permitted phasing to protected phasing.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Note: MM 40 has been implemented – the signal modification was installed at this location and is operational.

41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

OR

If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right turn lane was added, add a second westbound left turn lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Attachment B

Transportation Mitigation Measures for the Subject Intersections from the Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan

This information is provided for reference only. **SGN 2003042018, Dated: March 24, 2014**

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project (continued)

42. Signalize the Princevalle Street/Luchessa Avenue intersection and add an eastbound left turn lane.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

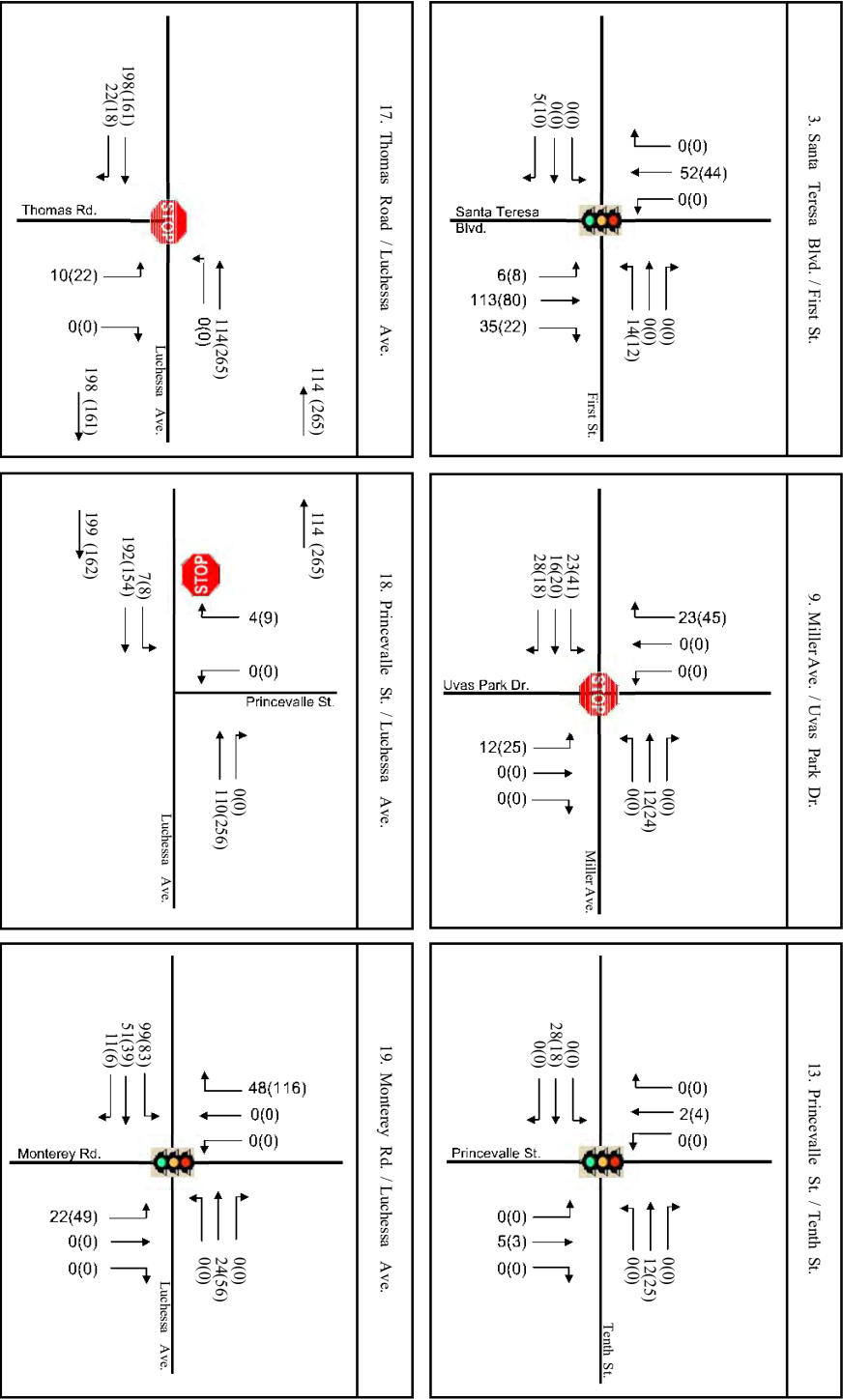
Note: MM 42 complete – the project was built and is operational.

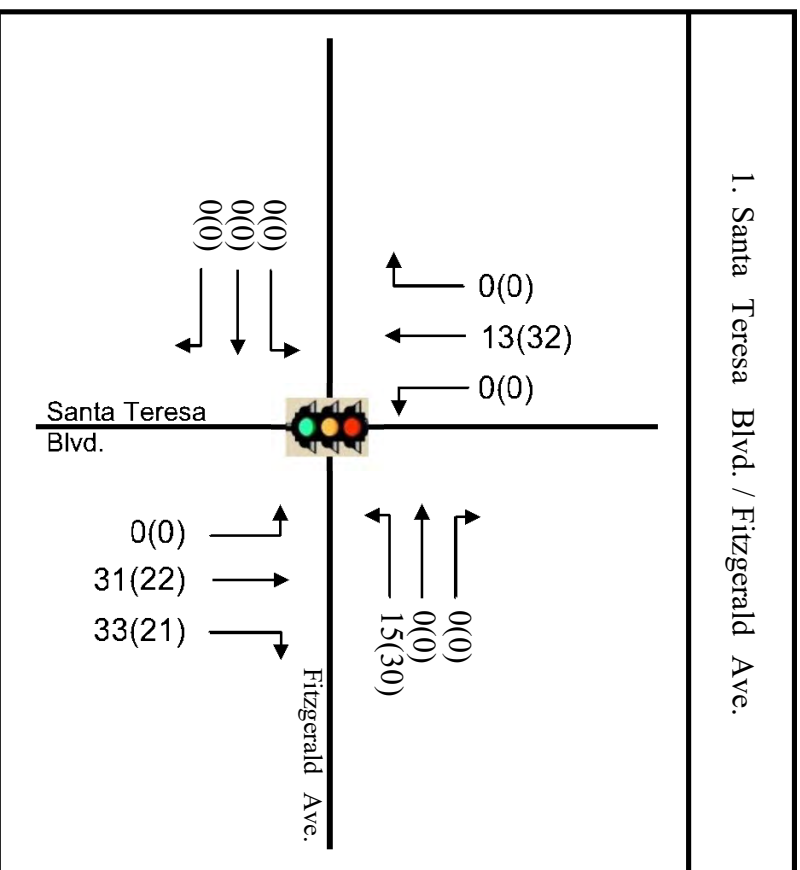
43. Add second northbound and westbound left turn lanes at the Monterey Street/Luchessa Avenue intersection.

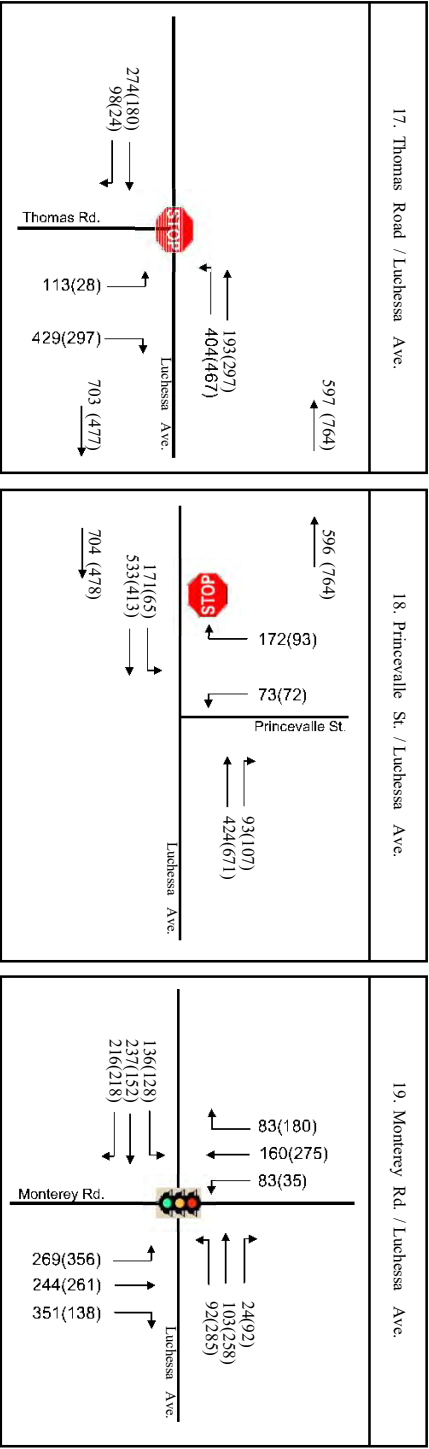
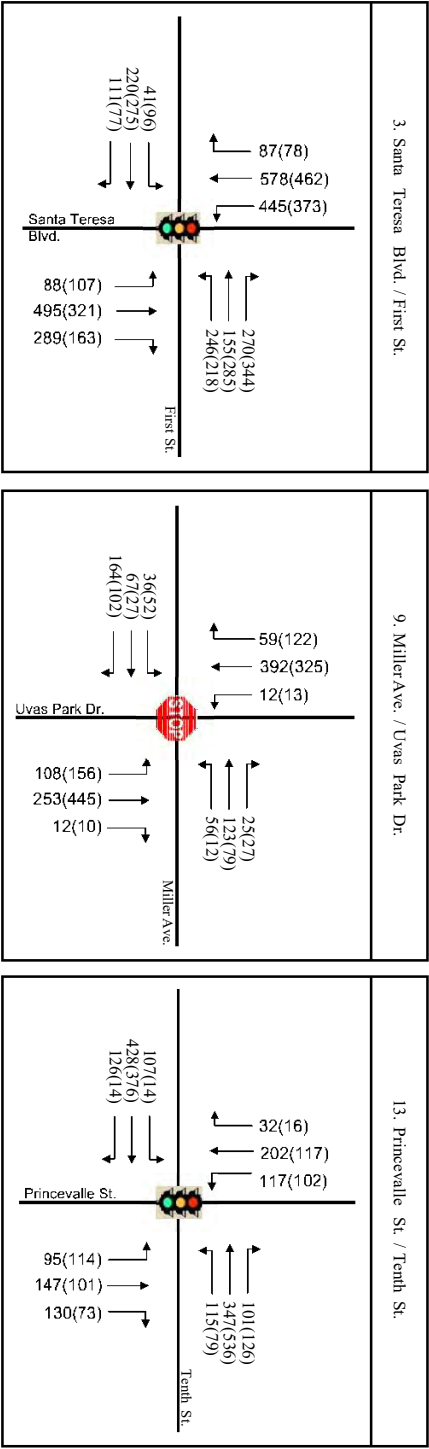
The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

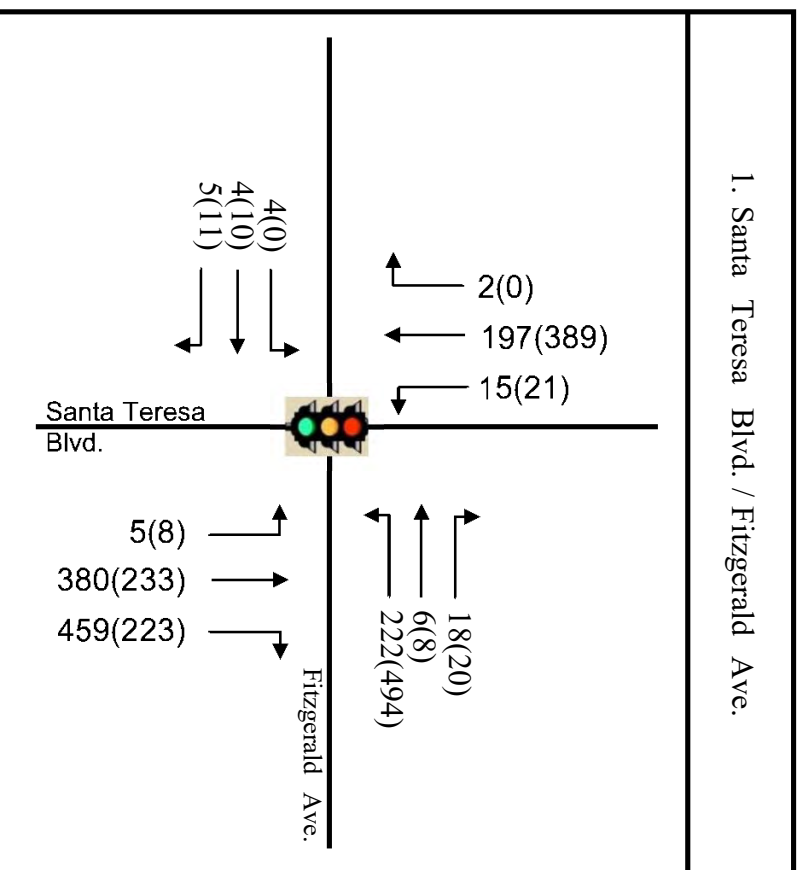
44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.









Attachment E
Remaining Glen Loma Ranch Intersections
Levels of Service with GLRPhases 1+2 and

Intersection	Level of Service Standard	CPB 2005 Intersection Control	Operations Type	Background + Phases 1+2 (2005 TIA)				Background + CPB			
				AM		PM		AM		PM	
				Del	LOS	Del	LOS	Del	LOS	Del	LOS
1 Santa Teresa Fitzgerald	County: LOSD City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	14.8	B	35.2	E	14.7	B	31.4	D
			Improvements Already Implemented Delay and LOS With Mitigations	21.1	C+	30.5	C	21.0	C+	29.6	C
			GLREIR Mitigation	Traffic Signal already installed. None Required.				N.A.			
			Recommended CPB Mitigation	N.A.				Traffic Signal already installed. None Required.			
3 Santa Teresa First	City: LOSC	Signal	Unmitigated Delay and LOS with Improvements in place in 2005 Delay and LOS With Mitigations	25.0	C	25.3	C	25.0	C	25.1	C
			GLREIR Mitigation	None Required				N.A.			
			Recommended CPB Mitigation	N.A.				None Required			
9 Miller Uvas	City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005 Delay and LOS With NBUvas Left Only	28.8	D	46.2	E	21.3	C	44.0	E
			GLREIR Mitigation	24.9	C	24.0	C	19.5	C	23.4	C
			Recommended CPB Mitigation	Add NBUvas Left Turn Lane N.A.				Add NBUvas Left Turn Lane			
13 Princevalle Tenth	City: LOSC	Traffic Signal with No Left Turn Phases	Unmitigated Delay and LOS with Improvements in place in 2005	10.1	B+	9.1	A	10.2	B+	9.2	A
			GLREIR Mitigation	LT Phasing all 4 directions is already in place.				LT Phasing all 4 directions is already in place.			
			Recommended CPB Mitigation								
17 Thomas Luchessa	City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005 Delay and LOS With Mitigations	60.8	F	114.1	F	51.1	F	64.7	F
			GLREIR Mitigation	6.9	A	8.7	A	6.6	A	6.9	A
			Recommended CPB Mitigation	1-Lane Roundabout				1-Lane Roundabout			
18 Princevalle Luchessa	City: LOSD	Princevalle Stop Sign	Unmitigated Delay and LOS with Improvements in place in 2005	28.4	D	34.9	D	25.0	D	25.8	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			GLREIR Mitigation	None Required				None Required			
19 Monterey Luchessa		Signal	Unmitigated Delay and LOS with Improvements in place in 2005	23.9	C	29.4	C	23.4	C	28.0	C
			GLREIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			

Notes:

1. Delays under Background + Phases 1+2 were verified in analysis model, prior to use under Background + CPB, to either match exactly the values in 2005 report or to be no more than 1.0 seconds different.

Appendix 1

Level of Service Calculations

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 80 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10			
Lanes:	1	0	1	0	1	1	0	0	1	0	0	0	1!	0	0

Volume Module:AM Peak Hour

Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	386	465	15	201	2	4	4	5	225	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	386	465	15	201	2	4	4	5	225	6	18

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	578	631	720	508	546	5	156	156	195	509	14	41

Capacity Analysis Module:

Vol/Sat:	0.01	0.61	0.65	0.03	0.37	0.37	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:	****			****			****			****		
Delay/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:	16.3			12.2			9.6			13.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.3			12.2			9.6			13.7		
LOS by Appr:	C			B			A			B		
AllWayAvgQ:	0.0	1.5	1.7	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 49 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	1	0	1

Volume Module:	AM	Peak	Hour											
Base Vol:	89	518	295	445	590	87	41	220	112	249	155	270		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	89	518	295	445	590	87	41	220	112	249	155	270		
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
PHF Volume:	89	518	148	445	590	44	41	220	56	249	155	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	89	518	148	445	590	44	41	220	56	249	155	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
Final Volume:	89	518	148	445	590	44	41	220	56	249	155	0		

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.14	0.16	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.4	14.8	14.8	15.3	22.6	22.6	6.2	12.5	12.5	15.4	21.7	0.0
Volume/Cap:	0.48	0.65	0.40	0.65	0.48	0.08	0.26	0.65	0.18	0.65	0.26	0.00
Uniform Del:	29.5	25.2	23.8	24.9	19.0	16.4	29.7	26.7	24.4	24.8	18.1	0.0
IncrementDel:	2.0	1.8	0.7	2.1	0.3	0.1	0.9	4.3	0.3	3.8	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 28.8
Optimal Cycle: 0 Level Of Service: D

Street Name:	Uvas Park Dr.						Miller Ave.									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign			
Rights:	Include						Include						Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:AM Peak Hour

Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	253	12	12	392	64	41	70	170	56	125	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	266	13	13	413	67	43	74	179	59	132	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	266	13	13	413	67	43	74	179	59	132	26

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12
Final Sat.:	148	341	16	14	455	74	70	119	289	118	263	53

Capacity Analysis Module:

Vol/Sat:	0.78	0.78	0.78	0.91	0.91	0.91	0.62	0.62	0.62	0.50	0.50	0.50
Crit Moves:	****			****			****			****		
Delay/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
LOS by Move:	D	D	D	E	E	E	C	C	C	C	C	C
ApproachDel:	27.3			41.5			18.7			16.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	27.3			41.5			18.7			16.5		
LOS by Appr:	D			E			C			C		
AllWayAvgQ:	2.4	2.4	2.4	4.8	4.8	4.8	1.2	1.2	1.2	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 6 Average Delay (sec/veh): 10.1
Optimal Cycle: 23 Level Of Service: B+

Street Name:	Princevalle St.						Tenth St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	0		0		0	0		0		0	0		0		0			
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0			
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1			

Volume Module:AM Peak Hour

Base Vol:	95	148	120	117	203	32	107	433	126	115	349	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	148	120	117	203	32	107	433	126	115	349	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	148	120	117	203	32	107	433	126	115	349	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	148	120	117	203	32	107	433	126	115	349	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	148	120	117	203	32	107	433	126	115	349	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	994	806	1750	1555	245	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:	****						****					
Green Time:	21.3	21.3	21.3	21.3	21.3	21.3	32.7	32.7	32.7	32.7	32.7	32.7
Volume/Cap:	0.15	0.42	0.42	0.19	0.37	0.37	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	13.2	14.6	14.6	13.3	14.3	14.3	6.6	8.1	6.7	6.7	7.6	6.6
IncrementDel:	0.1	0.4	0.4	0.1	0.4	0.4	0.1	0.3	0.1	0.1	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 0 Average Delay (sec/veh): 60.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Thomas Rd.						Luchessa Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:	AM	Peak	Hour											
Base Vol:	115	0	431	0	0	0	0	315	102	405	216	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	115	0	431	0	0	0	0	315	102	405	216	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	115	0	431	0	0	0	0	315	102	405	216	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	115	0	431	0	0	0	0	315	102	405	216	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	115	0	431	0	0	0	0	315	102	405	216	0		

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.65	0.35	0.00
Final Sat.:	126	0	471	0	0	0	0	490	542	357	191	0

Capacity Analysis Module:												
Vol/Sat:	0.91	xxxx	0.91	xxxx	xxxx	xxxx	xxxx	0.64	0.19	1.13	1.13	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*
ApproachDel:	42.8	xxxxxx					18.9	104.7				
Delay Adj:	1.00	xxxxxx					1.00	1.00				
ApprAdjDel:	42.8	xxxxxx					18.9	104.7				
LOS by Appr:	E	*					C	F				
AllWayAvgQ:	5.6	5.6	5.6	0.0	0.0	0.0	0.0	1.6	0.2	14.5	14.5	14.5

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: D[28.4]

Street Name:	Princevalle St.					Luchessa Ave.														
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:AM Peak Hour

Base Vol:	0	0	0	74	0	173	172	573	0	0	448	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsc:	0	0	0	74	0	173	172	573	0	0	448	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	74	0	173	172	573	0	0	448	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	74	0	173	172	573	0	0	448	94

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1412	xxxx	495	542	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	154	xxxx	579	1037	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	132	xxxx	579	1037	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.56	xxxx	0.30	0.17	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	2.8	xxxx	1.2	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	62.5	xxxx	13.9	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			28.4			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 37 Level Of Service: C

Street Name:	Monterey Rd.						Luchessa Ave.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Protected					
Rights:	Ovl						Ovl						Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1			

Volume Module:AM Peak Hour

Base Vol:	256	245	351	83	161	93	156	249	220	92	108	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	245	351	83	161	93	156	249	220	92	108	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	245	351	83	161	93	156	249	220	92	108	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	245	351	83	161	93	156	249	220	92	108	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	256	245	351	83	161	93	156	249	220	92	108	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1473	327

Capacity Analysis Module:

Vol/Sat:	0.15	0.06	0.20	0.05	0.04	0.05	0.09	0.13	0.13	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	31.2	30.5	41.3	9.8	9.0	29.8	20.7	27.0	58.2	10.8	17.1	26.8
Volume/Cap:	0.42	0.19	0.44	0.44	0.42	0.16	0.39	0.44	0.19	0.44	0.39	0.25
Uniform Del:	22.5	21.1	16.5	37.6	38.0	21.3	29.3	25.4	6.4	36.8	31.9	23.9
IncrementDel:	0.5	0.1	0.4	1.6	0.8	0.1	0.6	0.5	0.1	1.5	0.7	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
LOS by Move:	C+	C+	B	D	D+	C+	C	C	A	D+	C-	C
HCM2kAvgQ:	6	2	7	3	3	2	4	6	3	3	4	3

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 90 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 12 Average Delay (sec/veh): 36.2
Optimal Cycle: 0 Level Of Service: E

Street Name:	Santa Teresa Blvd					Fitzgerald Ave									
Approach:	North Bound		South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include				
Min. Green:	7	10	10			7	10	10			4	4	4		
Lanes:	1	0	1	0	1	1	0	0	1	0	0	0	0	1	0

Volume Module:	PM	Peak	Hour											
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	8	244	231	21	403	0	0	10	11	507	8	20		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	8	244	231	21	403	0	0	10	11	507	8	20		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	8	244	231	21	403	0	0	10	11	507	8	20		

Saturation Flow Module:														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04		
Final Sat.:	452	485	535	460	492	0	0	202	223	517	8	20		

Capacity Analysis Module:														
Vol/Sat:	0.02	0.50	0.43	0.05	0.82	xxxx	xxxx	0.05	0.05	0.98	0.98	0.98		
Crit Moves:	****			****			****			****				
Delay/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5		
LOS by Move:	B	C	B	B	D	*	*	B	B	F	F	F		
ApproachDel:	15.5			32.9			11.1			58.5				
Delay Adj:	1.00			1.00			1.00			1.00				
ApprAdjDel:	15.5			32.9			11.1			58.5				
LOS by Appr:	C			D			B			F				
AllWayAvgQ:	0.0	0.9	0.7	0.0	3.3	3.3	0.0	0.0	0.0	7.4	7.4	7.4		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 44 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	1	0	1

Volume Module:	PM	Peak	Hour											
Base Vol:	111	356	171	373	481	78	96	275	80	223	285	344		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	111	356	171	373	481	78	96	275	80	223	285	344		
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	111	356	86	373	481	39	96	275	40	223	285	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	111	356	86	373	481	39	96	275	40	223	285	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	111	356	86	373	481	39	96	275	40	223	285	0		

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750		

Capacity Analysis Module:														
Vol/Sat:	0.06	0.09	0.05	0.12	0.13	0.02	0.05	0.14	0.02	0.13	0.15	0.00		
Crit Moves:	****			****			****			****				
Green Time:	8.5	11.2	11.2	14.2	16.9	16.9	8.7	17.3	17.3	15.3	23.9	0.0		
Volume/Cap:	0.52	0.58	0.30	0.58	0.52	0.09	0.44	0.58	0.09	0.58	0.44	0.00		
Uniform Del:	28.9	27.2	25.9	25.2	23.0	20.6	28.4	23.2	20.3	24.5	17.9	0.0		
IncrementDel:	2.4	1.5	0.6	1.4	0.6	0.1	1.4	1.9	0.1	2.3	0.5	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
Delay/Veh:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	0.0		
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A		
HCM2kAvgQ:	3	5	2	5	5	1	3	6	1	6	5	0		

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 0 Average Delay (sec/veh): 46.2
Optimal Cycle: 0 Level Of Service: E

Street Name:	Uvas Park Dr.	Miller Ave.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0

Volume Module: PM Peak Hour

Base Vol:	168	445	10	13	325	141	91	35	109	12	90	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	445	10	13	325	141	91	35	109	12	90	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	445	10	13	325	141	91	35	109	12	90	27

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.71	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	159	422	9	16	396	172	189	73	227	41	311	93

Capacity Analysis Module:

Vol/Sat:	1.06	1.06	1.06	0.82	0.82	0.82	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:	****			****			****			****		
Delay/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
LOS by Move:	F	F	F	D	D	D	C	C	C	B	B	B
ApproachDel:	76.9			30.1			15.7			13.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	76.9			30.1			15.7			13.2		
LOS by Appr:	F			D			C			B		
AllWayAvgQ:	11.1	11.1	11.1	3.4	3.4	3.4	0.8	0.8	0.8	0.3	0.3	0.3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 6 Average Delay (sec/veh): 9.1
Optimal Cycle: 23 Level Of Service: A

Street Name:	Princevalle St.						Tenth St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1	0	1				

Volume Module:	PM	Peak	Hour											
Base Vol:	114	101	73	102	119	16	14	383	14	79	548	126		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	114	101	73	102	119	16	14	383	14	79	548	126		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	114	101	73	102	119	16	14	383	14	79	548	126		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	114	101	73	102	119	16	14	383	14	79	548	126		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	114	101	73	102	119	16	14	383	14	79	548	126		

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:	1750	1045	755	1750	1587	213	1750	1900	1750	1750	1900	1750		

Capacity Analysis Module:														
Vol/Sat:	0.07	0.10	0.10	0.06	0.08	0.08	0.01	0.20	0.01	0.05	0.29	0.07		
Crit Moves:	****									****				
Green Time:	13.6	13.6	13.6	13.6	13.6	13.6	40.4	40.4	40.4	40.4	40.4	40.4		
Volume/Cap:	0.29	0.43	0.43	0.26	0.33	0.33	0.01	0.30	0.01	0.07	0.43	0.11		
Uniform Del:	19.2	19.9	19.9	19.1	19.4	19.4	3.2	4.0	3.2	3.3	4.5	3.4		
IncrementDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	0.2	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Delay/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5		
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A		
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1		

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.348
Loss Time (sec): 0 Average Delay (sec/veh): 114.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Thomas Rd.	Luchessa Ave.	
Approach:	North Bound South Bound	East Bound West Bound	
Movement:	L - T - R L - T - R	L - T - R L - T - R	
Control:	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 0 1

Volume Module:	PM	Peak	Hour										
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	38	0	297	0	0	0	0	249	32	467	411	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	38	0	297	0	0	0	0	249	32	467	411	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	38	0	297	0	0	0	0	249	32	467	411	0	

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.00	0.89	0.00	0.00	0.00	0.00	1.00	1.00	0.53	0.47	0.00
Final Sat.:	71	0	553	0	0	0	0	561	630	346	305	0

Capacity Analysis Module:												
Vol/Sat:	0.54	xxxx	0.54	xxxx	xxxx	xxxx	xxxx	0.44	0.05	1.35	1.35	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	14.9			xxxxxx				13.2			184.3	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	14.9			xxxxxx				13.2			184.3	
LOS by Appr:	B				*			B			F	
AllWayAvgQ:	1.1	1.1	1.1	0.0	0.0	0.0	0.0	0.7	0.1	31.8	31.8	31.8

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[34.9]

Street Name:	Princevalle St.					Luchessa Ave.														
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	72	0	97	67	478	0	0	780	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsc:	0	0	0	72	0	97	67	478	0	0	780	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	97	67	478	0	0	780	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	72	0	97	67	478	0	0	780	107

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1446	xxxx	834	887	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	147	xxxx	371	772	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	137	xxxx	371	772	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.53	xxxx	0.26	0.09	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	2.5	xxxx	1.0	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	57.6	xxxx	18.1	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			34.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 56 Level Of Service: C

Street Name:	Monterey Rd.						Luchessa Ave.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Protected					
Rights:	Ovl						Ovl						Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1			

Volume Module:	PM	Peak	Hour												
Base Vol:	377	261	138	35	275	229	164	170	220	285	282	92			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	377	261	138	35	275	229	164	170	220	285	282	92			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	377	261	138	35	275	229	164	170	220	285	282	92			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	377	261	138	35	275	229	164	170	220	285	282	92			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	377	261	138	35	275	229	164	170	220	285	282	92			

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.75	0.25			
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1357	443			

Capacity Analysis Module:															
Vol/Sat:	0.22	0.07	0.08	0.02	0.07	0.13	0.09	0.09	0.13	0.16	0.21	0.21			
Crit Moves:	****				****		****				****				
Green Time:	28.5	29.5	55.3	8.6	9.6	22.0	12.4	14.2	42.7	25.8	27.5	36.1			
Volume/Cap:	0.68	0.21	0.13	0.21	0.68	0.54	0.68	0.57	0.27	0.57	0.68	0.52			
Uniform Del:	26.8	21.8	7.3	37.6	38.7	29.6	36.9	35.1	14.2	27.4	27.4	20.4			
IncrementDel:	3.4	0.1	0.1	0.6	4.7	1.3	7.6	2.6	0.2	1.6	3.4	0.7			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Delay/Veh:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0			
LOS by Move:	C	C+	A	D+	D	C	D	D+	B	C	C	C+			
HCM2kAvgQ:	11	3	2	1	5	7	6	5	4	8	11	9			

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

MITIG8 - Bkgnd+Ph1+2 AM Wed May 11, 2022 11:33:25

Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #9001 Santa Teresa / Fitzgerald
*****
Cycle (sec): 70 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: 49 Level Of Service: C+
*****
Street Name: Santa Teresa Blvd Fitzgerald Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:AM Peak Hour
Base Vol: 5 386 465 15 201 2 4 4 5 225 6 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 386 465 15 201 2 4 4 5 225 6 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 386 465 15 201 2 4 4 5 225 6 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 386 465 15 201 2 4 4 5 225 6 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 386 465 15 201 2 4 4 5 225 6 18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.31 0.31 0.38 0.91 0.02 0.07
Final Sat.: 1900 1900 1900 1900 1881 19 585 585 731 1717 46 137
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.20 0.24 0.01 0.11 0.11 0.01 0.01 0.01 0.13 0.13 0.13
Crit Moves: ****
Green Time: 13.9 26.7 26.7 7.0 19.8 19.8 10.0 10.0 10.0 14.3 14.3 14.3
Volume/Cap: 0.01 0.53 0.64 0.08 0.38 0.38 0.05 0.05 0.05 0.64 0.64 0.64
Uniform Del: 22.6 16.8 17.7 28.6 20.1 20.1 25.9 25.9 25.9 25.5 25.5 25.5
IncrementDel: 0.0 0.8 2.0 0.2 0.4 0.4 0.1 0.1 0.1 3.6 3.6 3.6
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 22.6 17.6 19.7 28.8 20.6 20.6 26.0 26.0 26.0 29.1 29.1 29.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.6 17.6 19.7 28.8 20.6 20.6 26.0 26.0 26.0 29.1 29.1 29.1
LOS by Move: C+ B B- C C+ C+ C C C C C C
HCM2kAvgQ: 0 7 9 0 4 4 0 0 0 6 6 6
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+Ph1+2 AM Thu May 26, 2022 12:14:09

Page 1-1

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)
*****
Intersection #9009 Uvas Park / Miller
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 Average Delay (sec/veh): 24.9
Optimal Cycle: 0 Level Of Service: C
*****
Street Name: Uvas Park Dr. Miller Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:AM Peak Hour
Base Vol: 110 253 12 12 392 64 41 70 170 56 125 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 253 12 12 392 64 41 70 170 56 125 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 116 266 13 13 413 67 43 74 179 59 132 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 116 266 13 13 413 67 43 74 179 59 132 26
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 116 266 13 13 413 67 43 74 179 59 132 26
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.95 0.05 0.02 0.84 0.14 0.15 0.25 0.60 0.27 0.61 0.12
Final Sat.: 449 459 22 14 461 75 72 124 301 123 275 55
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.26 0.58 0.58 0.89 0.89 0.89 0.60 0.60 0.60 0.48 0.48 0.48
Crit Moves: ****
Delay/Veh: 12.8 18.2 18.2 39.9 39.9 39.9 17.9 17.9 17.9 15.8 15.8 15.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.8 18.2 18.2 39.9 39.9 39.9 17.9 17.9 17.9 15.8 15.8 15.8
LOS by Move: B C C E E E C C C C C C
ApproachDel: 16.6 39.9 17.9 15.8
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 16.6 39.9 17.9 15.8
LOS by Appr: C E C
AllWayAvgQ: 0.3 1.1 1.1 4.7 4.7 4.7 1.1 1.1 1.1 0.7 0.7 0.7
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+Ph1+2 AM Thu May 26, 2022 12:24:00

Page 1-1

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                        Level Of Service    Computation    Report
                    FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection      #9017 Thomas / Luchessa
*****
Average Delay (sec/veh):      6.9      Level Of Service:      A
*****
Street Name:      Thomas Rd.      Luchessa Ave.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      0      1      1
-----|-----|-----|-----|
Volume Module: AM Peak Hour
Base Vol:      115      0      429      0      0      0      0      315      102      404      216      0
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      115      0      429      0      0      0      0      315      102      404      216      0
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      115      0      429      0      0      0      0      315      102      404      216      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      115      0      429      0      0      0      0      315      102      404      216      0
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Final Volume:      115      0      429      0      0      0      0      315      102      404      216      0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      115      0      429      0      0      0      0      315      102      404      216      0
TruckPCE:      0      0      0      0      0      0      0      0      0      0      0      0
ComboPCE:      0      0      0      0      0      0      0      0      0      0      0      0
BicyclePCE:      0      0      0      0      0      0      0      0      0      0      0      0
Adj Volume:      115      0      429      0      0      0      0      315      102      404      216      0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:      315      735      404      115
MaxVolume:      1030      xxxxxx      982      1138
PedVolume:      0      0      0      0
AdjMaxVol:      1030      xxxxxx      982      1138
ApproachVol:      544      xxxxxx      417      620
ApproachV/C:      0.53      1.00      0.42      0.54
ApproachDel:      7.3      xxxxxx      6.3      6.9
ApproachLOS:      A      *      A      A
Queue:      3.2      xxxx      2.1      3.4

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MITIG8 - Bkgnd+Ph1+2 PM Wed May 11, 2022 11:35:24

Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #9001 Santa Teresa / Fitzgerald
*****
Cycle (sec): 80 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): 30.5
Optimal Cycle: 49 Level Of Service: C
*****
Street Name: Santa Teresa Blvd Fitzgerald Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
-----|-----|-----|-----|
Volume Module:PM Peak Hour
Base Vol: 8 244 231 21 403 0 0 10 11 507 8 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 244 231 21 403 0 0 10 11 507 8 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 244 231 21 403 0 0 10 11 507 8 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 244 231 21 403 0 0 10 11 507 8 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 244 231 21 403 0 0 10 11 507 8 20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 0.00 0.00 0.48 0.52 0.95 0.01 0.04
Final Sat.: 1900 1900 1900 1900 1900 0 0 905 995 1801 28 71
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.13 0.12 0.01 0.21 0.00 0.00 0.01 0.01 0.28 0.28 0.28
Crit Moves: ****
Green Time: 7.0 17.2 17.2 11.7 21.9 0.0 0.0 10.0 10.0 29.1 29.1 29.1
Volume/Cap: 0.05 0.60 0.57 0.08 0.77 0.00 0.00 0.09 0.09 0.77 0.77 0.77
Uniform Del: 33.4 28.3 28.1 29.5 26.8 0.0 0.0 31.0 31.0 22.5 22.5 22.5
IncrementDel: 0.1 2.4 1.8 0.1 7.1 0.0 0.0 0.2 0.2 5.5 5.5 5.5
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 33.6 30.7 29.9 29.6 33.9 0.0 0.0 31.1 31.1 28.0 28.0 28.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.6 30.7 29.9 29.6 33.9 0.0 0.0 31.1 31.1 28.0 28.0 28.0
LOS by Move: C- C C C- A A C C C C C
HCM2kAvgQ: 0 6 6 0 11 0 0 1 1 14 14 14
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+Ph1+2 PM Thu May 26, 2022 12:16:21

Page 1-1

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)
*****
Intersection #9009 Uvas Park / Miller
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): 24.0
Optimal Cycle: 0 Level Of Service: C
*****
Street Name: Uvas Park Dr. Miller Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:PM Peak Hour
Base Vol: 168 445 10 13 325 141 91 35 109 12 90 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 168 445 10 13 325 141 91 35 109 12 90 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 168 445 10 13 325 141 91 35 109 12 90 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 168 445 10 13 325 141 91 35 109 12 90 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 168 445 10 13 325 141 91 35 109 12 90 27
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.98 0.02 0.03 0.68 0.29 0.39 0.15 0.46 0.09 0.70 0.21
Final Sat.: 512 541 12 16 399 173 189 73 226 42 311 93
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.33 0.82 0.82 0.81 0.81 0.81 0.48 0.48 0.48 0.29 0.29 0.29
Crit Moves: ****
Delay/Veh: 12.9 31.2 31.2 28.6 28.6 28.6 15.0 15.0 15.0 12.7 12.7 12.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.9 31.2 31.2 28.6 28.6 28.6 15.0 15.0 15.0 12.7 12.7 12.7
LOS by Move: B D D D D D B B B B B B
ApproachDel: 26.3 28.6 15.0 12.7
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 26.3 28.6 15.0 12.7
LOS by Appr: D D B B
AllWayAvgQ: 0.5 3.4 3.4 3.2 3.2 3.2 0.7 0.7 0.7 0.3 0.3 0.3
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+Ph1+2 PM Thu May 26, 2022 12:26:49

Page 1-1

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-----
                        Level Of Service Computation Report
                    FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection      #9017 Thomas / Luchessa
*****
Average Delay (sec/veh):      8.8      Level Of Service:  A
*****
Street Name:      Thomas Rd.      Luchessa Ave.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      0      1      1
-----|-----|-----|-----|
Volume Module: PM Peak Hour
Base Vol:      38      0      297      0      0      0      0      249      32      467      411      0
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      38      0      297      0      0      0      0      249      32      467      411      0
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      38      0      297      0      0      0      0      249      32      467      411      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      38      0      297      0      0      0      0      249      32      467      411      0
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Final Volume:      38      0      297      0      0      0      0      249      32      467      411      0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      38      0      297      0      0      0      0      249      32      467      411      0
TruckPCE:      0      0      0      0      0      0      0      0      0      0      0      0
ComboPCE:      0      0      0      0      0      0      0      0      0      0      0      0
BicyclePCE:      0      0      0      0      0      0      0      0      0      0      0      0
Adj Volume:      38      0      297      0      0      0      0      249      32      467      411      0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:      249      916      467      38
MaxVolume:      1066      xxxxxx      948      1179
PedVolume:      0      0      0      0
AdjMaxVol:      1066      xxxxxx      948      1179
ApproachVol:      335      xxxxxx      281      878
ApproachV/C:      0.31      1.00      0.30      0.74
ApproachDel:      4.9      xxxxxx      5.4      11.3
ApproachLOS:      A      *      A      B
Queue:      1.4      xxxx      1.2      7.3

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 80 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 12 Average Delay (sec/veh): 14.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	Santa Teresa Blvd					Fitzgerald Ave									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include				
Min. Green:	7	10		10		7	10		10		4	4		4	
Lanes:	1	0	1	0	1	1	0	0	1	0	0	0	1!	0	0

Volume Module:AM Peak Hour

Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	380	459	15	197	2	4	4	5	222	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	380	459	15	197	2	4	4	5	222	6	18

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	581	633	722	510	548	6	157	157	196	509	14	41

Capacity Analysis Module:

Vol/Sat:	0.01	0.60	0.64	0.03	0.36	0.36	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****		****			****		****		
Delay/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		15.8			12.1			9.5			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			12.1			9.5			13.5	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.4	1.6	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 48 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Protected					
Rights:	Include						Include						Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	1	0	1			

Volume Module:	AM	Peak	Hour											
Base Vol:	88	495	289	445	578	87	41	220	111	246	155	270		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	88	495	289	445	578	87	41	220	111	246	155	270		
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
PHF Volume:	88	495	145	445	578	44	41	220	56	246	155	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	88	495	145	445	578	44	41	220	56	246	155	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
Final Volume:	88	495	145	445	578	44	41	220	56	246	155	0		

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750		

Capacity Analysis Module:														
Vol/Sat:	0.05	0.13	0.08	0.14	0.15	0.02	0.02	0.12	0.03	0.14	0.08	0.00		
Crit Moves:	****			****			****			****				
Green Time:	7.4	14.3	14.3	15.5	22.4	22.4	6.3	12.7	12.7	15.4	21.9	0.0		
Volume/Cap:	0.47	0.64	0.40	0.64	0.47	0.08	0.26	0.64	0.17	0.64	0.26	0.00		
Uniform Del:	29.5	25.5	24.1	24.7	19.1	16.6	29.7	26.5	24.2	24.7	18.0	0.0		
IncrementDel:	1.9	1.8	0.7	2.0	0.3	0.1	0.9	3.9	0.3	3.5	0.2	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
Delay/Veh:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	0.0		
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A		
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0		

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 Average Delay (sec/veh): 21.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Uvas Park Dr.	Miller Ave.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0

Volume Module:AM Peak Hour

Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	253	12	12	392	59	36	67	164	56	123	25

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12
Final Sat.:	155	364	17	15	484	73	67	124	304	123	271	55

Capacity Analysis Module:

Vol/Sat:	0.70	0.70	0.70	0.81	0.81	0.81	0.54	0.54	0.54	0.45	0.45	0.45
Crit Moves:	****			****			****			****		
Delay/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
LOS by Move:	C	C	C	D	D	D	C	C	C	B	B	B
ApproachDel:	21.0			28.0			15.4			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.0			28.0			15.4			14.5		
LOS by Appr:	C			D			C			B		
AllWayAvgQ:	1.7	1.7	1.7	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 6 Average Delay (sec/veh): 10.2
Optimal Cycle: 23 Level Of Service: B+

Street Name:	Princevalle St.						Tenth St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	0		0		0	0		0		0	0		0		0			
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0			
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1			

Volume Module:AM Peak Hour

Base Vol:	95	147	130	117	202	32	107	428	126	115	347	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	147	130	117	202	32	107	428	126	115	347	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	147	130	117	202	32	107	428	126	115	347	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	147	130	117	202	32	107	428	126	115	347	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	147	130	117	202	32	107	428	126	115	347	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.53	0.47	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	955	845	1750	1554	246	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:	****						****					
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.15	0.42	0.42	0.18	0.36	0.36	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	12.8	14.3	14.3	13.0	13.9	13.9	6.9	8.4	7.0	7.0	7.9	6.9
IncrementDel:	0.1	0.4	0.4	0.1	0.3	0.3	0.1	0.3	0.1	0.1	0.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 0 Average Delay (sec/veh): 51.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Thomas Rd.						Luchessa Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	0	1

Volume Module:	AM	Peak	Hour											
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	113	0	429	0	0	0	0	274	98	404	193	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	113	0	429	0	0	0	0	274	98	404	193	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	113	0	429	0	0	0	0	274	98	404	193	0		

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.68	0.32	0.00
Final Sat.:	126	0	478	0	0	0	0	491	543	377	180	0

Capacity Analysis Module:												
Vol/Sat:	0.90	xxxx	0.90	xxxx	xxxx	xxxx	xxxx	0.56	0.18	1.07	1.07	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*
ApproachDel:	39.4			xxxxxx			16.2			83.4		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	39.4			xxxxxx			16.2			83.4		
LOS by Appr:	E				*		C			F		
AllWayAvgQ:	5.1	5.1	5.1	0.0	0.0	0.0	0.0	1.1	0.2	11.4	11.4	11.4

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: D[25.0]

Street Name:	Princevalle St.					Luchessa Ave.														
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:	AM	Peak	Hour																	
Base Vol:	0	0	0	73	0	172	171	533	0	0	424	93								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bsc:	0	0	0	73	0	172	171	533	0	0	424	93								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	73	0	172	171	533	0	0	424	93								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Volume:	0	0	0	73	0	172	171	533	0	0	424	93								

Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								

Capacity Module:																				
Cnflct Vol:	xxxx	xxxx	xxxxx	1346	xxxx	471	517	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	169	xxxx	597	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	146	xxxx	597	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.50	xxxx	0.29	0.16	xxxx	xxxx	xxxx	xxxx	xxxx								

Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	2.4	xxxx	1.2	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	52.4	xxxx	13.4	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	F	*	B	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*								
ApproachDel:	xxxxxx			25.0			xxxxxx			xxxxxx										
ApproachLOS:	*			D			*			*										

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): 23.4
Optimal Cycle: 37 Level Of Service: C

Street Name:	Monterey Rd.						Luchessa Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Ovl			Ovl			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0

Volume Module:AM Peak Hour

Base Vol:	269	244	351	83	106	83	136	267	216	92	103	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	244	351	83	106	83	136	267	216	92	103	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	244	351	83	106	83	136	267	216	92	103	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	244	351	83	106	83	136	267	216	92	103	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	269	244	351	83	106	83	136	267	216	92	103	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1460	340

Capacity Analysis Module:

Vol/Sat:	0.15	0.06	0.20	0.05	0.03	0.05	0.08	0.14	0.12	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	33.2	29.7	40.3	9.5	6.0	26.3	20.3	28.2	61.4	10.6	18.4	28.0
Volume/Cap:	0.42	0.19	0.45	0.45	0.42	0.16	0.34	0.45	0.18	0.45	0.34	0.23
Uniform Del:	21.2	21.6	17.2	37.8	40.3	23.6	29.2	24.7	5.2	37.0	30.6	23.0
IncrementDel:	0.4	0.1	0.4	1.7	1.1	0.1	0.5	0.5	0.1	1.6	0.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
LOS by Move:	C+	C+	B	D	D	C	C	C	A	D+	C	C
HCM2kAvgQ:	6	2	7	3	2	2	4	6	2	3	3	3

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 0 Level Of Service: D

Street Name:	Santa Teresa Blvd					Fitzgerald Ave									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include				
Min. Green:	7	10		10		7	10		10		4	4		4	
Lanes:	1	0	1	0	1	1	0	0	1	0	0	0	0	1	0

Volume Module:	PM	Peak	Hour											
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	8	223	223	21	389	0	0	10	11	494	8	20		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	8	223	223	21	389	0	0	10	11	494	8	20		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	8	223	223	21	389	0	0	10	11	494	8	20		

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	454	487	538	464	497	0	0	206	226	524	8	21

Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.41	0.05	0.78	xxxx	xxxx	0.05	0.05	0.94	0.94	0.94
Crit Moves:	****			****			****			****		
Delay/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
LOS by Move:	B	C	B	B	D	*	*	B	B	E	E	E
ApproachDel:	14.4			28.5			10.8			49.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.4			28.5			10.8			49.4		
LOS by Appr:	B			D			B			E		
AllWayAvgQ:	0.0	0.8	0.6	0.0	2.7	2.7	0.0	0.0	0.0	6.1	6.1	6.1

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 43 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Protected					
Rights:	Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	1	0	1			

Volume Module:	PM	Peak	Hour												
Base Vol:	107	321	163	373	462	78	96	275	77	218	285	344			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	107	321	163	373	462	78	96	275	77	218	285	344			
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	107	321	82	373	462	39	96	275	39	218	285	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	107	321	82	373	462	39	96	275	39	218	285	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	107	321	82	373	462	39	96	275	39	218	285	0			

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750			

Capacity Analysis Module:															
Vol/Sat:	0.06	0.08	0.05	0.12	0.12	0.02	0.05	0.14	0.02	0.12	0.15	0.00			
Crit Moves:	****			****			****			****					
Green Time:	8.3	10.4	10.4	14.5	16.6	16.6	8.9	17.8	17.8	15.3	24.2	0.0			
Volume/Cap:	0.51	0.57	0.31	0.57	0.51	0.09	0.43	0.57	0.09	0.57	0.43	0.00			
Uniform Del:	28.9	27.7	26.6	24.9	23.2	20.8	28.3	22.8	19.9	24.4	17.6	0.0			
IncrementDel:	2.2	1.4	0.7	1.2	0.5	0.1	1.4	1.6	0.1	2.0	0.5	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
Delay/Veh:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	0.0			
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A			
HCM2kAvgQ:	3	4	2	5	5	1	3	6	1	5	5	0			

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 0 Average Delay (sec/veh): 44.0
Optimal Cycle: 0 Level Of Service: E

Street Name:	Uvas Park Dr.	Miller Ave.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0

Volume Module:	PM	Peak	Hour									
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	445	10	13	325	122	52	27	102	12	79	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	468	11	14	342	128	55	28	107	13	83	28

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.73	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23
Final Sat.:	157	449	10	17	429	161	142	74	279	47	309	106

Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.80	0.80	0.80	0.38	0.38	0.38	0.27	0.27	0.27
Crit Moves:	****				****		****					****
Delay/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
LOS by Move:	F	F	F	D	D	D	B	B	B	B	B	B
ApproachDel:		71.7			27.3			13.7			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		71.7			27.3			13.7			12.6	
LOS by Appr:		F			D			B			B	
AllWayAvgQ:	10.8	10.8	10.8	3.1	3.1	3.1	0.5	0.5	0.5	0.3	0.3	0.3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 6 Average Delay (sec/veh): 9.2
Optimal Cycle: 23 Level Of Service: A

Street Name:	Princevalle St.						Tenth St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1	0	1				

Volume Module:PM	Peak	Hour												
Base Vol:	114	101	73	102	117	16	14	375	14	79	536	126		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	114	101	73	102	117	16	14	375	14	79	536	126		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	114	101	73	102	117	16	14	375	14	79	536	126		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	114	101	73	102	117	16	14	375	14	79	536	126		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	114	101	73	102	117	16	14	375	14	79	536	126		

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:	1750	1045	755	1750	1583	217	1750	1900	1750	1750	1900	1750		

Capacity Analysis Module:														
Vol/Sat:	0.07	0.10	0.10	0.06	0.07	0.07	0.01	0.20	0.01	0.05	0.28	0.07		
Crit Moves:	****						****							
Green Time:	13.8	13.8	13.8	13.8	13.8	13.8	40.2	40.2	40.2	40.2	40.2	40.2		
Volume/Cap:	0.28	0.42	0.42	0.25	0.32	0.32	0.01	0.29	0.01	0.07	0.42	0.11		
Uniform Del:	19.0	19.7	19.7	18.9	19.2	19.2	3.3	4.1	3.3	3.4	4.5	3.5		
IncrementDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	0.2	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Delay/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6		
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A		
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1		

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

Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 0 Average Delay (sec/veh): 64.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Thomas Rd.	Luchessa Ave.	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 0 1

Volume Module:	PM	Peak	Hour										
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	28	0	297	0	0	0	0	180	24	467	297	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	28	0	297	0	0	0	0	180	24	467	297	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	28	0	297	0	0	0	0	180	24	467	297	0	

Saturation	Flow	Module:											
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.09	0.00	0.91	0.00	0.00	0.00	0.00	1.00	1.00	0.61	0.39	0.00	
Final Sat.:	55	0	588	0	0	0	0	565	635	410	261	0	

Capacity	Analysis	Module:											
Vol/Sat:	0.51	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	0.32	0.04	1.14	1.14	xxxx	
Crit Moves:	****							****		****			
Delay/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0	
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*	
ApproachDel:	13.9			xxxxxx				11.3			100.5		
Delay Adj:	1.00			xxxxxx				1.00			1.00		
ApprAdjDel:	13.9			xxxxxx				11.3			100.5		
LOS by Appr:	B				*			B			F		
AllWayAvgQ:	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	17.2	17.2	17.2	

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[25.8]

Street Name:	Princevalle St.					Luchessa Ave.														
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:	PM	Peak	Hour																
Base Vol:	0	0	0	72	0	93	65	413	0	0	671	107							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Initial Bsc:	0	0	0	72	0	93	65	413	0	0	671	107							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Volume:	0	0	0	72	0	93	65	413	0	0	671	107							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
Final Volume:	0	0	0	72	0	93	65	413	0	0	671	107							

Critical Gap Module:													
Critical Gp:xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		

Capacity Module:														
Cnflct Vol:	xxxx	xxxx	xxxxx	1268	xxxx	725	778	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	188	xxxx	429	848	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	177	xxxx	429	848	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.41	xxxx	0.22	0.08	xxxx	xxxx	xxxx	xxxx	xxxx		

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	1.8	xxxx	0.8	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	38.8	xxxx	15.7	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	E	*	C	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*			
ApproachDel:	xxxxxx	25.8					xxxxxx	xxxxxx							
ApproachLOS:	*	D					*	*							

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): 28.0
Optimal Cycle: 50 Level Of Service: C

Street Name:	Monterey Rd.						Luchessa Ave.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Protected					
Rights:	Ovl						Ovl						Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1			

Volume Module:	PM	Peak	Hour												
Base Vol:	356	281	138	35	275	180	128	152	218	285	258	92			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	356	281	138	35	275	180	128	152	218	285	258	92			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	356	281	138	35	275	180	128	152	218	285	258	92			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	356	281	138	35	275	180	128	152	218	285	258	92			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	356	281	138	35	275	180	128	152	218	285	258	92			

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.74	0.26			
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1327	473			

Capacity Analysis Module:															
Vol/Sat:	0.20	0.07	0.08	0.02	0.07	0.10	0.07	0.08	0.12	0.16	0.19	0.19			
Crit Moves:	****				****		****				****				
Green Time:	29.2	31.2	56.9	8.4	10.4	20.9	10.5	12.7	41.9	25.8	27.9	36.3			
Volume/Cap:	0.63	0.21	0.12	0.21	0.63	0.44	0.63	0.57	0.27	0.57	0.63	0.48			
Uniform Del:	25.8	20.8	6.6	37.7	38.0	29.6	37.9	36.1	14.7	27.4	26.6	19.9			
IncrementDel:	2.2	0.1	0.1	0.7	2.9	0.8	6.1	2.9	0.2	1.6	2.3	0.5			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Delay/Veh:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4			
LOS by Move:	C	C+	A	D+	D	C	D	D	B	C	C	C+			
HCM2kAvgQ:	10	3	2	1	5	5	5	5	4	8	9	8			

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

MITIG8 - Bkgnd+CPB AM Wed May 11, 2022 11:38:16

Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #9001 Santa Teresa / Fitzgerald
*****
Cycle (sec): 70 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): 21.0
Optimal Cycle: 49 Level Of Service: C+
*****
Street Name: Santa Teresa Blvd Fitzgerald Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:AM Peak Hour
Base Vol: 5 380 459 15 197 2 4 4 5 222 6 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 380 459 15 197 2 4 4 5 222 6 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 380 459 15 197 2 4 4 5 222 6 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 380 459 15 197 2 4 4 5 222 6 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 380 459 15 197 2 4 4 5 222 6 18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.31 0.31 0.38 0.91 0.02 0.07
Final Sat.: 1900 1900 1900 1900 1881 19 585 585 731 1715 46 139
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.20 0.24 0.01 0.10 0.10 0.01 0.01 0.01 0.13 0.13 0.13
Crit Moves: ****
Green Time: 13.9 26.7 26.7 7.0 19.8 19.8 10.0 10.0 10.0 14.3 14.3 14.3
Volume/Cap: 0.01 0.52 0.63 0.08 0.37 0.37 0.05 0.05 0.05 0.63 0.63 0.63
Uniform Del: 22.6 16.7 17.7 28.6 20.1 20.1 25.9 25.9 25.9 25.5 25.5 25.5
IncrementDel: 0.0 0.7 1.8 0.2 0.4 0.4 0.1 0.1 0.1 3.4 3.4 3.4
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 22.6 17.5 19.5 28.8 20.5 20.5 26.0 26.0 26.0 28.9 28.9 28.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.6 17.5 19.5 28.8 20.5 20.5 26.0 26.0 26.0 28.9 28.9 28.9
LOS by Move: C+ B B- C C+ C+ C C C C C C
HCM2kAvgQ: 0 7 9 0 4 4 0 0 0 6 6 6
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+CPB PM Thu Apr 28, 2022 16:54:34

Page 1-1

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)
*****
Intersection #9009 Uvas Park / Miller
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): 23.4
Optimal Cycle: 0 Level Of Service: C
*****
Street Name: Uvas Park Dr. Miller Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:PM Peak Hour
Base Vol: 156 445 10 13 325 122 52 27 102 12 79 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 156 445 10 13 325 122 52 27 102 12 79 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 164 468 11 14 342 128 55 28 107 13 83 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 164 468 11 14 342 128 55 28 107 13 83 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 164 468 11 14 342 128 55 28 107 13 83 28
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.98 0.02 0.03 0.71 0.26 0.29 0.15 0.56 0.10 0.67 0.23
Final Sat.: 532 563 13 17 431 162 142 74 279 47 309 106
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.31 0.83 0.83 0.79 0.79 0.79 0.38 0.38 0.38 0.27 0.27 0.27
Crit Moves: ****
Delay/Veh: 12.3 31.3 31.3 26.2 26.2 26.2 13.2 13.2 13.2 12.2 12.2 12.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.3 31.3 31.3 26.2 26.2 26.2 13.2 13.2 13.2 12.2 12.2 12.2
LOS by Move: B D D D D D B B B B B B
ApproachDel: 26.5 26.2 13.2 12.2
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 26.5 26.2 13.2 12.2
LOS by Appr: D D B B
AllWayAvgQ: 0.4 3.6 3.6 3.0 3.0 3.0 0.5 0.5 0.5 0.3 0.3 0.3
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - Bkgnd+CPB AM Thu Apr 28, 2022 17:05:31

Page 1-1

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                        Level Of Service Computation Report
                    FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection      #9017 Thomas / Luchessa
*****
Average Delay (sec/veh):      6.6      Level Of Service:      A
*****
Street Name:      Thomas Rd.      Luchessa Ave.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      0      1      1
-----|-----|-----|-----|
Volume Module: AM Peak Hour
Base Vol:      113      0      429      0      0      0      0      274      98      404      193      0
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      113      0      429      0      0      0      0      274      98      404      193      0
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      113      0      429      0      0      0      0      274      98      404      193      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      113      0      429      0      0      0      0      274      98      404      193      0
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Final Volume:      113      0      429      0      0      0      0      274      98      404      193      0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      113      0      429      0      0      0      0      274      98      404      193      0
TruckPCE:      0      0      0      0      0      0      0      0      0      0      0      0
ComboPCE:      0      0      0      0      0      0      0      0      0      0      0      0
BicyclePCE:      0      0      0      0      0      0      0      0      0      0      0      0
Adj Volume:      113      0      429      0      0      0      0      274      98      404      193      0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:      274      710      404      113
MaxVolume:      1052      xxxxxx      982      1139
PedVolume:      0      0      0      0
AdjMaxVol:      1052      xxxxxx      982      1139
ApproachVol:      542      xxxxxx      372      597
ApproachV/C:      0.52      1.00      0.38      0.52
ApproachDel:      7.0      xxxxxx      5.9      6.6
ApproachLOS:      A      *      A      A
Queue:      3.0      xxxx      1.8      3.2

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MITIG8 - Bkgnd+CPB PM

Wed May 11, 2022 11:40:44

Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #9001 Santa Teresa / Fitzgerald
*****
Cycle (sec):      80          Critical Vol./Cap.(X):      0.582
Loss Time (sec):  12          Average Delay (sec/veh):    29.6
Optimal Cycle:    49          Level Of Service:        C
*****
Street Name:      Santa Teresa Blvd          Fitzgerald Ave
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:          Protected          Protected          Split Phase          Split Phase
Rights:           Include           Include           Include           Include
Min. Green:       7 10 10          7 10 10          10 10 10          10 10 10
Y+R:             4.0 4.0 4.0          4.0 4.0 4.0          4.0 4.0 4.0          4.0 4.0 4.0
Lanes:           1 0 1 0 1          1 0 0 1 0          0 0 0 1 0          0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:PM Peak Hour
Base Vol:        8 223 223          21 389          0          0 10 11 494 8 20
Growth Adj:      1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     8 223 223          21 389          0          0 10 11 494 8 20
User Adj:        1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      8 223 223          21 389          0          0 10 11 494 8 20
Reduct Vol:      0 0 0          0 0 0          0          0 0 0 0 0 0
Reduced Vol:     8 223 223          21 389          0          0 10 11 494 8 20
PCE Adj:         1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     8 223 223          21 389          0          0 10 11 494 8 20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          1.00 1.00 1.00 1.00 1.00 0.00 0.00 0.48 0.52 0.95 0.01 0.04
Final Sat.:      1900 1900 1900 1900 1900 0 0 905 995 1798 29 73
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.12 0.12 0.01 0.20 0.00 0.00 0.01 0.01 0.27 0.27 0.27
Crit Moves:      ****          ****          ****
Green Time:      7.0 16.9 16.9 11.8 21.8 0.0 0.0 10.0 10.0 29.2 29.2 29.2
Volume/Cap:      0.05 0.55 0.55 0.07 0.75 0.00 0.00 0.09 0.09 0.75 0.75 0.75
Uniform Del:     33.4 28.2 28.2 29.4 26.6 0.0 0.0 31.0 31.0 22.2 22.2 22.2
IncremntDel:     0.1 1.7 1.7 0.1 6.1 0.0 0.0 0.2 0.2 4.6 4.6 4.6
InitQueueDel:    0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj:       1.00 1.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh:       33.6 29.9 29.9 29.5 32.8 0.0 0.0 31.1 31.1 26.8 26.8 26.8
User DelAdj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      33.6 29.9 29.9 29.5 32.8 0.0 0.0 31.1 31.1 26.8 26.8 26.8
LOS by Move:     C- C C C C- A A C C C C C
HCM2kAvgQ:       0 6 6 0 11 0 0 1 1 13 13 13
*****
Note: Queue reported is the number of cars per lane.
*****

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Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CITY OF CAMPBELL

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Page 1-1

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Level Of Service Computation Report
2000 HCM4-Way Stop Method (Base Volume Alternative)
*****
Intersection #9009 Uvas Park / Miller
*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): 19.5
Optimal Cycle: 0 Level Of Service: C
*****
Street Name: Uvas Park Dr. Miller Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:AM Peak Hour
Base Vol: 108 253 12 12 392 59 36 67 164 56 123 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 108 253 12 12 392 59 36 67 164 56 123 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 108 253 12 12 392 59 36 67 164 56 123 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 253 12 12 392 59 36 67 164 56 123 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 108 253 12 12 392 59 36 67 164 56 123 25
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.95 0.05 0.02 0.85 0.13 0.13 0.25 0.62 0.27 0.61 0.12
Final Sat.: 472 484 23 15 485 73 69 128 314 128 282 57
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.23 0.52 0.52 0.81 0.81 0.81 0.52 0.52 0.52 0.44 0.44 0.44
Crit Moves: ****
Delay/Veh: 12.0 15.9 15.9 28.1 28.1 28.1 15.1 15.1 15.1 14.2 14.2 14.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.0 15.9 15.9 28.1 28.1 28.1 15.1 15.1 15.1 14.2 14.2 14.2
LOS by Move: B C C D D D C C C B B B
ApproachDel: 14.8 28.1 15.1 14.2
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 14.8 28.1 15.1 14.2
LOS by Appr: B D C B
AllWayAvgQ: 0.3 0.9 0.9 3.0 3.0 3.0 0.8 0.8 0.8 0.6 0.6 0.6
*****
Note: Queue reported is the number of cars per lane.
*****

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Page 1-1

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                        Level Of Service    Computation    Report
                        FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection      #9017 Thomas / Luchessa
*****
Average Delay (sec/veh):      6.9          Level Of Service:  A
*****
Street Name:      Thomas Rd.              Luchessa Ave.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1              0              1              1
-----|-----|-----|-----|
Volume Module: PM Peak Hour
Base Vol:      28      0      297      0      0      0      0      180      24      467      297      0
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      28      0      297      0      0      0      0      180      24      467      297      0
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      28      0      297      0      0      0      0      180      24      467      297      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      28      0      297      0      0      0      0      180      24      467      297      0
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Final Volume:      28      0      297      0      0      0      0      180      24      467      297      0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      28      0      297      0      0      0      0      180      24      467      297      0
TruckPCE:      0      0      0      0      0      0      0      0      0      0      0      0
ComboPCE:      0      0      0      0      0      0      0      0      0      0      0      0
BicyclePCE:      0      0      0      0      0      0      0      0      0      0      0      0
Adj Volume:      28      0      297      0      0      0      0      180      24      467      297      0
-----|-----|-----|-----|
Delay Module:  >> Time Period: 0.25 hours <<
CircVolume:      180              792              467              28
MaxVolume:      1103              xxxxxx              948              1185
PedVolume:      0              0              0              0
AdjMaxVol:      1103              xxxxxx              948              1185
ApproachVol:      325              xxxxxx              204              764
ApproachV/C:      0.29              1.00              0.22              0.64
ApproachDel:      4.6              xxxxxx              4.8              8.4
ApproachLOS:      A              *              A              A
Queue:      1.2              xxxx              0.8              5.0

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Attachment C: Trip Generation Comparison Table for General Office and Commercial Land Uses

Trip Generation Comparison Table for General Office and Commercial Land

Uses		ITE Code	Trip Generation ¹		
CPB Land Use	Size		Daily	AM Peak Hour	PM Peak Hour
<i>Fitted Curve Estimate</i>					
General Office [A]	4,000 sq. ft	710	47	30	5
Commercial [B]	4,000 sq. ft	820	674	154	50
<i>2022 CPB Traffic Study Estimate²</i>					
General Office [C]			39	5	5
Commercial [D]			151	4	15
<i>Difference</i>					
General Office [E]= [A] - [C]			8	25	0
Commercial [F]= [B] - [D]			523	150	35

Notes:

1. Use Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition rates.
2. From Attachment 1 of *Glen Loma Ranch – Current Projected Buildout*, May 26, 2022. Average rates are used for non-residential land use.

Source: Fehr & Peers, 2023.

RESOLUTION NO. 2024-XX**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY
APPROVING THE FOURTH OPERATING MEMORANDUM TO THE
GLEN LOMA RANCH DEVELOPMENT AGREEMENT**

WHEREAS, the Glen Loma Ranch Development (the “Project”) involves a 359.6-acre property located in the western rolling foothills of Gilroy between Santa Teresa Boulevard and Uvas Creek; and

WHEREAS, on November 7, 2005, the City of Gilroy adopted the Glen Loma Ranch Specific Plan (Resolution 2005-82); and

WHEREAS, on November 7, 2005, the City of Gilroy adopted and certified an Environmental Impact Report (EIR) and a Mitigation Monitoring Program for the Specific Plan (Resolution 2005-81); and

WHEREAS, on November 21, 2005, the City of Gilroy approved a Development Agreement setting forth certain rights and responsibilities of the City and the Developer (“Glen Loma Ranch”) with regard to the Project that is the subject of the Specific Plan; and

WHEREAS, on May 19, 2014, the City of Gilroy City Council adopted an addendum to the certified EIR (Addendum #1), modifying Mitigation Measures #4, #23, #31, and deleting Mitigation Measures #32, and #42 (Resolution 2014-19); and

WHEREAS, Pursuant to Section 3.13 of the Development Agreement, the City and Glen Loma Ranch may enter into operating memoranda to make necessary clarifications and minor modifications to the Development Agreement; and

WHEREAS, Pursuant to Section 3.13 of the Development Agreement, the City Attorney is authorized to make the determination when such clarifications or minor modifications may be effectuated by means of an operating memorandum or whether a formal amendment to the Development Agreement is necessary, and such clarifications or minor modifications that do not increase the density or intensity of use or maximum height, bulk, size or architectural style of proposed buildings within the project may be effectuated by operating memoranda; and

WHEREAS, on June 21, 2017, the First Operating Memorandum was executed, modifying Section 4.4.1.1 of the Development Agreement; and

WHEREAS, on October 5, 2018, the Second Operating Memorandum was executed, modifying Section 4.4.1.2 of the Development Agreement; and

WHEREAS, on June 21, 2022, the Third Operating Memorandum was executed, modifying Section 4.4.1.1 of the Development Agreement; and

WHEREAS, the City of Gilroy and Glen Loma Ranch now desire to execute a Fourth Operating Memorandum, which is attached hereto as Exhibit A and incorporated herein by this reference; and

WHEREAS, The City Attorney has determined, and the Council hereby concurs that the subject matter of the Fourth Operating Memorandum is appropriate for an operating memorandum; and

WHEREAS, City has prepared Addendum #2 (“Addendum”) to the EIR, which concluded that because the Project has been built out at lower land use intensity than anticipated in the 2005 Glen Loma Ranch Specific Plan Traffic Impact Report, EIR Mitigation Measure 34 has been satisfied through the installed signalization and EIR Mitigation Measures 36, 37, 39, 41, 43, and 44 are not required and no new mitigation measures are required, provided that buildout of the Project does not exceed in total 1467 residential units and 12,000 square feet of commercial space (the “Current Projected Buildout”); and

WHEREAS, the Addendum is the appropriate CEQA document for the City Council’s consideration of this Fourth Operating Memorandum pursuant to CEQA Guidelines Sec. 15164, because it furnishes clarification to the obligations of Glen Loma Ranch and the City under the Development Agreement, and none of the conditions that would require preparation of a subsequent EIR as listed in CEQA Guidelines Sec. 15162 apply; and

WHEREAS, if the Current Projected Buildout assumptions change, additional environmental review and CEQA compliance will be required at the expense of the applicant.

NOW, THEREFORE, BE IT RESOLVED, THAT:

- 1) The Fourth Operating Memorandum to the Glen Loma Development Agreement is hereby approved.
- 2) The City Administrator is authorized to execute the Fourth Operating Memorandum and to take all actions necessary or convenient to carry out its terms.

PASSED AND ADOPTED this 7th day of October 2024 by the following roll call vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:

Marie Blankley, Mayor

ATTEST:

Beth Minor, Interim City Clerk

CERTIFICATE OF THE CLERK

I, **BETH MINOR**, Interim City Clerk of the City of Gilroy, do hereby certify that the attached **Resolution No. 2024-XX** is an original resolution, or true and correct copy of a City Resolution, duly adopted by the Council of the City of Gilroy at a Regular Meeting of said held on Council held **Monday, Date**, with a quorum present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Gilroy this **Date**.

Beth Minor

Interim City Clerk of the City of Gilroy

(Seal)

EXHIBIT A

**FOURTH OPERATING MEMORANDUM TO
DEVELOPMENT AGREEMENT – GLEN LOMA RANCH**

WHEREAS, this Fourth Operating Memorandum to Development Agreement – Glen Loma Ranch (“**Fourth Operating Memorandum**”) City of Gilroy (“**City**”), Glen Loma Corporation (“**Developer**”), and the owners of Glen Loma Ranch (“**Owners**,” Owners together with Developer are referred to as “**GLR**”), entered into a Development Agreement dated November 21, 2005 (the “**Development Agreement**”) for the development of the Glen Loma Ranch Project, an area composed of approximately 359 acres of land (of which approximately 185 acres will be developed) northeast of Santa Teresa Boulevard and southwest of Uvas Creek, including, among other things, open space, a trail system, parks, a fire station, residential neighborhoods, senior housing, and commercial uses (the “**Approved Project**”);

WHEREAS, the Approved Project is described in detail in the Glen Loma Ranch Specific Plan (“**Specific Plan**”), as revised on May 19, 2014 by Ordinance No. 2014-07201, for which a full environmental impact report (the “**EIR**”) was prepared and certified by the City;

WHEREAS, GLR had been processing a subdivision map which was submitted to the City on September 9, 2020 as TM 20-05 for three neighborhoods within the Approved Project and Specific Plan commonly known as Canyon Creek, Rocky Knoll, and Malvasia II;

WHEREAS, on September 11, 2024, GLR applied for a Tentative Subdivision Map, proposing single-family attached homes only and no commercial uses or parcel, in the Town Center Flex neighborhood, which as conditioned are in conformance with the Specific Plan (“**TM 24-02**”) and do not require a Specific Plan amendment;

WHEREAS, on September 25, 2024, GLR applied for a new Tentative Subdivision Map to replace Tentative Map application TM 20-05, proposing single-family detached homes only and no townhomes in the Canyon Creek, Rocky Knoll, and Malvasia II neighborhoods, which, as conditioned are in conformance with the Specific Plan (**TM 24-03**) and do not require a Specific Plan amendment;

WHEREAS, Parcel Q on the Final Map entitled “Tract 10472 Town Center” filed in Book 932 of Maps at Pages 55-61, Santa Clara County Records is intended to be dedicated to the City by GLR under Sections 4.4.1 and 4.4.1.2 of the Development Agreement for the City’s construction and operation of a fire station at Glen Loma Ranch (the “**Fire Station Parcel**”);

WHEREAS, GLR has previously expended \$673,472 for: (i) the architectural and civil design of the fire station, (ii) the HCP fee payment covering the development of the fire station parcel, and (iii) the construction of the street frontage improvements for the Fire Station Parcel;

WHEREAS, upon completion of development of the improvements associated with TM 24-02 and TM 24-03, GLR will have completed all development contemplated in the Specific Plan on lands owned by GLR;

WHEREAS, City and Developer/Owners entered into a Third Operating Memorandum to the Development Agreement, which modified Section 4.4.1.1 of the Development Agreement by requiring GLR to pay the City the amount of \$2,336,791.00 in lieu of constructing the McCutchin Creek Park, and GLR has made that payment to the City;

WHEREAS, City has prepared Addendum #2 (“**Addendum**”) to the EIR (draft provided by City on September 25, 2024), which concluded that because the Approved Project has been built out at lower land use intensity than anticipated in the 2005 Glen Loma Ranch Specific Plan Traffic Impact Report, EIR Mitigation Measure 34 has been satisfied through the installed signalization and EIR Mitigation Measures 36, 37, 39, 41, 43, and 44 are not required and no new mitigation measures are required, provided that buildout of the Project does not exceed in total 1467 residential units and 12,000 square feet of commercial space (the “**Current Projected Buildout**”), as reflected in the revised Exhibit D, attached;

WHEREAS, the Addendum is the appropriate CEQA document for the City Council’s consideration of this Fourth Operating Memorandum pursuant to CEQA Guidelines Section 15164, because it furnishes clarification to the obligations of GLR and the City under the Development Agreement, and none of the conditions that would require preparation of a subsequent EIR as listed in CEQA Guidelines section 15162 apply;

WHEREAS, the Addendum will also be used as the appropriate CEQA documentation for consideration of the Tentative Maps TM 24-02 and TM 24-03;

WHEREAS, since 2020 the City and GLR have been negotiating in good faith to resolve matters set forth in this Fourth Operating Memorandum with the understanding that GLR would forego all Traffic Impact Fee reimbursements and any other City reimbursements to discharge any obligations of GLR under the Development Agreement. Developer and Owners agreed that any such funds received from the City would be held in a separate account at Morgan Stanley and could not be withdrawn by Developer and Owners without the consent of the City unless the Development Agreement terminates. All funds held in the Morgan Stanley account shall be used to pay the City the amounts described in this Fourth Operating Memorandum as and when required herein.

WHEREAS Section 3.13 of the Development Agreement anticipates minor refinements and clarifications with respect to the obligations of City and GLR where such minor refinements and clarifications may be effectuated through operating memoranda approved by City and GLR, which, after execution, become a part of the Development Agreement;

WHEREAS, the City and GLR have had numerous meetings to discuss certain changes regarding the implementation of the Approved Project which are mutually desirable in order to implement the goals and funding for the fire station at Glen Loma Ranch;

WHEREAS, the City and GLR now desire to document such minor refinements and clarifications to the Development Agreement through this Fourth Operating Memorandum as

permitted by Section 3.13 of the Development Agreement, and the City Attorney has determined that the use of an Operating Memorandum is appropriate.

NOW, THEREFORE, CITY AND GLR agree as follows:

- 1) In lieu of the requirement contained in Section 4.4.1.2 and 4.4.1.3 of the Development Agreement for GLR to develop and construct a fire station as set forth therein, the City and GLR shall proceed as follows:
 - a) GLR shall cause the total amount of \$7,200,000.00 (“**Funding Obligation**”) to be paid to the City as described herein. The Funding Obligation is comprised of a combination of cash and GLR foregoing and assigning to the City the Traffic Impact Fee (“**TIF**”) reimbursement policy amounts. The Funding Obligation total is \$7,200,000 and will be executed in a series of **Funding Obligation Steps** as described in Section 1(a) (\$1,589,243), Section 1(b) (\$1,000,000), Section 1(c) (\$3,610,757) and Section 1(d) (\$1,000,000) of this Fourth Operating Memorandum. Subject to the terms of this Fourth Operating Memorandum, GLC will convey the Fire Station Parcel and forego, release and pay funds to the City as follows:

TIF Identified Reimbursements (“TIF Reimbursements”)

Seg. 18a	\$237,526.00
Seg. 19a	\$199,386.00
Seg. 22a	\$598,636.00
Int 29	\$ 10,789.00

Cash Payment \$542,906.00 (“**SCVWD Reimbursement**”)

The above TIF Reimbursements and SCVWD Reimbursement totaling \$1,589,243 shall be assigned and paid, respectively, to the City, and GLR shall convey the Fire Station parcel to the City upon the occurrence of item (i) below, and the receipt by GLR from the City of items (ii) through (v), below (the “**Written Confirmation Documents**”):

- (i) The Addendum as described above is approved by the City Council as part of the approval of this Fourth Operating Memorandum by the City Council.
- (ii) City written confirmation to the terms set forth in Item g), below related to the Uvas Park Drive/Miller Avenue intersection.
- (iii) City written confirmation that construction of a Zone 2 water tank contemplated in TM 13-08, Condition of Approval No. 80 shall not be required.
- (iv) City written confirmation that commercial uses will not be required in the Town Center Flex area.

- (v) City written confirmation that TM 24-03 containing only single-family detached homes and TM 24-02 containing only single-family attached homes are both consistent with the Specific Plan.
- b) GLR shall pay to the City \$1,000,000.00 upon Final Approval by the City Council of the Tentative Map TM 24-03 as hereinafter described.
- c) GLR shall pay the City \$3,610,757 upon recordation of a Final Map relative to TM 24-03.
- d) GLR shall pay the City \$1,000,000 upon the earlier to occur of (1) Final Approval by the City Council of the Tentative Map TM 24-02 or (2) June 2, 2025 (provided that the City and City Staff do not cause delays which result in delaying approvals beyond June 2, 2025).
- e) The term “**Final Approval**” means, individually and collectively as to any City approval related to the Approved Project, (i) all statutory periods to challenge the City approvals of this Operating Memorandum, the Addendum and any tentative or final subdivision maps pertaining to the Approved Project have expired without the filing of any legal challenge, and (ii) if any challenge to the City approvals of this Operating Memorandum, the Addendum or any tentative or final subdivision maps pertaining to the Approved Project has been filed, then such challenge has been resolved by settlement, judgment, or dismissed with prejudice prior to the date that the Development Agreement terminates.
- f) The payment/performance method for each of the above four **Funding Obligation Steps** in Items 1) a) through d) shall be as follows:

(i) **First Funding Obligation Step in Item 1(a):**

The City shall establish an escrow account with a mutually agreeable escrow/title company (such as, for example, Chicago Title or Old Republic Title, “**Escrow Holder**”). The parties shall deposit into the Escrow the following: 1) GLR: A fully executed assignment of the TIF Reimbursements (the “**Assignment**”); cash in the amount of the SCVWD Reimbursement; and the fully executed grant deed (the “**Deed**”) in recordable form to the Fire Station Parcel and accompanying signed right-of-entry documents granting entry on the Fire Station Parcel to GLR for the purposes of boundary conform grading and related activities (“**Right-of-Entry**”); 2) City: the Written Confirmation Documents and the signed Right-of-Entry documents. This Fourth Operating Memorandum shall constitute joint escrow instructions (but the parties shall execute such further instructions or other documents required by the Escrow Holder). When all materials mentioned herein have been duly deposited into Escrow, and the City Council has approved the Addendum as part of its approval of this Fourth Operating Memorandum and Escrow Holder is prepared to issue a policy of title insurance showing title to the Fire Station Parcel vested in the name of the City free and clear of any and all monetary liens (property taxes and assessments shall be prorated) and

encumbrances save for the Development Agreement, Right-of-Entry agreement, and easements of record (the “**Title Policy**”), then escrow shall close. Escrow Holder shall then release to City: the Assignment of the TIF Reimbursements to City, and cash in the amount of the SCVWD Reimbursement. Escrow Holder shall release to GLR the above referenced Right-of-Entry documents and the Written Confirmation Documents. The Escrow Holder shall record the Deed and issue to City the Title Policy in the amount of not less than the fair market value of the Fire Station Parcel. Escrow costs shall be split in the manner customary in Santa Clara County. With respect to the dedication of the Fire Station Parcel, City agrees to cooperate with GLR and to sign gift tax forms (prepared by GLR) as may be requested by GLR from time to time.

(ii) Remaining **Funding Obligation Steps** in Items 1(b) thru 1(d):

For each remaining **Funding Obligation Step**, a separate escrow subfile shall be opened with Escrow Holder. This Fourth Operating Memorandum shall constitute joint escrow instructions with respect to each such escrow file (but the parties shall execute such further instructions or other documents required by the Escrow Holder). Escrow costs for these subfiles shall be split between the parties. The escrow for each of these three funding obligations shall be handled as follows:

- (A) Item 1(b). No later than ten calendar days prior to the date set for City Council consideration of Tentative Map TM 24-03, GLR shall deposit into Escrow the cash sum of \$1,000,000. Interest on said funds shall accrue to the benefit of GLR. Immediately upon Final Approval of the Tentative Map TM 24-03, said cash sum shall be paid to the City.
- (B) Item 1(c). No later than ten calendar days prior to the date set for City Council consideration of the first final map relative to the Tentative Map TM 24-03, GLR shall deposit into Escrow the cash sum of \$3,610,757. Interest on said funds shall accrue to the benefit of GLR. Immediately upon recordation of said final map, the cash sum shall be paid to the City. GLR expressly waives any and all rights it might have under the Subdivision Map Act or other law that would require City to approve or record said final map, unless said cash sum is paid in full to the City as required herein.
- (C) Item 1(d). No later than ten calendar days prior to the date set for City Council consideration of the Tentative Map TM 24-02 (and in any event not later than May 21, 2025), GLR shall deposit into Escrow the cash sum of \$1,000,000. Interest on said funds shall accrue to the benefit of GLR. Immediately upon Final Approval of the Tentative Map TM 24-02 (or on

June 2, 2025, whichever occurs first subject to Paragraph (1)(d) above), said cash sum shall be paid to the City.

- g) The City desires that the levee trail at the Uvas Park Drive/Miller Avenue intersection be realigned to cross at the intersection crosswalk location (the “**Requested Improvements**”). GLR agrees to include the Requested Improvements with the intersection improvement design they are required to complete per Mitigation Measure #35, subject to the following:
 - i. The City will be the applicant for the application to the Santa Clara Valley Water District and will use its influence in forwarding the processing of all necessary approvals and permits for the Requested Improvements including with the Santa Clara Valley Water District and the US Army Corps of Engineers (collectively, “**Necessary Approvals**”).
 - ii. The timing for the construction of the intersection and the Requested Improvements shall be per the revised Exhibit D, attached.
 - iii. If the Necessary Approvals are not obtained by the City in time to comply with the required triggering event in Exhibit D, then GLR will be allowed to construct the intersection without the Requested Improvements and will make a cash payment to the City equivalent to the bid amount for constructing the Requested Improvements.
- 2) In conformance with Sections 3.3, 3.7, and 14.11 of the Development Agreement and to achieve the mutual goal of the City and GLR to implement this Fourth Operating Memorandum, the City will accept submittals of, and commence with expeditious plan checking of the final maps, improvement plans and all accompanying documents prior to approval of the respective tentative maps, to cause the improvement plans and final map to be ready for City Council action.
- 3) The City and GLR will cooperate concerning the interface between the TM 24-02 neighborhood and the Fire Station parcel at their common boundary lines. Grading design for the residential areas adjacent to the Fire Station Parcel boundaries will accommodate the improvements shown on Sheet C1 of the “Glen Loma Ranch Fire Station Planning Review Package” prepared for the City by RRM Design Group dated March 12, 2020 (“**RRM Plan**”). Retaining walls of up to five feet in height, integral with the required masonry boundary wall and conform slopes will be allowed at the common boundary lines to accommodate the RRM Plan and will be constructed by GLR with the residential construction. The City and GLR will execute Right-of-Entry documents granting entry on the Fire Station Parcel to GLR for the purposes of constructing the improvements.
- 4) The City and GLR acknowledge and agree that upon performance of GLR’s obligations under this Fourth Operating Memorandum, GLR has performed and fully satisfied each and every obligation required under the Development Agreement including, but not limited to, the Fire Station, parks, trails, and all other items listed in Exhibits D and G to the Development Agreement. Assuming such full performance by GLR, City shall have the sole responsibility for construction of the 10th Street Bridge and the Fire Station, and

accordingly, Sections 4.4.1.2 (Fire Station) and 4.4.6 (Tenth Street Bridge) of the Development Agreement are hereby modified as provided herein.

- 5) Attached hereto and made a part hereof is ATTACHMENT A, which is a new Exhibit D to the Development Agreement (“**Revised Exhibit D**”). The original Exhibit D to the Development Agreement is hereby deleted and replaced with Revised Exhibit D.
- 6) Attached hereto and made a part hereof is ATTACHMENT B, which is a new Exhibit G to the Development Agreement (“**Revised Exhibit G**”). The existing Exhibit G to the Development Agreement is hereby deleted and replaced with Revised Exhibit G.
- 7) As provided in Section 2.2 of the Development Agreement, GLR and the City hereby agree that GLR and the City shall take all reasonably necessary actions to process an amendment to the Development Agreement which shall extend the Development Agreement for a period of three years on terms and with conditions consistent with this Fourth Operating Memorandum (“**DA Extension**”). The DA Extension shall be processed and approved prior to or coincidentally with either Tentative Map TM 24-03 or the Tentative Map TM 24-02, whichever tentative map is approved first.
- 8) City and GLR acknowledge and agree that unless specifically modified by this Fourth Operating Memorandum, all the terms and conditions of the Development Agreement remain in full force and effect including, without limitation, Section 3.7 of the Development Agreement (Timing of Development). In the event of any conflict or inconsistency between the terms of this Fourth Operating Memorandum and the Development Agreement, the terms of this Fourth Operating Memorandum shall control and prevail.
- 9) It is the mutual intent of the parties that the actions contemplated herein be completed as soon as reasonably possible. To achieve that goal, the City, City staff, and GLR will act in good faith in accordance with the Development Agreement and use their best efforts to expedite all procedures and approvals. Neither party is obligated to take any of the actions described herein unless/until the conditions for the respective action as described herein has been fulfilled. GLR and the City acknowledge and agree that payments agreed to by GLR in this Fourth Operating Memorandum are in consideration for and subject to the City’s performance of its obligations as described herein and subject to GLR obtaining the Final Approvals as described herein.

After review of these minor revisions and clarifications, the City Council finds that these minor revisions and clarifications are consistent with the Glen Loma Ranch Specific Plan and the Development Agreement, do not increase the density or intensity of use of the Property, do not

After review of these minor revisions and clarifications, the City Council finds that these minor revisions and clarifications are consistent with the Glen Loma Ranch Specific Plan and the Development Agreement, do not increase the density or intensity of use of the Property, do not increase the anticipated disturbed areas within the Specific Plan, and therefore the use of an Operating Memorandum is appropriate.

The parties execute this Fourth Operating Memorandum as of _____, 2024.

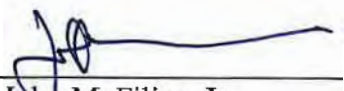
CITY:

City of Gilroy,
a California municipal corporation

By: _____
City Administrator

DEVELOPER:

Glen Loma Corporation,
a California corporation

By:  _____
John M. Filice, Jr.,
President

OWNERS:

Filice Family Estate,
 a California limited partnership
 by its General Partner, Cugini Calabria LLC
 a California limited liability company

By: 
 John M. Filice, Jr.
 Manager

The Christopher Family Partnership,
 a California limited partnership

By: _____
 General Partner

D Christopher & Sons LLC,
 a California limited liability company

Christopher Ranch LLC,
 a California limited liability company

By: 
 William A. Christopher,
 Manager

By: 
 William A. Christopher,
 Manager

ATTACHMENT A - REVISED EXHIBIT 'D'
FOURTH OPERATING MEMORANDUM
GLEN LOMA RANCH DEVELOPMENT AGREEMENT

REVISED EXHIBIT 'D' LIST OF PUBLIC IMPROVEMENTS						
Public Improvement	Mitigation Measure	Phase of Improvement	Earliest Anticipated Year of Improvement	Reimbursable	Triggering Event for the Improvement	
Castro Valley/U.S. 101 Intersection (fair share contribution only)	#29	Phase 1	2006	No	Payment with the issuance of the first Ph. 1 building permit	
Monterey Rd./Masten Avenue (1)	#30	Phase 1	2006	Yes	Owner's Responsibility is the payment of Impact Fees, only	
Santa Teresa Blvd./Miller Avenue (1)	#31	Phase 1	2006	Yes	Operational prior to the issuance of the first building permit in either the Petite Sarah or The Grove Neighborhoods	
Monterey Rd./10th Street Signal Modification	#32	Phase 1	2006	No	Construction to commence with the first Ph. 1 building permit	
Thomas Road/Luchessa Avenue Intersection	#33	Phase 1	2006	Yes	Construction to commence with the first Ph. 1 building permit	
Pincevalle/Luchessa Ave. Intersection Signal (2)	#42	Phase 1	2006	Yes	Concurrent with the Luchessa/Thomas intersection, above	
16.3 Acre City Park Site	N/A	Phase 1	2008	No	Commence construction with the grading of the Mataro Neighborhood	
Santa Teresa Blvd./Ballybunion Drive Intersection	#38	Phase 2	2008	Yes	Operational prior to the issuance of the first building permit for Phase 2	
Santa Teresa Blvd./Fitzgerald Ave. Signalization	#34	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)	
Fire Station #4	N/A	Construction is City's Responsibility	Unknown	No	Owner payment schedule per Operating Memorandum No. 4	
3.0 Acre City Park	N/A	Construction is City's Responsibility	Unknown	No	Owner payment schedule per Operating Memorandum No. 3	
Add left turn lane from Uvas Park Drive onto Miller Avenue	35	Phase 2	2025	Yes	Operational prior to the issuance of the last building permit for the Filice Family/Christoper owned lands	
Santa Teresa Blvd. / First Street Intersection	#37	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)	
First Street - East of Santa Teresa Blvd. Segment	#44	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)	
Signalize the Uvas Park Drive/Miller Ave. Intersection and add northbound and southbound left-turn lanes	#39	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)	
Thomas/West Luchessa Intersection Improvement and the W. Luchessa Ave. Bridge Widening	#41	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)	
Monterey Road/Luchessa Avenue	#43	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)	
10th Street/Luchessa Ave. Intersection	N/A	Phase 2	2011	Yes	Built with surrounding street improvements	
Uvas Park Drive/10th Street Intersection	N/A	Construction is City's Responsibility	Unknown	Yes	Owner's Responsibility is the payment of Impact Fees, only	
10th Street Bridge	N/A	Construction is City's Responsibility	Unknown	Yes	Owner's Responsibility is the payment of Impact Fees, only	

NOTES:

- Although the Mitigation Measures for these items require that the improvements be installed only prior to Phase-3, the Developer has agreed to move this improvement forward as part of the Development Agreement
- Section 4.4.7 of the Development Agreement provides for the traffic study update to be completed prior to the issuance of the building permit for the 1001st residential unit, which has been completed and the resulting changes that are documented in Addendum No. 2 to the Final Certified EIR for the Glen Loma Ranch

ATTACHMENT B - REVISED EXHIBIT "G"
FOURTH OPERATING MEMORANDUM
GLEN LOMA RANCH DEVELOPMENT AGREEMENT
Parks and Fire Station

Public Facility Development Summary

Site/Description	Size	Site	Offsite	Total Cost
Cydney Casper Park (previously Glen Loma Ranch Park) 3.3± Acre public park including: picnic area; playground; and trail to project northerly boundary (Loma Trail) plus: • Loma Trail (originally part of old GLR park) • The ½ street costs for extending Charles Lux Drive from Cimino Street to Greenfield Drive; and • A gravel walking path in Christmas Hill park on City/County property, including connection to future 10th Street near the new storm water basin; • A Class 1 loop trail connected to the Santa Teresa Trail at McCutchin Creek thru new park; • The purchase of two motorized trail bikes with related radio and emergency equipment, to be given to the police department for their use in patrolling the GLR open spaces and trails.	3.3 ± ac. Park	\$2,097,009	\$441,916	\$2,538,925
McCutchin Park (Previously Montonico Park) 4.8 ± acre park with playground, Class 1 trail within the Park, and playfields, etc.	4.8 ± ac. Park	~~\$1,345,694~~ <i>PAYMENTS AND OBLIGATIONS WILL BE PER THE THIRD OPERATING MEMORANDUM TO THE GLR DEVELOPMENT AGREEMENT.</i> <i>CITY WILL DESIGN & CONSTURUCT THE PARK</i>	~~\$262,500~~	~~\$1,608,194~~
Fire Station Site Sunrise Fire Station #3 site plan utilized for cost projections.	1.5± ac. Site within Glen Loma Town Center	~~\$4,175,772~~ <i>PAYMENTS AND OBLIGATIONS WILL BE PER THE FOURTH OPERATING MEMORANDUM TO THE GLR DEVELOPMENT AGREEMENT.</i> <i>CITY WILL DESIGN & CONSTRUCT FIRE STATION</i>	~~\$262,500~~	~~\$4,438,272~~
Cost Totals		~~\$7,613,501~~	~~\$971,890~~	~~\$8,585,391~~

Notes:

1. The costs may vary between "Site" and "Offsite" for each item, however the "Total Cost" shall be the cost cap per Section 4.4.1.3, adjusted per Note 2, below.

The above cost caps are in Nov. 2005 dollars and are subject to a CCI adjustment per Section 4.4.1.3 of this Development Agreement.

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY AMENDING THE BUDGET FOR THE CITY OF GILROY FOR 2024-2025 TO APPROPRIATE FUNDS IN CAPITAL PROJECTS AND THE TRAFFIC IMPACT FUNDS

WHEREAS, the City Administrator prepared and submitted to the City Council a budget for the City of Gilroy for Fiscal Years 2023-2024 and 2024-2025, and the City Council carefully examined, considered and adopted the same on June 5, 2023; and

WHEREAS, City Staff has prepared and submitted to the City Council proposed amendments to the budget for Fiscal Year 2024-2025 for the City of Gilroy in the staff report dated October 7, 2024, Glen Loma EIR Addendum and Development Agreement Operating Memorandum.

NOW, THEREFORE, BE IT RESOLVED THAT the revenue appropriations for Fiscal Year 2024-2025 in Fund 400 – Capital Projects Fund shall be increased by \$7,200,000, and the expenditure appropriations for Fiscal Year 2024-2025 in Fund 425 – Traffic Impact Fund shall be increased by \$1,046,337 to be transferred out to the Capital Projects Fund (400).

PASSED AND ADOPTED this 7th day of October 2024 by the following roll call vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

APPROVED:

Marie Blankley, Mayor

ATTEST:

Beth Minor, Interim City Clerk