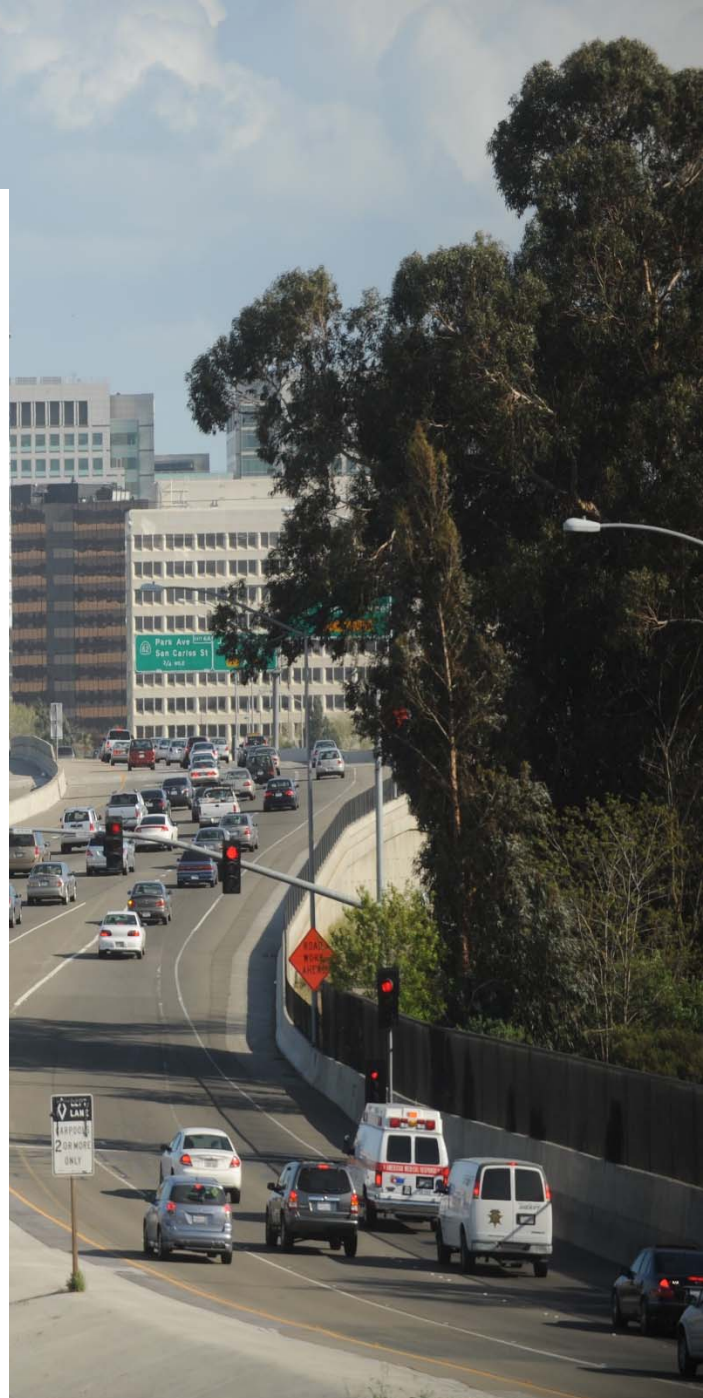


2018 CMP MONITORING & CONFORMANCE REPORT



MAY 24

SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY

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Executive Summary

Introduction

State Statute 65089 requires Congestion Management Agencies (CMAs) to conduct analysis of all Congestion Management Program (CMP) roadways every two years to ensure Member Agencies – the cities, towns and county – are developing in a manner consistent with the CMP level of service standard of LOS E. As the responsible CMA for Santa Clara County, the Valley Transportation Authority (VTA) undertakes this analysis on an annual basis. VTA prepares the annual Monitoring and Conformance Report which documents the CMP conformance findings.

The scope of data collection is reduced every other year during odd-numbered years to minimize the costs of analyzing the CMP network annually. During the “off-years,” the reduced scope of work includes only land use and freeway level of service data, and Deficiency Plan Status Reports. All other CMP elements are collected biennially as part of the full scope.

The 2018 Monitoring and Conformance Report feature the full scope of data collection and analysis of each CMP element. The following summarizes the results of the 2018 Monitoring Program.

Land Use

VTA’s Member Agencies, the cities, towns and County of Santa Clara, submit land use data to VTA in the form of residential and commercial/industrial project approvals for the prior fiscal year. The data reflects changes in residential dwelling units for approvals as well as estimate changes in commercial/industrial job approvals. Job change estimates are determined by applying job density values to square footage and land use type of commercial/industrial projects in order to estimate how many jobs are likely created or lost as a result of the land use approval.

In 2018, 3,522 dwelling units were approved, a decrease of 33 percent from 2017. The estimated number of jobs created by commercial and industrial approvals totaled 11,212, a continued decrease compared to 2017.

Freeway

Like previous monitoring, LOS monitoring was performed using combination of commercial speed data from INRIX (mixed-flow lanes), and floating car surveys (HOV lanes). There were 96 and 117 directional miles operated at LOS F during the AM and PM peak periods, respectively, without consideration of the CMP exemption. 44% and 51% of the total directional miles in the county observed LOS E or worse during AM and PM peak period, respectively.

62 segments (18.9% of total LOS F directional miles) and 88 segments (28.6% of total LOS F directional miles) were exempt from CMP deficiency plan during AM and PM peak period, respectively. Freeway mixed flow segments operating at LOS F in 2018 but not LOS F in 1991 accounted for 25.5% and 25.6% of the CMP network during AM and PM peak periods, respectively.

Segments that operated at LOS F when monitoring began in 1991 are exempt from CMP level of service standards. Member Agencies with non-conforming facilities within their jurisdiction are encouraged to implement strategies listed in the Immediate Implementation Action List found in VTA's Requirements for Local Deficiency Plans.

CMP Intersections

VTA collected intersection level of service data and conducted LOS analyses for all CMP intersections except for City of Campbell who performed their own LOS analysis. This year, three of the 252 intersections operated at LOS F. Page Mill/Oregon Expressway at Foothill Expressway and Montague Expressway at McCarthy Blvd/O'Toole Avenue are exempt from meeting the level of service requirements due to 1991 baseline exemption. De La Cruz and Central Expressway is a deficient intersection but has been operating at LOS F since 1996.

Rural Highways

VTA recorded 24-hour counts at 12 rural highway locations in Santa Clara County. All count locations operated at or above the CMP standard of LOS E. Traffic volumes in 2018 are generally lower at the 12 locations overall by 3% compared to 2016.

- Nine of the twelve segments operate at LOS C or better during the peak hour. The three segments that operated below LOS D include:
 - State Route 9 south of Big Basin Way (#4) operates at LOS E
 - State Route 25 south of Bloomfield Avenue (#9) operates at LOS E
 - State Route 156 south of State Route 152 (#10) operates at LOS D
- Four segments had a change in LOS between 2016 and 2018. These changes are generally due to small traffic fluctuations in terms of volumes, directional splits, and field measure free-flow speed.

Expressways

Santa Clara County Roads and Airports Department staff installed Bluetooth (BT) readers at selected intersections throughout all eight County expressways to collect travel times as part of the Predictive Signal Timing Coordination Project back in 2016. The BT installation enables County to obtain continuous travel time data on a 24/7 basis where travel time information can be extracted for a moment in time, or an average for a period of times. Chapter 6 provides more detailed information on each expressway.

Bicycle and Pedestrian

Bicycle and pedestrian single-day counts are collected each year at 20 new locations to better highlight the usage of bicyclists and pedestrians in the Santa Clara County.

Multimodal Improvement Plans

The CMP Legislation(65089.4) states that Member Agencies shall prepare Deficiency Plans when CMP facilities located within their jurisdiction exceed the CMP traffic LOS standard, or when a project's Transportation Impact Analysis indicates that the LOS standard is expected to be exceeded. Deficiency Plans identify offsetting measures to mitigate transportation conditions on the CMP system in lieu of making physical traffic capacity improvements such as widening an intersection or roadway.

Cities of San Jose and Sunnyvale are two Member Agencies with adopted Deficiency Plans. Both cities submitted Multimodal Improvement Plan Implementation Status Reports, which provided a summary of the city's progress on the implementation of the actions in their Deficiency Plans. VTA staff reviewed these reports and found Sunnyvale and San Jose in conformance with this requirement. It should be noted in future reports, newer Multimodal Improvement Plans will be added to this requirement.

Conformance Findings

The 2018 Monitoring and Conformance Report find all Member Agencies in compliance with the CMP monitoring requirements.

Introduction

California State Government Code 65089 mandates the creation of a Congestion Management Program (CMP) for each county to manage the effects of transportation and land use. It requires that all elements of the CMP be monitored at least biennially by the designated Congestion Management Agency (CMA) to determine if the county and city governments, known collectively as Member Agencies, are conforming to the level of service standard set by the CMA.

The Santa Clara Valley Transportation Authority (VTA) is the designated CMA for Santa Clara County and is charged with monitoring the CMP network. VTA exceeds the state requirement by collecting data each year and producing an annual Monitoring and Conformance Report.

The high cost of data collection each year has resulted in reduced monitoring scope in the “off-years” or odd-numbered years while still meeting the requirements of the CMP statute. The 2018 report covers the full-scope year and includes all CMP elements for monitoring.

Level of Service

Traffic congestion is monitored on the CMP roadway network which is comprised of freeways, state highways, expressways and principal arterials. Congestion is monitored in terms of level of service (LOS), a sliding scale from A through F where LOS A represents best traffic flow and LOS F represents significant traffic delay. Santa Clara County’s LOS standard is LOS E. Table 1.1 provides a description of LOS standards.

TABLE 1.1 | LEVEL OF SERVICE (LOS) STANDARDS

Level of Service	Description
A B C	Traffic can move relatively freely without significant delay
D	Delay become more noticeable
E	Traffic volumes are at or close to capacity, resulting in significant delays and average speeds that are no more than about one-third the uncongested speed
F	Traffic demand exceeds available capacity. Very slow speeds (stop-and-go), long delays (over one minute) and standing queues at signalized intersections.

Conformance Standard

To comply with the CMP standard, Member Agencies must demonstrate that all CMP roadways (excluding freeways) within their jurisdictions are operating at or above the CMP traffic level of service standard of LOS E. Member Agencies that do not maintain the CMP LOS standard risk

having their Proposition 111 (1991) gas tax subvention withheld. If the LOS standard cannot be met, a deficiency plan must be approved by VTA. Freeway segments and CMP intersections that operated at LOS F when monitoring began in 1991 are exempt from meeting the LOS E standard. Freeway LOS thresholds are taken from the Highway Capacity Manual with the exception of D/E and E/F thresholds which are selected by VTA for Santa Clara County conditions.

2

LAND USE

Introduction

California State CMA legislation requires Congestion Management Agencies to monitor land use changes within its jurisdiction. Each year, VTA monitors land use changes within Santa Clara County by requesting land use data from Member Agencies in terms of residential and commercial/industrial projects that have been approved.

Methodology

VTA collects land use data from Member Agencies each year to track decisions jurisdictions are making about land use. Member Agencies submit land use data for the prior fiscal year in the form of changes in dwelling units for residential approvals and changes in square footage for commercial and industrial approvals. This data is limited to tracking approvals only if those approvals do not result in construction during the reporting year or at all.

For commercial and industrial approvals, changes in square footage are used to estimate the number of jobs created or lost. Jobs are estimated by applying a job density value (measured in jobs per 1,000 sq. ft.) to the size of the site. Job density values vary depending on the specific land use type. The appropriate job density is multiplied by the square footage of each site to determine the number of estimated jobs. Table 2.1 shows the job density values per type of land use.

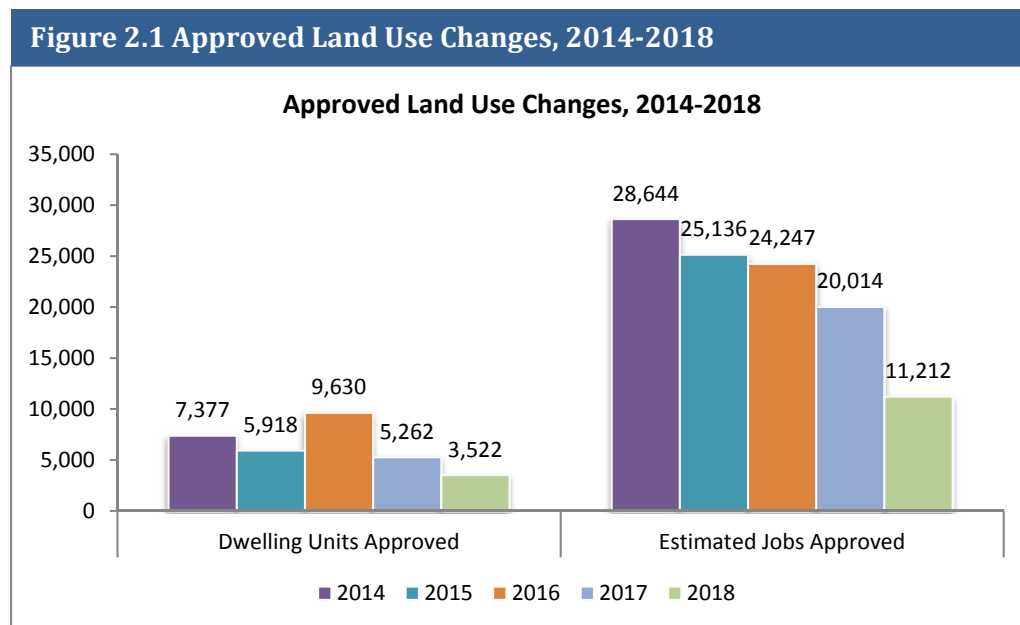
TABLE 2.1 | COMMERCIAL AND INDUSTRIAL JOB DENSITIES (JOBS PER 1,000 SQ. FT.)

Density	Land Use
3.4	Office/Educational/Institutional/Hospital
3.1	Transportation
2.5	R&D Office
2.0	Hotel/Motel
1.75	Retail/Manufacturing
0.75	Non-Manufacturing
0	Park/Recreation/Agriculture/Cemetery/Urban Reserve

The focus of VTA’s land use analysis is development approvals that provide the capacity to accommodate population and employment growth. The data is not a reflection in actual changes in residents or job creation. Rather, it is a measure of the trend in allocation of land for different purposes. In addition to the analyses included in this report, the data can be used to understand the current and projected demand in housing and employment. To better understand the employment data it is helpful to understand limitations that affect the data quality but are beyond the control of VTA and the Member Agencies:

- It is assumed commercial and industrial sites were fully occupied for employment uses
- It is assumed that all jobs that can be accommodated on the existing site are lost when a commercial or industrial site is converted to a different type of land use. Under this methodology, commercial/industrial sites that are either underutilized or unoccupied assume a full reduction in employment even if few or any jobs are actually lost. To compensate for this, VTA requests Member Agencies to indicate in their land use data submittal whether jobs were lost during conversions to a different use. Since not all Member Agencies provided this data, our methodology assumes full employment for commercial/industrial conversions, which may negatively impact the job change estimate for 2018.

Despite these limitations, the analysis provides valuable information to illustrate the trend of land use development and where housing and employment growth is likely to occur, and where Member Agencies are actually targeting growth.



Land Use Analysis

As shown in Table 2.2, Member Agencies approved 3,522 residential units in 2018, a 33% decrease from the previous year when 5,262 units were approved. Notably, the City of San Jose and Mountain View continued to approve a large amount since 2017. Most notably, many of the jurisdictions in Santa Clara County have seen a decrease in approved residential developments with most occurring in urban villages and city specific plan areas, respectively.

TABLE 2.2 | APPROVED RESIDENTIAL UNITS, 2011-2016

Member Agency	2013	2014	2015	2016	2017	2018
Campbell	12	21	273	23	24	14
Cupertino	-30	15	15	788	19	1
Gilroy	278	350	646	810	810	25
Los Altos	20	0	4	4	27	3
Los Altos Hills	7	0	3	20	0	10
Los Gatos	20	23	53	6	18	329
Milpitas	793	466	857	0	177	244
Monte Sereno	0	0	0	0	0	0
Morgan Hill	544	103	241	372	84	65
Mountain View	537	399	1,051	277	344	804
Palo Alto	2	311	18	38	15	96
San Jose	729	3,182	2,112	4,127	1,662	1,098
Santa Clara	140	1,363	572	2,512	1,117	318
Santa Clara County	8	0	0	0	0	0
Saratoga	583	0	0	0	13	23
Sunnyvale	369	1,144	73	653	952	492
Total	4,012	7,377	5,918	9,630	5,262	3,522

As shown in Table 2.3, commercial and industrial approvals in 2018 resulted in an estimated total of 11,212. Compared to previous years, job change estimates have been decreasing since a large increase in previous years. San Jose, Santa Clara and Milpitas saw a large increase in available commercial land in 2018 due to mixed-use approvals on former industrial sites near downtown San Jose and major redevelopment projects in Milpitas.

TABLE 2.3 | JOB CHANGE ESTIMATES BASED ON COMMERCIAL/INDUSTRIAL APPROVALS, 2013-2018

Member Agency	2013	2014	2015	2016	2017	2018
Campbell	0	9	-120	6	445	20
Cupertino	277	700	21	144	5	2
Gilroy	39	639	10	250	250	571
Los Altos	211	0	19	1	-6	1
Los Altos Hills	0	0	0	0	0	0
Los Gatos	555	23	12	2	9	459
Milpitas	-399	0	0	0	18	759
Monte Sereno	0	0	0	0	0	0
Morgan Hill	57	0	968	170	133	131
Mountain View	1,151	2,304	1,698	3,017	3,017	-107
Palo Alto	924	-993	1,840	1,809	1,257	98
San Jose	4,211	7,913	3,510	6,215	6,325	6,488
Santa Clara	3,394	13,700	14,245	5,733	2,090	981
Santa Clara County	1,071	318	1,302	0	304	915
Saratoga	0	0	0	0	0	0
Sunnyvale	1,179	4,031	1,631	6,900	6,167	895
Total	12,670	28,644	25,136	24,247	20,014	11,212

Proximity to Cores, Corridors, and Station Areas

In 2003, VTA in partnership with Member Agencies developed the Community Design & Transportation (CDT) program to craft best practices for land use and transportation. The CDT program established a framework of Cores, Corridors and Station Areas as priority areas identified by VTA and Member Agencies for targeting future growth and transportation investments. These areas are most likely to benefit from concentrated development due to its location near major transit corridors.

Spatial analysis was conducted on the land use data submitted by Member Agencies to determine the proximity of approved developments to the Cores, Corridors and Station Areas. Proximity is defined as a 1/3 mile within major transit stations and ¼ mile buffer from the cores, and future Bus Rapid Transit (BRT) corridors. The purpose of the spatial analysis is to illustrate where housing and employment growth is likely to occur and trend over time.

As shown in Table 2.4, there were 3,522 total residential units approved in 2018. Of these, 1,023 residential approvals, or 29 percent were located within the Cores, Corridors and Station Areas. This is a continued decrease from the past five years when nearly 50 percent of the potential growth in housing was planned near the targeted areas for development.

Of the 11,212 estimated increased jobs due to commercial/industrial development, 2,192 jobs or 20 percent were located within the Cores, Corridors and Station Areas. This is an decrease

from the previous few years where there was commercial/industrial approvals within the Cores, Corridors and Station Areas. However, it is worth noting that this is based on planning approvals and not related to building permits.

TABLE 2.4 | LAND USE APPROVALS NEAR CORES, CORRIDORS AND STATION AREAS, 2013-2016

	2018	2017	2016	2015
Residential Unit Approvals within CCSAs	1,023	2,421	3,586	2,755
Total Units	3,522	5,262	9,630	5,918
% near CCSAs	29%	46%	37%	47%
Job Change Estimates within CCSAs	2,192	5,004	9,929	5,442
Total Estimated Jobs	11,212	20,014	24,247	25,136
% near CCSAs	20%	25%	41%	22%

FIGURE 2.2 | APPROVED RESIDENTIAL UNITS NEAR VTA'S CORES, CORRIDORS AND STATION AREAS (2013 - 2018)

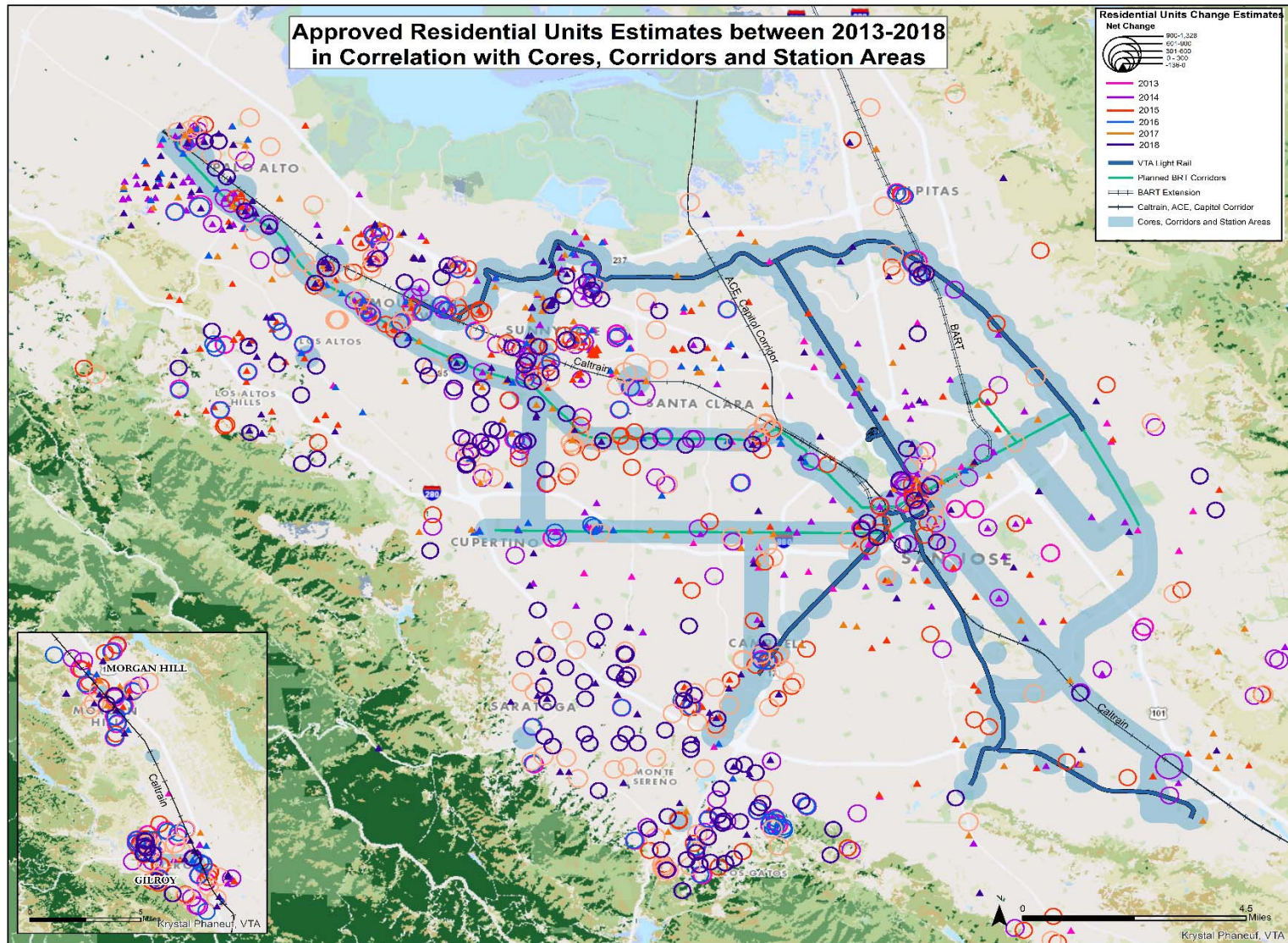


FIGURE 2.3 | APPROVED RESIDENTIAL UNITS NEAR VTA'S CORES, CORRIDORS AND STATION AREAS (2018 NET CHANGE)

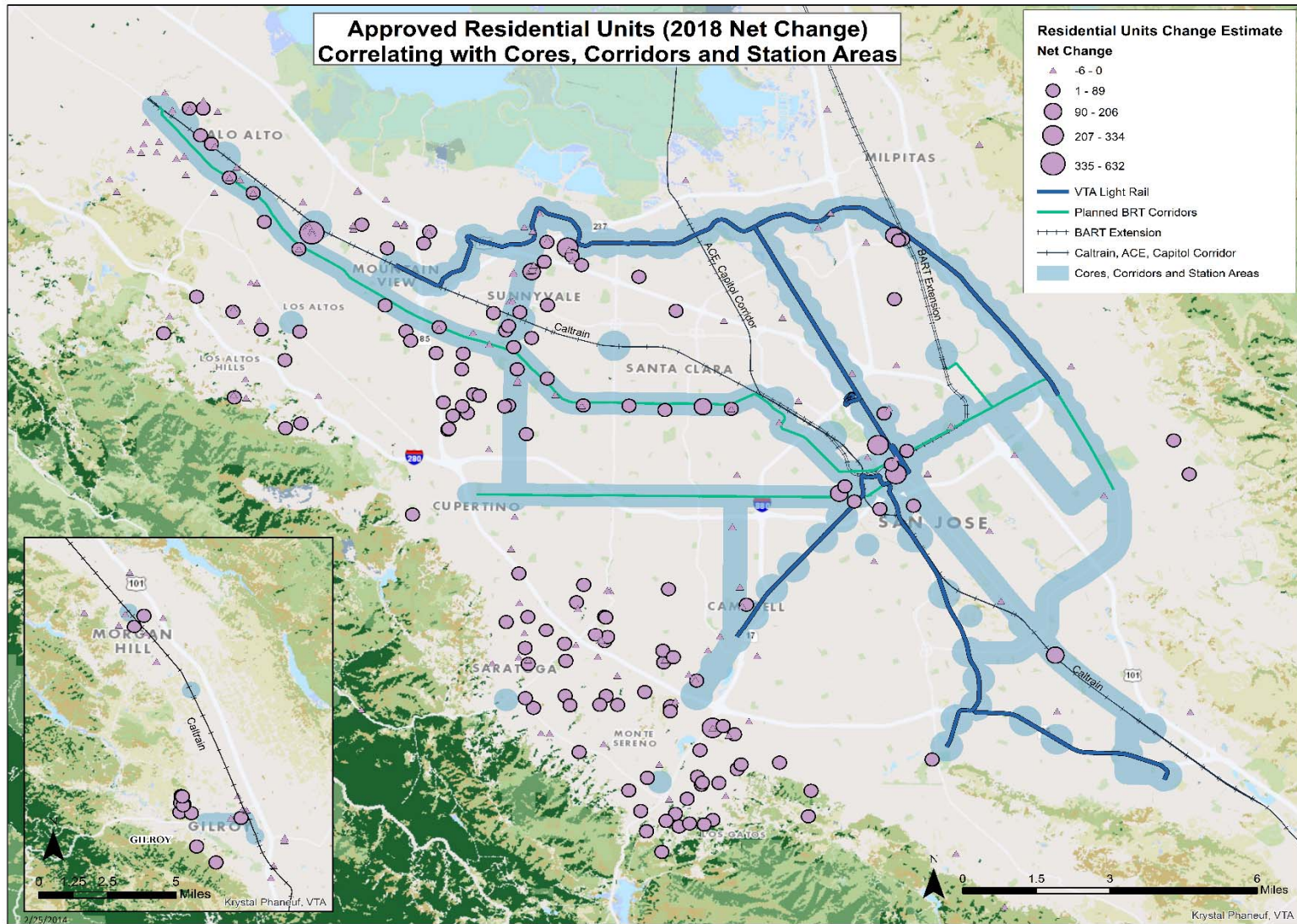


FIGURE 2.4 | JOB CHANGE ESTIMATES NEAR VTA'S CORES, CORRIDORS AND STATION AREAS (2013 - 2018)

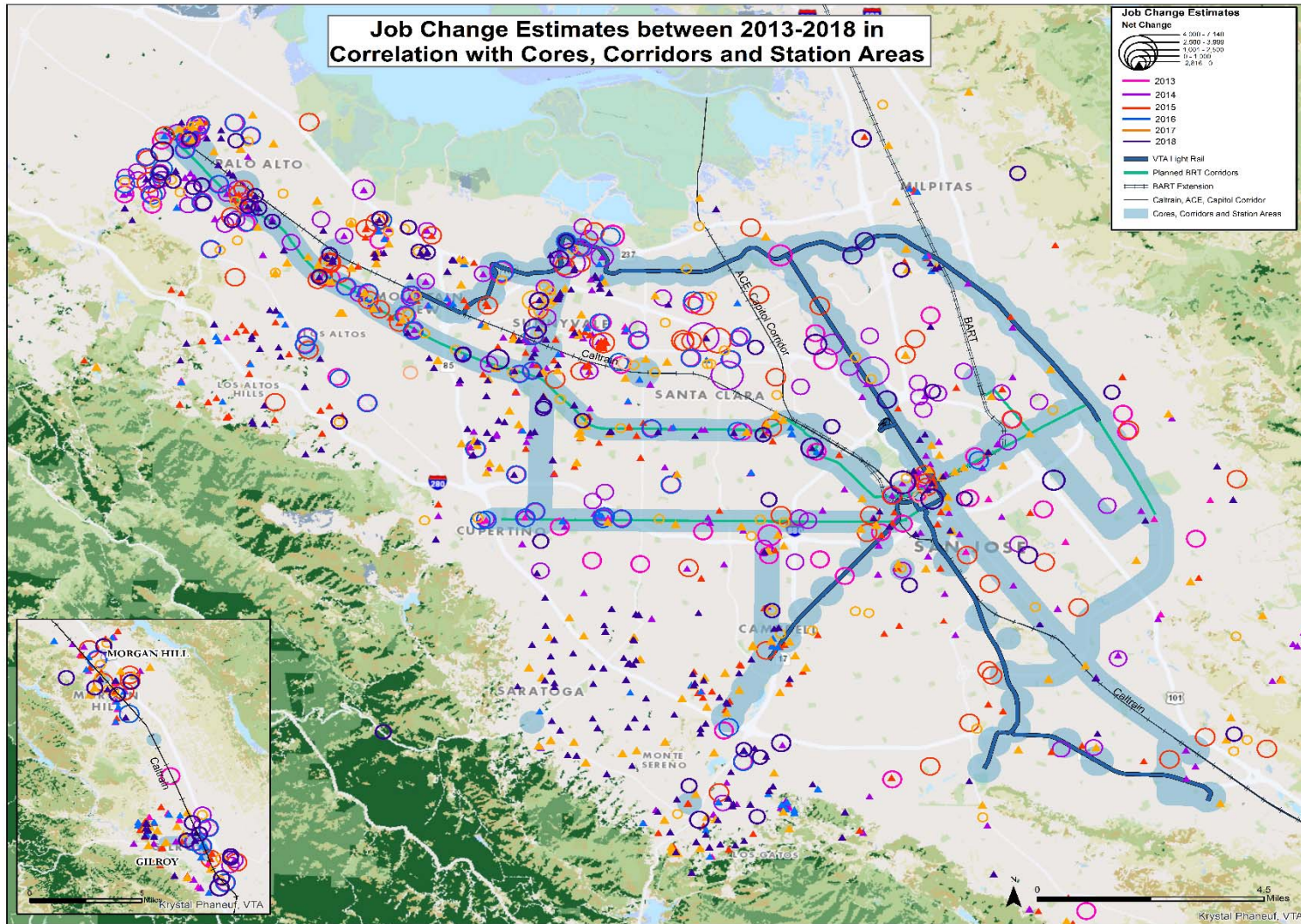
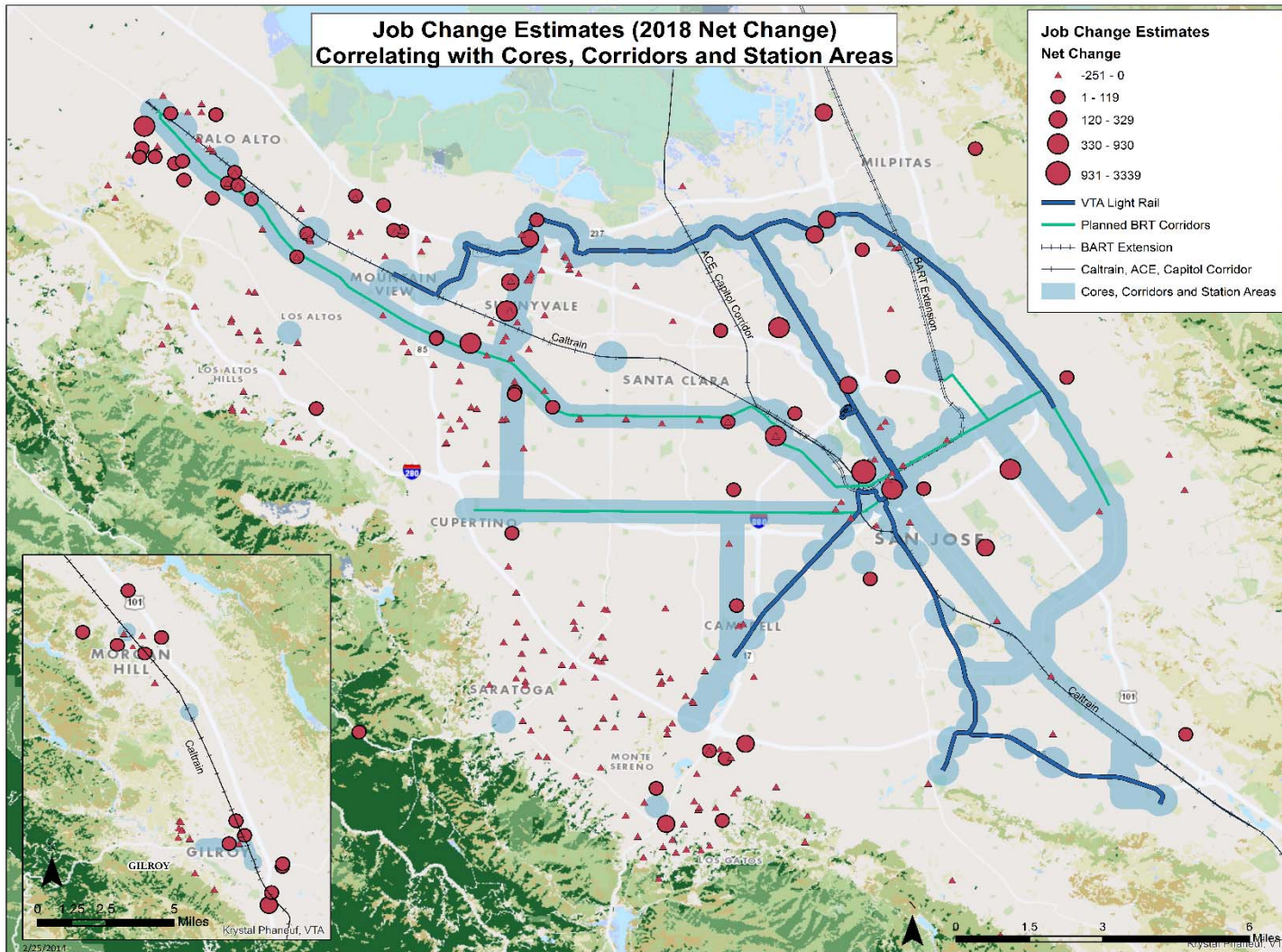


FIGURE 2.5 | JOB CHANGE ESTIMATES NEAR VTA'S CORES, CORRIDORS AND STATION AREAS (2018 NET CHANGE)



Introduction

VTA monitors 252 major intersections in Santa Clara County. CMP intersection data is collected and LOS is evaluated every two years. CMP intersections that operated at LOS F since the LOS evaluation began in 1991 are exempt from meeting the requirement of minimum level of service standard at “E”. The intersections that degraded to LOS F since 1991 are considered non-conforming. Non-conforming intersections place the responsible jurisdictions at risk for losing their gas tax subventions under Proposition 111 (1991).

Figure 3.1 illustrates the geographic locations of all 252 CMP intersections. The following subsections include the description of methodologies, data collection and quality assurance, LOS analysis, and monitoring results.

Methodology

The methodology used to determine the LOS for signalized intersections is based on the LOS criteria outlined in the VTA’s *Traffic Level of Service Analysis Guidelines*, which is based on the Chapter 16 of the 2000 *Highway Capacity Manual* (HCM). The VTA congestion monitoring program has been using this methodology since 2004. The average control delay per vehicle at a signalized intersection serves as the performance measure in determining LOS. The average control delay thresholds with plus and minus LOS grades for CMP signalized intersections are presented in **Table 3.1**. These LOS thresholds are consistent with the HCM 2000 thresholds. For example, the LOS B+ to B- range is the same as the LOS B range in the HCM 2000.

Data Collection and Quality Assurance

The intersection turning movement counts were collected at all 252 CMP intersections by Elite Transportation Group (ETG) using the data collection subconsultants, IDAX Data Solutions (IDAX). Data were collected using video cameras during the PM peak period from 4:30 p.m. to 6:30 p.m. on typical weekdays (i.e., Tuesday, Wednesday, or Thursday). Manual counts for each turn movement were performed in a video reduction center where counters review video of each intersection. Collected data included PM peak period vehicle, pedestrian and bicycle counts at the 252 intersections that are part of the CMP network. The counts were collected later in the year than previous cycles, which may affect an intersection performance but the counts remained within range in comparison to the last cycle.

When the data was submitted to ETG, additional checks to ensure the accuracy of data were performed, including:

1. Compared approach volumes for all CMP intersections collected in 2018 with the 2016 counts.

2. When there was a large discrepancy (>10%), the 2018 volumes were first checked to make sure the approach orientation is the same between 2016 and 2018. If the 2016 study organized the intersection orientation differently, the 2018 data were changed to align with the intersection orientation used in 2016.
3. For intersections where intersection orientation was not the issue as checked in Step 2, the intersections were flagged and the ETG team discussed with VTA to seek local assistance in determining if there was a reason the volumes might be different (e.g., a new development nearby).
4. For intersections where there was no reason to explain why the volumes were different, as pointed out by local jurisdictions, the ETG team reviewed the recorded videos at the intersections to ensure there was no data collection error.
5. The final error checking was completed when comparing the LOS between 2016 and 2018. For intersections where there were significant differences, the ETG team went back to Step 4 to review the video to ensure no data collection error.

Figure 3.1. CMP Intersections

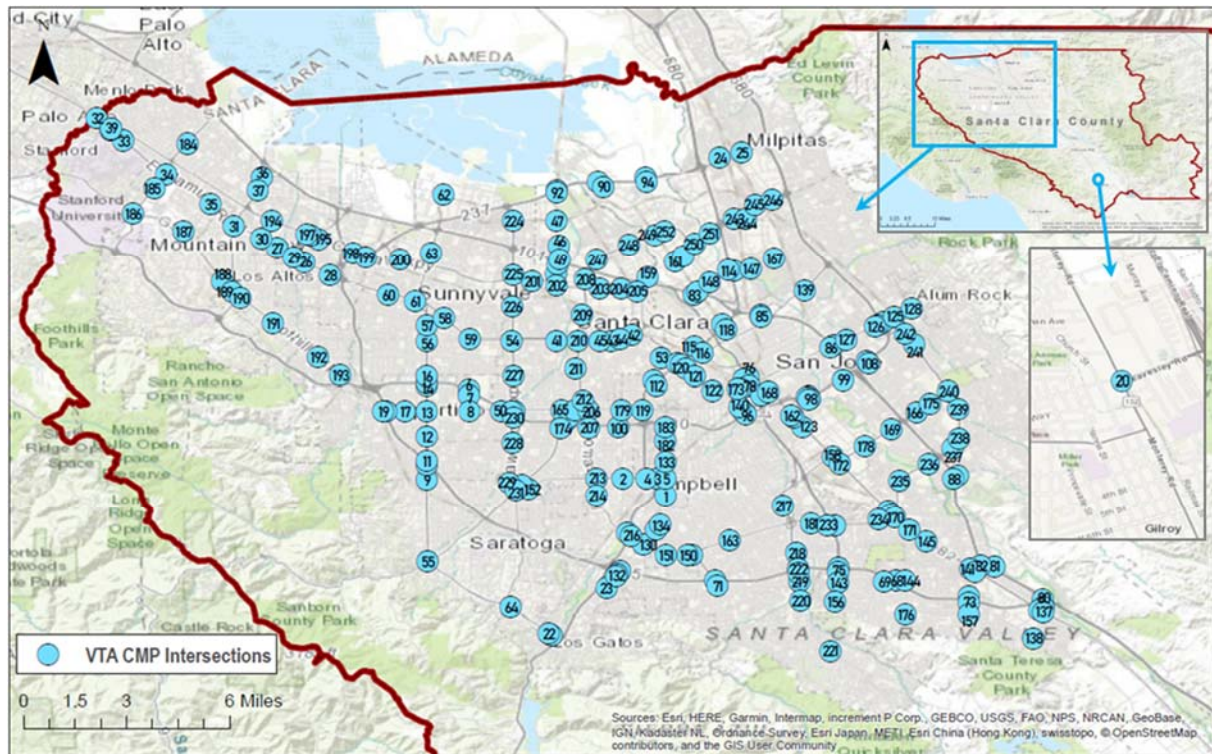


Table 3.1. Level of Service Thresholds for Signalized Intersections

LOS	Average Control Delay (seconds/vehicle)	Description
A	delay ≤ 10	LOS A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all.
B+	10 < delay ≤ 12	LOS B generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
B	12 < delay ≤ 18	
B-	18 < delay ≤ 20	
C+	20 < delay ≤ 23	LOS C indicates higher delays that may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
C	23 < delay ≤ 32	
C-	32 < delay ≤ 35	
D+	35 < delay ≤ 39	At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
D	39 < delay ≤ 51	
D-	51 < delay ≤ 55	
E+	55 < delay ≤ 60	LOS E generally indicates poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent. This is considered to be the limit of capacity.
E	60 < delay ≤ 75	
E-	75 < delay ≤ 80	
F	delay > 80	LOS F, considered unacceptable to most drivers, often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

Source: Traffic Level of Service Analysis Guidelines, Santa Clara Valley Transportation Authority. Chapter 16, Signalized Intersections Highway Capacity Manual 2000.

Level of Service Analysis

The previous level of service analyses for CMP intersections have been performed using TRAFFIX™. Before 2012, VTA member agencies were responsible for data inputting and LOS analysis. Since 2012, member agencies have the option to have consultants perform LOS analysis for intersections located within their jurisdictions. The ETG team performed the LOS analysis for all 252 intersections for the 2018 monitoring cycle. The following subsections summarize the analysis details and findings.

TRAFFIX Implementation and Quality Assurance

The input data required for LOS analysis in TRAFFIX™ include the following:

- Lane geometries were obtained based on the latest satellite aerial images and were compared against the 2016 TRAFFIX™ files.
- Once the lane geometries were updated, intersection turning movement counts were updated with the 2018 data for each intersection.
- Peak hour factor (PHF) for each intersection was set to 1.0 rather than the observed field data in order to be consistent with previous monitoring studies.

For intersections that are located on the expressways with HOV lanes under the jurisdiction of Santa Clara County, the HOV lanes were removed from lane geometries in the TRAFFIX™ files to be consistent with the previous analyses. HOV counts at all intersections with HOV lanes were collected and those counts were removed from the corresponding through movement counts.

A quality assurance process was conducted to check the accuracy and reasonableness of the intersection LOS evaluations based on the 2018 data, following the steps listed below:

- Checked all intersection movement counts in the TRAFFIX™ files by comparing the TRAFFIX™ volume output files with the Excel spreadsheet that includes all the counts collected for this monitoring cycle.
- Checked the intersections if any of the following criteria was met:
 - Intersections at LOS F in 2018 that were at LOS E or better in 2016.
 - Intersections at LOS E in 2018 that were at LOS F in 2016.
 - Intersections that jumped two levels of service, either up or down, between 2016 and 2018.

The intersections identified from the quality assurance process were reviewed to determine whether the 2018 LOS results were reasonable.

Overall Intersection Operations

Table 3.2 lists the LOS results from the last three monitoring cycles. The results show that three less intersection operated at LOS F in 2018 compared to 2016 and four less compared to 2014. Other than the number of LOS F intersections, there were more intersections that operated at LOS C in 2018 compared to 2016. The number of intersections that operated at the remaining LOS levels were similar to the previous two monitoring cycles.

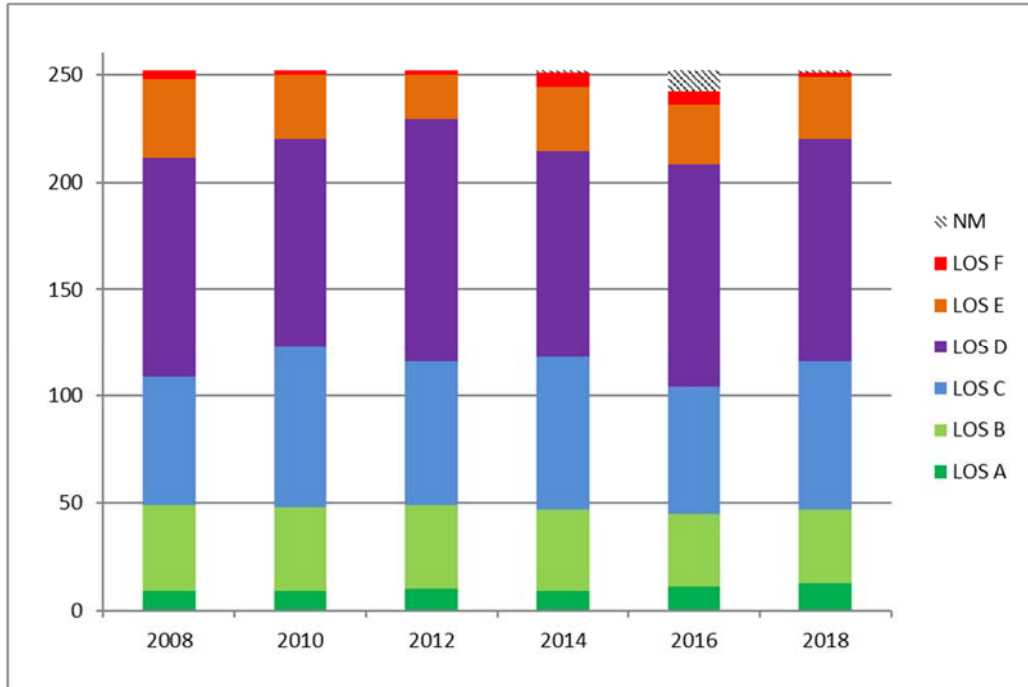
Table 3.2. LOS Results in Last Three Monitoring Cycles

LOS	2014		2016		2018	
	Number of Intersections	Percentage	Number of Intersections	Percentage	Number of Intersections	Percentage
A	9	4%	11	4%	13	5%
B	38	15%	34	13%	33	13%
C	71	28%	59	23%	69	27%
D	96	38%	104	41%	106	42%
E	30	12%	28	11%	28	11%
F	7	3%	6	2%	3	1%
NM*	1	0%	10	4%	1	0%
Total	252	100%	252	100%	252	100%

*NM are intersections not measured due to construction

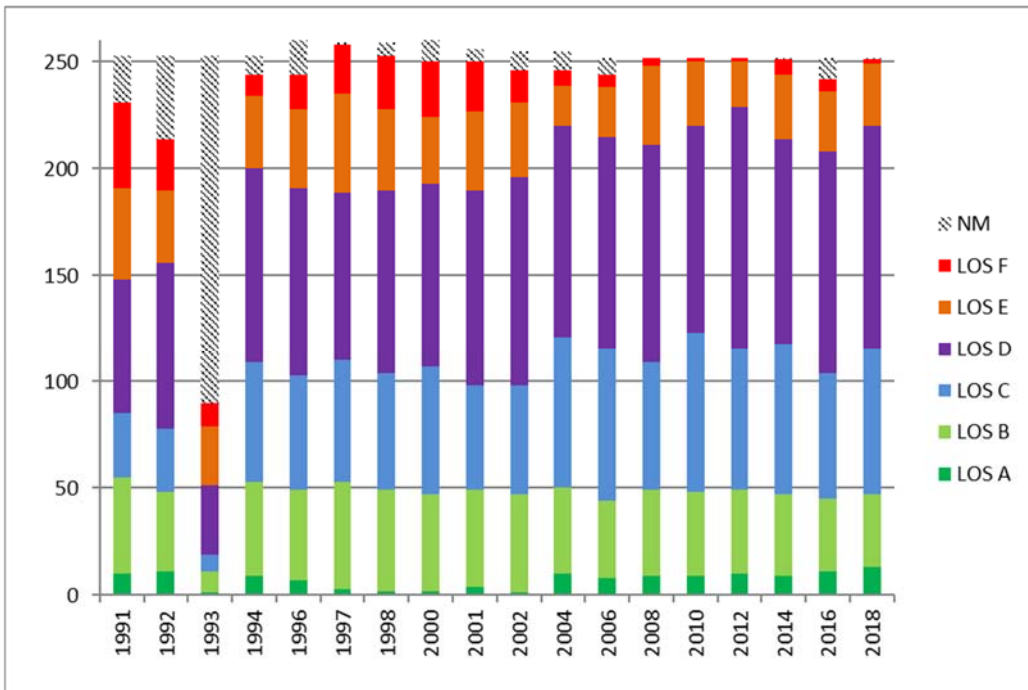
Figure 3.2 presents a graphical view of the number of intersections experiencing the various LOS values over the last six monitoring cycles. **Figure 3.3** shows how LOS has varied since the first monitoring cycle in 1991. **Figure 3.4** presents a color-coded map showing the geographic locations of the CMP intersections based on the 2018 LOS results.

Figure 3.2. Number of Intersections at each LOS, 2008-2018



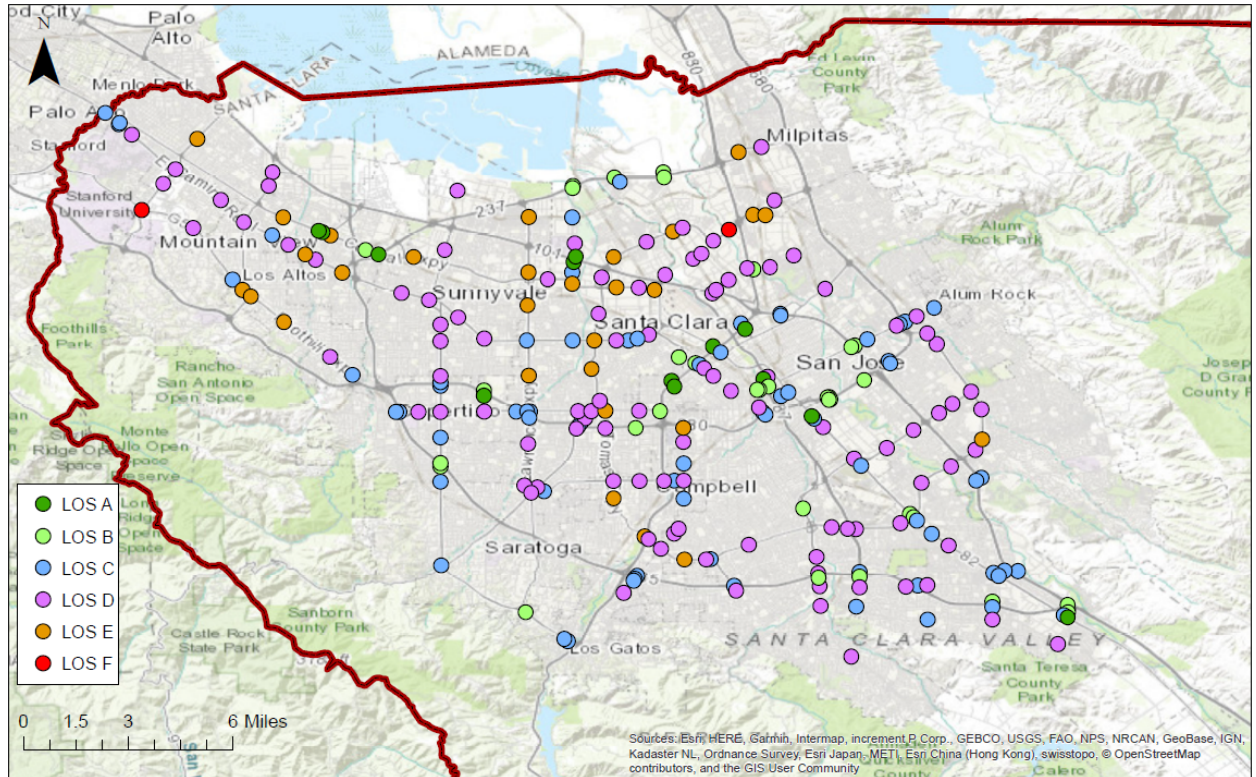
Note: NM – Intersections not measured due to construction

Figure 3.3. Number of Intersections at each LOS, 1991-2018



Note: NM – Intersections not measured due to construction

Figure 3.4. CMP Intersection LOS in 2018



Intersections at LOS F

Three intersections operated at LOS F in 2018, among which two are LOS-exempt intersections while the other is not. LOS-exempt intersections are the ones that operated at LOS F under the 1991 baseline conditions. These intersections have generally fluctuated between LOS D and LOS since 1991.

Table 3.3 lists these LOS F intersections. The “Location” column lists the agency that is responsible for maintaining the LOS standard whereas the “Jurisdiction” column lists the agency that operates the intersection, and these two agencies may not be the same.

The Central Expressway and De La Cruz Boulevard intersection continued to operate at LOS F in 2018 as it has operated since 1996. This intersection is non-exempt as it operated at LOS E in 1991. Parallel to U.S. 101, Central Expressway serves as an alternate route and carries heavy eastbound traffic during the PM peak period. It already has triple left-turn lanes in the eastbound direction, and vehicles are consistently blocked by queues extended from the on-ramp entering U.S. 101 which is oversaturated and further deteriorated by heavy weaving due to the downstream U.S. 101/SR 87 interchange. Mitigations should be considered together with the planned U.S. 101/De La Cruz Boulevard interchange improvement, possibly with grade separation and/or direct access ramp to U.S. 101.

Table 3.3. Intersections at LOS F in 2018

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction
LOS-Exempt Intersection				
5205	Page Mill/Oregon Exp.	Foothill Exp.	Palo Alto	SC County
5809	Montague Exp.	McCarthy Blvd./O'Toole Av.	Milpitas	SC County
Non-Exempt Intersection				
5335	Central Exp.	De la Cruz Blvd.	Santa Clara	SC County

Intersections at LOS E

In 2018, twenty-eight (28) intersections were operating at LOS E. Twenty (21) of these intersections were also at LOS E in 2016, as listed in **Table 3.4.** four (4) intersections operated at LOS D in 2016 and are now at LOS E as listed in **Table 3.5.** Three (3) intersections operated at LOS F in 2016 and are now at LOS E, as discussed in the next subsection.

Table 3.4. Intersections Operating at LOS E in Both 2016 and 2018

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction
701	Calaveras Blvd. (Rte. 237)	Abel St.	Milpitas	Milpitas
1003	El Camino Real (Rte. 82)	Hwy 237/Grant Rd.	Mountain View	State
3088	Camden Av.	Union Av.	San Jose	San Jose
5012	S. Bascom Av.	Moorpark Av.	San Jose	SC County
5108	Page Mill/Oregon Exp.	Middlefield Rd.	Palo Alto	SC County
5215	Foothill Exp.	El Monte Av.	Los Altos	SC County
5220	Foothill Exp.	Magdalena Av./Springer Rd.	Los Altos	SC County
5305	Central Exp.	Rengstorff Av.	Mountain View	SC County
5320	Central Exp.	Mary Av.	Sunnyvale	SC County
5329	Central Exp.	Bowers Av.	Santa Clara	SC County
5332	Central Exp.	Scott Blvd.	Santa Clara	SC County
5405	San Tomas Exp.	Stevens Creek Blvd.	Santa Clara	SC County
5416	San Tomas Exp.	El Camino Real (Rte 82)	Santa Clara	SC County
5419	San Tomas Exp.	Homestead Rd.	Santa Clara	SC County
5611	Lawrence Exp.	Arques Av.	Sunnyvale	SC County
5613	Lawrence Exp.	Reed Av.	Sunnyvale	SC County
5625	Lawrence Exp.	Homestead Rd.	Sunnyvale	SC County
5801	Montague Exp.	Main St./Old Oakland Rd.	Milpitas	SC County
5802	Montague Exp.	Trade Zone Blvd./McCandless	Milpitas	SC County
5805	Montague Exp.	Mission College Blvd.	Santa Clara	SC County
5807	Montague Exp.	First St.	San Jose	SC County

Table 3.5. Intersections Operating at LOS E 2018 but LOS D in 2016

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction
1004	El Camino Real (Rte. 82)	Miramonte Av./Shoreline Blvd.	Mountain View	State
5214	Foothill Exp.	San Antonio Rd.	Los Altos	SC County
5308	Central Exp.	Castro St./Moffet Blvd.	Mountain View	SC County
5603	Lawrence Exp.	Tasman Dr.	Sunnyvale	SC County

Intersections Improving from LOS F

Of the six (6) intersections operating at LOS F in 2016, three (3) intersections improved to LOS E in 2018, as listed in **Table 3.6**. The improvements were mainly the result of demand changes at these intersections.

Table 3.6. Intersections Improved from LOS F in 2018

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction	2018 LOS
5430	San Tomas Exp.	Campbell Av.	Campbell	SC County	E
5432	Hwy 17 (SB)	San Tomas Expwy./Camden Av.	Campbell	SC County	E
5724	Capitol Exp.	Aborn Rd.	San Jose	SC County	E

Intersections with Changes in Level of Service

Thirty-three (33) intersections were found to have a change in their LOS between 2016 and 2018. **Table 3.7** lists these intersections and **Figure 3.5** shows the geographic locations of these intersections. The Central Expressway and Whisman Station Drive intersection was the only intersection that experienced a change in LOS by two LOS grades since 2016.

Table 3.7. Intersections with Changes in LOS between 2016 and 2018

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction	2016 LOS	2018 LOS
<i>Intersection Improved by Two Levels of Service</i>						
5313	Central Exp.	Whisman Station Dr.	Mountain View	SC County	D+	B+
<i>Intersection Improved by One Level of Service</i>						
213	Hwy 280 NB Ramps	De Anza Blvd.	Cupertino	Cupertino	D+	C
602	Saratoga-Los Gatos (Hwy. 9)	Santa Cruz Av.	Los Gatos	State	D+	C-
1204	El Camino Real (Rte. 82)	Monroe St.	Santa Clara	Santa Clara	D+	C-
1301	Big Basin Way (Hwy 9)	Saratoga-Los Gatos Rd.	Saratoga	State	D+	C-
3009	Hwy 85	Cottle (South)	San Jose	San Jose	D+	C-
3011	Hwy 85	Santa Teresa (South)	San Jose	San Jose	C+	B-
3039	Hwy 280	Saratoga Av. South	San Jose	San Jose	D+	C
3052	Hwy 880	Coleman Av. N	San Jose	San Jose	B-	A
3055	Hwy 880	N. First St. S	San Jose	San Jose	B	A
3056	Hwy 880 (SB)	Stevens Creek Blvd. (West)	San Jose	San Jose	C	B-
3095	Monterey Hwy. (Rte. 82)	Curtner Av./Tully Rd.	San Jose	San Jose	E+	D-
3097	S. First St. (Rte 82)	Keyes St./Goodyear	San Jose	San Jose	D+	C-

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction	2016 LOS	2018 LOS
3115	Santa Teresa Blvd.	Snell Av.	San Jose	San Jose	D+	C-
5334	Central Exp.	Lafayette St.	Santa Clara	SC County	E	D-
5422	San Tomas Exp.	Saratoga Av.	Santa Clara	SC County	E+	D
5429	San Tomas Exp.	Hamilton Av.	Campbell	SC County	E	D-
5430	San Tomas Exp.	Campbell Av.	Campbell	SC County	F	E
5432	Hwy 17 (SB)	San Tomas Expwy./Camden Av.	Campbell	SC County	F	E+
5633	Lawrence Exp.	Bollinger Rd./Moorpark Av.	San Jose	SC County	E	D-
5636	Lawrence Exp.	Calvert Drive (I-280 on-ramp)	San Jose	SC County	D+	C
5723	Capitol Exp.	Silver Creek Rd.	San Jose	SC County	E+	D
5724	Capitol Exp.	Aborn Rd.	San Jose	SC County	F	E
5732	Capitol Exp.	Story Rd.	San Jose	SC County	E	D-
Intersection Degraded by One Level of Service						
1004	El Camino Real (Rte. 82)	Miramonte Av./Shoreline Blvd.	Mountain View	State	D-	E+
1210	Hwy 280 (SB)	Stevens Creek Blvd.	Santa Clara	State	B-	C-
1412	Mathilda Av.	Java Dr.	Sunnyvale	Sunnyvale	C-	D+
3020	Hwy 101 (SB)	Brokaw Rd. (West)	San Jose	San Jose	C+	D+
3024	Hwy 101	Yerba Buena (East)	San Jose	State	B-	C+
3112	Santa Clara St. (Rte 82)	Montgomery St.	San Jose	San Jose	A	B+
5214	Foothill Exp.	San Antonio Rd.	Los Altos	SC County	D	E
5308	Central Exp.	Castro St./Moffet Blvd.	Mountain View	SC County	D-	E
5603	Lawrence Exp.	Tasman Dr.	Sunnyvale	SC County	D-	E+

Figure 3.5. Intersections with Changes in Level of Service between 2016 and 2018

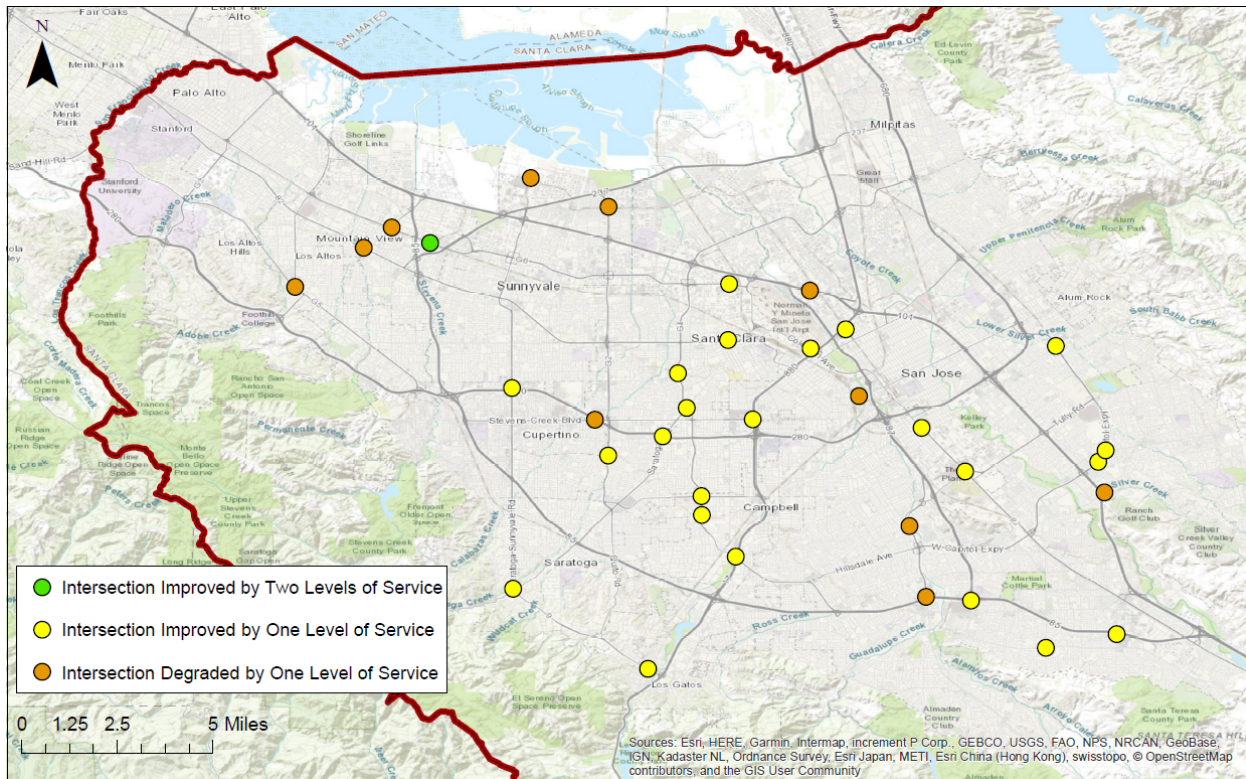


Table 3.8 includes the LOS for each monitored intersection over the last 10 years. The LOS table including all monitoring cycles from the 1991 baseline through 2018 is presented in **Appendix A**.

Summary

This technical memorandum documents the data collection and LOS analysis for the CMP intersections located in Santa Clara County. These evaluations were performed as part of the 2018 Monitoring and Conformance Report for the Santa Clara Valley Transportation Authority. All 252 CMP intersections were evaluated, except for the Montague Expressway and Milpitas Boulevard intersection, which, per request from the Santa Clara County, was not analyzed due to the ongoing construction in 2018. Major findings are summarized below.

- Three (3) intersections were found to operate below the CMP LOS Standard (i.e., LOS F). This is three (3) fewer than the 2016 monitoring cycle.
- Thirty-four (33) intersections were found to have a change in their LOS between 2016 and 2018.
- The Central Expressway and Whisman Station Drive intersection was the only location that experienced a change in LOS by two LOS grades since 2016.

The 2018 findings are consistent with the previous ten (10) monitoring years. Specifically, the number of intersections operating at LOS C, D, and E are within the range reported since 2008.

The number of intersections operating at LOS B and F are at the lowest level since 2008. Finally, the number of LOS A intersections (13) is at the highest level since 2008.

Table 3.8. CMP Intersection LOS from 2008 to 2018

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	2008	2010	2012	2014	2016	2018
101	S. Bascom Av.	Campbell Av.	Campbell	Campbell	C-	C	C	C	C	C
102	Hamilton Av.	Winchester Blvd.	Campbell	Campbell	E+	E+	D	D	D	D
103	Hwy 17 (NB)	Hamilton Av.	Campbell	State	C	C+	C	C+	C	C+
104	Hwy 17 (SB)	Hamilton Av.	Campbell	State	E	E	E	D	D-	D
105	Hamilton Av.	Bascom Av.	Campbell	Campbell	E+	E+	D-	D	D-	D-
202	Hwy 280 NB Ramps	Wolfe Rd.	Cupertino	Cupertino	B	B	B	B+	B	B
203	Hwy 280 SB Ramps	Wolfe Rd.	Cupertino	Cupertino	A	A	A	A	A	A
204	Stevens Creek Blvd.	Wolfe Rd./Miller Av.	Cupertino	Cupertino	D+	D+	D+	D	D	D
206	Sara-Sunny Rd/De Anza Blvd.	Prospect Rd.	Cupertino	Cupertino	C	B-	C	C	C	C
208	Hwy 85 SB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	C-	C	C	B	B	B
209	Hwy 85 NB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	D	B	B	B+	B	B+
210	De Anza Blvd. (Rte. 85)	Bollinger Rd.	Cupertino	Cupertino	C	C	C	C	C	C
211	De Anza Blvd. (Rte. 85)	Stevens Creek Blvd.	Cupertino	Cupertino	D-	D	D	D	D	D
212	Hwy 280 SB Ramps	De Anza Blvd.	Cupertino	Cupertino	B-	B	B-	C+	C+	C
213	Hwy 280 NB Ramps	De Anza Blvd.	Cupertino	Cupertino	C+	C+	C-	C	D+	C
214	De Anza Blvd. (Rte. 85)	Homestead Rd.	Cupertino	Cupertino	D+	D+	D+	D+	D+	D
217	Stevens Creek Blvd.	Stelling Rd.	Cupertino	Cupertino	D	D	C-	D	D-	D
219	Stevens Creek Blvd.	Hwy 85 SB Ramp	Cupertino	Cupertino	C	C	C	C+	C	C+
220	Stevens Creek Blvd.	Hwy 85 NB Ramp	Cupertino	Cupertino	C-	C	B-	C+	C	C
301	Monterey Hwy. (Rte. 152)	Leavesley Rd.	Gilroy	State	C	C	C	C	C	C
601	Saratoga-Los Gatos (Hwy. 9)	University Av.	Los Gatos	State	C	C	C	C	C	C
602	Saratoga-Los Gatos (Hwy. 9)	Santa Cruz Av.	Los Gatos	State	D	D+	D+	D+	D+	C-
603	Los Gatos Blvd.	Lark Av.	Los Gatos	Los Gatos	E+	D+	D+	C-	D+	D+
701	Calaveras Blvd. (Rte. 237)	Abel St.	Milpitas	Milpitas	D	E+	E	E	E	E
702	Calaveras Blvd. (Rte. 237)	Milpitas Blvd.	Milpitas	Milpitas	D	E	D	D	D	D
1001	El Camino Real (Rte. 82)	Castro St.	Mountain View	State	D	D+	D	D	D	D
1002	El Camino Real (Rte. 82)	El Monte Av.	Mountain View	State	C	C	C-	D	D	D+
1003	El Camino Real (Rte. 82)	Hwy 237/Grant Rd.	Mountain View	State	D-	D-	E+	D	E+	E+
1004	El Camino Real (Rte. 82)	Miramonte Av./Shoreline Blvd.	Mountain View	State	D-	D	D	D	D-	E+
1005	El Camino Real (Rte. 82)	Rengstorff Av.	Mountain View	State	C	C+	C	C	C	C
1006	El Camino Real (Rte. 82)	San Antonio Rd.	Mountain View	State	D	D	D	D	D-	D-
1100	El Camino Real (Rte. 82)	Alma Av.	Palo Alto	State	D+	D+	D+	C-	C-	C-
1102	El Camino Real (Rte. 82)	Embarcadero Rd./Galvez	Palo Alto	State	D	D	D+	D+	D+	D+
1104	El Camino Real (Rte. 82)	Page Mill Rd./Oregon Expwy.	Palo Alto	State	D	D	D	D	D	D
1106	El Camino Real (Rte. 82)	Charleston Rd./Arastradero	Palo Alto	State	D	D	D	D	D	D
1108	San Antonio Rd.	Charleston Rd.	Palo Alto	Palo Alto	D	D	D	D	D	D
1110	San Antonio Rd.	Middlefield Rd.	Palo Alto	Palo Alto	D	E	D+	D+	D	D
1112	El Camino Real (Rte. 82)	Palm Dr. (San Mateo Co.)	Palo Alto	Palo Alto	C	C	C	C	C	C
1114	El Camino Real (Rte. 82)	University Av. (San Mateo Co.)	Palo Alto	Palo Alto	C+	C	C-	C	C	C
1200	Bowers Av.	Scott Blvd.	Santa Clara	Santa Clara	C	C	C	C	C-	C
1201	El Camino Real (Rte. 82)	Kiely Blvd./Bowers Av.	Santa Clara	State	D	C-	C	C-	C	C

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	2008	2010	2012	2014	2016	2018
1202	El Camino Real (Rte. 82)	Lafayette St.	Santa Clara	Santa Clara	D+	D+	D	D	D+	D
1203	El Camino Real (Rte. 82)	Lincoln Av.	Santa Clara	Santa Clara	C+	C+	C	C	C	C
1204	El Camino Real (Rte. 82)	Monroe St.	Santa Clara	Santa Clara	C-	C-	C	C-	D+	C-
1205	El Camino Real (Rte. 82)	Scott Blvd.	Santa Clara	Santa Clara	D	D+	D+	D+	D+	D+
1206	Great America Parkway	Mission College Blvd.	Santa Clara	Santa Clara	D-	D	D	D	D	D
1207	Great America Parkway	Tasman Dr.	Santa Clara	Santa Clara	C-	C	C	C	C	C
1208	Hwy 101 (SB)	Bowers Av.	Santa Clara	State	A	A	A	A	A	A
1209	Hwy 101 (NB)	Great America Pkwy	Santa Clara	State	A	A	A	A	A	A
1210	Hwy 280 (SB)	Stevens Creek Blvd.	Santa Clara	State	E+	C	C	C	B-	C-
1211	Stevens Creek Blvd.	Lawrence Expwy. (E side)	Santa Clara	Santa Clara	C	C	C	C	NM	C
1212	Stevens Creek Blvd.	Lawrence Expwy. (SB ramp)	Santa Clara	Santa Clara	C	C	C	C	C	C
1213	The Alameda (Rte 82)	El Camino Real (Rte 82)	Santa Clara	State	C	B	B	B	B	B
1214	Lawrence Exp.	El Camino Real (Rte 82)	Santa Clara	State	C	C	C	C	C	C
1301	Big Basin Way (Hwy 9)	Saratoga-Los Gatos Rd.	Saratoga	State	D+	D+	D+	D+	D+	C-
1401	Saratoga-Sunnyvale Rd.	Fremont Av.	Sunnyvale	Sunnyvale	D	D	D	D	D	D
1402	Saratoga-Sunnyvale Rd.	Remington Dr.	Sunnyvale	Sunnyvale	D	C-	D	D	D	D
1404	El Camino Real (Rte. 82)	Fair Oaks Av.	Sunnyvale	State	D+	D	D	D	D	D
1405	El Camino Real (Rte. 82)	Wolfe Rd.	Sunnyvale	State	E-	D	D	D	D	D
1406	El Camino Real (Rte. 82)	Mary Av.	Sunnyvale	State	D	D	D	D+	D	D
1407	El Camino Real (Rte. 82)	Mathilda Av.	Sunnyvale	State	D	D	D	D	D	D
1412	Mathilda Av.	Java Dr.	Sunnyvale	Sunnyvale	C-	C	C	C	C-	D+
1413	Mathilda Av.	Maude Av.	Sunnyvale	Sunnyvale	D+	C-	D+	D+	NM	D
2001	Saratoga-Los Gatos (Hwy. 9)	Quito Rd.	SC County	State	B+	B+	B+	B+	B	B
3001	Hwy 85	Bascom (North)	San Jose	San Jose	C+	C+	C+	C+	C+	C+
3002	Hwy 85	Bascom (South)	San Jose	San Jose	C+	C	C	C	C	C
3003	Hwy 85	Bernal Rd.	San Jose	San Jose	C	C	B	B-	B-	B-
3004	Hwy 85	Blossom Hill Rd. (North)	San Jose	San Jose	C	C	C	C-	C	C-
3005	Hwy 85	Blossom Hill Rd. (South)	San Jose	San Jose	D-	E+	E+	D	D-	D-
3006	Hwy 85	Camden (North)	San Jose	San Jose	C	C	C	C	C	C
3007	Hwy 85	Camden (South)	San Jose	San Jose	E+	E+	D	D	D	D
3008	Hwy 85	Cottle (North)	San Jose	San Jose	B	A	B	B+	B	B
3009	Hwy 85	Cottle (South)	San Jose	San Jose	C-	C-	D	C-	D+	C-
3010	Hwy 85	Santa Teresa (North)	San Jose	San Jose	C	C	C	C	C	C
3011	Hwy 85	Santa Teresa (South)	San Jose	San Jose	B	C+	B-	B-	C+	B-
3013	Hwy 87	Julian (East)	San Jose	San Jose	D	D	D	D	NM	D
3014	Hwy 87	Julian (West)	San Jose	San Jose	B	B	B	B-	NM	A
3015	Hwy 87	E. Santa Clara St. (NB Off)	San Jose	San Jose	B	B	B	B	B	B
3016	Hwy 101	Santa Clara (East)	San Jose	State	B	B	B	B	B	B
3017	Hwy 101	Bernal Rd.	San Jose	State	B+	B+	B	B	B	B
3018	Hwy 101	Blossom Hill Rd. (East)	San Jose	State	C	C	C	C	C-	C
3019	Hwy 101	Blossom Hill Rd. (West)	San Jose	State	B	C	B	B	C+	C+
3020	Hwy 101	Brokaw Rd.	San Jose	San Jose	C	C+	C+	B-	C+	D+
3021	Hwy 101	Oakland Rd. (North)	San Jose	State	C	C+	C+	C	C+	C+
3022	Hwy 101	Oakland Rd. (South)	San Jose	State	C	C	C	C-	C-	C
3023	Hwy 101	Santa Clara (West)	San Jose	State	B	B	B	B	B	B
3024	Hwy 101	Yerba Buena (East)	San Jose	State	B	C+	C+	C+	B-	C+
3025	Hwy 101	Yerba Buena (West)	San Jose	State	C	C+	C+	C	C	C

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	2008	2010	2012	2014	2016	2018
3026	Hwy 237	First St. (North)	San Jose	State	B-	B-	B-	B-	B	B
3027	Hwy 237	First St. (South)	San Jose	State	C+	B-	C+	C+	C+	C+
3028	Hwy 237	Great America Pkwy (N.)	San Jose	State	B	B	B	B	B	B-
3029	Hwy 237	Great America Pkwy (South)	San Jose	State	B+	A	B+	B+	B+	B-
3030	Hwy 237	Zanker Rd. (North)	San Jose	State	B+	B	B	B+	B+	B+
3031	Hwy 237	Zanker Rd. (South)	San Jose	State	B+	B	B	B	B+	B+
3032	Hwy 280	Bird Av. North	San Jose	San Jose	C	C	C	C	C	C
3033	Hwy 280	Bird Av. South	San Jose	San Jose	C	C	C	C+	C+	C
3034	Hwy 280	11th St. North	San Jose	San Jose	B	B	B	B	B	B
3035	Hwy 280	11th St. South	San Jose	San Jose	B	B	B	B	B	B
3036	Hwy 280	McLaughlin Av.	San Jose	San Jose	B	B	B	B	B	B
3037	Hwy 280	Moorpark Av.	San Jose	San Jose	B+	B	B	B	B+	B+
3038	Hwy 280	Saratoga Av. North	San Jose	San Jose	B-	B-	C+	C+	C	C+
3039	Hwy 280	Saratoga Av. South	San Jose	San Jose	D	D	C-	C	D+	C
3040	Hwy 280	10th St. North	San Jose	San Jose	B	B	B	B	B	B
3041	Hwy 280	10th St. South	San Jose	San Jose	B	B	B-	B	B	B
3042	Hwy 680	Alum Rock (East)	San Jose	State	C-	C	C	C	NM	C+
3043	Hwy 680	Alum Rock (West)	San Jose	State	C	C	C	C	NM	C
3044	Hwy 680	King Rd. N	San Jose	San Jose	C	C-	C-	C	C	C
3045	Hwy 680	King Rd. S	San Jose	San Jose	C	C	C	C	C	C
3046	Hwy 880	The Alameda N	San Jose	San Jose	B	B	B	B	B	B
3047	Hwy 880	The Alameda S	San Jose	San Jose	B	C+	B-	C+	C+	C+
3048	Hwy 880	Bascom Av. N	San Jose	San Jose	A	B+	A	B+	A	A
3049	Hwy 880	Bascom Av. S	San Jose	San Jose	B+	B+	A	A	A	A
3050	Hwy 880	Brokaw Rd. E	San Jose	San Jose	D+	C	C	C	B+	B+
3051	Hwy 880	Brokaw Rd. W	San Jose	San Jose	D	D+	D	C-	D	D
3052	Hwy 880	Coleman Av. N	San Jose	San Jose	A	B+	B+	B+	B-	A
3053	Hwy 880	Coleman Av. S	San Jose	San Jose	B-	C+	C+	C	C	C+
3054	Hwy 880	N. First St. N	San Jose	San Jose	B-	B	C	C	C	C
3055	Hwy 880	N. First St. S	San Jose	San Jose	B	B	B	B	B	A
3056	Hwy 880	Stevens Creek Blvd.	San Jose	San Jose	C+	C+	B	NM	C	B-
3057	The Alameda (Rte 82)	Hedding St.	San Jose	San Jose	C-	C-	D+	D+	D	D
3058	The Alameda (Rte 82)	Naglee Av.	San Jose	San Jose	D	D	D	D	D	D
3059	The Alameda (Rte 82)	Race St.	San Jose	San Jose	D+	C	C-	D	D+	D
3060	Monterey Hwy/First St. (SR 82)	Alma Av.	San Jose	San Jose	D	D	D	D	D	D
3061	E. San Carlos St. (Rte 82)	Almaden Blvd.	San Jose	San Jose	D	D+	D+	C-	C-	C-
3062	Alum Rock Av. (Rte. 130)	Capitol Av.	San Jose	State	D	C-	C-	C	NM	D+
3063	Alum Rock Av. (Rte. 130)	Jackson Av.	San Jose	State	D-	D	D	D	NM	D
3064	Alum Rock Av. (Rte. 130)	King Rd.	San Jose	State	D	C-	C-	C-	C-	C-
3065	Alum Rock Av. (Rte. 130)	White Rd.	San Jose	State	D	D	D	D	C-	C-
3066	Autumn St.	Santa Clara St.	San Jose	San Jose	C+	B-	C+	C+	B	B-
3067	S. Bascom Av.	Camden Av.	San Jose	San Jose	D	D	D	D	D	D
3068	S. Bascom Av.	Curtner Av.	San Jose	San Jose	D	D	D+	D+	D+	D+
3069	S. Bascom Av.	Samaritan Dr.	San Jose	San Jose	D+	C-	D+	D	C-	C
3070	S. Bascom Av.	Stokes St.	San Jose	San Jose	C-	C	C	C	C	C-
3071	S. Bascom Av.	Union Av.	San Jose	San Jose	D+	D+	D	D	D+	D+
3072	Monterey Hwy. E	Bernal Rd.	San Jose	San Jose	B	A	B	B	B+	B

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	2008	2010	2012	2014	2016	2018
3073	Monterey Hwy. N	Bernal Rd.	San Jose	San Jose	C	C	C	C	C	C
3074	Monterey Hwy. S	Bernal Rd.	San Jose	San Jose	A	A	A	A	A	A
3075	Santa Teresa Blvd.	Bernal Rd.	San Jose	San Jose	D	D	D	D	D+	D+
3076	Berryessa Rd.	Lundy Av.	San Jose	San Jose	D	D	D	D	D	D
3077	Bird Av. (Rte 82)	E. San Carlos St. (Rte 82)	San Jose	San Jose	D+	D+	D	D	D+	D+
3078	Monterey Hwy. (Rte. 82) N	Blossom Hill Rd.	San Jose	San Jose	B-	B	C+	C	C	C+
3079	Monterey Hwy. (Rte. 82) S	Blossom Hill Rd.	San Jose	San Jose	C	C+	C	C	C+	C+
3080	Blossom Hill Rd.	Santa Teresa Blvd.	San Jose	San Jose	D	D	D	D	D+	D+
3081	Blossom Hill Rd.	Snell Av.	San Jose	San Jose	D	D	D	D	D	D
3082	Monterey Hwy. (Rte. 82)	Branham Ln.	San Jose	San Jose	D+	D+	D+	C-	D	D+
3083	Brokaw Rd.	First St.	San Jose	San Jose	D-	D-	D	D	D	D
3084	Brokaw Rd.	Old Oakland Rd.	San Jose	San Jose	D	D	D	D	D	D
3085	Brokaw Rd.	Zanker Rd.	San Jose	San Jose	D	D	D	D	D	D+
3086	Hillsdale Av.	Camden Av.	San Jose	San Jose	C	C	C	B-	C	C-
3087	Camden Av.	Leigh Av.	San Jose	San Jose	D	D	D	D	D	D-
3088	Camden Av.	Union Av.	San Jose	San Jose	E	E	E+	D	E+	E+
3089	Hamilton Av.	Campbell Av.	San Jose	San Jose	B	B	B	C+	C	C-
3090	Campbell Av.	Saratoga Av.	San Jose	San Jose	D-	D-	D-	D	D	D
3091	Monterey Hwy. (Rte. 82)	Capitol Expwy. N	San Jose	San Jose	B-	B	B	B	B	B
3092	Monterey Hwy. (Rte. 82)	Capitol Expwy. S	San Jose	San Jose	B	B	B	B	B	B
3093	Santa Teresa Blvd.	Coleman Rd.	San Jose	San Jose	C	C	C	C	C	C
3094	Santa Teresa Blvd.	Cottle Rd.	San Jose	San Jose	D+	D+	D+	D+	D+	D+
3095	Monterey Hwy. (Rte. 82)	Curtner Av.	San Jose	San Jose	E	E+	E	D-	E+	D-
3096	Trimble Rd.	De la Cruz Blvd.	San Jose	San Jose	D	C-	C	C-	D	D
3097	S. First St. (Rte 82)	Keyes St./Goodyear	San Jose	San Jose	C	C	C	C	D+	C-
3098	Trimble Rd.	First St.	San Jose	San Jose	D	D	D	D	D	D
3099	S. First St. (Rte 82)	Willow St.	San Jose	San Jose	A	A	A	A	A	A
3102	Hillsdale Av.	Meridian Av.	San Jose	San Jose	D	D	D-	D	D-	D-
3103	Saratoga Av.	Kiely Blvd.	San Jose	San Jose	E	D	D	D+	D	D
3104	Stevens Creek Blvd.	Kiely Blvd.	San Jose	San Jose	D	D	D+	D+	D+	D+
3105	Tully Rd.	King Rd.	San Jose	San Jose	D-	D	D	D	D	D
3106	Murphy Av.	Lundy Av.	San Jose	San Jose	D	D	D	C-	D	D
3107	E. San Carlos St. (Rte 82)	Market St.	San Jose	San Jose	D+	C-	D+	D+	C	C-
3108	Tully Rd.	McLaughlin Av.	San Jose	San Jose	D	D-	D	D	D	D
3109	Monterey Hwy. (Rte. 82)	Senter Rd.	San Jose	San Jose	C	C	C	C	C	C
3110	Monterey Hwy. (Rte. 82)	Skyway Dr.	San Jose	San Jose	C	C	C	C	C	C
3111	Monterey Hwy. (Rte. 82)	Tully Rd.	San Jose	San Jose	C+	C	C	C+	C	C
3112	Santa Clara St. (Rte 82)	Montgomery St.	San Jose	San Jose	B	B	A	A	A	B+
3113	Saratoga Av.	Moorpark Av.	San Jose	San Jose	D	D	D	D	D	D
3114	Tully Rd.	Quimby Rd.	San Jose	San Jose	D	D+	D+	D+	D	D
3115	Santa Teresa Blvd.	Snell Av.	San Jose	San Jose	C	C-	D+	D+	D+	C-
3116	Stevens Creek Blvd.	Saratoga Av.	San Jose	San Jose	D+	D+	D+	D+	D	D+
3117	Tully Rd.	Senter Rd.	San Jose	San Jose	D-	D	D	D	D	D
3118	Stevens Creek Blvd.	Winchester Blvd.	San Jose	San Jose	D	D	D-	D	D	D-
3119	Trimble Rd.	Zanker Rd.	San Jose	San Jose	C-	C-	D+	D+	D+	D+
3120	Capitol Exp.	Pearl Av.	San Jose	San Jose	C-	C-	D+	C-	D+	D+
5009	S. Bascom Av.	Fruitvale Av.	San Jose	SC County	D+	D	D	D+	D	D

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	2008	2010	2012	2014	2016	2018
5012	S. Bascom Av.	Moorpark Av.	San Jose	SC County	D	D-	D	E	E	E
5108	Page Mill/Oregon Exp.	Middlefield Rd.	Palo Alto	SC County	E	E+	E+	E+	E+	E+
5120	Page Mill/Oregon Exp.	Hanover	Palo Alto	SC County	D+	D	D	D	D	D-
5205	Page Mill/Oregon Exp.	Foothill Expwy.	Palo Alto	SC County	F	F	E-	F	F	F
5207	Foothill Exp.	Arastradero Rd.	Palo Alto	SC County	D	D-	D	D	D-	D-
5213	Foothill Exp.	Main St./Burke Rd.	Los Altos	SC County	C+	C+	C+	B-	C+	C+
5214	Foothill Exp.	San Antonio Rd.	Los Altos	SC County	B	B	B	E-	D	E
5215	Foothill Exp.	El Monte Av.	Los Altos	SC County	E+	E+	D-	F	E	E
5220	Foothill Exp.	Magdalena Av./Springer Rd.	Los Altos	SC County	D	D	D	E	E	E
5223	Foothill Exp.	Grant Rd./St. Joseph Av.	Los Altos	SC County	D	D	D	D	D	D+
5225	Foothill Exp.	Homestead Rd.	Los Altos	SC County	D+	D+	C-	C	C	C-
5305	Central Exp.	Rengstorff Av.	Mountain View	SC County	E+	D-	D	E	E	E+
5308	Central Exp.	Castro St./Moffet Blvd.	Mountain View	SC County	D	D	D	E	D-	E
5310	Central Exp.	Shoreline Blvd. East	Mountain View	SC County	B+	B+	A	A	A	A
5311	Central Exp.	Shoreline Blvd. West	Mountain View	SC County	B+	B	B+	A	A	A
5313	Central Exp.	Whisman Rd.	Mountain View	SC County	B	C+	B-	D+	D+	B+
5315	Central Exp.	Hwy 237	Mountain View	SC County	A	B	B+	B	A	A
5320	Central Exp.	Mary Av.	Sunnyvale	SC County	D	D	D	E	E	E
5325	Central Exp.	Corvin Dr./Oakmead Pkwy	Santa Clara	SC County	C+	C+	C	D-	D	D
5329	Central Exp.	Bowers Av.	Santa Clara	SC County	E	E	D	E	E+	E+
5332	Central Exp.	Scott Blvd.	Santa Clara	SC County	D	D-	D	E	E	E
5334	Central Exp.	Lafayette St.	Santa Clara	SC County	E	E	D-	E	E	D-
5335	Central Exp.	De la Cruz Blvd.	Santa Clara	SC County	F	F	F	F	F	F
5405	San Tomas Exp.	Stevens Creek Blvd.	Santa Clara	SC County	F	E	E	E	E	E+
5406	San Tomas Exp.	Moorpark Av.	San Jose	SC County	D	D	D-	D	D	D
5408	San Tomas Exp.	Scott Blvd.	Santa Clara	SC County	D-	D	D	D-	D-	D
5414	San Tomas Exp.	Monroe St.	Santa Clara	SC County	D+	D+	D+	D+	D	D+
5416	San Tomas Exp.	El Camino Real (Rte 82)	Santa Clara	SC County	E	E+	E+	E-	E-	E
5419	San Tomas Exp.	Homestead Rd.	Santa Clara	SC County	E	E+	E+	E	E+	D
5422	San Tomas Exp.	Saratoga Av.	Santa Clara	SC County	E+	E+	D	E+	E+	D-
5429	San Tomas Exp.	Hamilton Av.	Campbell	SC County	E+	D	D	E	E	D-
5430	San Tomas Exp.	Campbell Av.	Campbell	SC County	E-	E	E	F	F	E
5432	Hwy 17 (SB)	San Tomas Expwy./Camden Av.	Campbell	SC County	E	E+	E	E-	F	E
5433	Hwy 17 (NB)	San Tomas Expwy./Camden Av.	Campbell	SC County	E+	D	D	D	D+	D+
5505	Almaden Exp.	Koch Ln.	San Jose	SC County	A	A	A	B-	B	C+
5512	Almaden Exp.	Branham Ln.	San Jose	SC County	D	D	D	D-	D	D
5513	Almaden Exp.	Blossom Hill Rd.	San Jose	SC County	E	E	E+	E+	D-	D
5516	Almaden Exp.	Coleman Rd.	San Jose	SC County	D	D	D	D	D	D
5520	Almaden Exp.	Camden Av.	San Jose	SC County	D	D	D	D	D	D
5522	Almaden Exp.	Hwy 85 N. ramp	San Jose	SC County	E	D	D	D	D+	E+
5523	Almaden Exp.	Hwy 85 S. ramp	San Jose	SC County	C	C	C	B-	B-	B
5603	Lawrence Exp.	Tasman Dr.	Sunnyvale	SC County	E+	D-	D-	E+	D-	E+
5611	Lawrence Exp.	Arques Av.	Sunnyvale	SC County	D-	E+	E+	E	E	E
5613	Lawrence Exp.	Reed Av.	Sunnyvale	SC County	D-	D+	D	E	E	E
5625	Lawrence Exp.	Homestead Rd.	Sunnyvale	SC County	D	D	D	E	E	E

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	2008	2010	2012	2014	2016	2018
5633	Lawrence Exp.	Bollinger Rd./Moorpark Av.	San Jose	SC County	E+	D	D	E	E	D-
5635	Lawrence Exp.	Prospect Rd.	San Jose	SC County	D	D	D	D	D	D
5636	Lawrence Exp.	Calvert Dr. (I-280 on-ramp)	San Jose	SC County	D+	C-	C-	C	D+	D
5640	Lawrence Exp.	Saratoga Av.	San Jose	SC County	D	D	D	D-	D-	D
5711	Capitol Exp.	Narvaez Av.	San Jose	SC County	D	D	D	D	D	D+
5713	Capitol Exp.	Hwy 87 on/off ramp	San Jose	SC County	D-	D	D	D	D	D
5715	Capitol Exp.	Snell Rd.	San Jose	SC County	D+	D	D	D	D	D
5720	Capitol Exp.	Senter Rd.	San Jose	SC County	D	D	D	D-	D-	D
5721	Capitol Exp.	McLaughlin Av.	San Jose	SC County	D-	D	D	E+	D	D-
5723	Capitol Exp.	Silver Creek Rd.	San Jose	SC County	E+	E	E+	E+	E+	D
5724	Capitol Exp.	Aborn Rd.	San Jose	SC County	E-	E	E	F	F	E
5725	Capitol Exp.	Quimby Rd.	San Jose	SC County	E-	E	E	D-	D-	D
5727	Capitol Exp.	Tully Rd.	San Jose	SC County	D-	D	D	D	D	D
5732	Capitol Exp.	Story Rd.	San Jose	SC County	E	E	E+	E	E	D-
5734	Capitol Exp.	Excalibur Dr. (Capitol Av.)	San Jose	SC County	E+	E+	D-	D	D	D
5801	Montague Exp.	Main St./Old Oakland Rd.	Milpitas	SC County	E+	D	D-	F	E	E
5802	Montague Exp.	Trade Zone Blvd./McCandless	Milpitas	SC County	F	F	E-	E+	E	E
5803	Montague Exp.	Capitol Av.	Milpitas	SC County	E+	D-	D-	E+	NM	D-
5804	Montague Exp.	Milpitas Blvd.	Milpitas	SC County	D+	D	D+	C-	NM	NM
5805	Montague Exp.	Mission College Blvd.	Santa Clara	SC County	D+	D	D	E	E	E
5806	Montague Exp.	De la Cruz Blvd.	Santa Clara	SC County	D	D+	D	D-	D-	D
5807	Montague Exp.	First St.	San Jose	SC County	F	E+	E	E+	E	E
5808	Montague Exp.	Trimble Rd.	San Jose	SC County	E+	D	D	D-	D	D
5809	Montague Exp.	McCarthy Blvd./O'Toole Av.	Milpitas	SC County	E	E	F	F	F	F
5812	Montague Exp.	Zanker Rd.	San Jose	SC County	E	D	D-	D-	D-	D

Note: NM - Intersections not measured due to construction

Summary

MIXED-FLOW LANES

- There were 96 miles (32%) operating at LOS F (speeds less than 30 mph) for at least 15 minutes between 5:00 AM and 12:00 Noon.
- There were 118 miles (39%) operating at LOS F for at least 15 minutes between noon and 9:00 PM.
- The percentages of miles operating at LOS D or worse (speeds less than 62 mph) for at least 15 minutes were about 75% during the AM period and 89% for the PM period.
- Of the congested freeway miles during the AM period, 22% were congested for less than one hour, 57% were congested for one to three hours, and 21% were congested for more than three hours.
- Of the congested freeway miles during the PM period, 20% were congested for less than one hour, 37% were congested for one to three hours, and 43% were congested for more than three hours.

HOV LANES

- 24 miles (13%) operated at speeds less than 30 miles per hour during the AM period, and 27 miles (15%) operated at less than 30 miles per hour for the PM period.
- The percentage of HOV directional miles operating at LOS D or worse (speeds less than 62 mph) were 38% and 46% for the AM and PM periods, respectively.

GATEWAY VOLUMES

- Compared to 2017, vehicles entering and exiting Santa Clara County during the AM three-hour period decreased by 7.2% and increased by 2.3%, respectively.
- Compared to 2017, vehicles entering and exiting Santa Clara County during the PM three-hour period increased by 0.1% and decreased by 22.8%, respectively.

Methodology

This section describes the methodology for determining the performance measures for the reporting segments (mixed-flow lanes and HOV lanes) in Santa Clara County. The LOS analysis monitoring was conducted on Tuesdays, Wednesdays and Thursdays. The morning peak period was from 5:00 a.m. to noon, and the afternoon peak period was from noon to 9:00 p.m.

MIXED-FLOW LANES

Similar to previous monitoring, LOS monitoring was performed using combination of commercial speed data from INRIX (mixed-flow lanes), and floating car surveys (HOV lanes). This section documents the processing steps performed to obtain automobile LOS and other performance measures in the AM and PM peak period for each freeway segment.

INRIX reports travel speeds on roadway segments called XD links. The performance measurements were monitored through three steps, which consists of data collection, filtering, and computing performance measurements as described below. This process resulted in five performance measures, including peak-period speeds, LOS, density and flow, duration of congestion, and average delay per vehicle.

Data Collection

The commercial speed data from INRIX reported at 15-minute intervals for all freeway XD segments in Santa Clara County was downloaded.

Filtering

The raw INRIX data were filtered to remove:

- Times outside the morning and afternoon peak periods, as defined above;
- Days other than Tuesdays – Thursdays; and
- Data points that are not real-time data.

INRIX provides a data quality score that is associated with every data point, which is defined as:

- Score of 30: INRIX data are exclusively generated from observed real-time sources.
- Score of 20: A mix of historical and real-time sources are used.
- Score of 10: INRIX data are exclusively generated using historical data.

For this analysis, non-real time data points with a score of 20 or 10 were removed, leaving real-time data points collected in the week of 11/12/2018 (Tuesday–Thursday only).

Peak-Period Speeds

- For each 15-minute interval in the peak periods, 20th percentile speed was computed. The 20th percentile speed defines the speed that 20 percent of drivers will drive at or below during a particular 15-min interval.
- The minimum value of 20th percentile speeds (28 15-minute interval in the AM; and 36 15-min interval in the PM) was extracted. For example, the 20th percentile speeds were estimated from 5:00 a.m. to 5:15 a.m., from 5:15 a.m. to 5:30 a.m., and so forth. The 15-min interval with lowest 20th percentile speed was reported as the peak-period speed.
- This processing was consistent with the prior years' CMP monitoring.

LOS Assignment

- The LOS was determined for each INRIX XD segment based on speeds via HCM procedures and thresholds (see **Table 4.1**). The LOS were categorized from LOS A to LOS F. LOS A indicates a condition on freeway segment where vehicles travel at free-flow speed, whereas LOS F indicates freeway capacity failure and congested conditions.
- The LOS assignments are consistent with previous reporting periods and legislative requirements from the California Government Code.

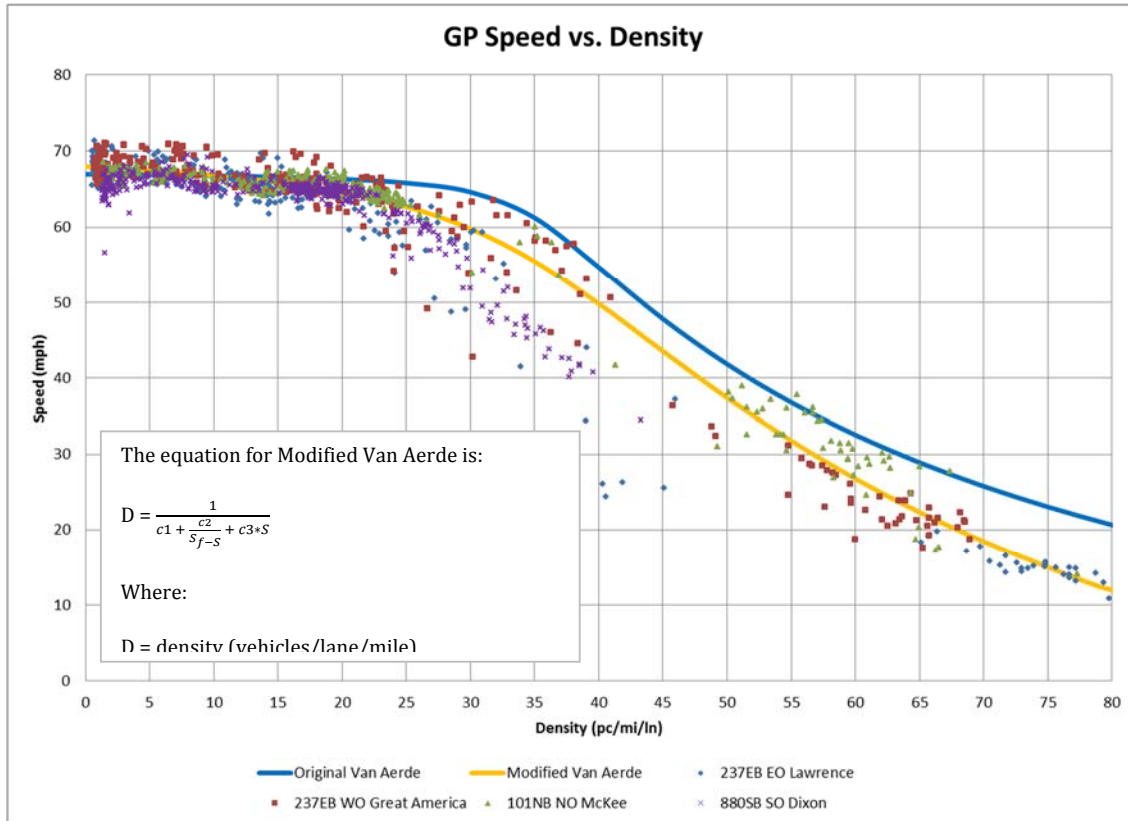
Table 4.1 – Level of Service Definitions, Freeway

Level of Service	Density (passenger cars/mile/lane)	Travel Speed (MPH)	Description
A	≤ 11	≥ 67	Free Flow. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. The effects of minor incidents are easily absorbed.
B	$11 < \text{density} \leq 18$	$65 \leq \text{speed} < 67$	Reasonably Free Flow. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents are easily absorbed.
C	$18 < \text{density} \leq 26$	$62 \leq \text{speed} < 65$	Stable Flow. Flows are approaching the range where small increases in traffic flows will cause substantial deterioration in service. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require additional care and vigilance by the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.
D	$26 < \text{density} \leq 46$	$42 \leq \text{speed} < 62$	Unstable Flow. Small increases in traffic flows cause substantial deterioration in service. Freedom to maneuver within the traffic stream is severely limited, and the driver experiences drastically reduced physical and psychological comfort levels. Even minor incidents can be expected to create substantial queuing because the traffic stream has little space to absorb disruptions.
E	$46 < \text{density} \leq 58$	$30 \leq \text{speed} < 42$	Capacity Flow. Operations are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any incident can be expected to produce a serious breakdown with extensive queuing.
F	> 58	< 30	Forced Flow. Level of service F describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points. Such breakdowns occur for a number of reasons: a temporary reduction in capacity caused by a traffic incident, or a recurring point of congestion caused by a merge, a weave segment, or lane drop.

Density and Flow

Between 2001 and 2016, the CMP used the Van Aerde equation to develop a speed-density curve to estimate speed and vehicle flow from the aerial photography density measurements. In 2017, the Van Aerde equation was recalibrated. The modified Van Aerde Density-Speed Model was utilized in the 2018 CMP, equation as shown in **Figure 4.1**, similar to the 2017 CMP.

Figure 4.1 – Original Van Aerde and Modified Van Aerde Density-Speed Model for General Purpose Lanes



Source: Kittelson & Associates, Inc., Santa Clara VTA 2017 Monitoring and Conformance Report, March 22, 2018

Duration of Congestion

- 35 mph was selected by VTA as the congestion threshold – which is the same as 2017 CMP.
- For the peak period, count number of congested 15-min time periods that are under congestion (using the peak-period speeds and threshold of 35 mph), and reported duration of congestion (hour).

Delay

- For each 15-minute interval in the peak periods, 80th percentile travel time was computed. It was performed in the same manner as for the peak-period speed, explained above. The 80th percentile travel time defines the travel time that 80 percent of drivers will drive at or below during a particular 15-min interval
- For each 15-minute interval, compute the delay (minute), which was defined as additional time between 80th percentile travel time and travel time at the threshold speed along a particular INRIX XD segment

- 35 mph was selected by VTA as the threshold.
- Report the worst delay in the 15-min interval during the AM and PM peak periods (24 15-minute periods in AM, 36 15-minute in PM).

HOV LANES

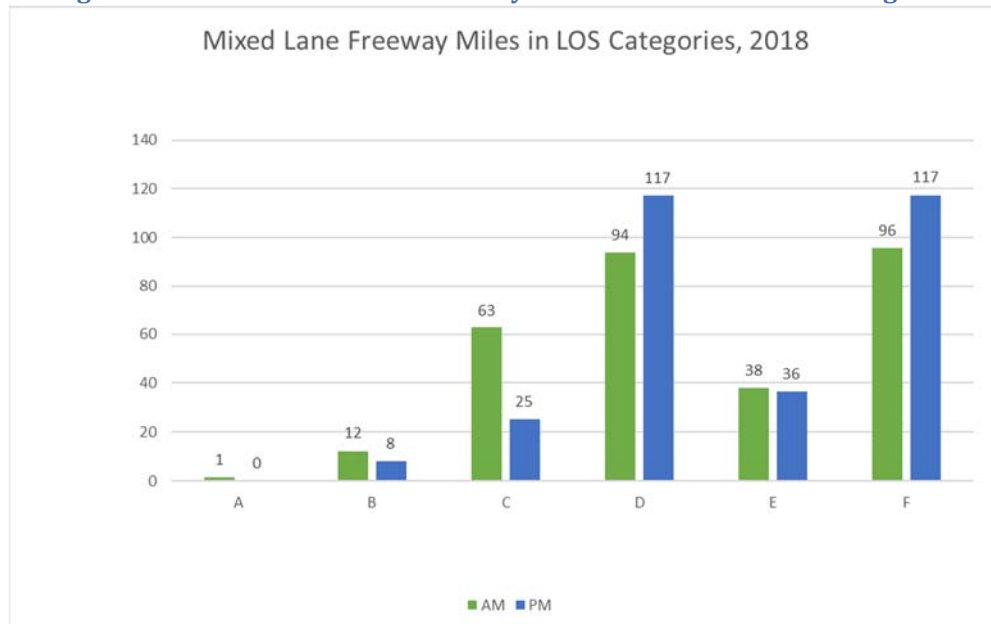
Similarly, floating car surveys were conducted on the freeways with HOV lanes. The surveys were conducted using conventional methodologies. Drivers were instructed to follow road rules including the speed limit, traffic signals and not blocking intersections. GPS coordinates were recorded as the floating car travels along the INRIX XD segment. The timestamps from the GPS coordinates at the beginning and end of the INRIX XD segment were identified and the INRIX travel time was calculated. The floating car surveys were conducted from 6:15 AM to 9:45 AM and from 3:15 PM to 6:45 PM.

Results

FREEWAY MIXED-FLOW LANES

There were 96 and 117 directional miles operated at LOS F during the AM and PM peak periods, respectively, without consideration of the CMP exemption. As presented in **Figure 4.2**, 44% and 51% of the total directional miles in the county observed LOS E or worse during AM and PM peak period, respectively. In comparison with 2017 CMP monitoring, PM peak period experienced more noticeable deterioration in LOS, since 41 miles (13% of total network) has fallen to LOS D or worse. Maps showing the freeway LOS for mix-flow lanes are available in **Appendix B**.

Figure 4.2 – 2018 Mixed-Flow Freeway Directional Miles in LOS Categories



CMP roadway segment observed LOS F was exempt from the monitoring and deficiency plan requirements, if the segment operated at LOS F under the baseline standard estimated in 1991. In the case where the INRIX XD segment is partially or fully in the 1991 exempt freeway segments, the segments were considered exempt in 2018. **Table 4.2** and **Table 4.3** show the segments that operated at LOS F in 2018 during the peak periods and under the 1991 baseline conditions. 62 segments (18.9% of total LOS F directional miles) and 88 segments (28.6% of total LOS F directional miles) were exempt from CMP deficiency plan during AM and PM peak period, respectively. Freeway mixed flow segments operating at LOS F in 2018 but not LOS F in 1991 are shown in **Table 4.4** and **Table 4.5**, which accounted for 25.5% and 25.6% of the CMP network during AM and PM peak periods, respectively. Maps showing the non-exempt LOS F freeway segments are available in **Appendix C**.

Table 4.2 – Exempt Freeway Segments Operating at LOS F in 2018, AM Peak Period

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
400070859	US-101	N	0.17	37.36348	-121.895	37.36372	-121.898
400149705	I-880	N	0.03	37.36398	-121.902	37.36433	-121.902
400245477	CA-17	N	0.03	37.22651	-121.975	37.2269	-121.975
400281757	US-101	N	0.13	37.37298	-121.924	37.37352	-121.926
1626608804	I-880	N	0.54	37.32632	-121.941	37.33339	-121.938
1626610096	I-880	N	0.21	37.35784	-121.908	37.3602	-121.905
1626610205	I-880	N	0.62	37.31474	-121.94	37.32377	-121.941
1626611926	US-101	N	0.19	37.41058	-122.074	37.41181	-122.077
1626612065	I-880	N	0.36	37.34795	-121.919	37.35142	-121.914
1626615884	CA-237	W	0.26	37.42251	-121.929	37.42177	-121.934
1626619986	US-101	N	0.18	37.36372	-121.898	37.36417	-121.901
1626627832	I-280	W	0.19	37.31707	-121.931	37.31745	-121.935
1626629666	CA-237	W	0.08	37.42531	-121.918	37.42502	-121.919
1626633625	CA-237	E	0.38	37.38549	-122.065	37.38673	-122.059
1626634100	I-880	N	0.42	37.35142	-121.914	37.35594	-121.909
1626637106	I-880	N	0.16	37.34113	-121.928	37.34274	-121.926
1626638805	I-880	N	0.16	37.3602	-121.905	37.36198	-121.903
1626646555	US-101	N	0.44	37.36272	-121.887	37.36348	-121.895
1626647258	I-280	W	0.66	37.31816	-121.979	37.31875	-121.991
1626647327	I-280	W	0.07	37.31703	-121.931	37.31718	-121.932
1626647347	I-280	W	0.38	37.31745	-121.935	37.3173	-121.942
1626647367	I-280	W	0.26	37.3173	-121.942	37.31693	-121.946
1626654762	I-880	N	0.10	37.33339	-121.938	37.3344	-121.936
1626657417	I-880	N	0.16	37.34274	-121.926	37.34458	-121.924
1626663809	US-101	N	0.57	37.32206	-121.835	37.32863	-121.841
1626663894	US-101	N	0.16	37.3202	-121.833	37.32206	-121.835

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626665076	US-101	N	0.32	37.36642	-121.906	37.3696	-121.91
1626666253	US-101	N	0.24	37.34438	-121.856	37.34713	-121.859
1626668509	I-880	N	0.16	37.36433	-121.902	37.36653	-121.901
1626669571	I-880	N	0.35	37.34458	-121.924	37.34795	-121.919
1626669941	CA-237	W	0.06	37.4256	-121.917	37.42531	-121.918
1626670077	US-101	N	0.22	37.3696	-121.91	37.37096	-121.914
1626678132	I-880	S	0.48	37.45881	-121.924	37.45196	-121.923
1626682311	I-880	S	0.13	37.45196	-121.923	37.45003	-121.922
1626682738	CA-85	W	0.25	37.37449	-122.068	37.37808	-122.068
1626682723	CA-85	W	0.02	37.37778	-122.068	37.37808	-122.068
1626682876	CA-85	W	0.29	37.33204	-122.055	37.33536	-122.058
1626682955	CA-85	W	0.44	37.35547	-122.062	37.36176	-122.063
1626682972	CA-85	W	0.50	37.34849	-122.06	37.35547	-122.062
1626682992	CA-85	W	0.77	37.33737	-122.059	37.34849	-122.06
1626683013	CA-85	W	0.15	37.33536	-122.058	37.33737	-122.059
1626683080	US-101	N	0.84	37.34713	-121.859	37.35659	-121.869
1626684329	CA-17	N	0.20	37.22674	-121.975	37.22937	-121.973
1626695924	I-880	N	0.17	37.35594	-121.909	37.35784	-121.908
1626701921	I-880	N	0.16	37.36198	-121.903	37.36398	-121.902
1626701979	US-101	N	0.82	37.33246	-121.845	37.34183	-121.854
1626704558	US-101	N	0.54	37.314	-121.827	37.3202	-121.833
1626706530	I-880	N	0.18	37.32377	-121.941	37.32632	-121.941
1626711464	US-101	N	0.33	37.32863	-121.841	37.33246	-121.845
1626712546	I-880	N	0.07	37.36653	-121.901	37.36754	-121.901
1626715445	US-101	N	0.35	37.3644	-121.902	37.36753	-121.907
1626717135	US-101	N	0.49	37.4079	-122.067	37.41095	-122.075
1626720857	I-880	N	0.10	37.3344	-121.936	37.33539	-121.935
1626721975	US-101	N	0.26	37.37096	-121.914	37.37206	-121.918
1626721995	US-101	N	0.34	37.37206	-121.918	37.37298	-121.924
1626722368	CA-237	W	0.26	37.42318	-121.924	37.42251	-121.929
1626725138	US-101	N	0.22	37.34183	-121.854	37.34438	-121.856
1626727606	CA-237	W	0.09	37.42603	-121.916	37.4256	-121.917
1626739047	US-101	N	0.56	37.36128	-121.877	37.36272	-121.887
1626739065	US-101	N	0.58	37.35659	-121.869	37.36128	-121.877
1626761019	US-101	N	0.04	37.36417	-121.901	37.3644	-121.902
1626774353	I-280	W	0.22	37.31689	-121.927	37.31703	-121.931

Table 4.3 – Exempt Freeway Segments Operating at LOS F in 2018, PM Peak Period

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
170045873	US-101	S	0.44	37.44016	-122.114	37.43523	-122.109
170746739	US-101	S	0.35	37.44408	-122.118	37.44016	-122.114
400070852	US-101	S	0.13	37.42995	-122.103	37.42846	-122.102
400070845	CA-85	E	0.26	37.38736	-122.069	37.38368	-122.068
400140304	US-101	S	0.50	37.37458	-121.932	37.37256	-121.923
400185309	I-880	S	0.04	37.36441	-121.902	37.36384	-121.902
400245313	US-101	N	0.52	37.42546	-122.098	37.43121	-122.104
1626609988	I-880	S	0.22	37.36757	-121.901	37.36441	-121.902
1626612153	US-101	S	0.74	37.45211	-122.127	37.44408	-122.118
1626615505	I-880	S	0.58	37.40507	-121.91	37.39683	-121.908
1626616199	I-280	S	0.63	37.31869	-121.991	37.31796	-121.98
1626620860	I-880	S	0.17	37.36076	-121.905	37.35879	-121.907
1626621000	I-880	S	0.14	37.36384	-121.902	37.36218	-121.903
1626621790	I-280	S	0.09	37.32434	-121.889	37.32465	-121.888
1626622277	I-880	N	0.80	37.44789	-121.922	37.45928	-121.924
1626627445	CA-85	E	0.02	37.37852	-122.068	37.37822	-122.068
1626629417	I-280	S	0.06	37.31466	-121.911	37.31484	-121.91
1626629666	CA-237	W	0.08	37.42531	-121.918	37.42502	-121.919
1626634634	I-280	S	0.40	37.32434	-121.889	37.32638	-121.882
1626640017	I-880	S	0.28	37.4158	-121.913	37.41193	-121.912
1626640912	US-101	S	0.71	37.38351	-121.97	37.38002	-121.957
1626646000	US-101	N	0.53	37.4371	-122.111	37.44303	-122.117
1626646100	I-880	S	0.37	37.35162	-121.914	37.34807	-121.919
1626649540	CA-85	E	0.46	37.37483	-122.068	37.36861	-122.065
1626649559	CA-85	E	0.49	37.36861	-122.065	37.36185	-122.063
1626649579	CA-85	E	0.42	37.36185	-122.063	37.35581	-122.062
1626649617	CA-85	E	0.24	37.37822	-122.068	37.37483	-122.068
1626651100	I-280	S	0.19	37.31902	-121.902	37.32125	-121.9
1626651150	US-101	S	0.51	37.38755	-121.984	37.38503	-121.975
1626653939	US-101	S	0.65	37.38002	-121.957	37.37745	-121.946
1626659124	I-280	S	0.10	37.32638	-121.882	37.32705	-121.881
1626659166	US-101	S	0.14	37.38503	-121.975	37.38434	-121.972
1626669690	I-880	S	0.49	37.41193	-121.912	37.40507	-121.91
1626669941	CA-237	W	0.06	37.4256	-121.917	37.42531	-121.918
1626670237	CA-237	E	0.62	37.40795	-122.004	37.41032	-121.993
1626670334	US-101	N	0.63	37.43006	-122.103	37.4371	-122.111
1626676776	I-880	S	0.67	37.39683	-121.908	37.38734	-121.906
1626678136	CA-85	E	0.53	37.35581	-122.062	37.34848	-122.06

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626679584	CA-237	E	0.27	37.39868	-122.04	37.40072	-122.035
1626682060	CA-237	W	0.47	37.4009	-122.035	37.39724	-122.043
1626683392	US-101	S	0.63	37.36251	-121.887	37.36072	-121.876
1626683421	US-101	S	0.54	37.36072	-121.876	37.35615	-121.869
1626683678	US-101	S	0.03	37.36416	-121.902	37.36399	-121.902
1626685547	I-280	S	0.53	37.31484	-121.91	37.31902	-121.902
1626688434	I-880	S	0.13	37.36218	-121.903	37.36076	-121.905
1626692319	I-280	S	0.16	37.32705	-121.881	37.32755	-121.878
1626692340	I-280	S	0.39	37.32755	-121.878	37.32848	-121.871
1626695531	US-101	S	0.02	37.37666	-121.942	37.37659	-121.941
1626695947	I-880	S	0.43	37.35637	-121.909	37.35162	-121.914
1626696066	US-101	S	0.17	37.38434	-121.972	37.38351	-121.97
1626698857	US-101	S	0.13	37.36347	-121.898	37.36326	-121.895
1626712532	I-880	S	0.43	37.37801	-121.904	37.37185	-121.902
1626715467	US-101	S	0.21	37.36579	-121.905	37.36416	-121.902
1626721108	CA-237	E	0.85	37.41288	-121.984	37.41851	-121.97
1626721852	US-101	S	0.83	37.37256	-121.923	37.36865	-121.909
1626722156	US-101	N	0.79	37.44303	-122.117	37.45173	-122.126
1626723385	I-880	N	0.75	37.43722	-121.919	37.44789	-121.922
1626727606	CA-237	W	0.09	37.42603	-121.916	37.4256	-121.917
1626727850	CA-237	E	0.54	37.41032	-121.993	37.41288	-121.984
1626733622	US-101	S	0.04	37.4134	-122.082	37.41311	-122.081
1626736561	I-880	N	0.24	37.43371	-121.919	37.43722	-121.919
1626736764	US-101	S	0.53	37.41848	-122.089	37.4134	-122.082
1626736784	US-101	S	0.31	37.41311	-122.081	37.41105	-122.076
1626736804	US-101	S	0.66	37.41189	-122.078	37.40781	-122.068
1626736900	US-101	S	0.01	37.42097	-122.093	37.42088	-122.093
1626736899	US-101	S	0.47	37.43523	-122.109	37.42995	-122.103
1626737517	US-101	S	0.23	37.37745	-121.946	37.37666	-121.942
1626741709	US-101	S	0.44	37.38965	-121.991	37.38755	-121.984
1626741728	US-101	S	0.28	37.36865	-121.909	37.36579	-121.905
1626741749	US-101	S	0.22	37.36399	-121.902	37.36347	-121.898
1626742606	US-101	S	0.16	37.42082	-122.092	37.41932	-122.09
1626745280	I-880	S	0.21	37.35879	-121.907	37.35637	-121.909
1626745528	I-280	S	0.74	37.31674	-121.923	37.31484	-121.91
1626747790	CA-237	E	0.57	37.41929	-121.954	37.41931	-121.944
1626748944	I-880	S	0.30	37.37185	-121.902	37.36757	-121.901
1626750231	CA-237	E	0.35	37.41901	-121.961	37.41929	-121.954
1626751285	US-101	S	0.13	37.37659	-121.941	37.37613	-121.939

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626757296	CA-237	E	0.32	37.41931	-121.944	37.42053	-121.938
1626757798	CA-237	E	0.43	37.42257	-121.927	37.42434	-121.919
1626761591	US-101	S	0.44	37.36326	-121.895	37.36251	-121.887
1626762777	US-101	S	0.72	37.42846	-122.102	37.42097	-122.093
1626763488	US-101	S	0.76	37.35615	-121.869	37.3476	-121.86
1626763767	I-880	S	0.66	37.38734	-121.906	37.37801	-121.904
1626765635	CA-85	E	0.36	37.38368	-122.068	37.37852	-122.068
1626766438	US-101	S	0.10	37.39052	-121.994	37.39003	-121.992
1626768748	US-101	S	0.42	37.37613	-121.939	37.37458	-121.932
1626771275	CA-237	E	0.52	37.41851	-121.97	37.41901	-121.961
1626771426	I-880	N	0.26	37.43002	-121.918	37.43371	-121.919

Table 4.4 – Non-Exempt Freeway Segments Operating at LOS F in 2018, AM Peak Period

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
400185309	I-880	S	0.04	37.36441	-121.902	37.36384	-121.902
400228610	GUADALUPE PKWY	N	0.48	37.27872	-121.864	37.2851	-121.868
400245313	US-101	N	0.52	37.42546	-122.098	37.43121	-122.104
400282935	CA-85	W	0.44	37.24344	-121.817	37.24493	-121.825
1626609988	I-880	S	0.22	37.36757	-121.901	37.36441	-121.902
1626618430	I-880	N	0.56	37.33539	-121.935	37.34113	-121.928
1626620518	US-101	N	0.68	37.37769	-121.946	37.3804	-121.958
1626620860	I-880	S	0.17	37.36076	-121.905	37.35879	-121.907
1626621000	I-880	S	0.14	37.36384	-121.902	37.36218	-121.903
1626621411	GUADALUPE PKWY	N	0.67	37.26405	-121.859	37.27305	-121.863
1626621590	I-680	N	0.18	37.34368	-121.846	37.34548	-121.844
1626621718	I-680	S	0.18	37.35489	-121.838	37.35233	-121.838
1626622376	US-101	N	0.26	37.39014	-121.992	37.39149	-121.997
1626622394	US-101	N	0.61	37.3923	-121.999	37.39511	-122.01
1626622859	I-680	N	0.29	37.34548	-121.844	37.34842	-121.84
1626623743	I-280	W	0.25	37.32659	-121.883	37.32507	-121.887
1626625357	I-680	N	0.65	37.36424	-121.844	37.3721	-121.85
1626625723	US-101	N	0.41	37.39909	-122.028	37.40066	-122.035
1626629089	US-101	N	0.51	37.39627	-122.015	37.39824	-122.024
1626629114	CA-17	N	0.63	37.28358	-121.94	37.29172	-121.937
1626629253	CA-17	N	0.67	37.2756	-121.946	37.28358	-121.94
1626630314	US-101	N	0.68	37.28235	-121.809	37.29211	-121.81

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626631673	US-101	N	0.37	37.11524	-121.624	37.12	-121.627
1626633521	US-101	N	0.78	37.41259	-122.079	37.41957	-122.09
1626634363	CA-17	N	0.61	37.25799	-121.954	37.26571	-121.949
1626634499	I-680	S	0.27	37.3471	-121.842	37.34434	-121.845
1626638777	I-680	S	0.26	37.35233	-121.838	37.34888	-121.84
1626638824	CA-237	W	0.33	37.41913	-121.964	37.41875	-121.97
1626639726	GUADALUPE PKWY	N	0.23	37.34008	-121.899	37.34304	-121.901
1626640017	I-880	S	0.28	37.4158	-121.913	37.41193	-121.912
1626642550	US-101	N	0.30	37.39511	-122.01	37.39627	-122.015
1626644055	US-101	N	0.16	37.39149	-121.997	37.3923	-121.999
1626644613	GUADALUPE PKWY	N	0.40	37.27305	-121.863	37.27872	-121.864
1626644633	CA-237	W	0.61	37.41054	-121.993	37.40821	-122.004
1626645017	I-680	N	0.37	37.35411	-121.838	37.35907	-121.841
1626646000	US-101	N	0.53	37.4371	-122.111	37.44303	-122.117
1626647087	I-280	W	0.52	37.36441	-122.124	37.36584	-122.133
1626647157	I-280	W	0.56	37.32857	-122.01	37.33298	-122.019
1626647196	I-280	W	0.30	37.33358	-122.063	37.33446	-122.069
1626647176	I-280	W	0.60	37.33446	-122.037	37.33411	-122.048
1626647215	I-280	W	0.45	37.35075	-122.105	37.35478	-122.111
1626647239	I-280	W	0.63	37.31646	-121.968	37.31816	-121.979
1626647295	I-280	W	0.36	37.32574	-122.005	37.32857	-122.01
1626647276	I-280	W	0.90	37.31875	-121.991	37.32574	-122.005
1626647391	I-280	W	0.25	37.32774	-121.878	37.32659	-121.883
1626647428	I-280	W	0.91	37.31487	-121.911	37.31689	-121.927
1626647480	I-280	W	0.36	37.34434	-121.845	37.34083	-121.85
1626647500	I-280	W	0.20	37.33597	-121.858	37.3342	-121.861
1626647519	I-280	W	0.45	37.3342	-121.861	37.33015	-121.868
1626650942	US-101	N	0.20	37.13232	-121.634	37.135	-121.635
1626651216	I-280	W	0.57	37.33454	-122.027	37.33446	-122.037
1626651238	I-280	W	0.23	37.31942	-121.902	37.31718	-121.905
1626656193	US-101	N	0.27	37.40687	-122.062	37.4079	-122.067
1626659496	I-280	W	0.56	37.33301	-122.054	37.33358	-122.063
1626659914	US-101	N	0.17	37.30458	-121.818	37.30651	-121.82
1626664768	I-680	N	0.23	37.35084	-121.838	37.35411	-121.838
1626665194	US-101	N	0.10	36.96111	-121.551	36.96253	-121.551
1626665550	US-101	N	0.20	37.12	-121.627	37.12268	-121.628
1626666705	GUADALUPE PKWY	N	0.48	37.2851	-121.868	37.2914	-121.871

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626667337	CA-17	N	0.91	37.29676	-121.94	37.30984	-121.94
1626668684	CA-237	W	0.10	37.40246	-122.03	37.40208	-122.032
1626668823	CA-237	W	0.51	37.40413	-122.022	37.40225	-122.031
1626669690	I-880	S	0.49	37.41193	-121.912	37.40507	-121.91
1626669915	GUADALUPE PKWY	N	0.64	37.33126	-121.897	37.34008	-121.899
1626670334	US-101	N	0.63	37.43006	-122.103	37.4371	-122.111
1626672315	I-280	W	0.44	37.32883	-121.87	37.32774	-121.878
1626673140	US-101	N	0.65	37.30651	-121.82	37.314	-121.827
1626673411	US-101	N	0.21	37.15372	-121.653	37.15617	-121.655
1626674629	CA-237	W	0.56	37.41337	-121.984	37.41054	-121.993
1626674644	GUADALUPE PKWY	N	0.77	37.32119	-121.89	37.33126	-121.897
1626679058	GUADALUPE PKWY	N	0.33	37.3682	-121.924	37.37194	-121.927
1626681686	I-280	W	0.18	37.33015	-121.868	37.32883	-121.87
1626681679	US-101	N	0.87	37.29498	-121.81	37.30535	-121.819
1626681752	US-101	N	0.16	37.38356	-121.969	37.38436	-121.972
1626681617	US-101	N	0.57	37.38738	-121.982	37.39014	-121.992
1626681949	US-101	N	0.42	37.10649	-121.614	37.11075	-121.619
1626681961	US-101	N	0.40	37.11075	-121.619	37.11524	-121.624
1626682045	US-101	N	0.42	37.09173	-121.601	37.0973	-121.604
1626682066	US-101	N	0.42	37.0973	-121.604	37.10224	-121.608
1626682085	US-101	N	0.42	37.10224	-121.608	37.10649	-121.614
1626682890	CA-85	W	1.01	37.3188	-122.048	37.33204	-122.055
1626683042	CA-85	W	0.73	37.27398	-122.002	37.28045	-122.012
1626683062	CA-85	W	0.39	37.27188	-121.995	37.27398	-122.002
1626683085	CA-85	W	0.42	37.26869	-121.988	37.27188	-121.995
1626683104	CA-85	W	0.50	37.26506	-121.981	37.26869	-121.988
1626683126	CA-85	W	0.84	37.2952	-122.027	37.30462	-122.036
1626683144	CA-85	W	0.45	37.28975	-122.022	37.2952	-122.027
1626683165	CA-85	W	0.46	37.28444	-122.017	37.28975	-122.022
1626683183	CA-85	W	0.40	37.28045	-122.012	37.28444	-122.017
1626683196	CA-85	W	0.61	37.25389	-121.947	37.25641	-121.958
1626683215	CA-85	W	0.17	37.25336	-121.944	37.25389	-121.947
1626683256	CA-85	W	0.44	37.25072	-121.929	37.25207	-121.937
1626683237	CA-85	W	0.51	37.25183	-121.935	37.25336	-121.944
1626683279	CA-85	W	0.35	37.26267	-121.975	37.26506	-121.981
1626683297	CA-85	W	0.38	37.26003	-121.969	37.26267	-121.975
1626683318	CA-85	W	0.33	37.25845	-121.963	37.26003	-121.969

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626683336	CA-85	W	0.34	37.25641	-121.958	37.25845	-121.963
1626683366	CA-85	W	0.31	37.25587	-121.875	37.25418	-121.881
1626683347	CA-85	W	0.45	37.25418	-121.881	37.25206	-121.888
1626683389	CA-85	W	0.23	37.25613	-121.871	37.25587	-121.875
1626683410	CA-85	W	0.41	37.25569	-121.864	37.25613	-121.871
1626683448	CA-85	W	0.44	37.2508	-121.906	37.25069	-121.914
1626683429	CA-85	W	0.84	37.25069	-121.914	37.25072	-121.929
1626683469	CA-85	W	0.49	37.2508	-121.897	37.2508	-121.906
1626683487	CA-85	W	0.49	37.25206	-121.888	37.2508	-121.897
1626683559	CA-85	W	0.39	37.24335	-121.81	37.24344	-121.817
1626683577	CA-85	W	0.21	37.24327	-121.806	37.24335	-121.81
1626683583	CA-85	W	0.27	37.25565	-121.859	37.25569	-121.864
1626683601	CA-85	W	0.34	37.25558	-121.853	37.25565	-121.859
1626683753	CA-85	W	0.45	37.2416	-121.798	37.24327	-121.806
1626683773	CA-85	W	0.86	37.2402	-121.783	37.2416	-121.798
1626684813	US-101	N	0.48	37.08538	-121.597	37.09173	-121.601
1626685228	I-680	N	0.10	37.35907	-121.841	37.3604	-121.841
1626685366	I-280	W	0.13	37.33313	-122.062	37.33392	-122.064
1626685565	US-101	N	0.45	37.40154	-122.039	37.40325	-122.047
1626685683	I-280	W	0.37	37.31718	-121.905	37.31487	-121.911
1626688434	I-880	S	0.13	37.36218	-121.903	37.36076	-121.905
1626689030	I-280	W	0.64	37.3166	-121.956	37.31646	-121.968
1626693019	CA-237	W	0.47	37.40604	-122.013	37.40413	-122.022
1626693336	US-101	N	0.55	37.40325	-122.047	37.40558	-122.057
1626693878	CA-237	W	0.37	37.42177	-121.934	37.42029	-121.94
1626695558	US-101	N	0.25	37.38614	-121.978	37.38738	-121.982
1626695531	US-101	S	0.02	37.37666	-121.942	37.37659	-121.941
1626696074	US-101	N	0.59	37.135	-121.635	37.14192	-121.642
1626696137	US-101	N	0.20	37.29211	-121.81	37.29498	-121.81
1626696219	US-101	N	0.59	37.14192	-121.642	37.14865	-121.648
1626696554	US-101	N	0.28	37.27869	-121.806	37.28235	-121.809
1626697790	US-101	N	0.26	37.25725	-121.796	37.26027	-121.799
1626698968	US-101	N	0.64	37.26995	-121.803	37.27869	-121.806
1626699008	US-101	N	0.70	37.26027	-121.799	37.26995	-121.803
1626699817	I-280	W	0.48	37.33298	-122.019	37.33454	-122.027
1626700381	US-101	N	0.44	37.14865	-121.648	37.15372	-121.653
1626700711	US-101	N	0.33	37.40558	-122.057	37.40687	-122.062
1626701296	US-101	N	0.30	37.12268	-121.628	37.12658	-121.63
1626701925	US-101	N	0.17	37.37713	-121.943	37.37769	-121.946

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626704361	US-101	N	0.64	37.3804	-121.958	37.38356	-121.969
1626704627	I-880	S	0.96	37.45003	-121.922	37.43634	-121.92
1626711697	CA-237	W	0.46	37.41946	-121.956	37.41913	-121.964
1626711849	CA-17	N	0.63	37.15708	-121.982	37.16178	-121.99
1626711866	CA-17	N	0.74	37.16178	-121.99	37.17018	-121.99
1626711997	CA-17	N	0.74	37.1497	-121.986	37.15869	-121.982
1626712532	I-880	S	0.43	37.37801	-121.904	37.37185	-121.902
1626713941	CA-17	N	0.66	37.18385	-121.992	37.19269	-121.994
1626713961	CA-17	N	0.62	37.17554	-121.996	37.18385	-121.992
1626713986	CA-17	N	0.63	37.16852	-121.989	37.17554	-121.996
1626715964	CA-237	W	0.82	37.41875	-121.97	37.41337	-121.984
1626722156	US-101	N	0.79	37.44303	-122.117	37.45173	-122.126
1626724717	I-280	W	0.35	37.32298	-121.897	37.31942	-121.902
1626726077	US-101	N	0.23	37.40066	-122.035	37.40154	-122.039
1626726689	CA-17	N	0.14	37.2949	-121.939	37.29676	-121.94
1626727750	CA-237	W	0.55	37.40821	-122.004	37.40604	-122.013
1626730433	US-101	N	0.20	37.39824	-122.024	37.39899	-122.028
1626730575	US-101	N	0.03	37.39899	-122.028	37.39909	-122.028
1626733373	CA-17	N	0.53	37.26571	-121.949	37.27314	-121.947
1626734254	I-680	N	0.15	37.3604	-121.841	37.36232	-121.842
1626736062	US-101	N	0.12	37.41181	-122.077	37.41259	-122.079
1626736378	US-101	N	0.61	37.15617	-121.655	37.16255	-121.663
1626736344	US-101	N	0.63	37.20126	-121.709	37.20652	-121.718
1626737315	CA-17	N	0.24	37.29172	-121.937	37.2949	-121.939
1626744376	I-280	W	0.55	37.34083	-121.85	37.33597	-121.858
1626744392	I-680	N	0.38	37.34006	-121.851	37.34368	-121.846
1626744734	CA-17	N	0.17	37.27314	-121.947	37.2756	-121.946
1626745280	I-880	S	0.21	37.35879	-121.907	37.35637	-121.909
1626746471	I-680	S	0.17	37.34888	-121.84	37.3471	-121.842
1626748944	I-880	S	0.30	37.37185	-121.902	37.36757	-121.901
1626752462	GUADALUPE PKWY	N	0.45	37.29916	-121.875	37.30473	-121.879
1626757004	US-101	N	0.36	37.38436	-121.972	37.38614	-121.978
1626757277	CA-237	W	0.87	37.42029	-121.94	37.41946	-121.956
1626757895	CA-237	E	0.56	37.40196	-122.031	37.40399	-122.022
1626758773	GUADALUPE PKWY	N	0.76	37.35972	-121.915	37.3682	-121.924
1626760629	US-101	N	0.44	37.12658	-121.63	37.13232	-121.634
1626763059	I-880	N	0.32	37.36754	-121.901	37.37215	-121.902
1626764707	I-280	W	0.54	37.31693	-121.946	37.3166	-121.956

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626765793	GUADALUPE PKWY	N	0.56	37.2914	-121.871	37.29916	-121.875
1626767638	I-680	N	0.15	37.36232	-121.842	37.36424	-121.844
1626768769	US-101	N	1.02	37.37323	-121.925	37.37713	-121.943

Table 4.5 – Non-Exempt Freeway Segments Operating at LOS F in 2018, PM Peak Period

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626766814	US-101	S	0.36	36.96886	-121.553	36.96379	-121.552
170330297	GUADALUPE PKWY	S	0.57	37.34912	-121.908	37.34314	-121.902
400064218	US-101	S	0.55	37.18177	-121.683	37.17556	-121.677
400070855	CA-85	E	0.08	37.38853	-122.069	37.38736	-122.069
400138614	CA-85	E	0.44	37.31293	-122.046	37.30794	-122.041
400147474	GUADALUPE PKWY	S	0.23	37.31236	-121.885	37.30948	-121.883
400252415	CA-85	E	0.16	37.40465	-122.07	37.40239	-122.07
1626608804	I-880	N	0.54	37.32632	-121.941	37.33339	-121.938
1626610096	I-880	N	0.21	37.35784	-121.908	37.3602	-121.905
1626611309	I-680	S	0.64	37.4516	-121.893	37.44257	-121.89
1626611815	CA-85	E	0.60	37.25628	-121.958	37.25372	-121.948
1626611926	US-101	N	0.19	37.41058	-122.074	37.41181	-122.077
1626612065	I-880	N	0.36	37.34795	-121.919	37.35142	-121.914
1626612349	I-280	S	0.62	37.32125	-121.9	37.32434	-121.889
1626614502	US-101	S	1.00	36.98273	-121.559	36.96886	-121.553
1626615995	CA-237	W	0.25	37.38622	-122.06	37.38576	-122.065
1626618430	I-880	N	0.56	37.33539	-121.935	37.34113	-121.928
1626620509	US-101	N	0.19	37.42113	-122.092	37.42302	-122.095
1626620866	CA-17	S	0.33	37.31703	-121.94	37.31232	-121.941
1626620880	I-880	S	0.48	37.34086	-121.928	37.33595	-121.935
1626620981	I-880	S	0.68	37.42381	-121.916	37.41425	-121.913
1626621723	I-280	S	0.54	37.31669	-121.949	37.31731	-121.939
1626621806	I-280	S	0.67	37.33361	-122.05	37.33424	-122.037
1626621825	I-280	S	0.88	37.32554	-122.005	37.31869	-121.991
1626621842	I-280	S	0.79	37.31618	-121.97	37.31644	-121.956
1626621861	I-280	S	0.38	37.31644	-121.956	37.31669	-121.949
1626621896	I-280	S	0.66	37.36423	-122.125	37.35708	-122.117
1626621916	I-280	S	0.29	37.35483	-122.112	37.353	-122.108
1626621935	I-280	S	0.42	37.33348	-122.073	37.33401	-122.066

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626621943	I-280	S	0.24	37.33387	-122.065	37.33251	-122.061
1626621977	I-280	S	0.54	37.38311	-122.152	37.37615	-122.148
1626621997	I-280	S	0.54	37.37615	-122.148	37.37	-122.142
1626622015	I-280	S	0.54	37.37	-122.142	37.36576	-122.134
1626622116	I-280	S	0.54	37.38845	-122.158	37.38311	-122.152
1626622033	I-280	S	0.51	37.36576	-122.134	37.36423	-122.125
1626622280	CA-17	S	0.48	37.24793	-121.96	37.24233	-121.966
1626622486	I-280	S	0.66	37.39197	-122.169	37.38845	-122.158
1626623476	I-280	S	0.57	37.31796	-121.98	37.31618	-121.97
1626624933	I-680	S	0.07	37.44257	-121.89	37.44151	-121.89
1626625066	I-280	W	0.14	37.32507	-121.887	37.32458	-121.889
1626626216	US-101	S	0.02	37.39561	-122.013	37.39554	-122.013
1626626964	CA-85	E	0.56	37.25538	-121.865	37.2553	-121.854
1626628860	CA-85	E	0.37	37.26273	-121.976	37.26005	-121.97
1626628951	US-101	S	0.25	37.39655	-122.017	37.39561	-122.013
1626629032	CA-85	E	0.34	37.26511	-121.981	37.26273	-121.976
1626629052	CA-85	E	0.61	37.2696	-121.991	37.26511	-121.981
1626629072	CA-85	E	0.36	37.2721	-121.996	37.2696	-121.991
1626629094	CA-85	E	0.44	37.27469	-122.004	37.2721	-121.996
1626631556	US-101	S	0.62	37.12393	-121.629	37.11578	-121.624
1626632335	US-101	S	0.47	37.15775	-121.657	37.1523	-121.652
1626633521	US-101	N	0.78	37.41259	-122.079	37.41957	-122.09
1626633941	US-101	N	0.24	37.42302	-122.095	37.42546	-122.098
1626634100	I-880	N	0.42	37.35142	-121.914	37.35594	-121.909
1626635824	CA-85	E	0.62	37.25197	-121.938	37.25039	-121.927
1626635891	I-680	S	0.68	37.41965	-121.882	37.41004	-121.879
1626637061	I-280	S	0.15	37.33401	-122.066	37.33322	-122.063
1626637106	I-880	N	0.16	37.34113	-121.928	37.34274	-121.926
1626637241	I-880	S	0.19	37.34279	-121.926	37.34086	-121.928
1626638805	I-880	N	0.16	37.3602	-121.905	37.36198	-121.903
1626642567	US-101	S	0.22	37.39554	-122.013	37.3947	-122.009
1626647409	I-280	W	0.63	37.32458	-121.889	37.3215	-121.9
1626647578	CA-85	E	0.81	37.25039	-121.927	37.25044	-121.912
1626648643	I-680	S	0.16	37.36465	-121.844	37.36255	-121.843
1626649483	US-101	S	0.43	37.3982	-122.025	37.39655	-122.017
1626652250	CA-237	E	0.47	37.40399	-122.022	37.40589	-122.013
1626654762	I-880	N	0.10	37.33339	-121.938	37.3344	-121.936
1626656047	US-101	S	0.20	37.40771	-122.067	37.40696	-122.064
1626656193	US-101	N	0.27	37.40687	-122.062	37.4079	-122.067

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626657397	I-880	S	0.23	37.3453	-121.923	37.34279	-121.926
1626657417	I-880	N	0.16	37.34274	-121.926	37.34458	-121.924
1626659517	I-280	S	0.48	37.3321	-122.058	37.33361	-122.05
1626659583	GUADALUPE PKWY	S	0.06	37.33338	-121.897	37.33245	-121.897
1626659636	I-280	S	0.15	37.33251	-122.061	37.3321	-122.058
1626659861	CA-237	W	0.27	37.40225	-122.031	37.4009	-122.035
1626662269	CA-85	E	0.30	37.25044	-121.912	37.25049	-121.907
1626663700	US-101	S	0.60	36.9913	-121.558	36.98273	-121.559
1626666358	CA-85	E	0.15	37.32881	-122.052	37.32686	-122.051
1626668684	CA-237	W	0.10	37.40246	-122.03	37.40208	-122.032
1626668823	CA-237	W	0.51	37.40413	-122.022	37.40225	-122.031
1626669571	I-880	N	0.35	37.34458	-121.924	37.34795	-121.919
1626669552	I-880	S	0.15	37.34671	-121.921	37.3453	-121.923
1626669895	GUADALUPE PKWY	S	0.26	37.33245	-121.897	37.32886	-121.896
1626670097	US-101	S	0.40	37.40696	-122.064	37.40541	-122.057
1626671195	CA-85	E	0.39	37.25514	-121.849	37.25307	-121.842
1626671418	I-680	S	0.58	37.40458	-121.878	37.3964	-121.875
1626673129	CA-85	E	0.40	37.30794	-122.041	37.30376	-122.036
1626673111	CA-85	E	0.38	37.31803	-122.048	37.31293	-122.046
1626676017	CA-237	W	0.45	37.39005	-122.054	37.38622	-122.06
1626676599	US-101	S	0.49	37.24061	-121.767	37.23672	-121.76
1626676795	I-280	S	0.32	37.35708	-122.117	37.35483	-122.112
1626679604	I-680	N	0.90	37.45171	-121.893	37.46246	-121.902
1626680222	I-680	S	0.91	37.44151	-121.89	37.42888	-121.886
1626680242	I-680	S	0.12	37.38989	-121.869	37.38856	-121.868
1626681549	I-280	S	0.47	37.3343	-122.027	37.33278	-122.019
1626682972	CA-85	W	0.50	37.34849	-122.06	37.35547	-122.062
1626683559	CA-85	W	0.39	37.24335	-121.81	37.24344	-121.817
1626683577	CA-85	W	0.21	37.24327	-121.806	37.24335	-121.81
1626683753	CA-85	W	0.45	37.2416	-121.798	37.24327	-121.806
1626683773	CA-85	W	0.86	37.2402	-121.783	37.2416	-121.798
1626684232	CA-237	W	0.80	37.39724	-122.043	37.39005	-122.054
1626684252	GUADALUPE PKWY	S	0.22	37.37012	-121.927	37.36788	-121.924
1626684219	CA-85	E	0.63	37.32686	-122.051	37.31803	-122.048
1626685585	US-101	S	0.62	37.40305	-122.047	37.40066	-122.036
1626685565	US-101	N	0.45	37.40154	-122.039	37.40325	-122.047
1626689092	I-880	S	0.45	37.32275	-121.941	37.3162	-121.94

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626690229	CA-85	E	0.43	37.33278	-122.056	37.32778	-122.052
1626690322	I-280	W	0.50	37.39218	-122.169	37.39497	-122.177
1626690342	I-280	W	0.75	37.39497	-122.177	37.40345	-122.186
1626690356	I-280	W	0.36	37.40345	-122.186	37.40738	-122.19
1626690360	US-101	S	0.36	37.12863	-121.632	37.12393	-121.629
1626690593	US-101	S	0.29	37.1523	-121.652	37.149	-121.649
1626693019	CA-237	W	0.47	37.40604	-122.013	37.40413	-122.022
1626693336	US-101	N	0.55	37.40325	-122.047	37.40558	-122.057
1626693578	US-101	S	0.51	37.3947	-122.009	37.39232	-122
1626694727	CA-85	E	0.49	37.40239	-122.07	37.39544	-122.069
1626695506	CA-85	E	0.52	37.39544	-122.069	37.38789	-122.069
1626695924	I-880	N	0.17	37.35594	-121.909	37.35784	-121.908
1626696198	US-101	S	0.53	37.13555	-121.636	37.12863	-121.632
1626696360	CA-85	E	0.48	37.25049	-121.907	37.25058	-121.898
1626696878	GUADALUPE PKWY	S	0.41	37.32886	-121.896	37.32363	-121.892
1626699534	CA-85	E	0.32	37.2553	-121.854	37.25514	-121.849
1626700738	CA-17	S	0.55	37.26277	-121.951	37.25592	-121.956
1626701491	I-280	S	0.55	37.33278	-122.019	37.32838	-122.01
1626703799	CA-85	E	0.62	37.30376	-122.036	37.29691	-122.028
1626704679	CA-85	E	0.11	37.2555	-121.867	37.25538	-121.865
1626705200	US-101	S	0.60	37.21346	-121.727	37.20718	-121.72
1626705269	GUADALUPE PKWY	S	0.19	37.32479	-121.893	37.32231	-121.891
1626705795	CA-85	E	0.30	37.25292	-121.943	37.25197	-121.938
1626706530	I-880	N	0.18	37.32377	-121.941	37.32632	-121.941
1626709118	US-101	S	0.36	37.11578	-121.624	37.11153	-121.621
1626709138	US-101	S	0.43	37.11153	-121.621	37.10717	-121.615
1626709160	US-101	S	0.43	37.10717	-121.615	37.10281	-121.61
1626709653	I-280	S	0.30	37.31719	-121.941	37.3173	-121.935
1626712018	CA-85	E	0.42	37.26005	-121.97	37.2579	-121.963
1626712546	I-880	N	0.07	37.36653	-121.901	37.36754	-121.901
1626714574	I-280	S	0.47	37.3353	-122.081	37.33348	-122.073
1626714677	I-280	S	0.48	37.34755	-122.102	37.34397	-122.095
1626714697	I-280	S	0.48	37.34397	-122.095	37.33963	-122.088
1626714719	I-280	S	0.60	37.34055	-122.09	37.3353	-122.081
1626715183	GUADALUPE PKWY	S	0.18	37.34314	-121.902	37.34084	-121.9
1626716166	I-680	S	0.67	37.3726	-121.851	37.36465	-121.844
1626716767	CA-17	S	0.53	37.31232	-121.941	37.30465	-121.941

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626717135	US-101	N	0.49	37.4079	-122.067	37.41095	-122.075
1626717279	US-101	S	0.14	37.40804	-122.069	37.40749	-122.066
1626719841	I-280	S	0.36	37.32838	-122.01	37.32554	-122.005
1626720491	US-101	S	0.13	37.39869	-122.027	37.3982	-122.025
1626720515	US-101	S	0.12	37.39997	-122.033	37.39963	-122.031
1626720658	CA-85	E	0.28	37.2579	-121.963	37.25628	-121.958
1626720857	I-880	N	0.10	37.3344	-121.936	37.33539	-121.935
1626721170	CA-85	E	0.39	37.33769	-122.06	37.33278	-122.056
1626724717	I-280	W	0.35	37.32298	-121.897	37.31942	-121.902
1626727750	CA-237	W	0.55	37.40821	-122.004	37.40604	-122.013
1626728352	I-680	S	0.55	37.3964	-121.875	37.38989	-121.869
1626735677	US-101	S	0.54	37.14184	-121.642	37.13555	-121.636
1626735813	US-101	S	0.63	37.149	-121.649	37.14184	-121.642
1626736062	US-101	N	0.12	37.41181	-122.077	37.41259	-122.079
1626736823	US-101	S	0.21	37.40066	-122.036	37.39989	-122.032
1626739167	GUADALUPE PKWY	N	0.24	37.31491	-121.887	37.31799	-121.889
1626739793	GUADALUPE PKWY	S	0.72	37.36788	-121.924	37.35988	-121.916
1626742626	US-101	N	0.16	37.41957	-122.09	37.42113	-122.092
1626742767	I-680	S	0.67	37.42888	-121.886	37.41965	-121.882
1626743494	US-101	S	0.55	37.40541	-122.057	37.40305	-122.047
1626743703	CA-237	W	0.10	37.38576	-122.065	37.38523	-122.067
1626743978	I-680	S	0.39	37.41004	-121.879	37.40458	-121.878
1626744145	CA-85	E	0.56	37.28557	-122.019	37.27987	-122.012
1626744263	CA-85	E	0.53	37.29826	-122.03	37.29188	-122.024
1626744284	CA-85	E	0.53	37.29188	-122.024	37.28557	-122.019
1626744794	US-101	S	0.48	37.23212	-121.752	37.22806	-121.745
1626744814	US-101	S	0.54	37.23672	-121.76	37.23212	-121.752
1626745068	I-880	S	0.43	37.42966	-121.919	37.42381	-121.916
1626745604	CA-85	E	0.69	37.27987	-122.012	37.27383	-122.002
1626745623	GUADALUPE PKWY	S	0.78	37.32231	-121.891	37.31236	-121.885
1626745765	GUADALUPE PKWY	S	0.85	37.35988	-121.916	37.34912	-121.908
1626748701	GUADALUPE PKWY	S	0.22	37.33651	-121.898	37.33338	-121.897
1626748725	CA-85	E	0.25	37.25372	-121.948	37.25292	-121.943
1626749392	GUADALUPE PKWY	N	0.85	37.30473	-121.879	37.31491	-121.887
1626750843	I-880	S	0.08	37.34751	-121.92	37.34671	-121.921

XDSegID	Facility	Dir	Miles	StartLat	StartLong	EndLat	EndLong
1626752253	I-680	S	0.75	37.38856	-121.868	37.38032	-121.859
1626753228	I-280	S	0.57	37.33424	-122.037	37.3343	-122.027
1626755000	CA-17	S	0.34	37.25245	-121.958	37.24793	-121.96
1626757872	CA-237	E	0.23	37.40072	-122.035	37.40196	-122.031
1626757895	CA-237	E	0.56	37.40196	-122.031	37.40399	-122.022
1626757935	CA-237	E	0.20	37.42221	-121.93	37.42257	-121.927
1626757913	CA-237	E	0.52	37.40589	-122.013	37.40795	-122.004
1626760105	US-101	S	0.35	37.39232	-122	37.39052	-121.994
1626763059	I-880	N	0.32	37.36754	-121.901	37.37215	-121.902
1626765100	US-101	S	0.52	37.16307	-121.664	37.15775	-121.657
1626765179	US-101	S	0.64	37.19343	-121.697	37.18734	-121.689
1626765202	US-101	S	0.50	37.18734	-121.689	37.18177	-121.683
1626765221	US-101	S	0.55	37.17556	-121.677	37.16964	-121.67
1626765244	US-101	S	0.55	37.16964	-121.67	37.16307	-121.664
1626765281	US-101	S	0.48	37.20718	-121.72	37.20316	-121.713
1626765324	US-101	S	0.52	37.1984	-121.705	37.19343	-121.697
1626765303	US-101	S	0.55	37.20316	-121.713	37.1984	-121.705
1626767008	US-101	S	0.30	37.39989	-122.032	37.39869	-122.027
1626774813	I-280	S	0.68	37.3173	-121.935	37.31674	-121.923

HOV Lanes

In the region's network of HOV lanes, there were 62% and 54% segments operating at LOS C or better during the AM and PM peak periods, respectively. **Figure 4.3** shows the results of HOV lane directional miles in the LOS categories. About 15% of HOV lanes operating at LOS F during AM and PM peak periods in the Santa Clara County in 2018. Maps showing the LOS for HOV lanes are available in **Appendix D**.

In addition to system-wide mileage, **Figure 4.4** and **Figure 4.5** present the congested HOV lanes observing LOS F on each freeway with HOV facilities during AM and PM peak periods, respectively. Congestion was observed along more facilities with HOV lanes during PM peak period, when compared with AM peak period. The most of congested miles was in HOV lanes on US 101 northbound and CA 85 westbound during AM peak period. I-280 eastbound was identified as the HOV facilities with longest stretch of congestion during PM peak period.

Figure 4.3 – 2018 HOV Lanes Directional Miles in LOS Categories

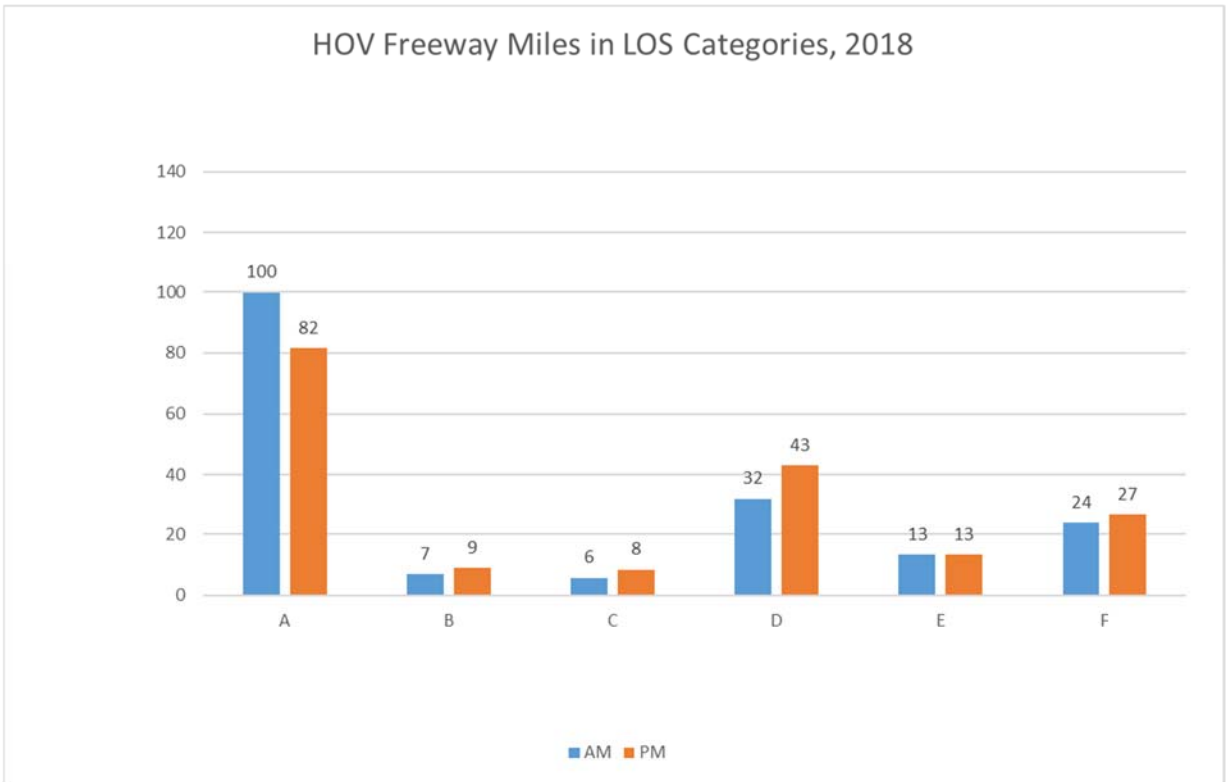


Figure 4.4 – 2018 HOV Lanes Directional Miles operating at LOS F, AM Peak Period

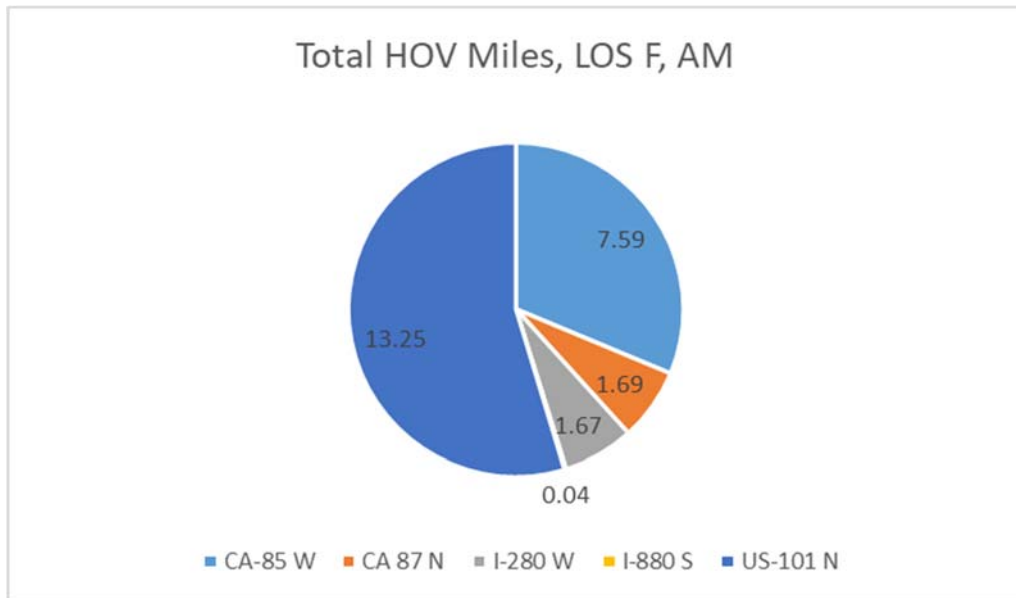
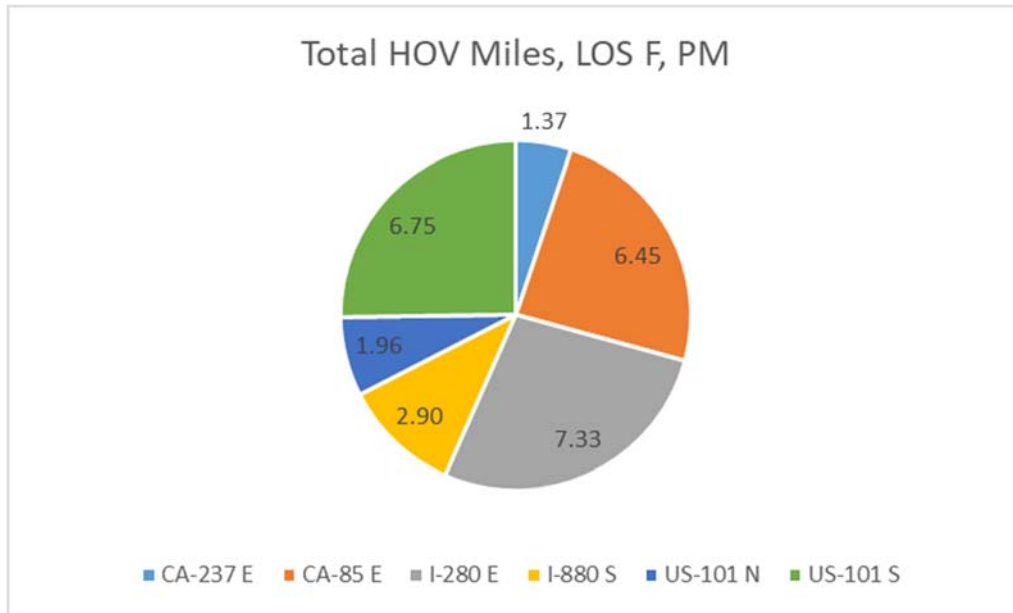


Figure 4.5 – 2018 HOV Lanes Directional Miles operating at LOS F, PM Peak Period



In the Santa Clara County, the HOV lanes became as congested as surrounding mixed-flow lane, which demonstrates the loss of the time-savings incentive. **Table 4.6** and **Table 4.7** present the list of HOV segments operating at LOS F in the AM and PM peak periods, respectively. All HOV lane segments operated at LOS F, where mixed flow lanes were also observed LOS F.

Table 4.6 – HOV segments Operating at LOS F in 2018, AM Peak Period

TMC	Facility	Dir	Miles	Speed	TMC	Facility	Dir	Miles	Speed
1626683410	CA-85	W	0.41	25.44	1626673140	US-101	N	0.65	25.98
1626683389	CA-85	W	0.23	19.22	1626701979	US-101	N	0.82	17.42
1626683366	CA-85	W	0.31	20.77	1626725138	US-101	N	0.22	14.37
1626683347	CA-85	W	0.45	20.85	1626666253	US-101	N	0.24	16.87
1626683487	CA-85	W	0.49	23.57	1626683080	US-101	N	0.84	20.80
1626683469	CA-85	W	0.49	18.79	1626739047	US-101	N	0.56	28.32
1626683448	CA-85	W	0.44	26.14	1626721995	US-101	N	0.34	15.82
1626683429	CA-85	W	0.84	26.74	400281757	US-101	N	0.13	10.04
1626683215	CA-85	W	0.17	28.41	1626768769	US-101	N	1.02	10.47
1626683196	CA-85	W	0.61	10.92	1626701925	US-101	N	0.17	20.53
1626683336	CA-85	W	0.34	13.35	1626620518	US-101	N	0.68	23.21
1626683318	CA-85	W	0.33	10.81	1626704361	US-101	N	0.64	27.38
1626683297	CA-85	W	0.38	20.37	1626681752	US-101	N	0.16	23.15
1626683279	CA-85	W	0.35	28.30	1626757004	US-101	N	0.36	19.69
1626683165	CA-85	W	0.46	26.29	1626695558	US-101	N	0.25	17.80
1626683144	CA-85	W	0.45	26.60	1626681617	US-101	N	0.57	23.13

TMC	Facility	Dir	Miles	Speed	TMC	Facility	Dir	Miles	Speed
1626683126	CA-85	W	0.84	28.35	1626622376	US-101	N	0.26	29.45
1626644613	CA-87	N	0.40	27.63	1626644055	US-101	N	0.16	10.83
400228610	CA-87	N	0.48	23.90	1626642550	US-101	N	0.30	29.40
1626666705	CA-87	N	0.48	23.86	1626656193	US-101	N	0.27	27.21
1626679058	CA-87	N	0.33	24.47	1626722156	US-101	N	0.79	24.73
1626774353	I-280	W	0.22	27.31	1626699008	US-101	N	0.70	16.31
1626647327	I-280	W	0.07	19.30	1626698968	US-101	N	0.64	17.48
1626627832	I-280	W	0.19	14.42	1626696554	US-101	N	0.28	25.88
1626647347	I-280	W	0.38	22.38	1626630314	US-101	N	0.68	17.55
1626647367	I-280	W	0.26	25.97	1626696137	US-101	N	0.20	24.40
1626764707	I-280	W	0.54	28.95	1626681679	US-101	N	0.87	17.76
400185309	I-880	S	0.04	24.36	1626659914	US-101	N	0.17	25.63

Table 4.7 – HOV segments Operating at LOS F in 2018, PM Peak Period

TMC	Facility	Dir	Miles	Speed	TMC	Facility	Dir	Miles	Speed
1626721108	CA-237	E	0.85	25.77	1626670334	US-101	N	0.63	27.59
1626771275	CA-237	E	0.52	24.23	1626646000	US-101	N	0.53	13.77
1626690229	CA-85	E	0.43	15.32	1626722156	US-101	N	0.79	17.84
1626666358	CA-85	E	0.15	9.70	1626760105	US-101	S	0.35	9.80
1626684219	CA-85	E	0.63	10.74	1626766438	US-101	S	0.10	10.49
1626673111	CA-85	E	0.38	25.39	1626741709	US-101	S	0.44	9.96
400138614	CA-85	E	0.44	16.24	1626651150	US-101	S	0.51	11.21
1626673129	CA-85	E	0.40	22.80	1626659166	US-101	S	0.14	9.83
1626703799	CA-85	E	0.62	24.15	1626696066	US-101	S	0.17	9.83
1626744263	CA-85	E	0.53	24.44	1626640912	US-101	S	0.71	13.95
1626744284	CA-85	E	0.53	18.34	1626653939	US-101	S	0.65	19.90
1626744145	CA-85	E	0.56	26.20	1626737517	US-101	S	0.23	28.86
1626745604	CA-85	E	0.69	26.95	1626741728	US-101	S	0.28	27.94
1626629094	CA-85	E	0.44	25.40	1626715467	US-101	S	0.21	26.22
1626629072	CA-85	E	0.36	29.14	1626741749	US-101	S	0.22	24.67
1626705795	CA-85	E	0.30	24.70	1626698857	US-101	S	0.13	23.79
1626659517	I-280	E	0.48	10.52	1626761591	US-101	S	0.44	20.72
1626621806	I-280	E	0.67	12.27	1626765202	US-101	S	0.50	27.40
1626753228	I-280	E	0.57	27.97	400064218	US-101	S	0.55	23.44
1626681549	I-280	E	0.47	18.82	1626765221	US-101	S	0.55	21.57
1626701491	I-280	E	0.55	21.33	1626765244	US-101	S	0.55	25.34
1626719841	I-280	E	0.36	26.44	1626615505	I-880	S	0.58	26.40
1626621825	I-280	E	0.88	21.02	1626676776	I-880	S	0.67	28.51

TMC	Facility	Dir	Miles	Speed	TMC	Facility	Dir	Miles	Speed
1626616199	I-280	E	0.63	25.97	1626763767	I-880	S	0.66	14.92
1626621842	I-280	E	0.79	17.72	1626712532	I-880	S	0.43	16.32
1626621861	I-280	E	0.38	13.29	1626748944	I-880	S	0.30	17.84
1626621723	I-280	E	0.54	9.02	1626609988	I-880	S	0.22	2.52
1626709653	I-280	E	0.30	7.98	400185309	I-880	S	0.04	5.18
1626774813	I-280	E	0.68	11.07					

Duration of Congestion

The duration of congestion measures the time spent in congestion, in other words, the hours drivers are in congestion on freeway facilities. In 2018, duration of congestion was computed as the count of congested hour during the AM and PM peak period that the travel speeds were less than 35 mph. **Figure 4.6** shows the directional miles in duration of congestion categories. AM peak periods demonstrate substantially more moderate congestion in terms of mileage, whereas PM peak periods experienced heavier congestion in longer time period. **Figure 4.7** and **Figure 4.8** represent the breakdown of the duration of congestion by categories during AM and PM peak periods, respectively. The trend was in line with the findings as shown in **Figure 4.6**. The PM peak periods observed more noticeable severe congestion overall, including more segments congested (43.8 PM vs 37.2 AM), and about 11% more segments congested longer than 3 hours (speeds at or below 35 mph) among the congested segments (19% in PM vs 7.9% in AM).

Figure 4.6 – Miles in Duration of Congestion Categories, AM and PM

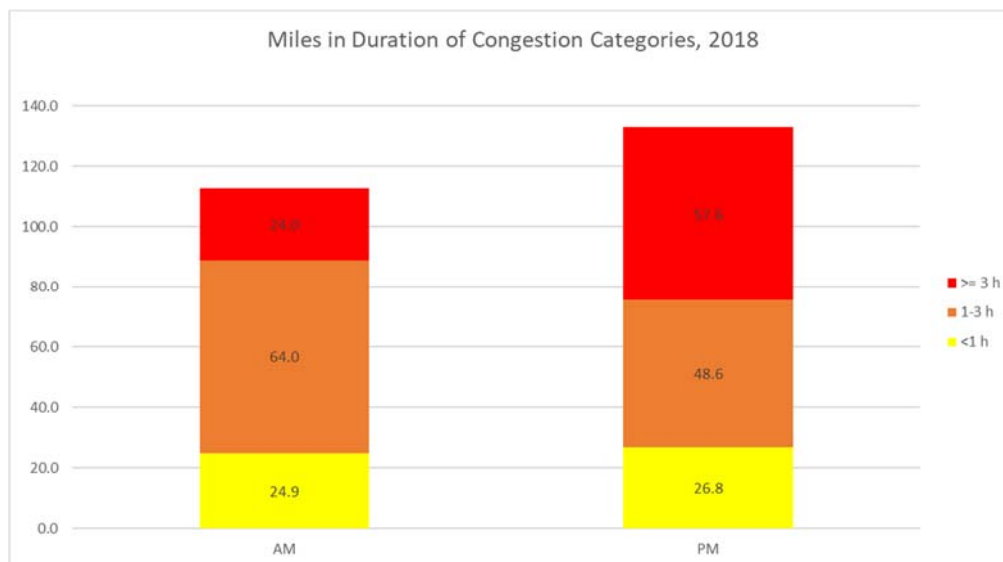


Figure 4.7 – 2018 Percent of Duration of Congestion Categories, AM

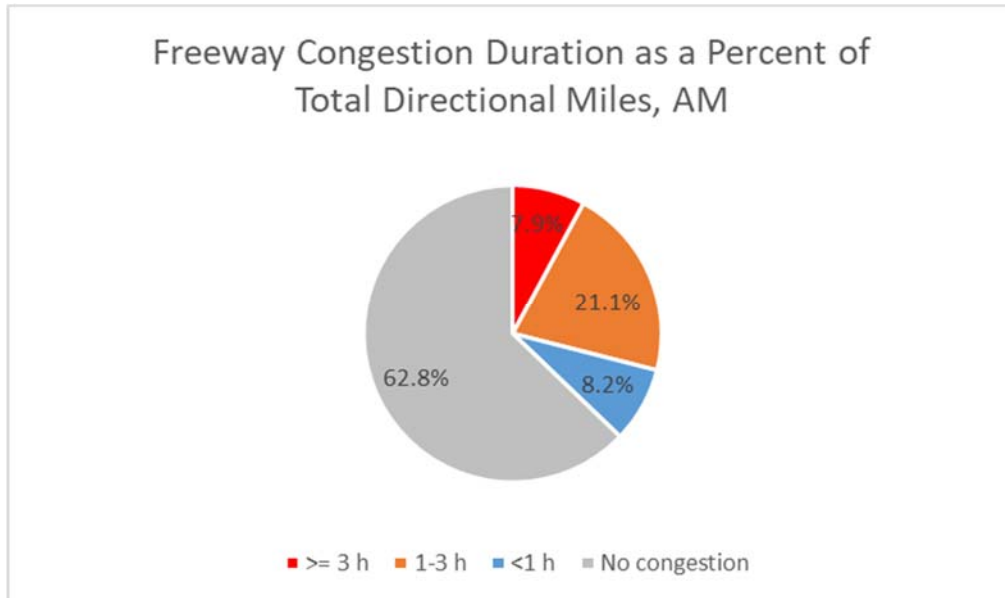
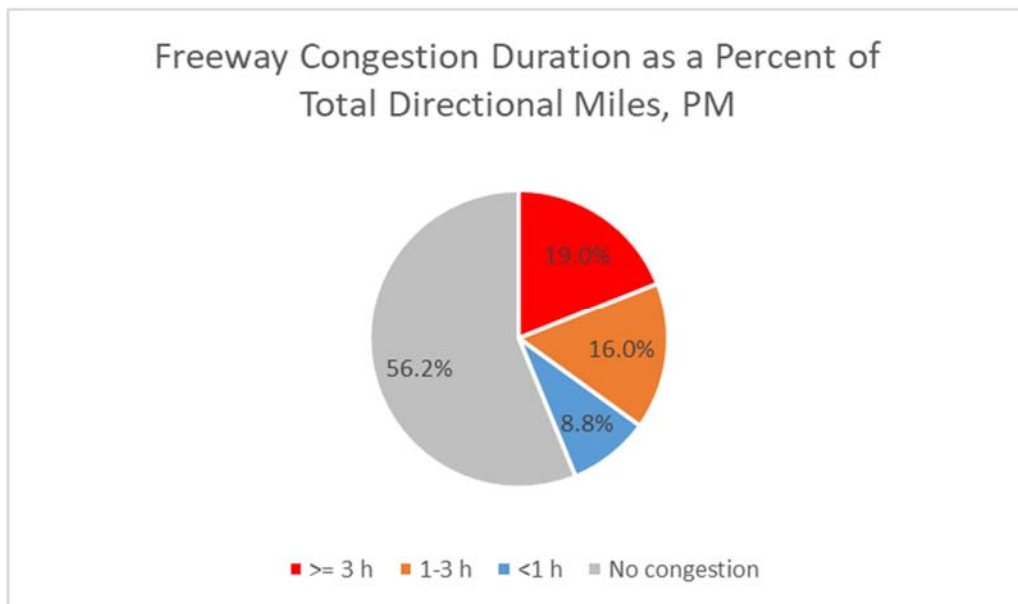


Figure 4.8 – 2018 Percent of Duration of Congestion Categories, PM



In addition to the overall length of congestion, the level of congestion on each freeway facility, categorized by the duration of congestion, was also presented in **Figure 4.9 – Figure 4.16**.

Figure 4.9 – 2018 Percent of Duration of Congestion Categories, CA 87



Figure 4.10 – 2018 Percent of Duration of Congestion Categories, CA 237



Figure 4.11 – 2018 Percent of Duration of Congestion Categories, CA 17



Figure 4.12 – 2018 Percent of Duration of Congestion Categories, I-280



Figure 4.13 – 2018 Percent of Duration of Congestion Categories, I-880



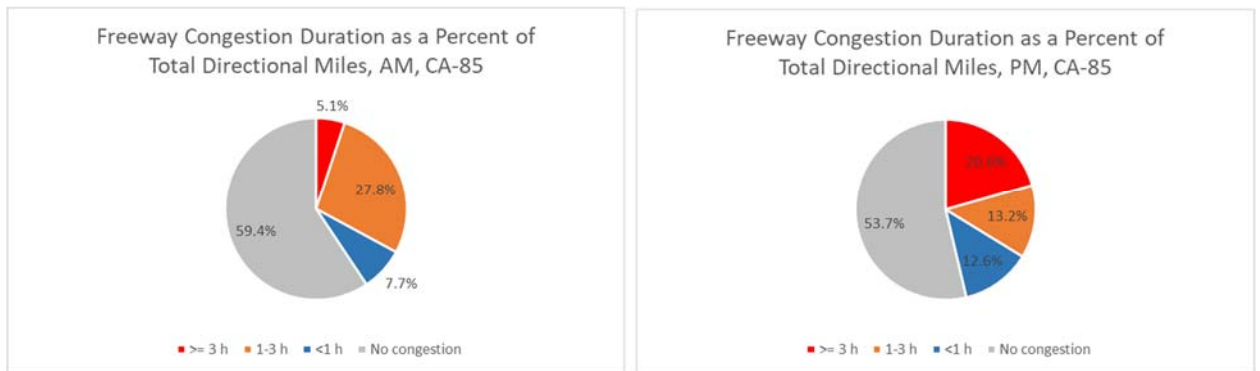
Figure 4.14 – 2018 Percent of Duration of Congestion Categories, I-680



Figure 4.15 – 2018 Percent of Duration of Congestion Categories, US-101



Figure 4.16 – 2018 Percent of Duration of Congestion Categories, CA 85



Delay

Measuring delay is one important aspect of evaluating the level of congestion, which measures the additional travel time experienced by a driver due to congestion. In 2018, delay (per vehicle) was first developed. **Table 4.8** and **Table 4.9** show the worst ten rankings during AM and PM peak period, respectively. As shown, 6 out of 10 worst segments with the longest delay were on US 101 northbound. In comparison with the AM peak period, 10 segments with the worst delay spread over seven freeway facilities in the Santa Clara County during the PM peak period.

Tables showing the freeway speed, LOS, estimated density, estimated Flow, duration of Congestion, and delay by segment are available in **Appendix E**.

Table 4.8 – Top 10 Segments with Worst Delay, AM Peak Period

TMC	Facility	Dir	Delay (min)
1626631394	US-101	N	4.9
1626736344	US-101	N	4.4
1626768769	US-101	N	3.9
1626701979	US-101	N	3.7
1626683080	US-101	N	3.5
1626621411	CA-87	N	3.5
1626667337	CA-17	N	3.5
1626647428	I-280	W	3.2
1626681679	US-101	N	3.2
1626682890	CA-85	W	3.2

Table 4.9 – Top 10 Segments with Worst Delay, PM Peak Period

TMC	Facility	Dir	Delay (min)
1626683773	CA-85	W	6.7
1626721852	US-101	S	5.0
1626774813	I-280	E	3.9
1626741709	US-101	S	3.9
1626680222	I-680	S	3.6
1626670237	CA-237	E	3.6
1626640912	US-101	S	3.5
1626635891	I-680	S	3.3
1626651150	US-101	S	3.2
1626618430	I-880	N	3.2
1626684219	CA-85	E	3.0

Freeway Gateway Counts

Santa Clara County has four major “gateways.” These gateways are the locations through which traffic from other parts of the region enter and exit Santa Clara County. The four gateways and the freeways that serve them are:

- **Peninsula:** This gateway connects Santa Clara County to destinations on the peninsula including San Mateo County and San Francisco. The freeways serving this gateway are US 101 and I-280.
- **East Bay:** Connecting Santa Clara County to the East Bay counties of Alameda and Contra Costa. This connection is primarily served by I-680 and I-880.
- **Santa Cruz:** This gateway connects to the southwest and includes Santa Cruz County. SR 17 is the primary freeway connection.

- **Southern:** The fourth gateway connects Santa Clara County to the southern counties of San Benito and Monterey. This connection is primarily served by US 101.

These four gateways are served by six (6) freeways – US 101 (North), I-280, I-680, I-880, SR 17, and US 101 (South). Traffic counts were collected at these freeway locations at or near the county line. Observations were made using video recording techniques, with manual counts of vehicles conducted via review of the videos. The 2018 counts were conducted for three hours for both the AM and PM peak periods (i.e., 6:30-9:30 AM and 4:00-7:00 PM). This is consistent with all previous years except for 2017 when four hours of data were collected (i.e., 6:00- 10:00 AM and 3:30-7:30 PM). The comparisons presented in this memorandum are based on the three-hour data collection period.

Freeway Gateway Volumes in AM Peak Period

Table 4.10 presents a comparison between the counts collected in 2017 and those collected in 2018. When compared to the 2017 volumes, it was found that in 2018:

- The total inflow gateway volumes decreased by 7.2%.
- The total outflow gateway volumes increased by 2.3%.
- The ratio of inflow to outflow during the AM peak period changed from 1.33 ($106,529/79,879 = 1.33$) in 2017 to 1.21 ($98,907/81,690 = 1.21$) in 2018, indicating 2018 is more balanced between inflows and outflows.

It was also noticed that some gateway volumes decreased significantly. Collected videos were recounted manually and all the counts were verified. The decrease could be attributed to the fact that the three-hour counts did not capture the peak spreading of traffic volumes as freeways got more congested. It is recommended to expand the hours of gateway counts for future data collections.

Please note that these numbers account only for the volumes on freeways at each gateway and are not intended to represent total gateway flows. A true “screenline” of each gateway would include urban arterials and rural roads also carrying traffic to and from the county.

Table 4.10 - AM Peak Period Inflow and Outflow Comparison between 2017 and 2018

INFLOWS			
Gateway	2017	2018	% Change (2018 vs. 2017)
Peninsula Gateway	39,660	29,899	-24.6%
East Bay Gateway	40,546	42,449	4.7%
Santa Cruz Gateway	9,767	10,246	4.9%
Southern Gateway	16,556	16,313	-1.5%
Total	106,529	98,907	-7.2%
OUTFLOWS			
Gateway	2017	2018	% Change (2018 vs. 2017)
Peninsula Gateway	33,200	40,802	22.9%
East Bay Gateway	33,068	27,321	-17.4%
Santa Cruz Gateway	4,290	3,818	-11.0%
Southern Gateway	9,321	9,749	4.6%
Total	79,879	81,690	2.3%

Freeway gateway volumes have been separated between inflows and outflows during the AM peak period since 2010. **Figure 4.17** shows a graphical representation of how the inflows into Santa Clara County have varied over the last nine years for each of the four gateways in the AM peak period. As the figure shows, most gateways have remained relatively consistent. The Peninsula gateway has grown steadily, increasing from about 36,000 vehicles in a three-hour period in 2010 to about 40,000 vehicles in 2017. However, there was a significant decrease at this gateway in 2018, mainly because the three-hour counts did not capture the peak spreading of traffic volumes as freeways got more congested. It is recommended to expand the hours of gateway counts for future data collections.

The trend for the outflows over the last nine years is shown in **Figure 4.18** for each of the four gateways. Vehicle outflow counts in the AM peak period have been consistent at the Santa Cruz and Southern gateways. The Peninsula and East Bay gateways have been growing steadily. However, in 2018, the Peninsula gateway counts increased significantly while the East Bay gateway counts decreased significantly.

Figure 4.17 – Gateway Inflows during the AM Peak Period

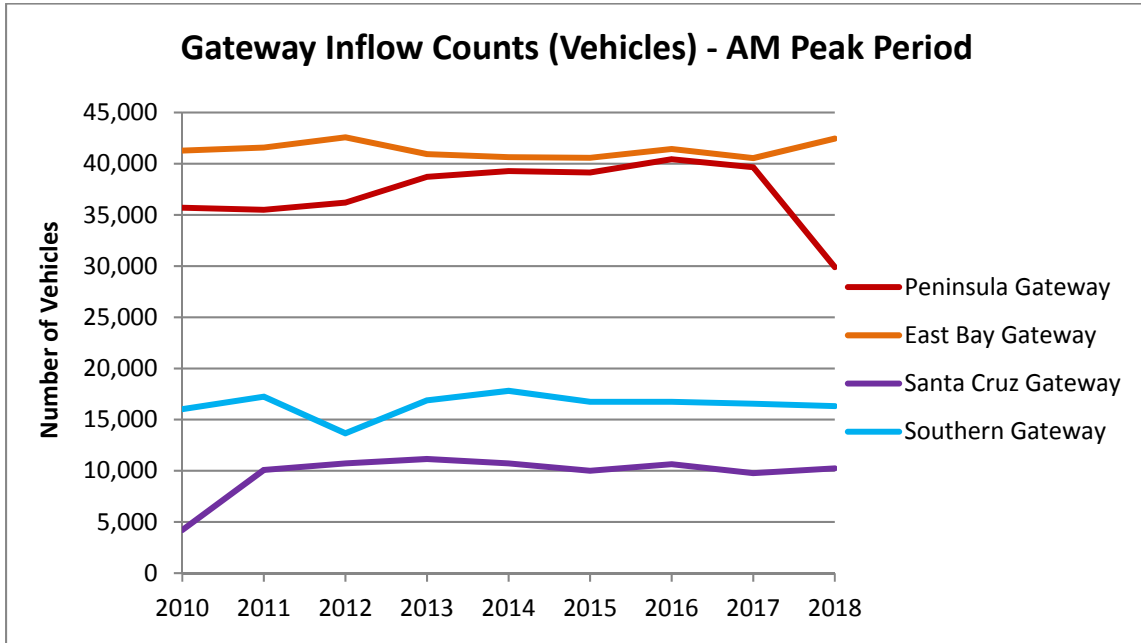


Figure 4.18 – Gateway Outflows during the AM Peak Period

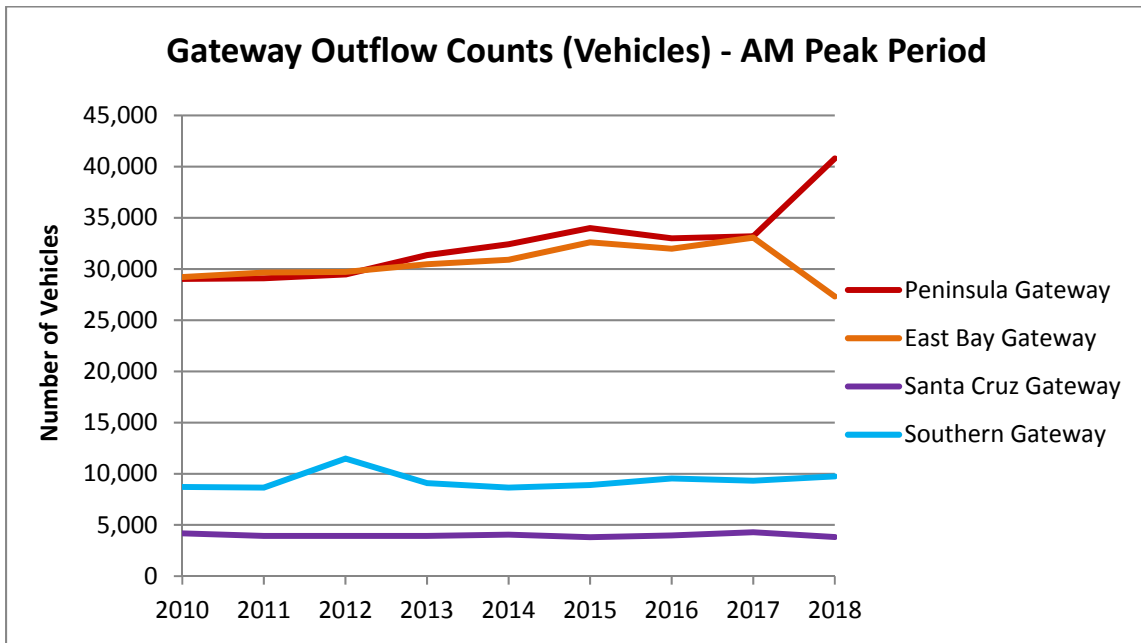
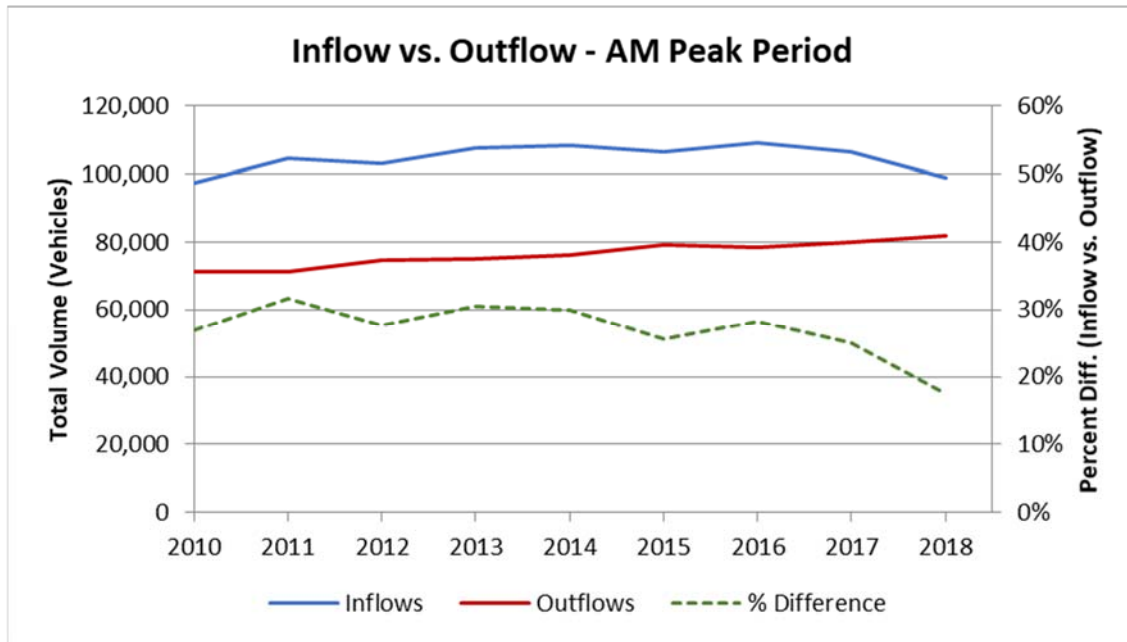


Figure 4.19 shows a comparison between the total inflow and outflow from Santa Clara County at the four gateways during the AM peak period. This figure also shows the percent difference between inflows and outflows. On average, there are 27% more vehicles entering than leaving the Santa Clara County in the AM peak period.

Figure 4.19 – Comparison of Total Gateway Inflows and Outflows in the AM Peak Period



Freeway Gateway Volumes in PM Peak Period

Table 4.11 presents a comparison between the 2018 counts performed for this study and those conducted for 2017. When compared to the 2017 volumes, it was found that in 2018:

- The total inflow gateway volumes increased by 0.1%.
- The total outflow gateway volumes decreased by 22.8%.
- The ratio of inflow to outflow during the AM peak period changed from 0.79 (85,007/107,294 = 0.79) in 2017 to 1.03 (85,114/82,807 = 1.03) in 2018, indicating 2018 is more balanced between inflows and outflows.

It was also noticed that some gateway volumes decreased significantly. Collected videos were recounted manually and all the counts were verified. It is noted that the 2018 data were collected between 4:00 and 7:00 PM, not between 3:30 and 6:30 PM. The decrease could also be attributed to the fact that the three-hour counts did not capture the peak spreading of traffic volumes as freeways got more congested. It is recommended to expand the hours of gateway counts for future data collections.

Please note that these numbers account only for the volumes on freeways at each gateway and are not intended to represent total gateway flows. A true “screenline” of each gateway would include urban arterials and rural roads also carrying traffic to and from the county.

Table 4.11 – PM Peak Period Inflow and Outflow Comparison between 2017 and 2018

INFLOWS			
Gateway	2017	2018*	% Change (2018 vs. 2017)
Peninsula Gateway	32,015	33,315	4.1%
East Bay Gateway	36,857	35,427	-3.9%
Santa Cruz Gateway	5,668	4,923	-13.1%
Southern Gateway	10,467	11,449	9.4%
Total	85,007	85,114	0.1%
OUTFLOWS			
Gateway	2017	2018	% Change (2018 vs. 2017)
Peninsula Gateway	41,196	31,150	-24.4%
East Bay Gateway	38,611	27,131	-29.7%
Santa Cruz Gateway	10,503	9,443	-10.1%
Southern Gateway	16,984	15,083	-11.2%
Total	107,294	82,807	-22.8%

** 2018 data collected during 4:00-7:00 PM*

Freeway gateway volumes have also been separated between inflows and outflows during the PM peak period since 2010. **Figure 4.20** shows how the inflows into Santa Clara County have varied over the last nine years. While there is variation from year to year, inflows from the Peninsula and East Bay have been trending up in the last nine years. Inflows from the Southern and the Santa Cruz gateways have been remaining flat in the last nine years.

The trend for the outflows over the last nine years is shown in **Figure 4.21** for each of the four gateways. Vehicle outflow counts in the PM peak period have been consistent at the Santa Cruz and Southern gateways. The Peninsula and East Bay gateways have been trending up slightly. However, in 2018, both the Peninsula and East Bay gateway counts decreased significantly. This can be attributed to the time period being collected a little later in the cycle than previous years. Many segments can also be affected by accidents on the freeways.

Figure 4.20 – Gateway Inflows during the PM Peak Period

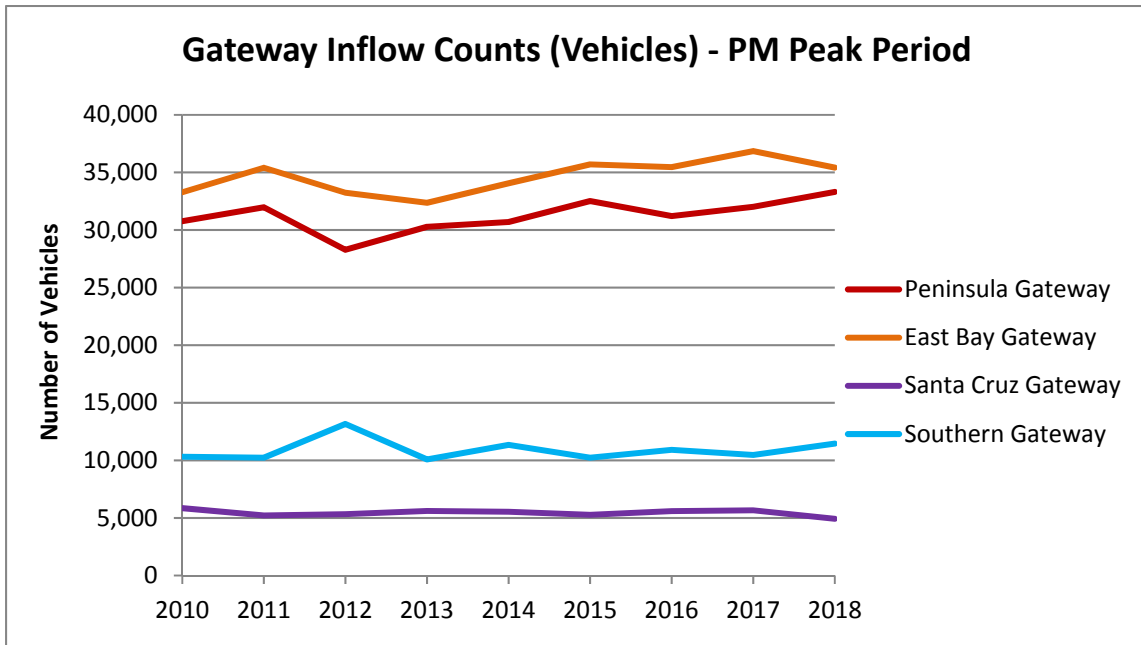


Figure 4.21 – Gateway Outflows during the PM Peak Period

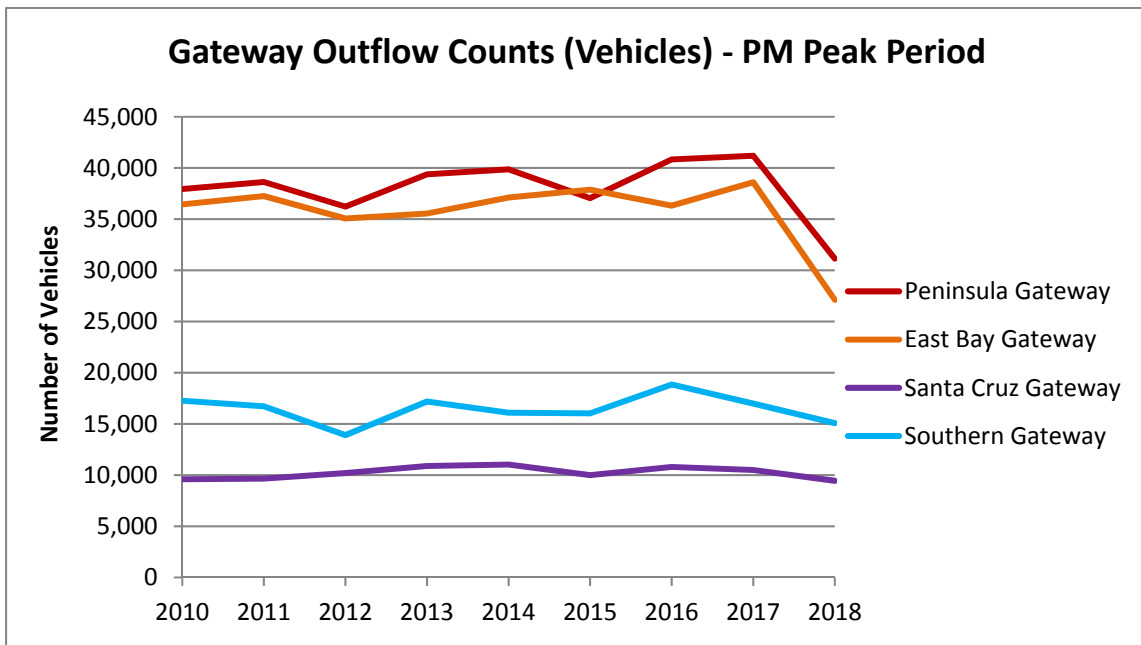
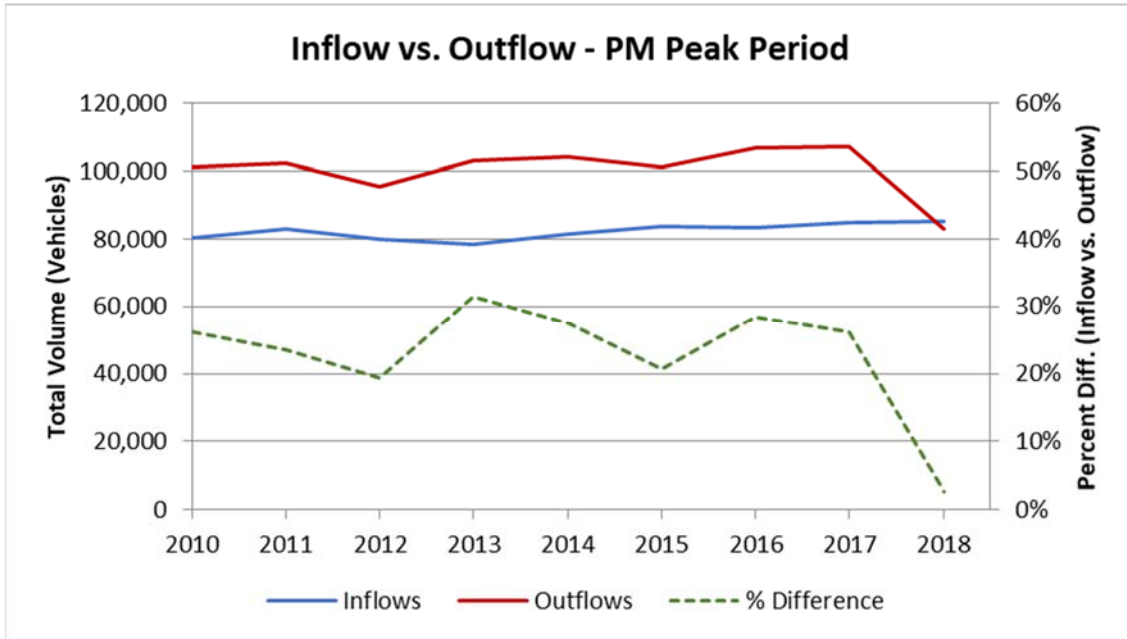


Figure 4.22 shows a comparison between the total inflow and outflow from Santa Clara County at the four gateways during the PM peak period. This figure also shows the percent difference between inflows and outflows. On average, there are 22% more vehicles leaving than entering the Santa Clara County in the PM peak period.

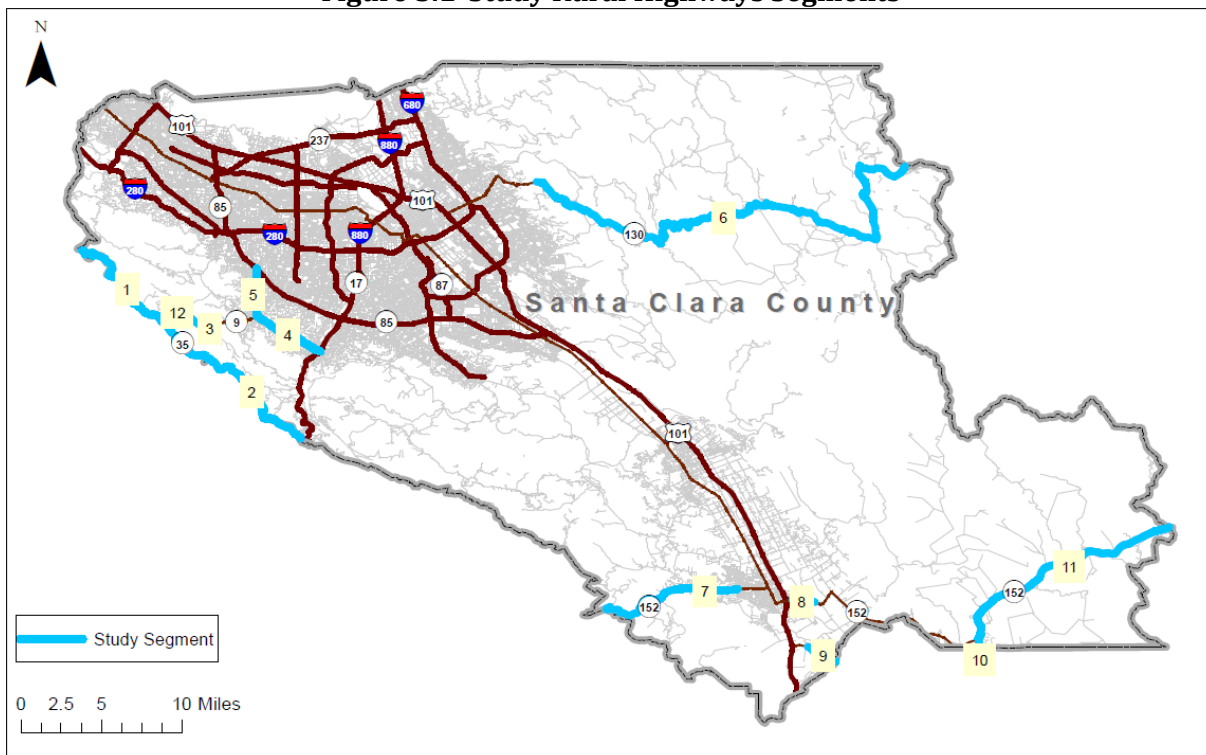
Figure 4.22 – Comparison of Total Gateway Inflows and Outflows in the PM Peak Period



Introduction

VTA monitors the LOS on seven (7) state maintained rural highways located within the Santa Clara County. LOS on these rural highways are determined by using the Highway Capacity Manual (HCM) 2000 methodologies and field collected traffic volumes and roadway characteristics along one or more of their segments. Twelve (12) rural highway segments are selected to be representative of these seven rural highways as shown in **Figure 3.1**. The following subsections include the description of HCM methodologies, data collection, and monitoring results.

Figure 5.1 Study Rural Highways Segments



Level of Service in HCM 2000

Among 12 analysis locations, nine (9) locations operate as two-lane highways while the other three (3) locations operate as multilane highways. Therefore, both Chapter 20 (Two-Lane Highways) and Chapter 21 (Multilane Highways) of the HCM 2000 are used in this analysis.

The two-lane highway methodology includes two different procedures for two types of two-lane highways: Class I highways and Class II highways. Class I highways are facilities where mobility is critical to motorists. Class II highways, on the other hand, are facilities on which

mobility is less critical to motorists and usually serve shorter trips. LOS on Class I highways is determined based on the performance measures percent time-spent-following (PTSF) and average travel speed (ATS). However, LOS on Class II highways is based on PTSF only. These performance measures are calculated using peak hour traffic volumes, peak hour factor, directional distribution of hourly volume between two directions, percent trucks and buses, and roadway characteristics (e.g., type of terrain, shoulder width, lane width, access point density, etc.). LOS criteria for two-lane highways are listed in **Table 5.1**.

The multilane highway procedures use the performance measure of density for the determination of LOS. Density on a multilane highway segment is calculated using directional peak hour traffic volumes, peak hour factor, field-measured free-flow speed, percent trucks and buses, and roadway characteristics (e.g., type of terrain, number of lanes, lane width). **Table 5.2** lists the LOS criteria for multilane highways.

Table 5.1. LOS Criteria for Two-Lane Highways

LOS	Class I Highway		Class II Highway	Description
	Percent Time-Spent-Following	Average Travel Speed (mph)	Percent Time-Spent-Following	
A	≤ 35	> 55	≤ 40	LOS A describes the highest quality of traffic service, when motorists are able to travel at their desired speed. The passing frequency required to maintain these speeds has not reached a demanding level, so that passing demand is well below passing capacity, and platoons of three or more vehicles are rare.
B	> 35-50	> 50-55	> 40-55	LOS B characterizes traffic flow with speeds of 50 mph or slightly higher on level-terrain Class I highways. Drivers are delayed in platoons up to 50 percent of the time. On Class II highways, speeds may fall below 50 mph, but motorists will not be delayed in platoons for more than 55 percent of their travel time.
C	> 50-65	> 45-50	> 55-70	LOS C describes further increases in flow, resulting in noticeable increases in platoon formation, platoon size, and frequency of passing impediments. The average speed still exceeds 45 mph on level-terrain Class I highways, even though unrestricted passing demand exceeds passing capacity (PTSF may reach 65 percent). On Class II highways, speeds may fall below 45 mi/h, but motorists will not be delayed in platoons for more than 70 percent of their travel time.
D	> 65-80	> 40-45	> 70-85	LOS D describes unstable traffic flow where two opposing traffic streams begin to operate separately at higher volume levels as passing becomes extremely difficult. Passing demand is high, but passing capacity approaches zero. Mean platoon sizes of 5 to 10 vehicles are common.
E	> 80	≤ 40	> 85	LOS E represents traffic flow conditions that have a PTSF greater than 80 percent on Class I highways and greater than 85 percent on Class II. Passing is virtually impossible at LOS E, and platooning becomes intense, as slower vehicles or other interruptions are encountered.
F	LOS F applies whenever the flow rate exceeds the segment capacity			LOS F represents heavily congested flow with traffic demand exceeding capacity. Volumes are lower than capacity and speeds are highly variable.

Source: Chapter 20, Highway Capacity Manual 2000.

Notes: mph = miles per hour

Table 5.2. LOS Criteria for Multilane Highways

LOS	Free Flow Speed (mph)	Density (pc/mi/ln)	Description
A	60, 55, 50, 45	≤ 11	LOS A describes completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. Minor disruptions to flow are easily absorbed without a change in travel speed.
B	60, 55, 50, 45	> 11-18	LOS B also indicates free flow, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver. Minor disruptions are still easily absorbed, although local deterioration in LOS will be more obvious.
C	60, 55, 50, 45	> 18-26	In LOS C, the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles. Minor disruptions can cause serious local deterioration in service, and queues will form behind any significant traffic disruption.
D	60, 55, 50, 45	> 26-35	At LOS D, the ability to maneuver is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	60	> 35-40	LOS E represents operations at or near capacity, an unstable level. Vehicles are operating with the minimum spacing for maintaining uniform flow. Disruptions cannot be dissipated readily, often causing queues to form and service to deteriorate to LOS F.
	55	> 35-41	
	50	> 35-43	
	45	> 35-45	
F	60	> 40	LOS F represents forced or breakdown flow. It occurs either when vehicles arrive at a rate greater than the rate at which they are discharged or when the forecast demand exceeds the computed capacity of a planned facility.
	55	> 41	
	50	> 43	
	45	> 45	

Source: Chapter 21, Highway Capacity Manual 2000.

Notes: pc/mi/ln = passenger cars per mile per lane

Data Collection

Traffic counts were collected at specific locations on the 12 selected rural highway segments (**Table 5.3**) on three consecutive days from Tuesday November 6, 2018 to Thursday November 8, 2018. Road tube counters were used to collect 24-hour directional traffic volumes and vehicle classification data in 15-minute intervals at those locations. Average peak hour volumes and the average heavy vehicle percentages from the surveyed day with highest daily traffic were used as the inputs for the LOS analysis.

Table 5.4 lists all the key inputs for the rural highway LOS analysis. The detailed 15-minute traffic counts are provided in **Appendix F**.

Table 5.3. Rural Highway Data Collection Locations

No.	Highway	Highway Type	Data Collection Location
1	SR 35	Two-lane highway	North of SR 9
2	SR 35	Two-lane highway	South of SR 9
3	SR 9	Two-lane highway	West of Sanborn Road
4	SR 9	Two-lane highway	South of Big Basin Way
5 ¹	Saratoga-Sunnyvale Road	Multilane highway	North of Big Basin Way
6	SR 130 (Mt. Hamilton Road)	Two-lane highway	East of Clayton Road
7	SR 152	Two-lane highway	West of Santa Teresa Boulevard
8 ²	SR 152	Multilane highway	West of Holsclaw Road
9	SR 25	Two-lane highway	South of Bloomfield Avenue
10	SR 156	Two-lane highway	South of SR 152
11 ³	SR 152	Multilane highway	East of SR 156
12	SR 9	Two-lane highway	East of SR 35

Notes: SR = State Route

¹Saratoga-Sunnyvale Road north of Big Basin Way was evaluated as a two-lane highway until 2010 and as a four-lane divided (multi-lane) highway since 2012.

²State Route 152 West of Holsclaw Road was evaluated as a two-lane highway until 2012 and as a four-lane divided (multi-lane) highway since 2014.

³State Route 152 east of SR 156 was evaluated as a two-lane highway in 1991 and as a four-lane divided (multi-lane) highway after 1991.

Table 5.4. Inputs for Rural Highway LOS Analysis

No.	Location	Number of Lanes	Two-Lane Highway Class	Terrain	Peak Hour	Peak Direction	Directional Split	PHF	Percent Trucks & Buses
1	SR 35 N/O SR 9	2	Class II	Rolling	4:30-5:30 PM	NB	88/12	0.97	9
2	SR 35 S/O SR 9	2	Class II	Rolling	5:00-6:00 PM	SB	67/33	0.90	9
3	SR 9 W/O Sanborn Road	2	Class II	Rolling	4:30-5:30 PM	WB	79/21	0.92	6
4	SR 9 S/O Big Basin Way	2	Class I	Level	7:30-8:30 AM	NB	82/18	0.95	6
5	Saratoga-Sunnyvale Road N/O Big Basin Way	4	-	Level	7:30-8:30 AM	NB	64/36	0.83	8
6	SR 130 E/O Clayton Road	2	Class II	Rolling	2:45-3:45 PM	EB	58/42	0.90	9
7	SR 152 W/O Santa Teresa Boulevard	2	Class I	Level	4:45-5:45 PM	EB	58/42	0.97	9
8	SR 152 W/O Holsclaw Road	4	-	Level	2:15-3:15 PM	EB	64/36	0.96	15
9	SR 25 S/O Bloomfield Avenue	2	Class I	Level	7:15-8:15 AM	NB	71/29	0.97	9
10	SR 156 S/O SR 152	2	Class I	Level	3:45-4:45 PM	NB	62/38	0.94	25
11	SR 152 E/O SR 156	4	-	Level	4:00-5:00 PM	EB	69/31	0.96	21
12	SR 9 E/O SR 35	2	Class II	Rolling	5:00-6:00 PM	WB	80/20	0.93	5

Notes: SR = State Route, N/O = north of, S/O = south of, E/O = east of, W/O = west of

Monitoring Results

The software HCS2000 by McTrans was used to conduct the rural highway LOS analysis as part of the 2018 VTA Level of Service Monitoring and Conformance Study. The peak hour two-way volume and LOS result of each study rural highway segment are listed in **Table 3.8**, together with the historical volumes and LOS results from 1991 to 2016. LOS results for multilane highway segments are reported for the travel direction with the worst LOS. The peak hour two-way volumes were derived based on the average of three days of data collection.

Most rural highway segments experienced a reduction in peak hour two-way volumes since 2016 except Location #4, #7, and # 12 which experienced an increase in peak hour volumes. The peak hour volumes at all locations are within the range of observed volumes since monitoring began in 1991.

Five rural highway segments that experienced decreases in peak hour volumes by 10% or more includes the following:

- State Route 35 south of State Route 9 (Location #2): Peak hour volume decreased by 33% from 117 vehicles per hour in 2016 to 79 vehicles per hour in 2018. The maximum observed peak hour volume since 2000 was 125 vehicles per hour.
- State Route 9 west of Sanborn Road (Location #3): Peak hour volume decreased by 22% from 310 vehicles per hour in 2016 to 243 vehicles per hour in 2018. The maximum observed peak hour volume since 2000 was 367 vehicles per hour.
- Saratoga-Sunnyvale Road north of Big Basin Way (Location #5): Peak hour volume decreased by 12% from 1,596 vehicles per hour in 2016 to 1,410 vehicles per hour in 2018. The maximum observed peak hour volume since 2000 was 2,316 vehicles per hour.
- State Route 130 east of Clayton Road (Location #6): Peak hour volume decreased by 32% from 62 vehicles per hour in 2016 to 42 vehicles per hour in 2018. The maximum observed peak hour volume since 2000 was 72 vehicles per hour.
- State Route 25 south of Bloomfield Avenue: Peak hour volume decreased by 17% from 2,038 vehicles per hour in 2016 to 1,701 vehicles per hour in 2018. The maximum observed peak hour volume since 2000 was 3,882 vehicles per hour.

Two rural highway segments that experienced increases in peak hour by 10% or more in peak hour volumes are listed below:

- State Route 9 south of Big Basin Way (Location #4): Peak hour volume increased by 34% from 1,341 vehicles per hour in 2016 to 1,791 vehicles per hour in 2018. The maximum observed peak hour volume since 2000 was 1,986 vehicles per hour.
- State Route 9 east of State Route 35 (Location #12): Peak hour volume increased by 11% from 326 vehicles per hour in 2016 to 363 vehicles per hour in 2018. The maximum observed peak hour volume since 2000 was 479 vehicles per hour.

The remaining five rural highway segments (#1, #7, #8, #10, and #11) only had minor changes (less than 10%) in peak hour volumes since 2016.

Four rural highway segments had a change LOS between 2016 and 2018 as listed below:

- State Route 35 south of State Route 9 (Location #2): LOS changed from B to A due to a 33% decrease in peak hour volume between 2016 and 2018.
- State Route 9 west of Sanborn Road (Location #3): LOS changed from B to C due to an increase in highest directional split proportion (from 62% to 79%) between 2016 and 2018.
- State Route 9 south of Big Basin Way (Location #4): LOS changed from D to E due to a 34% increase in peak hour volume between 2016 and 2018.
- State Route 152 west of Holsclaw Road (Location #8): LOS changed from A to B due to a decrease in field measured free flow speed in the peak direction (from 55 mph to 48.2 mph) between 2016 and 2018.

Detailed LOS calculations are included in **Appendix G**.

Summary

Twelve (12) rural highway segments were analyzed as part of the 2018 Santa Clara VTA CMP Monitoring and Conformance Report. The key findings from the 2018 study include:

- Traffic volumes in 2018 are generally lower at the 12 locations overall by 3% compared to 2016.
- Nine of the twelve segments operate at LOS C or better during the peak hour. The three segments that operated below LOS D include:
 - State Route 9 south of Big Basin Way (#4) operates at LOS E
 - State Route 25 south of Bloomfield Avenue (#9) operates at LOS E
 - State Route 156 south of State Route 152 (#10) operates at LOS D
- Four segments had a change in LOS between 2016 and 2018. These changes are generally due to small traffic fluctuations in terms of volumes, directional splits, and field measure free-flow speed.

Table 5.5. Rural Highway Analysis 1991-2018

No.	Location		1991	1992	1993	1994	1996	1997	1998	2000	2001	2002	2004	2005	2006	2007	2008	2009	2010	2012	2014	2016	2018
1	SR 35 N/O SR 9	Volume	213	152	105	452	161	153	151	288	160	156	143	131	134	145	129	127	121	154	169	241	240
		LOS	A	B	B	C	A	A	A	A	B	B	A	B	B	B	B	B	A	A	B	B	C
2	SR 35 S/O SR 9	Volume	72	67	76	67	62	65	69	111	62	69	86	85	125	101	91	96	66	83	70	117	79
		LOS	A	B	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	B
3	SR 9 W/O Sanborn Road	Volume	1,566	439	393	344	566	437	399	362	367	332	286	259	305	278	226	291	306	246	212	310	243
		LOS	E	C	C	B	C	C	C	C	C	B	B	B	B	B	B	B	B	B	B	B	B
4	SR 9 S/O Big Basin Way	Volume	2,028	1,925	1,798	1,456	1,753	1,706	1,542	1,986	1,528	1,499	1,441	1,432	1,720	1,588	1,397	1,539	1,537	1,342	1,255	1,341	1,791
		LOS	E	E	E	E	E	E	E	E	E	E	D	E	E	E	E	E	E	E	D	D	D
5	Saratoga-Sunnyvale Road N/O Big Basin Way	Volume	2,026	2,003	2,176	1,431	1,837	1,705	1,733	1,302	2,006	2,316	1,579	1,539	1,544	1,842	1,464	1,528	1,527	1,480	1,408	1,596	1,410
		LOS	E	E	E	E	E	E	E	D	E	F	E	E	E	E	E	E	E	E	A	B	B
6	SR 130 E/O Clayton Road	Volume	64	31	33	40	60	67	97	70	59	59	55	50	60	54	54	72	44	45	45	62	42
		LOS	A	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
7	SR 152 W/O Santa Teresa Boulevard	Volume	424	451	510	790	724	1,188	666	664	754	802	707	536	831	779	748	769	699	607	680	711	753
		LOS	B	C	C	C	C	D	C	C	C	C	C	C	C	D	D	D	C	C	C	C	C
8	SR 152 W/O Holsclaw Road	Volume	1,162	1,142	1,089	1,346	2,359	2,495	1,455	2,017	1,904	2,883	1,979	1,890	1,554	2,032	1,839	1,865	1,617	1,712	1,608	1,643	1,616
		LOS	D	D	D	D	F	F	E	F	E	F	E	E	E	E	E	E	E	E	E	B	A
9	SR 25 S/O Bloomfield Avenue	Volume	2,297	1,219	1,323	1,619	1,817	2,791	1,831	2,122	2,662	3,882	1,964	1,997	1,959	2,078	2,044	1,974	1,958	2,123	1,918	2,038	1,701
		LOS	E	E	D	E	E	F	E	E	F	F	E	E	E	E	E	F	E	E	E	E	E
10	SR 156 S/O SR 152	Volume	760	583	518	793	1,029	650	913	1,005	715	1,565	1,137	1,171	964	1,360	1,006	1,080	1,143	1,134	891	981	953
		LOS	C	C	B	C	D	D	D	D	D	E	D	D	D	D	D	D	D	D	D	D	D
11	SR 152 E/O SR 156	Volume	1,599	1,321	1,282	2,169	2,917	1,890	2,152	2,341	2,697	3,916	2,856	2,812	2,157	2,750	2,656	2,722	2,692	2,529	2,853	2,558	2,362
		LOS	E	B	B	B	B	B	B	B	B	C	C	C	C	B	B	C	C	B	B	B	B
12	SR 9 E/O SR 35	Volume	363	439	322	428	509	504	437	406	479	446	274	273	352	296	286	288	269	260	241	326	363
		LOS	B	C	B	C	C	C	C	B	B	B	B	B	B	C	B	B	B	B	B	C	C

Notes: SR = State Route, N/O = north of, S/O = south of, E/O = east of, W/O = west of
 Volume is the peak hour two-way volume and 1991 is the baseline year.

Introduction

The expressway study analyzes travel times collected by the Santa Clara County Roads and Airports Department. The study measures travel time, average travel speed and the number of vehicle stops for each of the eight expressways in Santa Clara County.

Methodology

Santa Clara County Roads and Airports Department staff installed Bluetooth (BT) readers at selected intersections throughout all eight County expressways in 2016 to collect travel times as part of the Predictive Signal Timing Coordination Project. The BT installation enables County to obtain continuous travel time data on a 24/7 basis where travel time information can be extracted for a moment in time, or an average for a period of times. Unfortunately with limited grant funds, County was not able to install BT units at all expressway signalized intersections nor was able to cover the whole length of all corridors; therefore, revised segment limits are shown to reflect 2018 study segments. In addition, the “Number of Stops” data is not available with this automated travel time collection system in 2018.

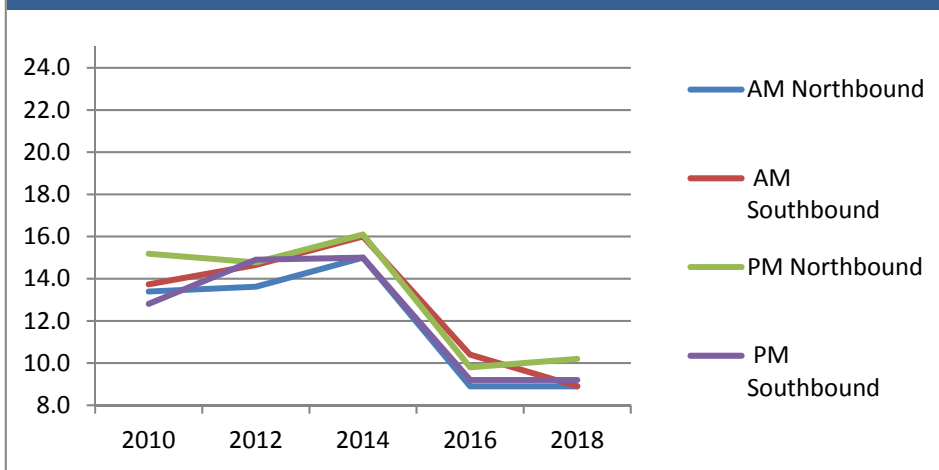
The following figures show the average travel speeds for each expressway from 2006 to 2016 (expressway data was not collected in 2003, 2009, 2011, 2013, 2015 and 2017). Table 6.1 shows the overall average travel time and average number of stops (number of times traffic came to zero miles per hour during the expressway run) for the years 2010 to 2018. Noting that the information is not reflective of a straight comparison due to the collection methodology.

It is important to note that this analysis is based on a relatively small set of samples. As such, a healthy margin of error should be applied with analyzing the data.

Almaden Expressway

As shown in Figure 6.1, travel times for Almaden Expressway is steady for both directions in the AM and PM peak period since 2016 due to the revised data collection method. Almaden Expressway limits for the data collection were between Camden Avenue and Ironwood Drive.

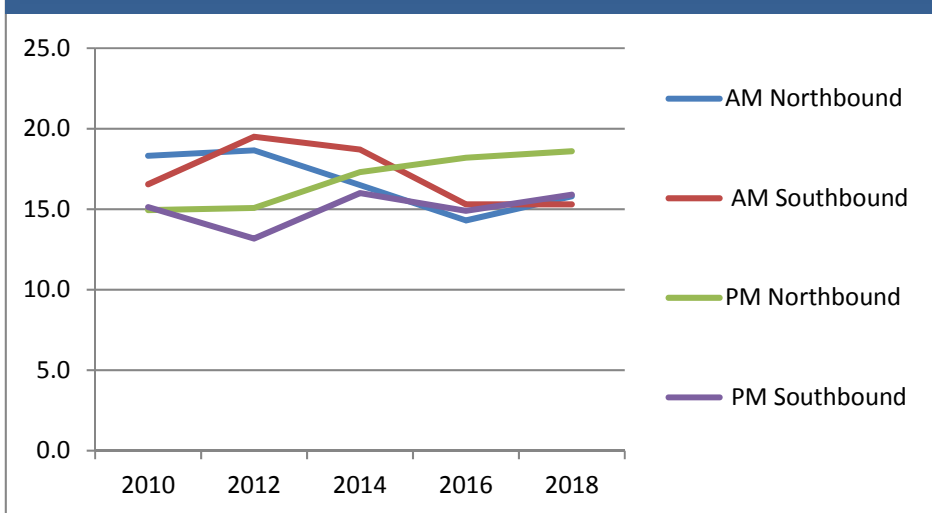
Figure 6.1 Almaden Expressway Travel Times (Minutes), 2010-2018



Capitol Expressway

As shown in Figure 6.2, the PM northbound travel directions showed moderate increases in travel times. All other directions showed a decrease. The limits of the travel times on Capitol Expressway are between Narvaez Avenue and Excalibur Drive.

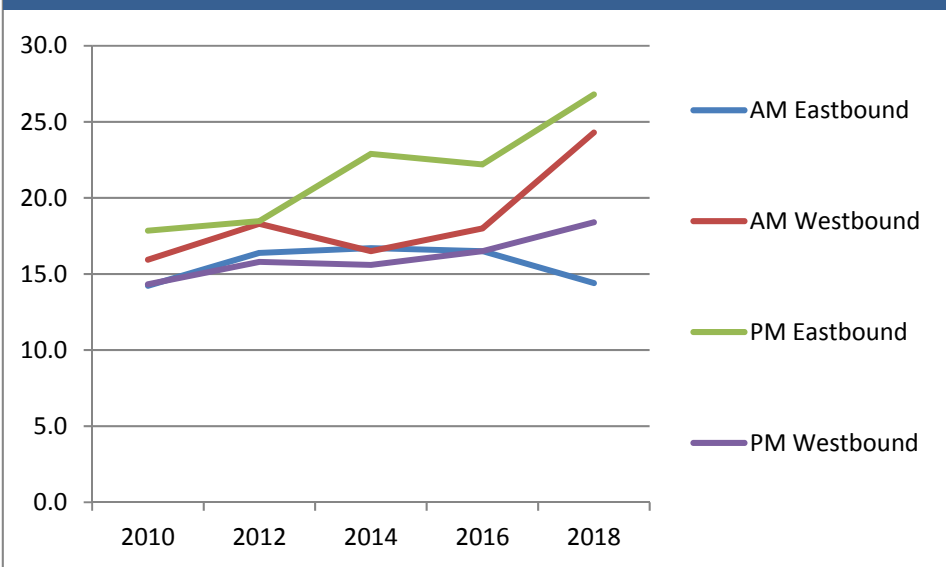
Figure 6.2 Capitol Expressway Travel Times (Minutes), 2010-2018



Central Expressway

Travel times on Central Expressway in 2018 showed an increase for all directions in the AM and PM peak periods except for AM eastbound. As shown in Figure 6.3, shows the travel times during the AM and PM peak periods. The limits for Central Expressway in this round of data collection are between Mayfield Avenue and De La Cruz Boulevard.

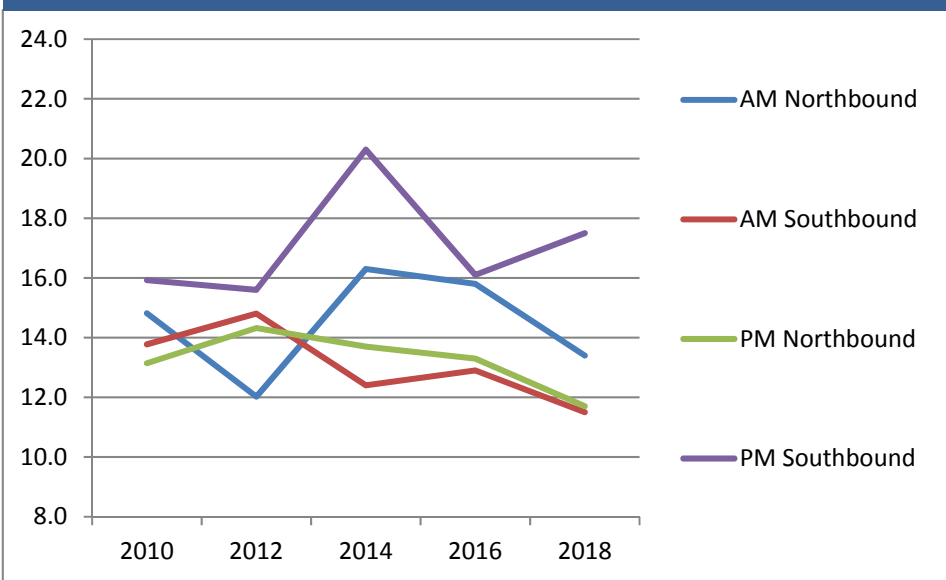
Figure 6.3 Central Expressway Travel Times (Minutes), 2010-2018



Foothill Expressway

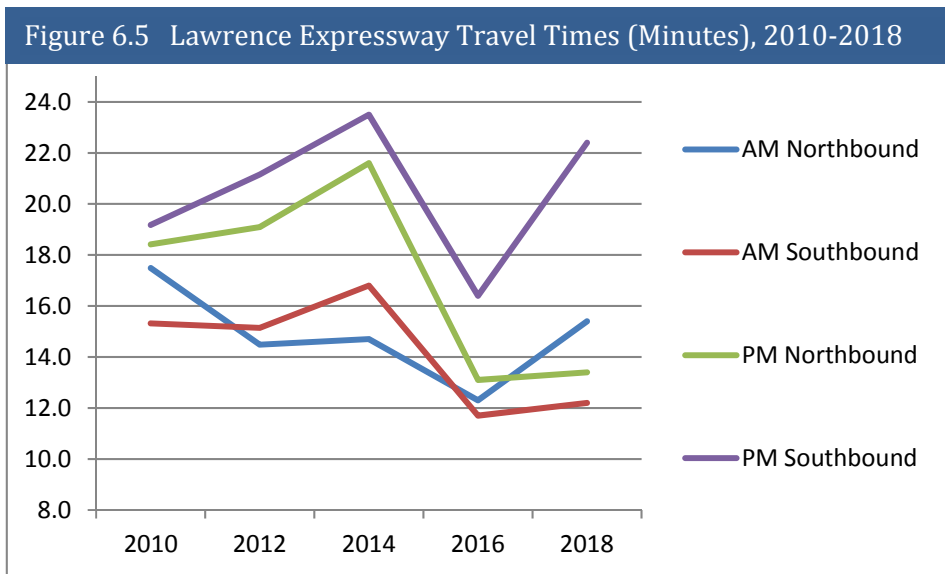
As shown in Figure 6.4, travel times for Foothill Expressway decreased in all directions while the PM southbound showed increased travel times. Foothill Expressway’s travel times were recorded between the limits of Homestead Road and Page Mill Road in Palo Alto.

Figure 6.4 Foothill Expressway Travel Times (Minutes), 2010-2018



Lawrence Expressway

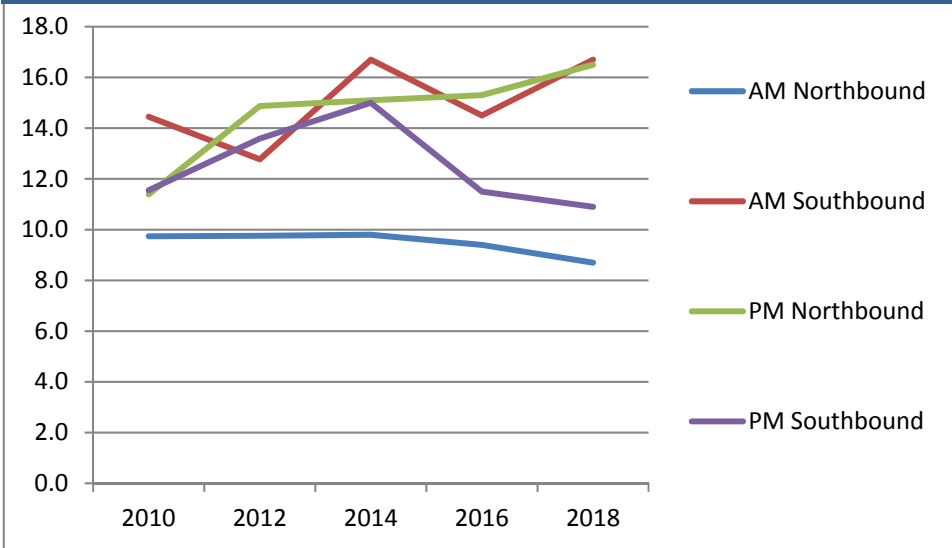
As shown in Figure 6.5, all travel directions along Lawrence Expressway recorded increases in travel times, keeping in mind that the methodology for collection has changed. It is also likely it is showing a decrease due to the fact that the project limits collected were between Elko Drive in Sunnyvale and Moorpark Avenue in San Jose. The segment south of Moorpark towards Saratoga Avenue was not recorded.



Montague Expressway

As shown in Figure 6.6, travel times remained steady even due to the change in collection methodology. The segments collected were between Pecten Court in Milpitas and Mission College Boulevard in Santa Clara.

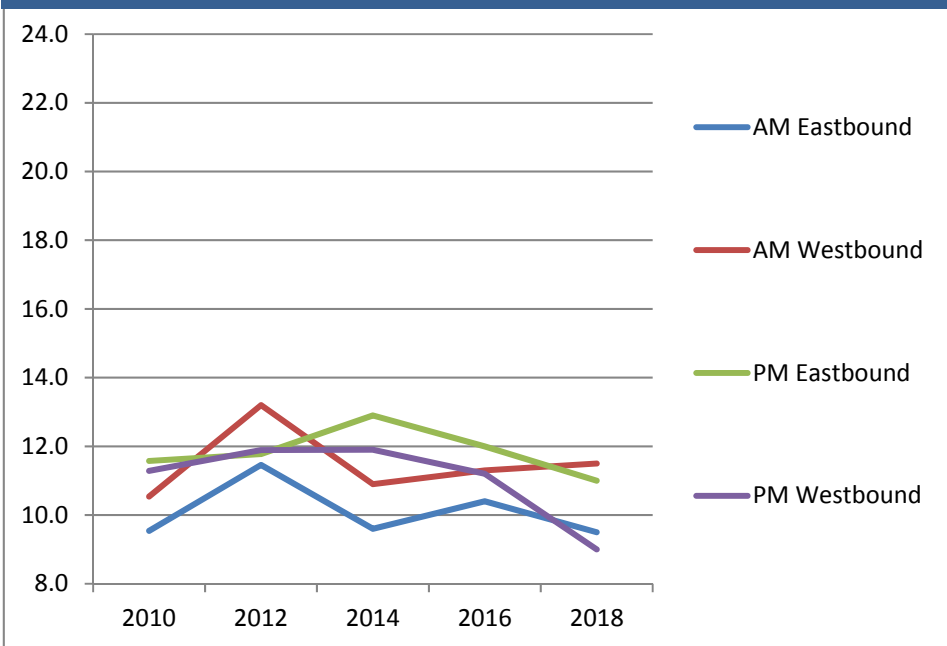
Figure 6.6 Montague Expressway Travel Times (Minutes), 2010-2018



Page Mill/Oregon Expressway

Travel times on Page Mill/Oregon Expressway remained relatively the same in 2018 as compared to 2016. Page Mill/Oregon Expressway was recorded for the segments between Deer Creek Road and West Bayshore Road in Palo Alto.

Figure 6.7 Page Mill/Oregon Expressway Travel Times (Minutes), 2010-2018



San Tomas Expressway

As shown in Figure 6.8, travel times for San Tomas Expressway increased for all directions in both AM and PM peak periods since 2016. The limits of the areas that were monitored were Budd Avenue in Campbell to Walsh Avenue in Santa Clara, noting that this is not the entire length of San Tomas Expressway.

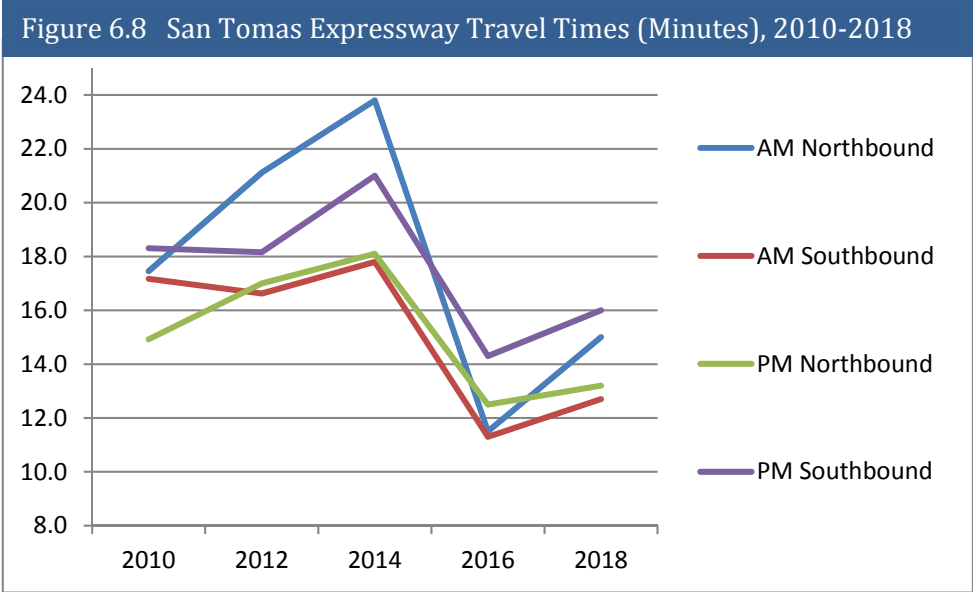


TABLE 6.1 | EXPRESSWAY TRAVEL SPEEDS, TRAVEL TIMES, AND STOPS, 2010-2018

Expressway	Direction	2010			2012			2014			2016			2018		
		Speed (mph)	Travel Time (min)	Stops	Speed (mph)	Travel Time (min)	Stops	Speed (mph)	Travel Time (min)	Stops	Speed (mph)	Travel Time (min)	Stops	Speed (mph)	Travel Time (min)	Stops
Almaden Expressway	AM NB*	36.5	13.4	3.8	37.5	13.6	3.8	34.2	15.0	4.8	33.9	8.9	N/A	33.6	8.9	N/A
	AM SB	33.5	13.7	4.8	34.9	14.7	6.3	32.0	16.0	7.3	28.8	10.4	N/A	33.9	8.9	N/A
	PM NB	24	15.2	6.3	34.6	14.8	4.3	31.9	16.1	6.3	30.6	9.8	N/A	29.4	10.2	N/A
	PM SB*	38.7	12.8	2.8	34.3	14.9	4.5	34.1	15.0	5.3	32.6	9.2	N/A	32.5	9.2	N/A
Capitol Expressway	AM NB*	30.2	18.3	7.7	27.1	18.7	7	30.6	16.5	6.7	33.1	14.3	N/A	30.0	15.8	N/A
	AM SB	32.7	16.6	7.3	25.9	19.5	8	27.0	18.7	7	31.0	15.3	N/A	31.0	15.3	N/A
	PM NB	31.4	14.9	5.3	33.5	15.1	5.3	29.2	17.3	5.7	26.0	18.2	N/A	25.5	18.6	N/A
	PM SB*	31.9	15.1	5.6	38.4	13.2	3.7	31.5	16.0	5.6	31.8	14.9	N/A	29.9	15.9	N/A
Central Expressway	AM EB*	34.4	14.2	5	35.4	16.4	4.3	34.7	16.7	7	35.1	16.5	N/A	40.2	14.4	N/A
	AM WB	28.1	15.9	5	31.7	18.3	6	35.1	16.5	4.7	32.2	18.0	N/A	23.8	24.3	N/A
	PM EB*	28.6	17.8	8.3	31.4	18.5	7	25.3	22.9	7.3	26.1	22.2	N/A	21.6	26.8	N/A
	PM WB	30.1	14.3	5.7	36.7	15.8	4.3	37.2	15.6	6.3	35.1	16.5	N/A	31.5	18.4	N/A
Foothill Expressway	AM NB*	29.3	14.8	5.8	36.2	12.0	5.3	26.7	16.3	7.8	25.8	15.8	N/A	30.4	13.4	N/A
	AM SB	32.9	13.8	6	29.4	14.8	6.5	35.1	12.4	6	31.6	12.9	N/A	35.5	11.5	N/A
	PM NB	29.1	13.1	5.3	30.4	14.3	5.3	31.7	13.7	5.8	30.7	13.3	N/A	36.1	11.3	N/A
	PM SB*	26.9	15.9	8	27.9	15.6	7.3	21.4	20.3	11	25.3	16.1	N/A	23.3	17.5	N/A
Lawrence Expressway	AM NB*	30.6	17.5	8.8	35.3	14.5	4.8	34.9	14.7	5.7	32.7	12.3	N/A	26.1	15.4	N/A
	AM SB	30	15.3	5	33.8	15.1	6	30.5	16.8	6.7	34.4	11.7	N/A	33.0	12.2	N/A
	PM NB	27.8	18.4	9	26.8	19.1	8.7	23.6	21.6	10.7	30.7	13.1	N/A	30.0	13.4	N/A
	PM SB*	30.2	19.2	9.5	24.2	21.2	10	21.8	23.5	7.7	24.5	16.4	N/A	18.0	22.4	N/A
Montague Expressway	AM NB*	36.9	9.7	4.3	37.3	9.8	3.3	37.1	9.8	3.3	34.1	9.4	N/A	36.8	8.7	N/A
	AM SB	32.7	14.5	7	28.5	12.8	6.8	21.7	16.7	10	22.1	14.5	N/A	19.2	16.7	N/A
	PM NB*	30.9	11.4	4.2	24.5	14.9	7.2	24.1	15.1	7.8	20.9	15.3	N/A	19.4	16.5	N/A
	PM SB	28.6	11.6	4.5	26.8	13.6	6.5	24.2	15.0	7.5	27.1	11.5	N/A	29.4	10.9	N/A
Page Mill Road/Oregon Expressway	AM EB*	23.3	9.5	4	24.2	11.5	7	28.9	9.6	4	22.5	10.4	N/A	24.6	9.5	N/A
	AM WB	18.3	10.5	5	21.0	13.2	7.5	25.5	10.9	5.6	20.7	11.3	N/A	20.4	11.5	N/A
	PM EB	22.5	11.6	5.6	23.5	11.8	5.5	21.6	12.9	8.2	19.5	12.0	N/A	21.3	11.0	N/A
	PM WB*	23.6	11.3	5.8	23.3	11.9	5.8	23.3	11.9	7	20.9	11.2	N/A	26.0	9.0	N/A
San Tomas Expressway	AM NB*	25.1	17.5	7.8	23.9	21.1	10	21.2	23.8	10	33.4	11.5	N/A	25.6	15.0	N/A
	AM SB	31.2	17.2	9.5	30.4	16.6	8	28.4	17.8	7	34.0	11.3	N/A	30.2	12.7	N/A
	PM NB	27.2	14.9	5	29.7	17.0	8	27.9	18.1	11	30.7	12.5	N/A	29.1	13.2	N/A
	PM SB*	25.8	18.3	8.4	27.8	18.2	7.3	24.0	21.0	10	26.9	14.3	N/A	24.0	16.0	N/A

7

Bicycle and Pedestrian Counts

Introduction

For the 2018 Monitoring and Conformance Report, VTA collected p.m. peak bicycle and pedestrian counts at 236 CMP intersections. The same effort was done for the 2012 and 2014 Monitoring and Conformance Reports. In 2014, VTA also began collecting 12-hour bicycle and pedestrian counts at twenty selected intersections, some of which are non-CMP intersections.

12-Hour Bicycle and Pedestrian Counts

Since 2014, VTA has selected twenty intersections for bicycle and pedestrian counts. Locations were selected based on land use typology, assisting VTA in identifying the bicyclist and pedestrian travel behavior and peak travel time in these different land use typologies. Over time, data from these locations can support countywide planning efforts and VTA's Travel Demand Model by providing a more accurate understanding of pedestrian and bicycle activity. The twenty count locations represent the following land use typologies:

- Downtown
- Suburban residential
- Rural residential
- Office parks
- Commercial/commercial-industrial corridors

Table 7.1 and **Table 7.2** show the intersection locations, their associated land use typology, and the bicycle and pedestrian count numbers collected in 2016 and 2018 (in early December). No "daily" comparison was performed since the previous data was collected for 12 hours (7 AM-7PM), while the 2018 data was collected for 6 hours (7-9 AM, 11 AM-1 PM, and 4-6 PM). Instead, peak hours during the AM, midday, and PM peak period were compared between 2016 and 2018. In general, both bicycle and pedestrian counts in 2018 were lower than those in 2016. Detailed data by intersection approach (for bicycles) and intersection leg (for pedestrians) are available in **Appendix H**.

Table 7.1. Bicycle Counts at Twenty Selected Intersections

No.	Location	Land Use Typology	N/S Street	E/W Street	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
					2016	2018	Diff.	% Diff.	2016	2018	Diff.	% Diff.	2016	2018	Diff.	% Diff.
1	San Jose	Downtown	3rd Street	Santa Clara Street	18	19	1	6%	39	28	-11	-28%	58	39	-19	-33%
2	Palo Alto		Bryant Street	University Avenue	91	61	-30	-33%	37	26	-11	-30%	70	57	-13	-19%
3	Campbell		First Street	Campbell Avenue	13	2	-11	-85%	13	5	-8	-62%	16	4	-12	-75%
4	Gilroy		Monterey Street	5th Street	9	1	-8	-89%	5	2	-3	-60%	15	5	-10	-67%
5	Los Altos		2nd Street	Main Street	16	10	-6	-38%	15	5	-10	-67%	5	6	1	20%
6	Sunnyvale	Suburban Residential	Wolfe Road	Inverness Way	15	14	-1	-7%	10	11	1	10%	18	10	-8	-44%
7	San Jose		White Road	Mabury Road	7	4	-3	-43%	19	6	-13	-68%	13	6	-7	-54%
8	San Jose		Macabee Road	Crossgates Lane	5	3	-2	-40%	4	1	-3	-75%	5	3	-2	-40%
9	Cupertino		Blaney Avenue	Rodriguez Avenue	40	35	-5	-13%	7	3	-4	-57%	27	18	-9	-33%
10	Morgan Hill	Rural Residential	Hill Road	Main Street	2	0	-2	-100%	11	1	-10	-91%	3	1	-2	-67%
11	Los Altos Hills		Purissima Road	Concepcion Road	18	3	-15	-83%	26	5	-21	-81%	7	6	-1	-14%
12	Saratoga		Pierce Road	Comer Drive	8	3	-5	-63%	15	5	-10	-67%	7	1	-6	-86%
13	San Jose	Office Parks	N. First Street	Skyport Drive	7	5	-2	-29%	8	9	1	13%	11	12	1	9%
14	Santa Clara		Bowers Avenue	Scott Boulevard	37	18	-19	-51%	9	3	-6	-67%	26	19	-7	-27%
15	Sunnyvale		Mary Avenue	Maude Avenue	79	32	-47	-59%	119	76	-43	-36%	60	49	-11	-18%
16	Sunnyvale		Borregas Avenue	Java Drive	18	19	1	6%	5	24	19	380%	17	16	-1	-6%
17	San Jose	Commercial, Commercial-Industrial Corridors	Leland Avenue	San Carlos Street	10	7	-3	-30%	19	7	-12	-63%	13	6	-7	-54%
18	Sunnyvale		Halford Avenue	El Camino Real	13	7	-6	-46%	19	7	-12	-63%	15	10	-5	-33%
19	San Jose		7th Street	Phelan Avenue	9	4	-5	-56%	12	5	-7	-58%	21	6	-15	-71%
20	San Jose		Los Gatos Boulevard	Blossom Hill Road	18	21	3	17%	16	14	-2	-13%	13	5	-8	-62%
Total					433	268	-165	-38%	408	243	-165	-40%	420	279	-141	-34%

* No "daily" comparison since previous data was collected for 12 hours (7 AM-7PM), while the 2018 data was collected for 6 hours (7-9 AM, 11 AM-1 PM, and 4-6 PM).

Table 7.2. Pedestrian Counts at Twenty Selected Intersections

No.	Location	Land Use Typology	N/S Street	E/W Street	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
					2016	2018	Diff.	% Diff.	2016	2018	Diff.	% Diff.	2016	2018	Diff.	% Diff.
1	San Jose	Downtown	3rd Street	Santa Clara Street	374	393	19	5%	593	733	140	24%	405	485	80	20%
2	Palo Alto		Bryant Street	University Avenue	546	378	-168	-31%	1,177	1,274	97	8%	1,015	1,081	66	7%
3	Campbell		First Street	Campbell Avenue	262	145	-117	-45%	449	384	-65	-14%	469	262	-207	-44%
4	Gilroy		Monterey Street	5th Street	99	70	-29	-29%	153	174	21	14%	164	87	-77	-47%
5	Los Altos		2nd Street	Main Street	330	232	-98	-30%	573	535	-38	-7%	399	355	-44	-11%
6	Sunnyvale	Suburban Residential	Wolfe Road	Inverness Way	12	15	3	25%	13	17	4	31%	14	15	1	7%
7	San Jose		White Road	Mabury Road	8	17	9	113%	12	9	-3	-25%	12	7	-5	-42%
8	San Jose		Macabee Road	Crossgates Lane	24	21	-3	-13%	8	7	-1	-13%	28	41	13	46%
9	Cupertino		Blaney Avenue	Rodriguez Avenue	51	50	-1	-2%	50	24	-26	-52%	62	29	-33	-53%
10	Morgan Hill	Rural Residential	Hill Road	Main Street	3	1	-2	-67%	2	0	-2	-100%	4	0	-4	-100%
11	Los Altos Hills		Purissima Road	Concepcion Road	10	8	-2	-20%	6	6	0	0%	13	5	-8	-62%
12	Saratoga		Pierce Road	Comer Drive	1	0	-1	-100%	1	3	2	200%	1	3	2	200%
13	San Jose	Office Parks	N. First Street	Skyport Drive	56	46	-10	-18%	127	141	14	11%	42	53	11	26%
14	Santa Clara		Bowers Avenue	Scott Boulevard	45	35	-10	-22%	192	209	17	9%	47	49	2	4%
15	Sunnyvale		Mary Avenue	Maude Avenue	203	97	-106	-52%	445	391	-54	-12%	177	90	-87	-49%
16	Sunnyvale		Borregas Avenue	Java Drive	71	51	-20	-28%	166	225	59	36%	86	72	-14	-16%
17	San Jose	Commercial, Commercial-Industrial Corridors	Leland Avenue	San Carlos Street	204	130	-74	-36%	219	199	-20	-9%	125	78	-47	-38%
18	Sunnyvale		Halford Avenue	El Camino Real	84	49	-35	-42%	84	69	-15	-18%	100	91	-9	-9%
19	San Jose		7th Street	Phelan Avenue	14	19	5	36%	43	27	-16	-37%	30	51	21	70%
20	San Jose		Los Gatos Boulevard	Blossom Hill Road	32	45	13	41%	47	56	9	19%	52	46	-6	-12%
Total					2,429	1,802	-627	-26%	4,360	4,483	123	3%	3,245	2,900	-345	-11%

* No "daily" comparison since previous data was collected for 12 hours (7 AM-7PM), while the 2018 data was collected for 6 hours (7-9 AM, 11 AM-1 PM, and 4-6 PM).

Figure 7.1 and **Figure 7.2** show how bicycle and pedestrian counts at these twenty selected intersections change for three peak hours (i.e., AM, midday, and PM) during the day in 2018. No clear pattern was observed for bicycle counts. However, pedestrian counts were in highest during the midday peak hour, mainly during the lunch time.

Figure 7.1. AM, Midday, and PM Peak Hour Bicycle Counts at Twenty Selected Intersections

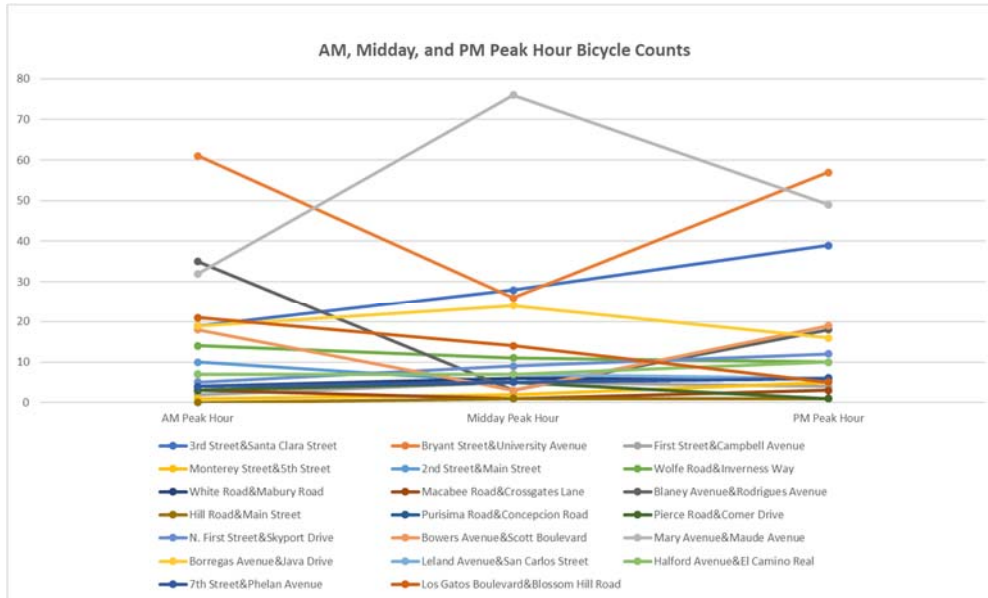
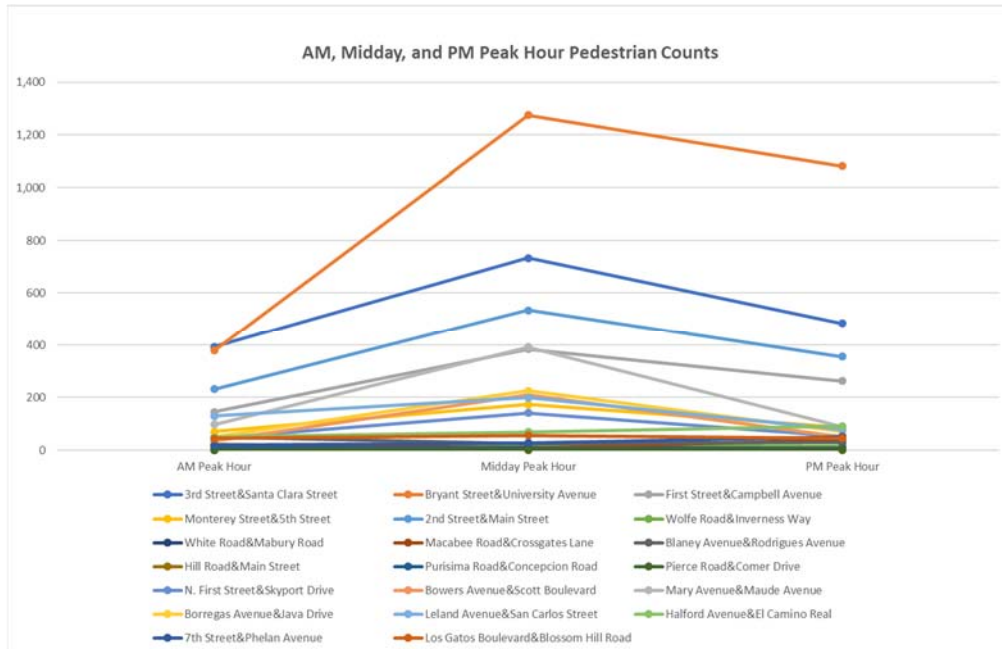


Figure 7.2. AM, Midday, and PM Peak Hour Pedestrian Counts at Twenty Selected Intersections



Bicycle and Pedestrian Counts at CMP Intersections

Count Times

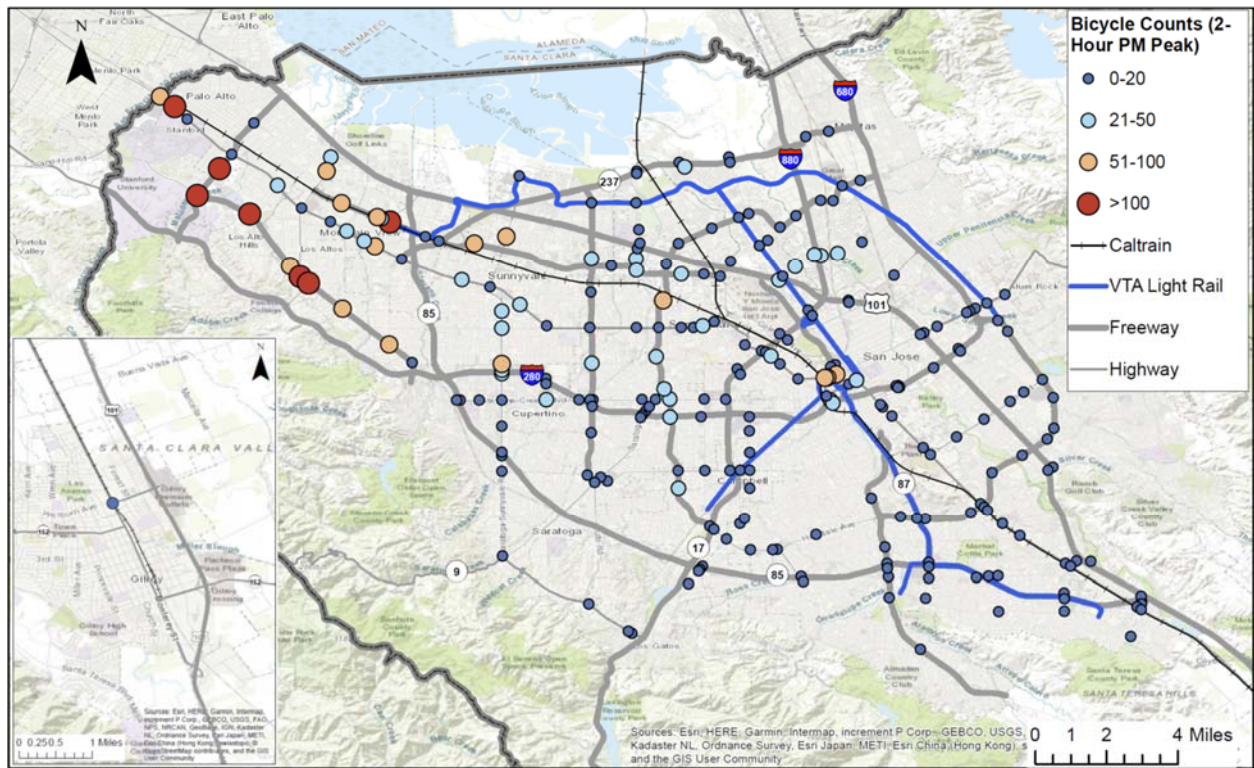
The bicycle and pedestrian count data were collected at the 252 CMP intersections during the PM peak period on a weekday in November/December 2018. The PM peak period was defined as 4:30-6:30 PM. Detailed data by intersection approach (for bicycles) and intersection leg (for pedestrians) for each CMP intersection, as well as comparison between 2016 and 2018, are available in **Appendix I**.

Bicycle Counts Analysis at CMP Intersections

Figure 7.3 shows the bicycle count data collected in 2018 during the 2-hour PM peak period. The table showing the comparison between 2016 and 2018 data is available in **Appendix I**. Key findings are summarized below:

- Overall, fewer bicyclists were counted in 2018 than in 2016. Total bicycle counts at CMP intersections in 2016 was 6,797. The CMP intersections that were not counted in 2016 were excluded from the analysis. In 2018, a total of 4,266 bicycles were counted at CMP intersections during the 2-hour PM peak period, which is a decrease from 2016. The decrease in bicycle counts in 2018 is equal to 37%. However, the change varies throughout the county, with some locations seeing increases, some seeing decreases, and some seeing no change.
- The highest bicycle count during the PM peak period was 175 at the intersection of Foothill Expressway and Arastradero Road in Palo Alto. The second highest bicycle count during the PM peak period was 133 at the intersection of Page Mill/Orgon Expressway and Hanover Street in Palo Alto.
- Compared to 2016, the highest increase in the PM peak period bicycle counts was 62 at the intersection of Central Expressway and Castro Street/Moffett Boulevard in Mountain View. The second highest increase was 55 at the intersection of Foothill Expressway and Arastradero Road in Palo Alto.
- The largest bicycle count decrease from 2016 was 438 at the intersection of El Camino Real and Palm Drive in Palo Alto. The second largest bicycle count decrease was 218 at the intersection of El Camino Real and University Avenue in Palo Alto.
- Large fluctuation in counts can be due to a variety of factors, including data collection season (2018 data were collected in early December), special events, school schedule, or major land use changes.

Figure 7.3. Bicycle Counts at CMP Intersections during 2-Hour PM Peak Period



Pedestrian Counts Analysis at CMP Intersections

Figure 7.4 shows the pedestrian count data collected in 2018. The map shows pedestrian counts during 2-hour PM peak period.

- Overall, more pedestrians were counted in 2018 than in 2016. Total pedestrian counts at 252 CMP intersections in 2016 was 17,775. The CMP intersections that were not counted in 2016 were excluded from the analysis. In 2018, a total of 22,446 pedestrians were counted at CMP intersections during the 2-hour PM peak period, which is an increase from 2016. The increase in pedestrian counts in 2018 is equal to 26%. However, the location by location change varies throughout the county, with some locations seeing increases, some seeing decreases, and some seeing no change.
- The highest pedestrian count during the PM peak period was 1,623 at the intersection of East San Carlos Street and Market Street in San Jose. The second highest pedestrian count was 1,321 at the intersection of El Camino Real and University Avenue in Palo Alto.
- Compared to 2016, the highest increase in the PM peak period pedestrian counts was 1,098 at the intersection of El Camino Real and University Avenue in Palo Alto. The second highest increase was 1,083 at the intersection of East San Carlos Street and Market Street in San Jose.
- The largest pedestrian count decrease from 2016 was 204 at the intersection of Highway 87 and East Santa Clara Street in San Jose. The second largest pedestrian count decrease

was 146 at the intersection of Den Anza Boulevard and Stevens Creek Boulevard in Cupertino.

- Large fluctuation in counts can be due to a variety of factors, including data collection season (2018 data were collected in November/December), special events, school schedule, or major land use changes.

Figure 7.4. Pedestrian Counts at CMP Intersections during 2-Hour PM Peak Period



Background

The CMP legislation(65089.4) states that Member Agencies shall prepare Deficiency Plans when CMP facilities located within their jurisdiction exceed the CMP traffic LOS standard, or when a project’s Transportation Impact Analysis indicates that a violation of the LOS standard is expected to occur. In the 2013 Congestion Management Program, VTA adopted the term “Multimodal Improvement Plan (MIP)” for “Deficiency Plan” as defined in state statutes. Prior to August 2013, VTA used the term “Deficiency Plan,” so this term still occurs in the Board-adopted VTA Deficiency Plan Requirements as well as two Deficiency Plans that have been prepared by cities in Santa Clara County.

Multimodal Improvement Plans identify offsetting measures to improve transportation conditions on the CMP system in lieu of making physical traffic capacity improvements such as widening an intersection or roadway. Per CMP legislation, each Multimodal Improvement Plan must include implementation of all feasible and applicable actions in the “Deficiency Action Item List,” which is found in VTA’s Deficiency Plan Requirements. Two Member Agencies in Santa Clara County currently have adopted Deficiency Plans: Sunnyvale has a citywide Deficiency Plan, and San José has a Deficiency Plan for North San José.

Implementation Status Reports

VTA’s *Deficiency Plan Requirements* specify that Member Agencies with Deficiency Plans must submit a Deficiency Plan Implementation Status Report as part of the monitoring and conformance process for the CMP. These reports are intended to describe the progress on the implementation of all the improvements and actions in a Deficiency Plan. The status reports are to be based on the Implementation Monitoring Program contained in the Deficiency Plan. In addition to the status report provided for each action, the Member Agency must include a financial report on Deficiency Plan implementation.

While the Sunnyvale and North San José Deficiency Plans were adopted in 2005 and 2006, respectively, this is only the second year in which VTA enforced the requirement for these cities to submit Implementation Status Reports (the first year was 2011). Part of the impetus to request reports were that the economic climate has improved recently and new development is now occurring in both Deficiency Plan areas. VTA worked with Sunnyvale and San José staff to try to make the Status Reports as useful as possible, while minimizing Member Agency staff time requirements. The intent of the reporting process is to provide current information to VTA as well as neighboring cities and other stakeholders on actions that are being implemented through existing MIPs in Santa Clara County.

Both Sunnyvale and San José submitted reports during this monitoring cycle, which provide a summary of the city's progress on the implementation of the actions in their MIPs. These reports cover progress during the period from adoption (2005/2006) through the 2016 Monitoring cycle; Sunnyvale's status report includes activities through late 2018, while San José's status report extends to June 2016. Future status reports will include a brief section at the start highlighting what is new since the previous year's report. A copy of the two Deficiency Plan Implementation Status Reports will be included in future Monitoring and Conformance Reports.

Sunnyvale Citywide MIP - 2018 Implementation Status Report Highlights:

The following are key highlights of the 2018 Implementation Status Report for the City of Sunnyvale's citywide MIP:

- This MIP covers the entire City of Sunnyvale, an area that contains 14 CMP intersections. Anticipated development in Sunnyvale (noted in the original Deficiency Plan document) includes build-out of the Sunnyvale General Plan; development of the Moffett Park Specific Plan; residential intensification in the Fair Oaks area; and residential intensification in Downtown.
- The Implementation Status Report notes that a traffic impact fee was implemented in Sunnyvale in 2004. (This fee predated the Deficiency Plan and covers more items than just the Deficiency Plan improvements). The traffic impact fee has been reviewed and updated annually since then. The Status Report lists the funding sources for the Deficiency Plan actions and shows that a variety of sources have been used to fund actions to date, including traffic impact fees, gas tax revenues, the City's General Fund, developer contributions, and several grant funding sources.
- The City reports progress in making improvements to several CMP intersections that were identified in the MIP as having potential future deficiencies. The actions also include work on the Mary Avenue extension, which has completed its PSR/PR, completion of conceptual engineering, and has begun the Environmental phase.
- The Implementation Status Report notes that the City has made significant progress on implementation of non-auto off-setting actions. Accomplishments include addition of bike lanes on many roadways between 2005 and 2016 (including Mary Ave between Fremont Ave and Evelyn Ave. and others); completion of conceptual design for bike lanes on other roadways (including Mary Avenue and Java Drive); Mary Ave between Evelyn Ave and Maude Ave is currently under design. Sharrow installation for bikes have been completed at various routes. Bernardo Avenue Bike/Ped Caltrain Undercrossing project had conceptual design and feasibility analysis completed in 2004. RFP for environmental review and preliminary concept design approved in 2018. It also includes travel lane removal to provide bike lanes, various locations,

including Evelyn Ave., Fair Oaks Ave. to Stewart Drive, and Mary Ave. between Fremont Ave. and El Camino Real.

- The City reports progress in implementing a number of policies and actions called for in the Deficiency Plan to improve transportation & land use integration, and manage travel demand from new development. These include an updated Precise Plan for El Camino Real that is currently underway and retitled as El Camino Real Corridor Specific Plan and EIR. The document will guide the development of El Camino Real within Sunnyvale to be more in line with complete streets policy; Moffett Park Specific Plan implementation has resulted in transit-friendly zoning and construction of multiple transit-oriented higher density Class A office/campus facilities along the Tasman West light rail line; Ordinance to Amend Municipal Code to enhance TDM Program which includes monitoring and penalty fees established if owner is not meeting trip reduction requirements; implementing FAR bonuses for meeting green building requirements must provide TDM reductions to the level of FAR before the bonus is factored in; and updated sidewalk standards.

North San José Deficiency Plan - 2018 Implementation Status Report Highlights:

The following are key highlights of the 2018 Implementation Status Report for the North San José Deficiency Plan:

- This Deficiency Plan accompanies the North San José Development Policy, which provides for development of up to 26.7 million square feet of industrial use, 1.7 million square feet of retail use, and 32,000 residential units. The planned development is broken into four phases, with one-fourth of the development accommodated in each phase.
- The Implementation Status Report notes that since Fiscal Year 2008, approximately \$45.43 million in traffic impact fees has been collected for development in the North San José area; \$19.10 million of this was collected in Fiscal Years 2015-16. The report states that the main expenditure from the fees collected to date has been on CMP Intersection Improvements – in particular, improvements at City intersections at Montague Expressway. During this reporting period, six projects in the Deficiency Plan area were listed as being completed. Other projects in the Deficiency Plan have been completed or are underway, using other funding sources such as City of San José Local funds; Federal, state, or regional grant funds; or City of San José staff time.
- The City reports significant progress on implementation of non-auto off-setting actions identified in the MIP, primarily bicycle/pedestrian trails and other bicycle improvements. These include the completion of the NEPA document for the Guadalupe River Trail, Hetch Hetchy Parkway, Coyote Creek Trail (SR-237 to Tasman), completion of the North San Jose Bike Master Plan, Design completion of Bay Trail 9

and 9B (near Gold Street, 1.1 miles and a pedestrian bridge), and engineering work for several other bicycle projects.

- The Implementation Status Report notes that the City has implemented a number of the policies called for in the Deficiency Plan to improve transportation & land use integration, and manage travel demand from new development. These adopted policies include site design guidelines for new development; numerous policies that promote new development within transit corridors to encourage alternate modes of transportation; implementation of two new land use designations in the General Plan, and implementation of a new Corporate Industrial Core Area along North First Street light rail corridor.

VTA staff reviewed the Implementation Status Reports submitted by the cities of Sunnyvale and San José during this reporting cycle, and found them to be in conformance with the CMP Deficiency Plan reporting requirement.

Recently Adopted MIPs

Within the past year, two MIPs were finalized and adopted in Santa Clara County to address growth that is projected to impact CMP facilities. These include the following:

- Mountain View Citywide MIP: In July 2012, the City adopted a new General Plan through the year 2030. The EIR transportation analysis for the General Plan found that the amount of growth under the Plan would cause Significant and Unavoidable congestion impacts on a number of CMP facilities in the City, including portions of El Camino Real and San Antonio Road and a number of freeway segments. The General Plan includes a narrative and a policy stating that the City does not intend to widen streets or add traffic lanes as a means of improving traffic congestion, and that the City will place significant focus on strategies that manage roadway demand such as Complete Streets policies, Transit-Oriented Development, and TDM programs. VTA supported this approach, provided that the City would prepare an MIP to address the projected deficiencies to CMP facilities identified in the EIR. Following the adoption of the 2030 General Plan, in late 2014 the City of Mountain View adopted three new Precise Plans (for North Bayshore, El Camino Real, and San Antonio Center) which specified the planning framework for growth in these change areas. In late 2015, the City began the process of preparing a city-wide MIP, to address the identified LOS impacts for CMP intersections within Mountain View. The City and VTA staff coordinated closely throughout this process, including the development of the Action List, the City's Council process, and VTA's Board Committee process. The Mountain View Citywide MIP was adopted by the Mountain View City Council in September 2018, and by the VTA Board of Directors in November 2018.

- City of Santa Clara: In June 2016, the City approved the City Place Santa Clara project, a phased, 9.2 million-square foot development containing commercial office, retail, hotel, and residential uses. The EIR transportation analysis for City Place analyzed 37 CMP intersection; 13 within the City of San Jose, two within the City of Sunnyvale, and 19 within the City of Santa Clara. Mitigation measures were developed for significant impacts identified in the Cities of San Jose and Sunnyvale, in accordance with the existing Deficiency Plans in these cities. Within the City of Santa Clara, seven of 19 intersections could only be partially mitigated and would continue to operate below the acceptable LOS standard, triggering the requirement for a Multimodal Improvement Plan. As part of the City Place approval, the City committed to preparing a Multimodal Improvement Plan. In early 2016, the City began the process of preparing seven mini-plans to address the seven deficient CMP intersections. The City and VTA staff have coordinated throughout this process, and the City developed a Draft Action Plan. VTA and City staff are brought Santa Clara's MIP to the VTA Board of Directors in November 2018, and following that Santa Clara adopted the MIP in late 2018. Following adoption by the Santa Clara City Council, the MIP will be brought to the VTA Board for adoption.
- City of San Jose: The City of San Jose is expected finalized several Urban Villages Plans (Santana Row / Valley Fair, Winchester, Stevens Creek, South Bascom, West San Carlos) in 2017 to set a framework to accommodate anticipated growth within the west San Jose area. The City of San Jose expects transportation conditions to also change with such growth, and there are many efforts underway to address changing transportation conditions in west San Jose. The City of San Jose is preparing a West San Jose Multimodal Transportation Improvement Plan (WSJ MTIP), which synthesizes and advances planning efforts in order to develop a comprehensive program of actions to address multimodal transportation needs. As part of this effort, it is the City's intention to create a MIP fully consistent with CMP requirements. Implementation and funding of projects and programs included in the WSJ MTIP is expected to be supported by an Area Development Policy (ADP) and associated impact fee and other implementation mechanisms included in the Implementation Chapters of the Urban Village Plans. The City is also working on an East San Jose Multimodal Transportation Improvement Plan that includes six planned Urban Villages, a planned BART station, operating Bus Rapid Transit (BRT), many other operating transit routes, trails, freeways, and bike and pedestrians networks and gaps. With all of these transportation options and development plans, East San José is quickly becoming a regional multimodal transportation hub. A Draft Preliminary Plan was released in early 2019.

VTA is prepared to assist these cities, as well as all Member Agencies, in developing Multimodal Improvement Plans that meet the requirements of state law and help manage congestion and air quality and provide additional transportation options in Santa Clara

County. The development of a Multimodal Improvement Plan can be an opportunity to identify multimodal transportation improvements that can help meet both city and VTA CMP goals. It is also worth noting that due to recent state legislation including SB 375 in 2009 and SB 743 CEQA reform in 2013, the emphasis of Multimodal Improvement Plans in coming years may shift towards reducing Vehicle-Miles-Traveled and auto trip generation in addition to managing congestion. VTA is actively involved in discussions regarding the implementation of these laws, and is working to educate and assist Member Agencies as they are implemented.

The conformance findings for the 2018 Monitoring Program is presented below.

Land Use Submission

All Member Agencies have complied with the CMP land use data requirement.

CMP Intersections

VTA monitored 252 CMP intersections for level of service. Three intersections, Page Mill/Oregon Expressway at Foothill Expressway, Montague Expressway at McCarthy Blvd/O'Toole Avenue and Central Expressway at De La Cruz Boulevard operated at LOS F. The former intersections operated at LOS F under the 1991 baseline conditions and is exempt from the LOS standard. The latter has been deficient since 1996.

Rural Highways

All rural highway segments operated at LOS E or better in 2018.

Freeway Segments

93 freeway segments (95 miles) operated at LOS F during the AM peak period and 77 freeway segments (70 miles) operated at LOS F in the PM peak period. Of these, 24 AM and 27 PM segments operated at LOS F in the 1991 baseline year and therefore, LOS-exempt. This results in 71 deficient AM segments and 67 deficient PM miles.

Member Agencies with deficient freeway segments located within their jurisdiction are not penalized due to the regional nature of freeway congestion. However, they are encouraged to implement strategies listed in the Immediate Implementation Action List found in the *CMP Deficiency Plan Guidelines*.

Deficiency Plans

City of Sunnyvale and City of San Jose have complied with the reporting requirement for the Deficiency Plans for 2018.



CMP Intersection LOS from 1991 to 2018

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014	2016	2018
101	S. Bascom Av.	Campbell Av.	Campbell	Campbell	E	C	NM	B	B	D-	C	C	C	C	C	C-	C-	C	C	C	C	C
102	Hamilton Av.	Winchester Blvd.	Campbell	Campbell	E	D	NM	D	E	E	D-	D-	D	D	D	D	E+	E+	D	D	D	D
103	Hwy 17 (NB)	Hamilton Av.	Campbell	State	A	A	NM	C	C	B	C+	C+	C	B-	B-	C	C	C+	C	C+	C	C+
104	Hwy 17 (SB)	Hamilton Av.	Campbell	State	F	F	E	E	E	E	E	E	E	E-	E	E	E	E	E	D	D-	D
105	Hamilton Av.	Bascom Av.	Campbell	Campbell	D	D	NM	E	E	E	E	E-	E	E	D	D-	E+	E+	D-	D	D-	D-
202	Hwy 280 NB Ramps	Wolfe Rd.	Cupertino	Cupertino					NM	B-	B	B+	B	B	A	B+	B	B	B	B+	B	B
203	Hwy 280 SB Ramps	Wolfe Rd.	Cupertino	Cupertino					NM	B	B+	A	A	B+	A	B+	A	A	A	A	A	A
204	Stevens Creek Blvd.	Wolfe Rd./Miller Av.	Cupertino	Cupertino	D	D	D	C	D	C	D+	D+	D+	C	C	D+	D+	D+	D+	D	D	D
206	Sara-Sunny Rd/De Anza Blvd.	Prospect Rd.	Cupertino	Cupertino	NM	NM	NM	D	D	C-	C	C	D+	D	C	D	C	B-	C	C	C	C
208	Hwy 85 SB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	NM	NM	NM	D	D	C+	C	C	C	C-	C-	C	C-	C	C	B	B	B
209	Hwy 85 NB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	NM	NM	NM	C	C	C+	C	C+	C+	C-	B	C	D	B	B	B+	B	B+
210	De Anza Blvd. (Rte. 85)	Bollinger Rd.	Cupertino	Cupertino	E	D	D	D	C	C	C	C	C	C	B-	C	C	C	C	C	C	C
211	De Anza Blvd. (Rte. 85)	Stevens Creek Blvd.	Cupertino	Cupertino	E	D	D	D	D	D	D	D	E	D	C-	D	D-	D	D	D	D	D
212	Hwy 280 SB Ramps	De Anza Blvd.	Cupertino	Cupertino	D	C	C	C	C	C	D	C	C	C-	B	C	B-	B	B-	C+	C+	C
213	Hwy 280 NB Ramps	De Anza Blvd.	Cupertino	Cupertino	F	E	D	C	D	C	D+	C-	C	D+	C	C	C+	C+	C-	C	D+	C
214	De Anza Blvd. (Rte. 85)	Homestead Rd.	Cupertino	Cupertino	E	D	D	D	D	D-	D	D	E+	D+	C-	D+	D+	D+	D+	D+	D+	D
217	Stevens Creek Blvd.	Stelling Rd.	Cupertino	Cupertino	D	D	D	D	D	D	C	D+	D	D+	D	D	D	D	C-	D	D-	D
219	Stevens Creek Blvd.	Hwy 85 SB Ramp	Cupertino	Cupertino	C	C	B	C	C	C	B	B-	C+	C+	C	C	C	C	C	C+	C	C+
220	Stevens Creek Blvd.	Hwy 85 NB Ramp	Cupertino	Cupertino	B	B	B	C	D	B-	B-	C+	B-	C	C	C-	C-	C	B-	C+	C	C
301	Monterey Hwy. (Rte. 152)	Leavesley Rd.	Gilroy	State	C	C	NM	D	D	C	C	C	C	C	C	C	C	C	C	C	C	C
601	Saratoga-Los Gatos (Hwy. 9)	University Av.	Los Gatos	State	C	C	NM	C	C	D	D	C	C-	D	C-	C	C	C	C	C	C	C
602	Saratoga-Los Gatos (Hwy. 9)	Santa Cruz Av.	Los Gatos	State	D	D	NM	D	D	D	D	D	E+	D	D	D	D	D+	D+	D+	D+	C-
603	Los Gatos Blvd.	Lark Av.	Los Gatos	Los Gatos	C	NM	NM	B	C	C-	D	C-	D	D	D+	C-	E+	D+	D+	C-	D+	D+
701	Calaveras Blvd. (Rte. 237)	Abel St.	Milpitas	Milpitas	E	F	D	E	D	D	D-	D-	D-	D	D	D	D	E+	E	E	E	E
702	Calaveras Blvd. (Rte. 237)	Milpitas Blvd.	Milpitas	Milpitas	F	F	D	D	D	E+	E+	E	D	D	D+	E+	D	E	D	D	D	D
1001	El Camino Real (Rte. 82)	Castro St.	Mountain View	State	D	D	D	D	D	E	E+	D	D	D	D	C	D	D+	D	D	D	D
1002	El Camino Real (Rte. 82)	El Monte Av.	Mountain View	State	C	B	B	B	C	C	D	C-	D+	C-	D+	C	C	C	C-	D	D	D+
1003	El Camino Real (Rte. 82)	Hwy 237/Grant Rd.	Mountain View	State	E	D	D	D	D	F	F	D-	D-	D-	D	D	D-	D-	E+	D	E+	E+
1004	El Camino Real (Rte. 82)	Miramonte Av./Shoreline Blvd.	Mountain View	State	D	D	D	D	C	E	E-	D	D	D	D	D	D-	D	D	D	D-	E+
1005	El Camino Real (Rte. 82)	Rengstorff Av.	Mountain View	State	C	D	D	C	C	D-	C-	C	C	C	C	C+	C	C+	C	C	C	C
1006	El Camino Real (Rte. 82)	San Antonio Rd.	Mountain View	State	E	D	D	D	D	D-	E	D-	D-	D	D	D	D	D	D	D	D-	D-
1100	El Camino Real (Rte. 82)	Alma Av./Palo Alto Av.	Palo Alto	State	B	B	NM	B	B	B	B	C	D	D+	D	D	D+	D+	D+	C-	C-	C-
1102	El Camino Real (Rte. 82)	Embarcadero Rd./Galvez	Palo Alto	State	D	D	NM	D	D	D	D	D	E	D-	D	D+	D	D	D+	D+	D+	D+
1104	El Camino Real (Rte. 82)	Page Mill Rd./Oregon Expwy.	Palo Alto	State	E	D	NM	E	D	E	E	E+	E+	E+	D	D	D	D	D	D	D	D
1106	El Camino Real (Rte. 82)	Charleston Rd./Arastradero	Palo Alto	State	D	D	NM	D	D	E+	E+	D-	D	D	D	D	D	D	D	D	D	D
1108	San Antonio Rd.	Charleston Rd.	Palo Alto	Palo Alto	D	D	NM	D	D	D	D	D	D	D	D	D+	D	D	D	D	D	D
1110	San Antonio Rd.	Middlefield Rd.	Palo Alto	Palo Alto	D	D	NM	E	E	E	E+	E	E	D-	D	D+	D	E	D+	D+	D	D
1112	El Camino Real (Rte. 82)	Palm Dr. (San Mateo Co.)	Palo Alto	Palo Alto	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	C	C	C	C	C	C	C
1114	El Camino Real (Rte. 82)	University Av. (San Mateo Co.)	Palo Alto	Palo Alto	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	C	C+	C	C-	C	C	C
1200	Bowers Av.	Scott Blvd.	Santa Clara	Santa Clara	D	D	D	C	C	D+	D	E+	D	D	C-	C	C	C	C	C	C-	C
1201	El Camino Real (Rte. 82)	Kiely Blvd./Bowers Av.	Santa Clara	State	D	D	NM	D	D	D	D	D	D	D	D	C-	D	C-	C	C-	C	C
1202	El Camino Real (Rte. 82)	Lafayette St.	Santa Clara	Santa Clara	D	D	D	C	D	D	D+	D+	D	D	D+	D	D+	D+	D	D	D+	D
1203	El Camino Real (Rte. 82)	Lincoln St.	Santa Clara	Santa Clara	B	B	NM	B	B	C+	C+	C+	C+	C+	C+	C	C+	C+	C	C	C	C
1204	El Camino Real (Rte. 82)	Monroe St.	Santa Clara	Santa Clara	B	C	NM	B	C	C	D+	C	D+	D+	C	C-	C-	C-	C	C-	D+	C-
1205	El Camino Real (Rte. 82)	Scott Blvd.	Santa Clara	Santa Clara	D	C	NM	C	C	C-	C-	D+	D	D	D	D+	D	D+	D+	D+	D+	D+
1206	Great America Parkway	Mission College Blvd.	Santa Clara	Santa Clara	E	D	D	E	E	E	E	F	E	E-	D-	D-	D-	D	D	D	D	D
1207	Great America Parkway	Tasman Dr.	Santa Clara	Santa Clara	B	B	NM	B	C	C	C	C-	D+	D	C	C	C-	C	C	C	C	C
1208	Hwy 101 (SB)	Bowers Av.	Santa Clara	State	B	A	NM	A	A	B+	B	B	B-	B	B	B+	A	A	A	A	A	A
1209	Hwy 101 (NB)	Great America Pkwy	Santa Clara	State	C	B	NM	B	C	B	B	B	C+	C	B-	A	A	A	A	A	A	A
1210	Hwy 280 (SB)	Stevens Creek Blvd.	Santa Clara	State	E	D	D	E	D	C	C	C	C-	D	D+	D+	E+	C	C	C	B-	C-
1211	Stevens Creek Blvd.	Lawrence Expwy. (E side)	Santa Clara	Santa Clara	B	B	NM	C	B	C+	C	C	D+	D+	D+	C-	C	C	C	C	NM	C
1212	Stevens Creek Blvd.	Lawrence Expwy. (SB ramp)	Santa Clara	Santa Clara	B	A	NM	B	C	C	C	C+	D+	B	C	C	C	C	C	C	C	C
1213	The Alameda (Rte 82)	El Camino Real (Rte 82)	Santa Clara	State	A	B	NM	B	B	B	C	C+	B-	B	C+	B	C	B	B	B	B	B



ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014	2016	2018
1214	Lawrence Exp. SB & NB Ramps	El Camino Real (Rte 82)	Santa Clara	State	NM	NM	NM	NM	NM	B	C-	D	D+	D	C-	C	C	C	C	C	C	C
1301	Big Basin Way (Hwy 9)	Saratoga-Los Gatos Rd.	Saratoga	State	E	D	NM	C	D	D	D+	D	D	D	C-	D	D+	D+	D+	D+	D+	C-
1401	Saratoga-Sunnyvale Rd.	Fremont Av.	Sunnyvale	Sunnyvale	D	D	NM	D	D	D	D	D	D-	D	D	NM	D	D	D	D	D	D
1402	Saratoga-Sunnyvale Rd.	Remington Dr.	Sunnyvale	Sunnyvale	E	C	NM	D	D	D	D	D	D	D	D	NM	D	C-	D	D	D	D
1404	El Camino Real (Rte. 82)	Fair Oaks Av.	Sunnyvale	State	D	E	D	E	D	E+	D-	D	D	D	D	D	D+	D	D	D	D	D
1405	El Camino Real (Rte. 82)	Wolfe Rd.	Sunnyvale	State	E	E	E	E	E	E	E	E	E	D	D	D-	E-	D	D	D	D	D
1406	El Camino Real (Rte. 82)	Mary Av.	Sunnyvale	State	D	D	NM	D	D	D	D	D	D	D	D+	D+	D	D	D	D+	D	D
1407	El Camino Real (Rte. 82)	Mathilda Av.	Sunnyvale	State	D	E	E	D	E	E+	E	F	E+	E+	C-	D	D	D	D	D	D	D
1412	Mathilda Av.	Java Dr.	Sunnyvale	Sunnyvale	B	B	NM	C	C	C+	NM	C-	C	C	C+	C	C-	C	C	C	C-	D+
1413	Mathilda Av.	Maude Av.	Sunnyvale	Sunnyvale	D	D	NM	C	D	D	D	D	D	D+	C	D+	D+	C-	D+	D+	NM	D
2001	Saratoga-Los Gatos (Hwy. 9)	Quito Rd.	SC County	State	A	A	NM	A	B	B	B	B	B	B	B+	B+	B+	B+	B+	B+	B+	B
3001	Hwy 85	Bascom (North)	San Jose	San Jose	NM	NM	NM	C	B	B	B	B	B	B-	B	C+	C+	C+	C+	C+	C+	C+
3002	Hwy 85	Bascom (South)	San Jose	San Jose	NM	NM	NM	C	B	B	B	B	B	B	B	C+	C+	C	C	C	C	C
3003	Hwy 85	Bernal Rd.	San Jose	San Jose	NM	NM	NM	C	C	C	D	D-	D+	D+	C	C	C	C	B	B-	B-	B-
3004	Hwy 85	Blossom Hill Rd. (North)	San Jose	San Jose	NM	NM	NM	C	C	C+	C	D	D+	C-	C	C	C	C	C	C-	C	C-
3005	Hwy 85	Blossom Hill Rd. (South)	San Jose	San Jose	NM	NM	NM	D	E	F	E+	D-	D-	D-	D	F	D-	E+	E+	D	D-	D-
3006	Hwy 85	Camden (North)	San Jose	San Jose	E	NM	C	D	D	D+	C	C	C	C	C	C	C	C	C	C	C	C
3007	Hwy 85	Camden (South)	San Jose	San Jose	NM	NM	NM	D	D	E	E+	E	D-	E+	D-	D-	E+	E+	D	D	D	D
3008	Hwy 85	Cottle (North)	San Jose	San Jose	NM	NM	NM	B	C	C+	B	B-	B	B	B+	B	B	A	B	B+	B	B
3009	Hwy 85	Cottle (South)	San Jose	San Jose	NM	NM	NM	C	D	C-	C	C	C	C	C	C	C-	C-	D	C-	D+	C-
3010	Hwy 85	Santa Teresa (North)	San Jose	San Jose	NM	NM	NM	C	C	D	D	D	D	NM	NM	C	C	C	C	C	C	C
3011	Hwy 85	Santa Teresa (South)	San Jose	San Jose	NM	NM	NM	C	C	C+	C	C	C	C	C	B	B	B	C+	B-	B-	C+
3012	Hwy 87	Coleman Av.	San Jose	San Jose	C	B	NM	B	B	B	Off-ramp was removed, intersection no longer monitored											
3013	Hwy 87	Julian (East)	San Jose	San Jose	D	D	NM	D	D	E	D-	D	D+	D	D+	NM	D	D	D	D	NM	D
3014	Hwy 87	Julian (West)	San Jose	San Jose	B	B	NM	C	C	B	B	B-	B	B	B	B	B	B	B	B-	NM	A
3015	Hwy 87	E. Santa Clara St. (NB Off)	San Jose	San Jose	NM	NM	NM	C	C	B	B	B	B	B	B	NM	B	B	B	B	B	B
3016	Hwy 101	Santa Clara (East)	San Jose	State	B	NM	B	C	C	B	B	B	B	B	B	B	B	B	B	B	B	B
3017	Hwy 101 (SB)	Bernal Rd.	San Jose	State	A	A	NM	A	B	B	B	B	B	B	B+	B+	B+	B+	B	B	B	B
3018	Hwy 101	Blossom Hill Rd. (East)	San Jose	State	D	D	NM	D	D	D+	C-	D-	D	D	C-	C	C	C	C	C	C-	C
3019	Hwy 101	Blossom Hill Rd. (West)	San Jose	State	B	B	NM	B	B	C+	B-	C+	C	C	C+	B	B	C	B	B	C+	C+
3020	Hwy 101 (SB)	Brokaw Rd. (West)	San Jose	San Jose	B	NM	B	B	C	C	C-	C-	C	C	C	C+	C	C+	C+	C+	B-	C+
3021	Hwy 101	Oakland Rd. (North)	San Jose	State	B	NM	B	C	C	C	C	C	C	C	C+	C+	C	C+	C+	C	C+	C+
3022	Hwy 101	Oakland Rd. (South)	San Jose	State	C	NM	C	C	C	D+	D+	D+	D+	D	C	C-	C	C	C	C-	C-	C
3023	Hwy 101	Santa Clara (West)	San Jose	State	C	NM	C	D	C	B	B	B	B	B	B	B	B	B	B	B	B	B
3024	Hwy 101	Yerba Buena (East)	San Jose	State	B	C	NM	C	B	B-	B	C+	C+	C+	C+	B	B	C+	C+	C+	B-	C+
3025	Hwy 101	Yerba Buena (West)	San Jose	State	C	D	NM	C	C	C	C	C	C	C	C	C+	C	C+	C+	C	C	C
3026	Hwy 237	First St. (North)	San Jose	State	F	D	NM	NM	C	B-	C+	B	B	B	B	B	B-	B-	B-	B-	B	B
3027	Hwy 237	First St. (South)	San Jose	State	F	D	NM	NM	C	C	D+	C	C	C+	C+	C+	C+	B-	C+	C+	C+	C+
3028	Hwy 237	Great America Pkwy (N.)	San Jose	State	F	F	C	NM	B	C	C	C	C	C	C	B	B	B	B	B	B	B-
3029	Hwy 237	Great America Pkwy (South)	San Jose	State	F	F	C	NM	A	B	B	B	B-	C+	B	B	B+	A	B+	B+	B+	B-
3030	Hwy 237	Zanker Rd. (North)	San Jose	State	F	F	NM	NM	B	B	C+	B	B	B	B+	B+	B+	B	B	B+	B+	B+
3031	Hwy 237	Zanker Rd. (South)	San Jose	State	F	F	NM	NM	B	B	C+	B	B	B	B+	B	B+	B	B	B	B+	B+
3032	Hwy 280	Bird Av. North	San Jose	San Jose	C	C	NM	C	C	C	C-	C	C	C-	C	C-	C	C	C	C	C	C
3033	Hwy 280	Bird Av. South	San Jose	San Jose	B	B	NM	B	C	B	C+	C	C	C	C-	C-	C	C	C	C+	C+	C
3034	Hwy 280	11th St. North	San Jose	San Jose	B	B	NM	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
3035	Hwy 280	11th St. South	San Jose	San Jose	B	B	NM	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B
3036	Hwy 280	McLaughlin Av.	San Jose	San Jose	B	B	NM	B	B	B-	B	B	B	B	B	B	B	B	B	B	B	B
3037	Hwy 280	Moorpark Av.	San Jose	San Jose	B	B	NM	C	C	C	C	C	C	C	C	C	B+	B	B	B	B+	B+
3038	Hwy 280	Saratoga Av. North	San Jose	San Jose	B	C	NM	B	C	C+	E	B	B-	C+	B-	C	B-	B-	C+	C+	C	C+
3039	Hwy 280	Saratoga Av. South	San Jose	San Jose	B	B	NM	C	E	F	F	C-	D+	D	D+	D	D	D	C-	C	D+	C
3040	Hwy 280	10th St. North	San Jose	San Jose	B	B	NM	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
3041	Hwy 280	10th St. South	San Jose	San Jose	B	B	NM	B	B	B	B-	B	B	B	B	B	B	B	B-	B	B	B
3042	Hwy 680	Alum Rock (East)	San Jose	State	B	B	NM	B	B	C	B-	C	C	C	C+	C	C-	C	C	C	NM	C+
3043	Hwy 680	Alum Rock (West)	San Jose	State	B	B	NM	B	B	C+	C+	C	C	C+	C+	C	C	C	C	C	NM	C



ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014	2016	2018
3044	Hwy 680	King Rd. N	San Jose	San Jose	C	C	NM	C	C	C	C-	D+	D+	D+	C-	C-	C	C-	C-	C	C	C
3045	Hwy 680	King Rd. S	San Jose	San Jose	A	B	NM	B	B	C	C+	D+	D+	C	C-	C	C	C	C	C	C	C
3046	Hwy 880	The Alameda N	San Jose	San Jose	A	A	NM	B	A	B+	B+	B+	B+	B+	A	B	B	B	B	B	B	B
3047	Hwy 880	The Alameda S	San Jose	San Jose	A	A	NM	B	B	B+	B	B	B	B+	A	B-	B	C+	B-	C+	C+	C+
3048	Hwy 880	Bascom Av. N	San Jose	San Jose	B	B	NM	B	B	B	B	B	B	B	A	A	A	B+	A	B+	A	A
3049	Hwy 880	Bascom Av. S	San Jose	San Jose	B	C	NM	B	C	B+	C	A	B	B	B+	A	B+	B+	A	A	A	A
3050	Hwy 880	Brokaw Rd. E	San Jose	San Jose	B	B	NM	C	C	C+	C+	B-	B	B	C	C-	D+	C	C	C	B+	B+
3051	Hwy 880	Brokaw Rd. W	San Jose	San Jose	D	D	NM	D	D	C-	C-	C	C	C-	D	D	D	D+	D	C-	D	D
3052	Hwy 880	Coleman Av. N	San Jose	San Jose	B	B	NM	B	B	B	B	B	B	B	B+	NM	A	B+	B+	B+	B-	A
3053	Hwy 880	Coleman Av. S	San Jose	San Jose	B	B	NM	B	D	B	B-	B	B	B	B	NM	B-	C+	C+	C	C	C+
3054	Hwy 880	N. First St. N	San Jose	San Jose	A	A	NM	A	A	B+	B+	B	B	B	B	B	B-	B	C	C	C	C
3055	Hwy 880	N. First St. S	San Jose	San Jose	C	B	NM	B	B	B	B	B	B	B	B	B	B	B	B	B	B	A
3056	Hwy 880 (SB)	Stevens Creek Blvd. (West)	San Jose	San Jose	C	B	NM	C	C	C+	C	C+	B-	C+	C+	C+	C+	C+	C+	B	NM	C
3057	The Alameda (Rte 82)	Hedding St.	San Jose	San Jose	D	C	NM	C	C	D	D	D	C-	C-	C	C-	C-	C-	D+	D+	D	D
3058	The Alameda (Rte 82)	Naglee Av.	San Jose	San Jose	D	C	NM	C	C	D	C	D	D+	D+	D+	D	D	D	D	D	D	D
3059	The Alameda (Rte 82)	Race St.	San Jose	San Jose	C	C	NM	C	C	D	C	C	C	C	C	C-	D+	C	C-	D	D+	D
3060	Monterey Hwy/First St. (SR 82)	Alma Av.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D+	D	D	D	D	D	D	D
3061	E. San Carlos St. (Rte 82)	Almaden Blvd.	San Jose	San Jose	D	D	NM	D	D	E	D	D	D+	D+	C-	C-	D	D+	D+	C-	C-	C-
3062	Alum Rock Av. (Rte. 130)	Capitol Av.	San Jose	State	D	D	NM	D	E	D+	D	D+	D+	NM	NM	D+	D	C-	C-	C	NM	D+
3063	Alum Rock Av. (Rte. 130)	Jackson Av.	San Jose	State	D	E	D	D	E	D	D	D+	D+	D	D+	D	D-	D	D	D	NM	D
3064	Alum Rock Av. (Rte. 130)	King Rd.	San Jose	State	C	C	NM	D	D	D+	D+	D+	D+	D+	C-	C-	D	C-	C-	C-	C-	C-
3065	Alum Rock Av. (Rte. 130)	White Rd.	San Jose	State	D	D	NM	D	D	E+	E+	D	D	D	D	D	D	D	D	D	C-	C-
3066	Autumn St.	Santa Clara St.	San Jose	San Jose	B	B	NM	B	B	B-	B-	B-	B-	B-	B	C	C+	B-	C+	C+	B	B-
3067	S. Bascom Av.	Camden Av.	San Jose	San Jose	D	D	NM	D	D	E	D-	D-	D	D-	D	D	D	D	D	D	D	D
3068	S. Bascom Av.	Curtner Av.	San Jose	San Jose	C	C	NM	C	B	C	C+	C	D+	C	C-	D+	D	D	D+	D+	D+	D+
3069	S. Bascom Av.	Samaritan Dr.	San Jose	San Jose	D	NM	C	D	D	D	D	D+	C	C+	C	C	D+	C-	D+	D	C-	C
3070	S. Bascom Av.	Stokes St.	San Jose	San Jose	D	D	NM	D	D	C-	C	C	C	C	C	C	C-	C	C	C	C	C-
3071	S. Bascom Av.	Union Av.	San Jose	San Jose	E	D	NM	D	D	C	D+	C-	D	D	D	C-	D+	D+	D	D	D+	D+
3072	Monterey Hwy. E	Bernal Rd.	San Jose	San Jose	B	B	NM	A	B	E	B	B	B	B-	B	B	B	A	B	B	B+	B
3073	Monterey Hwy. N	Bernal Rd.	San Jose	San Jose	C	C	NM	B	C	D+	C-	C-	C-	C	C	C	C	C	C	C	C	C
3074	Monterey Hwy. S	Bernal Rd.	San Jose	San Jose	A	A	NM	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A
3075	Santa Teresa Blvd.	Bernal Rd.	San Jose	San Jose	E	D	NM	D	D	D+	D	D	D	D+	C-	D+	D	D	D	D	D+	D+
3076	Berryessa Rd.	Lundy Av.	San Jose	San Jose	E	E	E	D	D	D	D	D	D-	D	D	D	D	D	D	D	D	D
3077	Bird Av. (Rte 82)	W. San Carlos St. (Rte 82)	San Jose	San Jose	C	C	NM	D	D	D+	D	D+	D	D	D+	D	D+	D+	D	D	D+	D+
3078	Monterey Hwy. (Rte. 82) N	Blossom Hill Rd.	San Jose	San Jose	C	NM	B	B	C	B	B	B	C+	B	B-	B-	B-	B	C+	C	C	C+
3079	Monterey Hwy. (Rte. 82) S	Blossom Hill Rd.	San Jose	San Jose	D	D	NM	C	C	C	C+	C+	C	B	C	C+	C	C+	C	C	C+	C+
3080	Blossom Hill Rd.	Santa Teresa Blvd.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D+	D+	D	D	D	D	D+	D+
3081	Blossom Hill Rd.	Snell Av.	San Jose	San Jose	D	E	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
3082	Monterey Hwy. (Rte. 82)	Branham Ln.	San Jose	San Jose	D	NM	D	D	C	D	C-	C	C-	C-	C-	C-	D+	D+	D+	C-	D	D+
3083	Brokaw Rd.	First St.	San Jose	San Jose	F	NM	D	D	E	D	E+	D	D	D	D	D	D-	D-	D	D	D	D
3084	Brokaw Rd.	Old Oakland Rd.	San Jose	San Jose	D	D	NM	C	D	D	D	D	D	D	D	NM	D	D	D	D	D	D
3085	Brokaw Rd.	Zanker Rd.	San Jose	San Jose	D	D	NM	D	D	E	E+	E+	D	NM	NM	D+	D	D	D	D	D	D+
3086	Hillsdale Av.	Camden Av.	San Jose	San Jose	D	C	NM	C	C	C	C-	C+	C	D+	C+	C+	C	C	C	B-	C	C-
3087	Camden Av.	Leigh Av.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D-	E+	D	D	D	D	D	D	D-
3088	Camden Av.	Union Av.	San Jose	San Jose	E	E	E	D	D	D-	D-	D-	E	E	D	E	E	E	E+	D	E+	E+
3089	Hamilton Av.	Campbell Av.	San Jose	San Jose	D	C	NM	C	C	C	C	C	B-	C	C	B-	B	B	B	C+	C	C-
3090	Campbell Av.	Saratoga Av.	San Jose	San Jose	F	F	D	D	D	D	D	D	D	D	D	D-	D-	D-	D-	D	D	D
3091	Monterey Hwy. (Rte. 82)	Capitol Expwy. N	San Jose	San Jose	B	NM	B	B	B	B	B	B	B	B	B	B	B-	B	B	B	B	B
3092	Monterey Hwy. (Rte. 82)	Capitol Expwy. S	San Jose	San Jose	B	NM	A	A	A	B	B	B	B	B	B	B	B	B	B	B	B	B
3093	Santa Teresa Blvd.	Coleman Rd.	San Jose	San Jose	D	C	NM	C	C	B	C	C	C	C	C	C	C	C	C	C	C	C
3094	Santa Teresa Blvd.	Cottle Rd.	San Jose	San Jose	E	E	D	D	D	D	D	D	D+	D+	D+	D	D+	D+	D+	D+	D+	D+
3095	Monterey Hwy. (Rte. 82)	Curtner Av./Tully Rd.	San Jose	San Jose	F	NM	D	D	D	D	D	D	D	D	D	D	E	E+	E	D-	E+	D-
3096	Trimble Rd.	De la Cruz Blvd./Seaboard Av.	San Jose	San Jose	E	E	E	F	F	D+	E	D-	D	D	D	D	D	C-	C	C-	D	D
3097	S. First St. (Rte 82)	Keyes St./Goodyear	San Jose	San Jose	C	C	NM	C	C	D	C	C-	C-	C	C	C	C	C	C	C	D+	C-



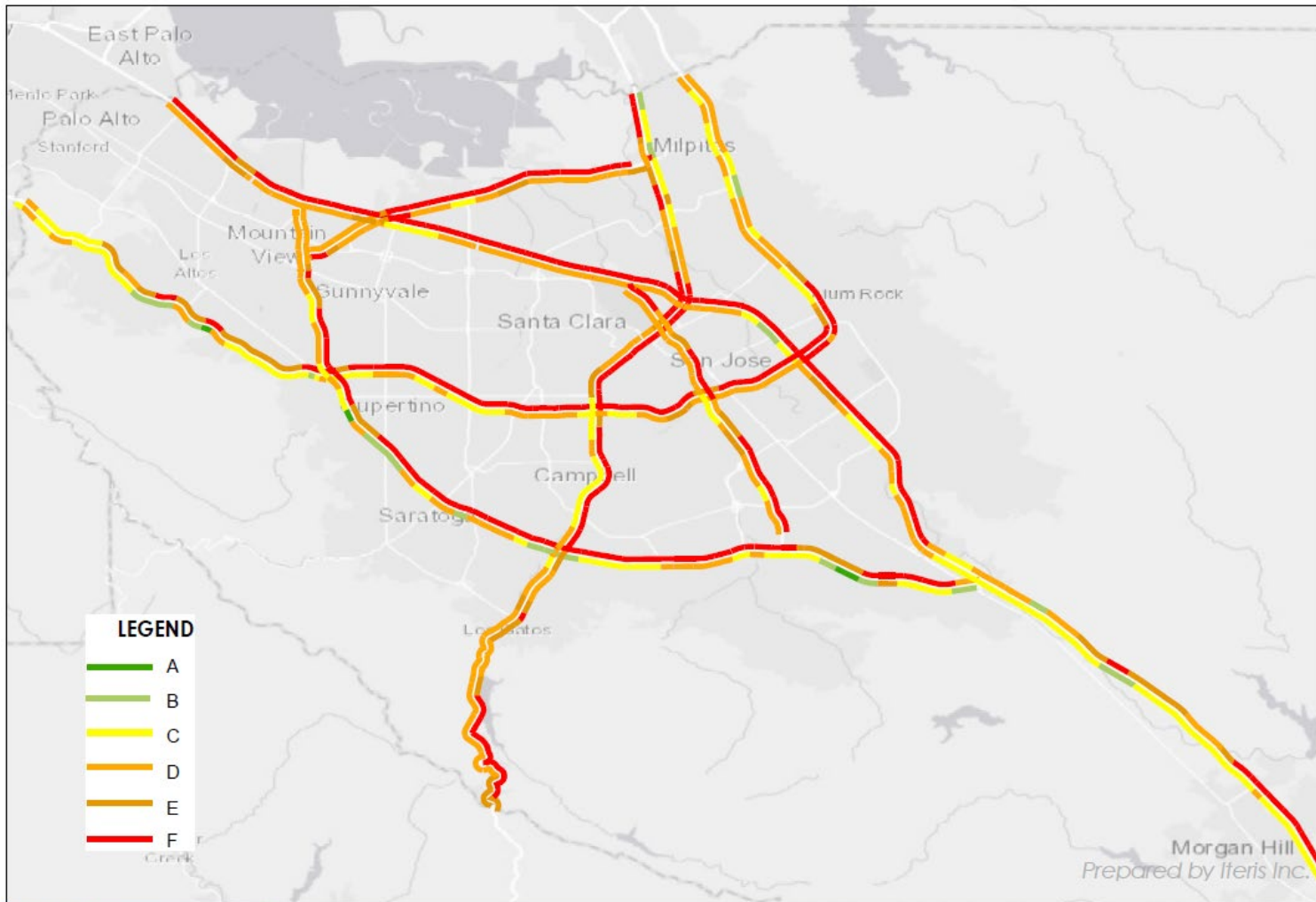
ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014	2016	2018
3098	Trimble Rd.	First St.	San Jose	San Jose	F	E	E	E	E	E	E+	D-	D	D	D	D	D	D	D	D	D	D
3099	S. First St. (Rte 82)	Willow St.	San Jose	San Jose	A	A	NM	A	A	A	A	B+	A	B+	A	A	A	A	A	A	A	A
3100	Guadalupe Parkway	Hedding St.	San Jose	San Jose	E	E	D	D	D	C-	Intersection no longer exists due to grade separation											
3101	Guadalupe Parkway	Taylor	San Jose	San Jose	F	F	E	F	F	F	Intersection no longer exists due to grade separation											
3102	Hillsdale Av.	Meridian Av.	San Jose	San Jose	E	E	D	D	D	D-	D	D-	D-	D-	D	D	D	D	D-	D	D-	D-
3103	Saratoga Av.	Kiely Blvd.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D	D	E	D	D	D+	D	D
3104	Stevens Creek Blvd.	Kiely Blvd.	San Jose	San Jose	E	E	E	E	D	E	D-	D-	D-	D-	D	D	D	D	D+	D+	D+	D+
3105	Tully Rd.	King Rd.	San Jose	San Jose	D	D	NM	D	D	E+	D	D-	D-	D-	D	D	D-	D	D	D	D	D
3106	Murphy Av.	Lundy Av.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D	D	D	D	D	C-	D	D
3107	E. San Carlos St. (Rte 82)	Market St.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D+	D	C-	C-	D+	C-	D+	D+	C	C-
3108	Tully Rd.	McLaughlin Av.	San Jose	San Jose	F	D	NM	D	E	D	E	E	D-	D-	D-	D	D	D-	D	D	D	D
3109	Monterey Hwy. (Rte. 82)	Senter Rd.	San Jose	San Jose	C	NM	C	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C
3110	Monterey Hwy. (Rte. 82)	Skyway Dr.	San Jose	San Jose	B	NM	B	B	B	B	B	B	B-	C	C	C	C	C	C	C	C	C
3111	Monterey Hwy. (Rte. 82)	Old Tully Rd.	San Jose	San Jose	B	NM	B	B	B	B-	B	C+	B	B-	C+	C	C+	C	C	C+	C	C
3112	Santa Clara St. (Rte 82)	Montgomery St.	San Jose	San Jose	B	A	NM	B	B	A	B-	C+	B-	B-	B	B-	B	B	A	A	A	B+
3113	Saratoga Av.	Moorpark Av.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
3114	Tully Rd.	Quimby Rd.	San Jose	San Jose	D	D	NM	D	D	D	D+	D	D	D	D	D	D	D+	D+	D+	D	D
3115	Santa Teresa Blvd.	Snell Av.	San Jose	San Jose	E	D	NM	D	D	D	D	C-	C-	C-	C	C	C	C-	D+	D+	D+	C-
3116	Stevens Creek Blvd.	Saratoga Av.	San Jose	San Jose	E	E	D	D	D	D	D	D	D	D	D+	D	D+	D+	D+	D+	D	D+
3117	Tully Rd.	Senter Rd.	San Jose	San Jose	D	D	NM	D	D	NM	D-	D-	D-	D	D	D	D-	D	D	D	D	D
3118	Stevens Creek Blvd.	Winchester Blvd.	San Jose	San Jose	E	E	D	D	D	D	D	D-	D	D	D	D	D	D	D	D	D	D-
3119	Trimble Rd.	Zanker Rd.	San Jose	San Jose	D	D	NM	C	D	D	D	E+	NM	NM	NM	C-	C-	C-	D+	D+	D+	D+
3120	Capitol Exp.	Pearl Av.	San Jose	San Jose	D	D	NM	D	D	D	NM	D+	D+	D	C-	D+	C-	C-	D+	C-	D+	D+
5009	S. Bascom Av.	Fruitvale Av.	San Jose	SC County	B	C	NM	C	C	D	D-	D	D	D+	D+	D+	D+	D	D	D+	D	D
5012	S. Bascom Av.	Moorpark Av.	San Jose	SC County	C	D	NM	D	E	E+	D	D	E	E+	D	D	D	D-	D	E	E	E
5108	Page Mill/Oregon Exp.	Middlefield Rd.	Palo Alto	SC County	E	E	E	E	E	E	E	E-	E	E	E	E	E	E+	E+	E+	E+	E+
5120	Page Mill/Oregon Exp.	Hanover	Palo Alto	SC County	D	D	NM	D	D	E	E	E	E+	E+	D	D	D+	D	D	D	D	D-
5205	Page Mill/Oregon Exp.	Foothill Expwy.	Palo Alto	SC County	F	F	F	F	F	F	F	NM	F	F	F	F	F	F	F	E-	F	F
5207	Foothill Exp.	Arastradero Rd.	Palo Alto	SC County	E	E	E	E	E	E	E	E	E	E	D-	D-	D	D-	D	D	D-	D-
5213	Foothill Exp.	Main St./Burke Rd.	Los Altos	SC County	C	C	NM	C	B	C-	C	C	C	C+	C+	C	C+	C+	C+	C+	B-	C+
5214	Foothill Exp.	San Antonio Rd.	Los Altos	SC County	B	B	NM	B	C	C+	B-	B	B-	C+	B	B	B	B	B	E-	D	E
5215	Foothill Exp.	El Monte Av.	Los Altos	SC County	D	D	NM	D	E	E	E	F	F	E	E	E+	E+	E+	D-	F	E	E
5220	Foothill Exp.	Magdalena Av./Springer Rd.	Los Altos	SC County	D	E	D	D	E	E	E	E+	E+	E+	D	D	D	D	D	E	E	E
5223	Foothill Exp.	Grant Rd./St. Joseph Av.	Los Altos	SC County	C	D	NM	D	D	D-	D-	D-	E	D	D	D	D	D	D	D	D	D+
5225	Foothill Exp.	Homestead Rd.	Los Altos	SC County	C	C	NM	C	D	D	D	D	D	D	D	D+	D+	D+	C-	C	C	C-
5305	Central Exp.	Rengstorff Av.	Mountain View	SC County	E	E	E	E	E	E	D-	E	E	E+	D	E+	E+	D-	D	E	E	E+
5308	Central Exp.	Castro St./Moffet Blvd.	Mountain View	SC County	D	D	NM	D	D	D-	D	D	D	D	D	D	D	D	D	E	D-	E
5310	Central Exp.	Shoreline Blvd. East	Mountain View	SC County	B	B	NM	B	B	D	D	D-	D-	B	A	A	B+	B+	A	A	A	A
5311	Central Exp.	Shoreline Blvd. West	Mountain View	SC County	B	B	NM	B	B	B	B	B	B	B	A	B+	B+	B	B+	A	A	A
5313	Central Exp.	Whisman Station Dr.	Mountain View	SC County	B	B	NM	B	B	B	B	B	B	B	B	B	B	C+	B-	D+	D+	B+
5315	Central Exp.	Hwy 237 (Ferguson Dr.)	Mountain View	SC County	B	B	NM	B	B	B	B	B	B	B	B+	A	A	B	B+	B	A	A
5320	Central Exp.	Mary Av.	Sunnyvale	SC County	E	E	D	D	D	D-	D	E+	D	D	D	D	D	D	D	E	E	E
5325	Central Exp.	Corvin Dr./Oakmead Pkwy	Santa Clara	SC County	C	C	NM	C	D	D	E+	D-	D-	C-	C	C	C+	C+	C	D-	D	D
5329	Central Exp.	Bowers Av.	Santa Clara	SC County	D	D	NM	E	E	F	F	F	F	E	E+	E	E	E	D	E	E+	E+
5332	Central Exp.	Scott Blvd.	Santa Clara	SC County	E	D	NM	D	E	E+	E+	E-	E	D	D+	D	D	D-	D	E	E	E
5334	Central Exp.	Lafayette St.	Santa Clara	SC County	D	D	NM	E	F	F	F	F	F	E	E+	D-	E	E	D-	E	E	D-
5335	Central Exp.	De la Cruz Blvd.	Santa Clara	SC County	E	E	E	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F
5405	San Tomas Exp.	Stevens Creek Blvd.	Santa Clara	SC County	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E	E	E	E+
5406	San Tomas Exp.	Moorpark Av.	San Jose	SC County	E	D	NM	D	D	E+	D-	F	E+	E+	D	D	D	D	D-	D	D	D
5408	San Tomas Exp.	Scott Blvd.	Santa Clara	SC County	F	F	F	F	NM	F	F	E-	E	E	D	D	D-	D	D	D-	D-	D
5414	San Tomas Exp.	Monroe St.	Santa Clara	SC County	E	D	NM	D	D	E	E	D-	E+	E+	D	D	D+	D+	D+	D+	D	D+
5416	San Tomas Exp.	El Camino Real (Rte 82)	Santa Clara	SC County	F	F	F	F	F	F	F	F	F	F	E	E	E	E+	E+	E-	E-	E
5419	San Tomas Exp.	Homestead Rd.	Santa Clara	SC County	F	E	E	E	E	E-	F	E	F	E+	E	E	E	E+	E+	E	E+	D
5422	San Tomas Exp.	Saratoga Av.	Santa Clara	SC County	E	E	E	E	F	F	F	F	F	F	E+	E	E+	E+	D	E+	E+	D-



ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014	2016	2018
5429	San Tomas Exp.	Hamilton Av.	Campbell	SC County	E	E	E	E	E	F	F	F	F	F	E	E	E+	D	D	E	E	D-
5430	San Tomas Exp.	Campbell Av.	Campbell	SC County	F	F	E	F	F	F	F	E-	E-	E	E+	E-	E-	E	E	F	F	E
5432	Hwy 17 (SB)	San Tomas Expwy./Camden Av.	Campbell	SC County	F	D	NM	E	E	E-	F	F	E	D+	D+	D	E	E+	E	E-	F	E
5433	Hwy 17 (NB)	San Tomas Expwy./Camden Av.	Campbell	SC County	C	C	NM	C	D	E	D	F	E+	D	D	D	E+	D	D	D	D+	D+
5505	Almaden Exp.	Koch Ln.	San Jose	SC County	B	B	NM	B	B	B+	B	B+	B	B	A	A	A	A	A	B-	B	C+
5512	Almaden Exp.	Branham Ln.	San Jose	SC County	F	E	E	D	D	E+	D-	E+	D-	D-	D	D	D	D	D	D-	D	D
5513	Almaden Exp.	Blossom Hill Rd.	San Jose	SC County	F	E	E	E	E	E	E	F	F	F	E	E-	E	E	E+	E+	D-	D
5516	Almaden Exp.	Coleman Rd.	San Jose	SC County	F	F	F	D	E	E	D-	D-	E+	E	D	D-	D	D	D	D	D	D
5520	Almaden Exp.	Camden Av.	San Jose	SC County	E	D	NM	D	E	E+	E	D-	E	E	D	D	D	D	D	D	D	D
5522	Almaden Exp.	Hwy 85 N. ramp	San Jose	SC County	NM	NM	NM	C	B	C+	C	C+	C	D-	E	D	E	D	D	D	D+	E+
5523	Almaden Exp.	Hwy 85 S. ramp	San Jose	SC County	NM	NM	NM	B	C	C	F	D-	C-	D	C	C	C	C	C	B-	B-	B
5603	Lawrence Exp.	Tasman Dr.	Sunnyvale	SC County	D	D	NM	D	NM	E+	NM	F	D-	D	D	D-	E+	D-	D-	E+	D-	E+
5611	Lawrence Exp.	Arques Av.	Sunnyvale	SC County	E	D	NM	E	NM	D-	E+	F	F	F	E	D	D-	E+	E+	E	E	E
5613	Lawrence Exp.	Reed Av.	Sunnyvale	SC County	E	E	E	D	NM	E	E-	E	F	F	D	D	D-	D+	D	E	E	E
5625	Lawrence Exp.	Homestead Rd.	Sunnyvale	SC County	F	F	F	E	NM	E+	E+	E+	E+	E	D	D-	D	D	D	E	E	E
5633	Lawrence Exp.	Bollinger Rd./Moorpark Av.	San Jose	SC County	D	D	NM	D	D	D	E+	E	E	E+	E+	E+	E+	D	D	E	E	D-
5635	Lawrence Exp.	Prospect Rd.	San Jose	SC County	E	E	E	D	D	D-	D-	D-	E+	E+	D	D-	D	D	D	D	D	D
5636	Lawrence Exp.	Calvert Dr. (I-280 on-ramp)	San Jose	SC County	NM	NM	NM	C	NM	C	D+	C	D	D	D	D	D+	C-	C-	C	D+	D
5640	Lawrence Exp.	Saratoga Av.	San Jose	SC County	F	F	F	E	E	E+	F	E+	E	E+	D	D	D	D	D	D-	D-	D
5711	Capitol Exp.	Narvaez Av.	San Jose	SC County	NM	NM	NM	D	D	D	D+	D	D+	D+	C-	D	D	D	D	D	D	D+
5713	Capitol Exp.	Hwy 87 on/off ramp	San Jose	SC County	NM	NM	NM	D	D	D-	D	E-	D-	D	C-	D	D-	D	D	D	D	D
5715	Capitol Exp.	Snell Rd.	San Jose	SC County	D	D	NM	D	D	D	D	D	D	D	D+	D+	D+	D	D	D	D	D
5720	Capitol Exp.	Senter Rd.	San Jose	SC County	F	F	E	E	E	E	E	E	E+	E+	D	D-	D	D	D	D-	D-	D
5721	Capitol Exp.	McLaughlin Av.	San Jose	SC County	D	D	NM	D	E	E	E	D	D	D	D	D	D-	D	D	E+	D	D-
5723	Capitol Exp.	Silver Creek Rd.	San Jose	SC County	F	D	NM	D	E	D	F	F	F	F	F	E	E+	E	E+	E+	E+	D
5724	Capitol Exp.	Aborn Rd.	San Jose	SC County	F	F	F	E	E	D	E	D	E	E+	D	E	E-	E	E	F	F	E
5725	Capitol Exp.	Quimby Rd.	San Jose	SC County	E	E	E	E	E	D-	D	E	E+	E-	D-	E-	E-	E	E	D-	D-	D
5727	Capitol Exp.	Tully Rd.	San Jose	SC County	D	E	D	E	E	D	D	E+	D	D-	D	D	D-	D	D	D	D	D
5732	Capitol Exp.	Story Rd.	San Jose	SC County	F	F	E	E	F	F	F	F	F	F	E+	E	E	E	E+	E	E	D-
5734	Capitol Exp.	Excalibur Dr. (Capitol Av.)	San Jose	SC County	F	D	NM	D	D	F	D-	F	E+	E	F	E+	E+	E+	D-	D	D	D
5801	Montague Exp.	Main St./Old Oakland Rd.	Milpitas	SC County	F	F	E	E	E	F	F	F	F	E	F	NM	E+	D	D-	F	E	E
5802	Montague Exp.	Trade Zone Blvd./McCandless	Milpitas	SC County	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E-	E+	E	E
5803	Montague Exp.	Capitol Av.	Milpitas	SC County	F	E	E	E	F	F	F	F	F	E	E	E+	E+	D-	D-	E+	NM	D-
5804	Montague Exp.	Milpitas Blvd.	Milpitas	SC County	F	E	E	E	F	F	F	F	F	F	D+	D	D+	D	D+	C-	NM	D
5805	Montague Exp.	Mission College Blvd.	Santa Clara	SC County	F	D	NM	D	D	D	D+	D	D	D	D	D+	D+	D	D	E	E	E
5806	Montague Exp.	De la Cruz Blvd.	Santa Clara	SC County	C	C	NM	C	D	C-	C	C	C	D	D	D+	D	D+	D	D-	D-	D
5807	Montague Exp.	First St.	San Jose	SC County	F	E	E	E	F	F	F	F	F	F	E	F	F	E+	E	E+	E	E
5808	Montague Exp.	Trimble Rd.	San Jose	SC County	F	F	F	F	F	F	F	F	F	E+	D	E+	E+	D	D	D-	D	D
5809	Montague Exp.	McCarthy Blvd./O'Toole Av.	Milpitas	SC County	F	F	F	F	F	F	F	F	F	F	E	E	E	E	F	F	F	F
5812	Montague Exp.	Zanker Rd.	San Jose	SC County	E	D	NM	D	E	D-	D-	E	E+	E	D-	E+	E	D	D-	D-	D-	D

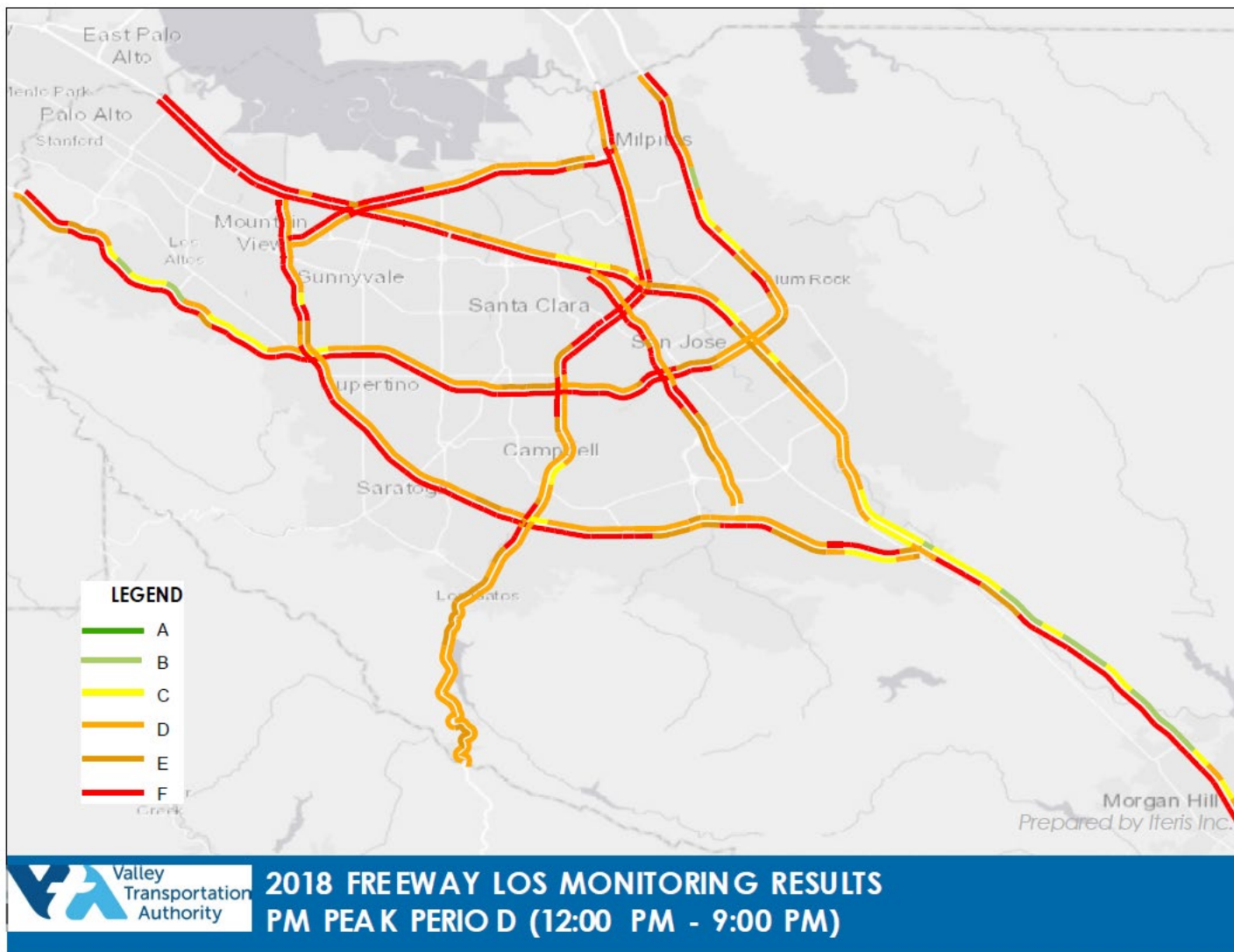
Note: NM – Intersections not measured due to construction

APPENDIX B – 2018 FREEWAY LOS MONITORING RESULTS (AM PEAK)

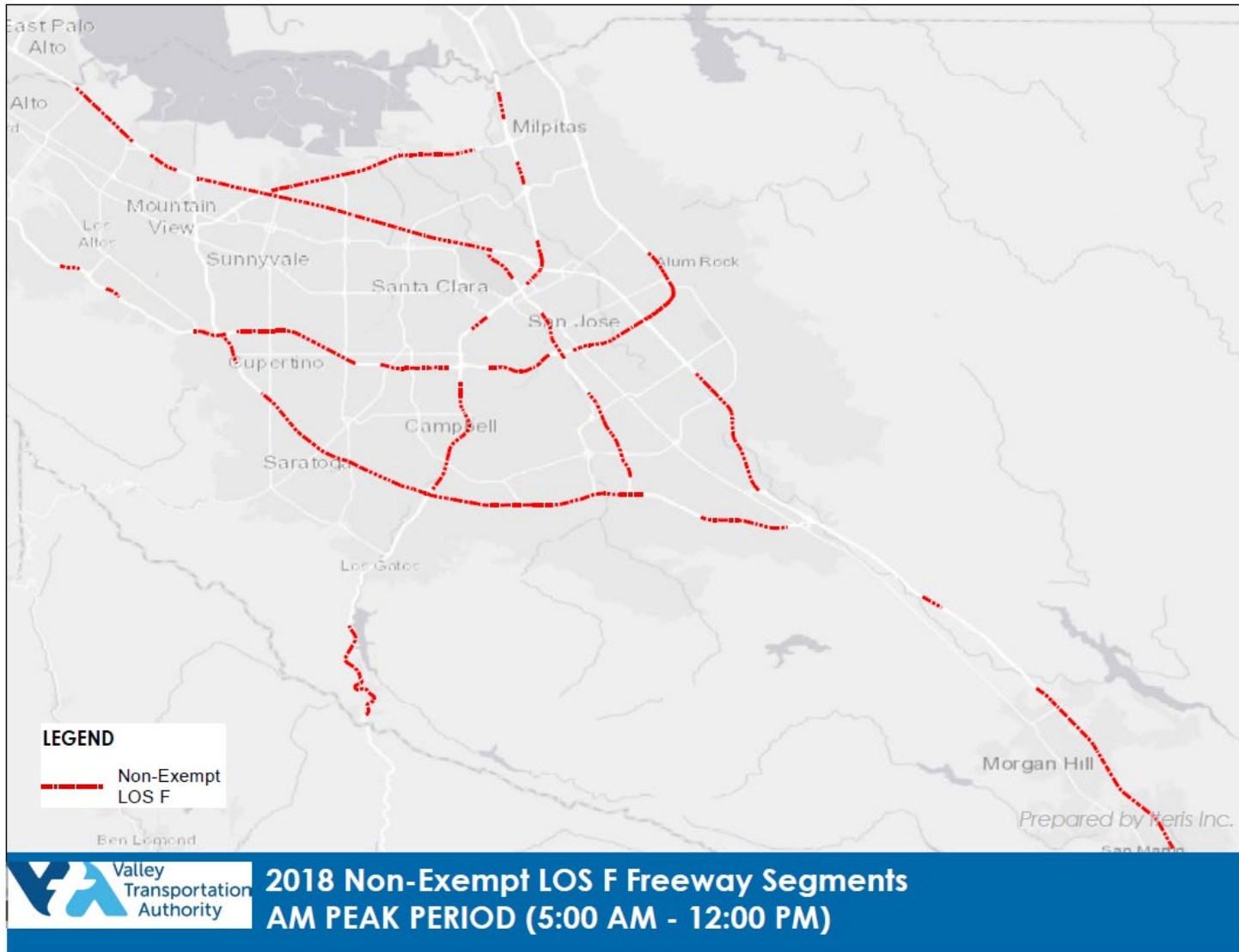


**2018 FREEWAY LOS MONITORING RESULTS
AM PEAK PERIOD (5:00 AM - 12:00 PM)**

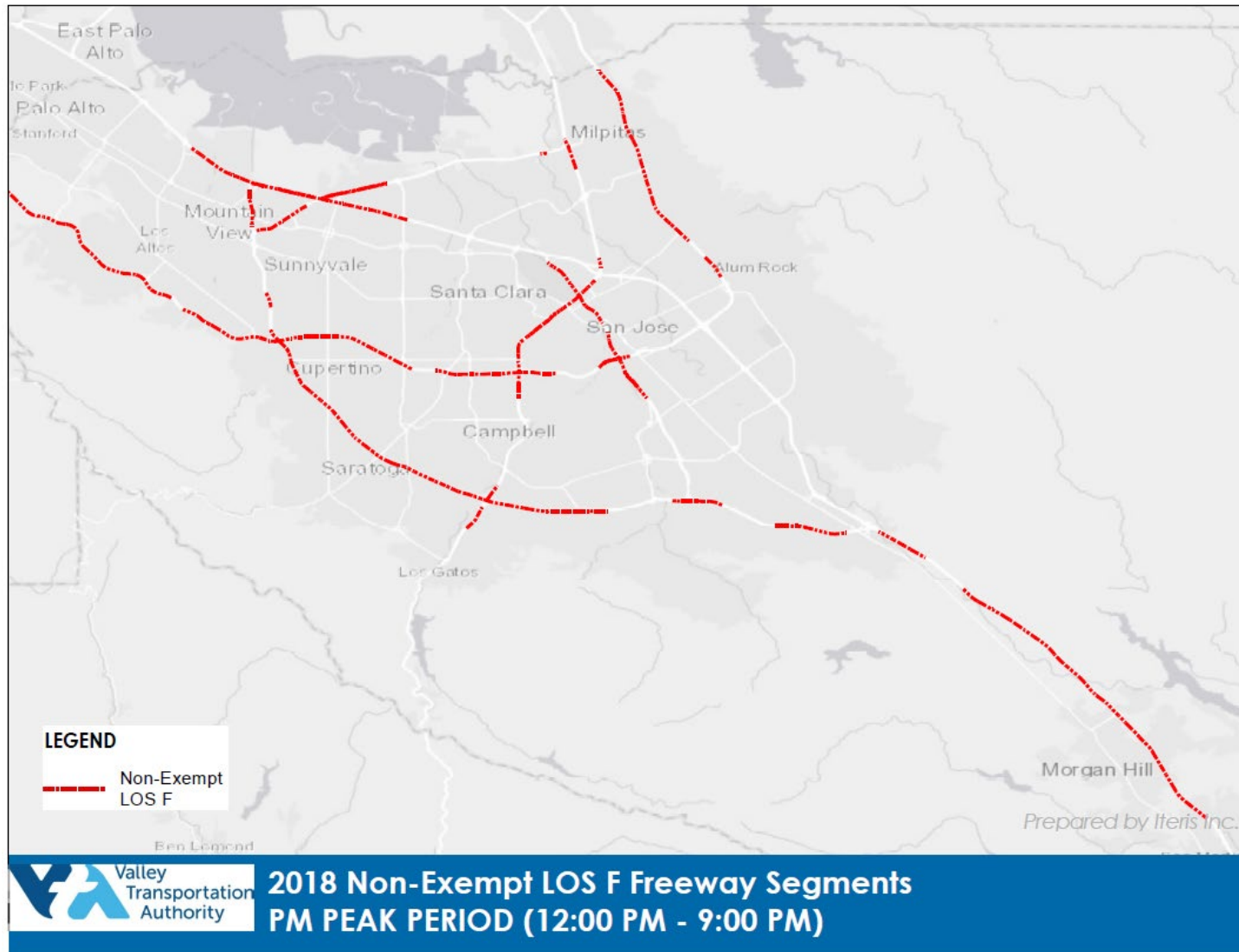
APPENDIX B – 2018 FREEWAY LOS MONITORING RESULTS (PM PEAK)



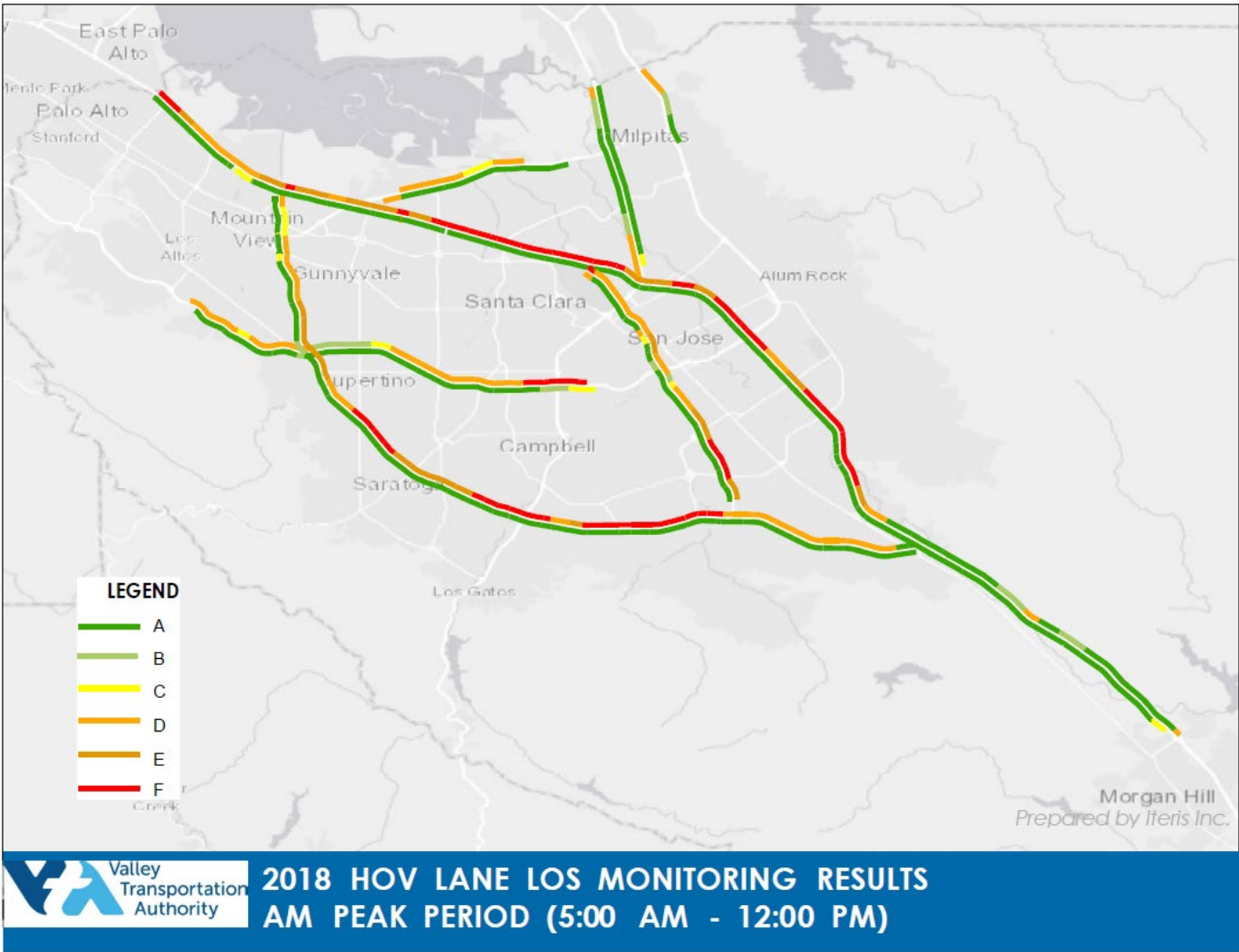
APPENDIX C – 2018 NON-EXEMPT LOS F FREEWAY SEGMENTS (AM PEAK)



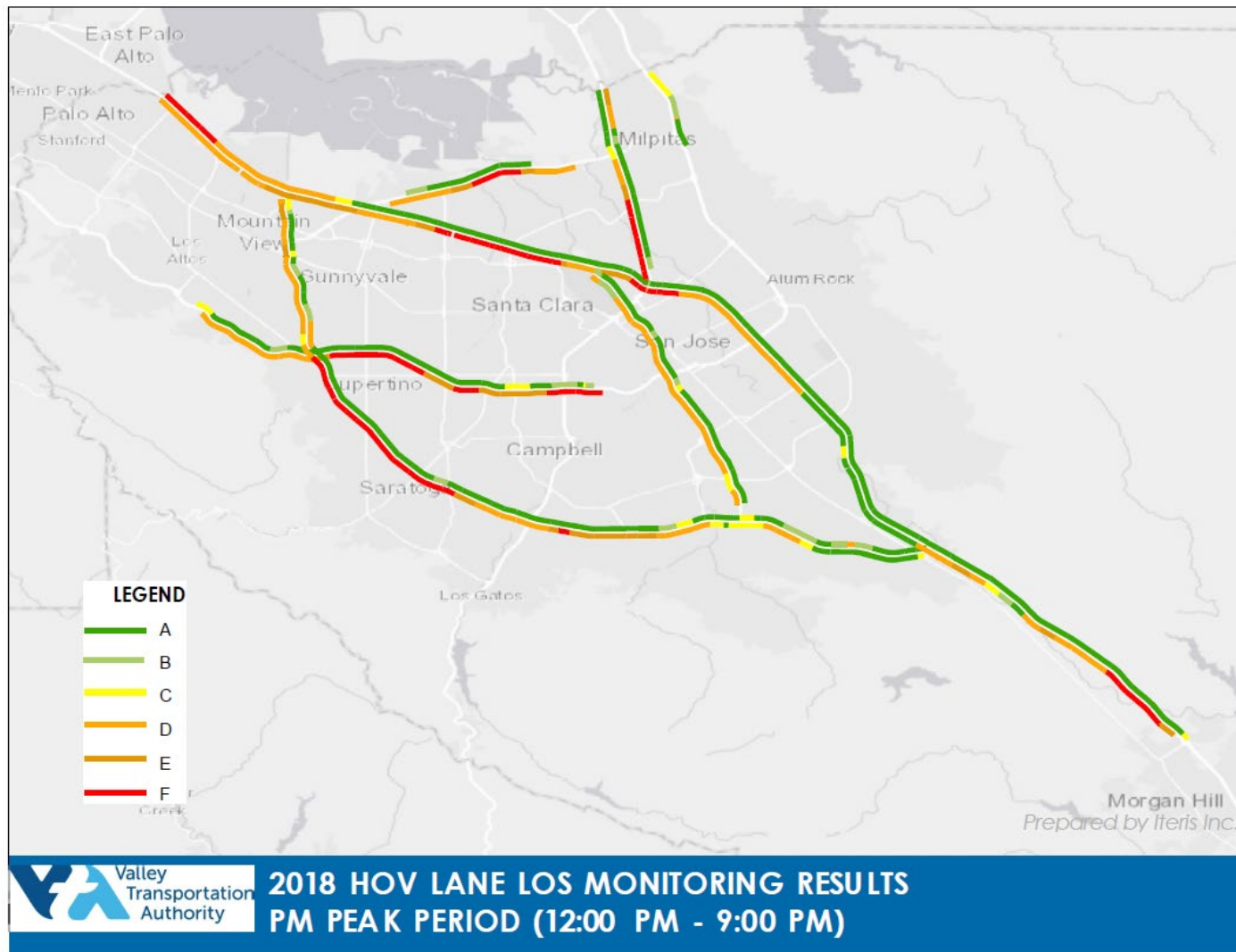
APPENDIX C – 2018 NON-EXEMPT LOS F FREEWAY SEGMENTS (PM PEAK)



APPENDIX D – 2018 HOV LANE LOS MONITORING RESULTS (AM PEAK)



APPENDIX D – 2018 HOV LANE LOS MONITORING RESULTS (PM PEAK)



APPENDIX E

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment

AM Peak Period

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626711974	CA-17	N	CA-17 / CA-35 Summit Rd / Summit Rd	1	0.63	31.80		E		55		1,747		0.50	0.12
1626711997	CA-17	N		2	0.74	23.00		F		64		1,476		0.75	0.37
1626711849	CA-17	N	CA-17 / Madrone Dr / Redwood Estates Rd	3	0.63	21.40		F		66		1,415		1.00	0.67
1626711866	CA-17	N	CA-17 / Brush Rd	4	0.74	22.40		F		65		1,454		1.50	0.40
1626713986	CA-17	N	CA-17 / Hillside Dr	5	0.63	22.20		F		65		1,446		1.50	0.65
1626713961	CA-17	N	CA-17 / Alma College Rd	6	0.62	24.00		F		63		1,512		1.50	0.51
1626713941	CA-17	N	CA-17 / Montevina Rd / Ca-17	7	0.66	20.60		F		67		1,383		1.75	0.68
1626756751	CA-17	N	CA-17 / Alma Bridge Rd	8	0.60	30.20		E		56		1,705		1.50	0.21
1626756615	CA-17	N		9	0.63	49.60		D		40		1,992			
170523475	CA-17	N	CA-17 / Santa Cruz Ave	10	0.61	47.00		D		42		1,985			
169914021	CA-17	N		11	0.77	39.80		E		48		1,909			
1626679670	CA-17	N		12	0.17	32.00		E		55		1,752		0.25	
400245477	CA-17	N	CA-17 Exits 20A,20B / CA-9 Los Gatos Saratoga Rd / Los Gatos Saratoga Rd	13	0.03	29.40		F		57		1,683		0.25	0.01
1626684329	CA-17	N		14	0.20	29.40		F		57		1,683		0.50	
1626679472	CA-17	N		15	0.40	40.40		E		47		1,918			0.03
1626679452	CA-17	N		16	0.46	54.80		D		36		1,953			
1626679444	CA-17	N		17	0.45	59.00		D		31		1,833			
1626757064	CA-17	N		18	0.16	54.40		D		36		1,960			
1626644000	CA-17	N	CA-17 / CA-85 / Bascom Ave	19	0.41	34.20		E		53		1,804		0.25	0.38
1626625716	CA-17	N		20	0.50	34.00		E		53		1,799		0.50	0.35
1626634363	CA-17	N		21	0.61	25.80		F		61		1,574		0.50	0.73
1626733373	CA-17	N	CA-17 Exit 23 / Camden Ave / White Oaks Rd	22	0.53	22.40		F		65		1,454		0.75	1.16
1626744734	CA-17	N		23	0.17	19.80		F		68		1,350		2.00	0.71
1626629253	CA-17	N		24	0.67	16.00		F		73		1,176		3.00	2.39
1626629114	CA-17	N		25	0.63	13.80		F		77		1,061		4.00	2.26
1626737315	CA-17	N	CA-17 Exit 25 / Creekside Way / Hamilton Ave	26	0.24	12.60		F		79		994		4.00	0.85
1626726689	CA-17	N		27	0.14	13.20		F		78		1,028		4.50	0.95
1626667337	CA-17	N		28	0.91	15.60		F		74		1,156		1.75	3.48
1626716639	CA-17	N		29	0.34	33.60		E		53		1,790		0.50	0.06
1626620866	CA-17	S		1	0.33	64.40		C		21		1,336			
1626716767	CA-17	S		2	0.53	62.20		C		26		1,621			
1626716791	CA-17	S		3	0.49	61.40		D		28		1,690			
1626667297	CA-17	S		4	0.22	64.40		C		21		1,336			
1626719512	CA-17	S	CA-17 Exit 25 / Creekside Way / Hamilton Ave	5	0.14	62.80		C		25		1,559			
1626737331	CA-17	S		6	0.72	64.40		C		21		1,336			
1626737351	CA-17	S		7	0.63	62.80		C		25		1,559			
1626623372	CA-17	S	CA-17 Exit 23 / Camden Ave / White Oaks Rd	8	0.74	63.20		C		24		1,513			
1626694054	CA-17	S		9	0.21	60.20		D		29		1,771			
1626700738	CA-17	S	CA-17 / CA-85 / Bascom Ave	10	0.55	59.40		D		31		1,814			

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626670682	CA-17	S		11	0.17	54.00		D		36		1,965			
1626756371	CA-17	S		12	0.10	51.80		D		38		1,986			0.01
1626755000	CA-17	S		13	0.34	62.40		C		26		1,601			
1626622280	CA-17	S		14	0.48	59.60		D		30		1,804			
1626622299	CA-17	S		15	0.52	45.60		D		43		1,977			
1626622317	CA-17	S		16	0.49	38.60		E		49		1,890			
1626679493	CA-17	S	CA-17 Exits 20A,20B / CA-9 Los Gatos Saratoga Rd / Los Gatos Saratoga Rd	17	0.20	52.00		D		38		1,984			
1626684303	CA-17	S		18	0.22	56.60		D		34		1,915			
1626633304	CA-17	S		19	0.73	57.00		D		33		1,905			
1626699571	CA-17	S	CA-17 / Santa Cruz Ave	20	0.59	50.60		D		39		1,991			
1626699593	CA-17	S		21	0.85	47.40		D		42		1,987			
399687967	CA-17	S	CA-17 / Alma Bridge Rd	22	0.40	53.80		D		37		1,968			
1626640798	CA-17	S	CA-17 / Montevina Rd / Ca-17	23	0.62	54.40		D		36		1,960			
399826250	CA-17	S	CA-17 / Alma College Rd	24	0.63	50.00		D		40		1,992			
170522879	CA-17	S	CA-17 / Hillside Dr	25	0.64	43.60		D		45		1,959			
1626716163	CA-17	S	CA-17 / Brush Rd	26	0.61	49.20		D		40		1,992			
1626716206	CA-17	S		27	0.60	42.80		D		46		1,950			
1626716059	CA-17	S	CA-17 / Madrone Dr / Redwood Estates Rd	28	0.63	31.40		E		55		1,737	0.50	0.19	
1626716081	CA-17	S	CA-17 / CA-35 Summit Rd / Summit Rd	29	0.53	36.00		E		51		1,842			0.12
1626749401	CA-237	E		1	0.04	32.60		E		54		1,767	0.50	0.03	
1626633625	CA-237	E	CA-237 Exit 1B / Moorpark Way / Sylvan Ave	2	0.38	24.40		F		63		1,527	0.75	0.22	
1626758011	CA-237	E		3	0.36	34.40		E		53		1,808	0.25	0.07	
1626760492	CA-237	E	CA-237 Exit 2 / Ca-237 / Maude Ave	4	0.83	57.80		D		33		1,880			
1626702096	CA-237	E		5	0.16	56.80		D		34		1,910			
1626679584	CA-237	E		6	0.27	55.80		D		35		1,934			
1626757872	CA-237	E	CA-237 Exits 3A,3B / US-101 Exits 396B,396C / Mathilda Ave	7	0.23	41.00		E		47		1,927			0.06
1626757895	CA-237	E		8	0.56	28.00		F		59		1,643	0.25	0.10	
1626652250	CA-237	E		9	0.47	57.20	61.67	D	D	33	24	1,899	1,474		
1626757913	CA-237	E	CA-237 / Crossman Ave / Persian Dr	10	0.52	60.00	68.86	D	A	30	16	1,782	1,088		
1626670237	CA-237	E	CA-237 Exit 5 / CR-G2 Lawrence Expy / Caribbean Dr	11	0.62	62.00	70.41	C	A	26	13	1,639	936		
1626727850	CA-237	E		12	0.54	58.00	71.38	D	A	32	11	1,873	818		
1626721108	CA-237	E	CA-237 Exit 6 / Great America Pkwy	13	0.85	32.60	72.05	E	A	54	10	1,767	721	0.25	1.36
1626771275	CA-237	E		14	0.52	43.20	72.90	D	A	45	8	1,954	579		0.01
1626750231	CA-237	E	CA-237 / 1St St	15	0.35	56.80	72.06	D	A	34	10	1,910	720		
1626747790	CA-237	E		16	0.57	56.40	70.10	D	A	34	14	1,921	970		
1626757296	CA-237	E		17	0.32	60.40	70.38	D	A	29	13	1,759	940		
1626753059	CA-237	E		18	0.15	59.40	71.12	D	A	31	12	1,814	851		
1626693860	CA-237	E		19	0.32	47.40		D		42		1,987			

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626757935	CA-237	E	I-880 Exits 8A,8B,8C / CA-237 / CA-237 Calaveras Blvd	20	0.20	56.40		D		34		1,921			
1626757798	CA-237	E		21	0.43	34.80		E		52		1,817		0.25	0.21
1626727606	CA-237	W		1	0.09	8.80		F		86		756		6.50	0.48
1626669941	CA-237	W		2	0.06	7.40		F		89		657		6.75	0.39
1626629666	CA-237	W		3	0.08	5.80		F		92		535		5.25	0.87
1626722368	CA-237	W		4	0.26	5.40		F		93		503		5.00	2.42
1626615884	CA-237	W		5	0.26	10.80		F		82		886		5.00	1.25
1626693878	CA-237	W		6	0.37	15.60		F		74		1,156		4.25	0.74
1626757277	CA-237	W		7	0.87	21.80		F		66		1,431		1.25	1.00
1626711697	CA-237	W	CA-237 / 1St St	8	0.46	24.40	58.84	F	D	63	26	1,527	1,555	0.75	0.36
1626638824	CA-237	W		9	0.33	25.00	60.12	F	D	62	25	1,547	1,521	0.75	0.42
1626715964	CA-237	W	CA-237 Exit 6 / Great America Pkwy	10	0.82	25.00	64.07	F	C	62	22	1,547	1,383	2.00	0.35
1626674629	CA-237	W		11	0.56	24.60	67.12	F	A	62	18	1,533	1,218	1.75	0.48
1626644633	CA-237	W	CA-237 Exit 5 / CR-G2 Lawrence Expy / Caribbean Dr	12	0.61	15.20	57.97	F	D	75	27	1,135	1,575	3.25	1.42
1626727750	CA-237	W	CA-237 / Crossman Ave / Persian Dr	13	0.55	12.80	57.41	F	D	79	28	1,006	1,587	3.75	1.60
1626693019	CA-237	W		14	0.47	16.40		F		73		1,195		4.00	1.22
1626668823	CA-237	W		15	0.51	16.80		F		72		1,215		4.00	0.82
1626668684	CA-237	W	CA-237 Exits 3A,3B / US-101 Exits 396B,396C / Mathilda Ave	16	0.10	26.80		F		60		1,606		2.00	0.00
1626659861	CA-237	W		17	0.27	39.60		E		48		1,906			
1626682060	CA-237	W		18	0.47	50.60		D		39		1,991			
1626684232	CA-237	W	CA-237 Exit 2 / Ca-237 / Maude Ave	19	0.80	54.60		D		36		1,956			
1626676017	CA-237	W	CA-237 Exit 1B / Moorpark Way / Sylvan Ave	20	0.45	53.40		D		37		1,972			
1626615995	CA-237	W	CA-237 Exit 1C / Whisman Rd / Ferry Morse Way	21	0.25	52.00		D		38		1,984			
1626743703	CA-237	W	CA-85 Exit 22C / CA-237 Exit 1A	22	0.10	44.80		D		44		1,970			0.03
400252415	CA-85	E		1	0.16	58.00	68.45	D	A	32	16	1,873	1,121		
1626694727	CA-85	E	CA-85 / Moffett Blvd	2	0.49	60.00	67.62	D	A	30	18	1,782	1,184		
400070855	CA-85	E	CA-85 Exits 22A,23 / CA-237 Exit 1B / Evelyn Ave	3	0.08	55.80	63.48	D	C	35	22	1,934	1,407		
400070845	CA-85	E		4	0.26	60.40	69.51	D	A	29	15	1,759	1,029		
1626695506	CA-85	E	CA-85 / CR-G6 Central Expy / Easy St	5	0.52	59.60	69.85	D	A	30	14	1,804	996		
1626765635	CA-85	E	CA-85 Exit 22C / CA-237 Exit 1A	6	0.36	56.40	69.74	D	A	34	14	1,921	1,006		
1626649540	CA-85	E		7	0.46	58.80	68.32	D	A	31	17	1,841	1,132		
1626627445	CA-85	E		8	0.02	57.80	76.23	D	A	33		1,880			
1626649617	CA-85	E	CA-85 Exit 22B / CA-82 El Camino Real / Stevens Creek Trl	9	0.24	59.00	62.84	D	C	31	23	1,833	1,433		
1626649559	CA-85	E		10	0.49	63.00	67.02	C	A	24	18	1,537	1,225		
1626649579	CA-85	E		11	0.42	62.20	68.97	C	A	26	16	1,621	1,079		
1626678136	CA-85	E	CA-85 Exit 20 / Fremont Ave	12	0.53	61.60	68.30	D	A	27	17	1,674	1,134		
1626767146	CA-85	E		13	0.42	61.20	67.87	D	A	28	17	1,705	1,167		
1626721150	CA-85	E		14	0.32	57.80	69.42	D	A	33	15	1,880	1,038		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626721170	CA-85	E		15	0.39	64.00	66.85	C	B	22	18	1,402	1,236		
1626690229	CA-85	E	CA-85 Exit 18 / I-280 Exits 12,12A,12B / Stevens Creek Blvd	16	0.43	57.00	69.71	D	A	33	14	1,905	1,010		
1626666358	CA-85	E		17	0.15	60.20	69.75	D	A	29	14	1,771	1,006		
1626684219	CA-85	E		18	0.63	64.60	69.23	C	A	20	15	1,300	1,055		
1626673111	CA-85	E		19	0.38	67.00	68.13	A	A	9	17	596	1,147		
400138614	CA-85	E		20	0.44	59.60	68.01	D	A	30	17	1,804	1,156		
1626673129	CA-85	E		21	0.40	66.40	68.61	B	A	13	16	838	1,109		
1626703799	CA-85	E	CA-85 Exit 16 / De Anza Blvd	22	0.62	66.40	68.73	B	A	13	16	838	1,099		
1626744263	CA-85	E		23	0.53	65.60	70.28	B	A	16	14	1,080	951		
1626744284	CA-85	E		24	0.53	60.60	69.73	D	A	29	14	1,746	1,007		
1626744145	CA-85	E		25	0.56	64.60	69.60	C	A	20	15	1,300	1,020		
1626745604	CA-85	E	CA-85 / Saratoga Ave	26	0.69	55.00	70.28	D	A	35	14	1,950	951		
1626629094	CA-85	E		27	0.44	66.00	69.36	B	A	15	15	968	1,043		
1626629072	CA-85	E		28	0.36	53.00	69.31	D	A	37	15	1,976	1,047		
1626629052	CA-85	E		29	0.61	58.20	70.63	D	A	32	13	1,865	911		
1626629032	CA-85	E		30	0.34	61.40	70.93	D	A	28	12	1,690	876		
1626628860	CA-85	E		31	0.37	63.80	68.24	C	A	22	17	1,432	1,138		
1626712018	CA-85	E	CA-85 / Winchester Blvd / Winchester Cir	32	0.42	66.40	69.91	B	A	13	14	838	989		
1626720658	CA-85	E		33	0.28	66.00	69.83	B	A	15	14	968	998		
1626611815	CA-85	E	CA-17 / CA-85 / Bascom Ave	34	0.60	66.00	71.90	B	A	15	10	968	744		
1626748725	CA-85	E		35	0.25	64.60	69.88	C	A	20	14	1,300	993		
1626705795	CA-85	E		36	0.30	62.00	71.81	C	A	26	11	1,639	757		
1626635824	CA-85	E	CA-85 / Samaritan Dr / Union Ave	37	0.62	64.20	71.85	C	A	21	10	1,370	751		
1626647578	CA-85	E		38	0.81	63.40	71.17	C	A	23	12	1,487	845		
1626662269	CA-85	E	CA-85 / Camden Ave / Branham Ln	39	0.30	58.00	71.92	D	A	32	10	1,873	742		
1626696360	CA-85	E		40	0.48	52.40	71.94	D	A	38	10	1,982	739		
1626696341	CA-85	E		41	0.48	47.20	71.87	D	A	42	10	1,986	749		
1626696322	CA-85	E		42	0.47	57.40	70.78	D	A	33	13	1,893	894		
1626646692	CA-85	E	CA-85 Exit 6 / CR-G8 Almaden Expy / Almaden Plaza Way	43	0.35	63.00	69.32	C	A	24	15	1,537	1,047		
1626654000	CA-85	E		44	0.13	62.80	75.15	C	A	25	0	1,559	18		
1626678157	CA-85	E		45	0.36	58.20	70.44	D	A	32	13	1,865	933		
1626704679	CA-85	E		46	0.11	62.20	68.44	C	A	26	16	1,621	1,123		
1626626964	CA-85	E	CA-85 Exits 5A,5B / CA-87 Guadalupe Pkwy Exit 1C / Santa Teresa Blvd	47	0.56	63.20	70.78	C	A	24	13	1,513	894		
1626699534	CA-85	E		48	0.32	63.20	71.22	C	A	24	12	1,513	839		
1626671195	CA-85	E		49	0.39	63.00	70.15	C	A	24	14	1,537	965		
1626637875	CA-85	E	CA-85 / CR-G10 Blossom Hill Rd / Blossom Ave	50	0.46	65.40	70.57	B	A	17	13	1,130	918		0.32
1626680977	CA-85	E		51	0.27	67.80	70.26	A	A	2	14	146	952		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626692265	CA-85	E		52	0.36	67.40	70.94	A	A	6	12	393	874		
1626692119	CA-85	E		53	0.45	66.80	70.55	B	A	10	13	684	920		
1626692143	CA-85	E		54	0.47	36.20	71.85	E	A	51	10	1,846	751		1.08
1626616241	CA-85	E	CA-85 / Cottle Rd	55	0.47	64.20	71.78	C	A	21	11	1,370	761		0.07
1626616379	CA-85	E		56	0.19	62.80	73.93	C	A	25	5	1,559	361		
1626742511	CA-85	E		57	0.87	62.00	71.57	C	A	26	11	1,639	792		0.28
1626711071	CA-85	E	CA-85 Exit 1C / US-101 Exits 377A,377B / Bernal Rd	58	0.45	66.20	70.49	B	A	14	13	906	927		0.05
1626678017	CA-85	E		59	0.16	65.00	72.15	B	A	19	10	1,221	706		
1626683692	CA-85	W		1	0.07	47.00	63.87	D	C	42	22	1,985	1,391		
1626683670	CA-85	W		2	0.18	53.20	67.67	D	A	37	17	1,975	1,181		0.02
1626683809	CA-85	W		3	0.31	46.60	68.84	D	A	43	16	1,983	1,090		
1626683773	CA-85	W	CA-85 Exit 1C / US-101 Exits 377A,377B / Bernal Rd	4	0.86	28.00	45.32	F	D	59	38	1,643	1,733	0.50	1.72
1626683753	CA-85	W	CA-85 / Cottle Rd	5	0.45	19.60	43.20	F	D	68	40	1,341	1,743	1.25	0.49
1626683577	CA-85	W		6	0.21	19.40	50.36	F	D	69	34	1,333	1,694	1.75	0.34
1626683559	CA-85	W		7	0.39	25.40	53.57	F	D	61	31	1,561	1,655	1.25	0.29
400282935	CA-85	W		8	0.44	28.80	51.57	F	D	58	33	1,666	1,681	1.25	
1626683540	CA-85	W		9	0.43	30.20	52.46	E	D	56	32	1,705	1,670	1.25	0.28
1626683519	CA-85	W	CA-85 / CR-G10 Blossom Hill Rd / Blossom Ave	10	0.55	32.00	48.08	E	D	55	36	1,752	1,715	0.50	0.71
1626683499	CA-85	W		11	0.11	41.00		E		47		1,927			
1626683640	CA-85	W		12	0.59	38.60	60.58	E	D	49	25	1,890	1,508		0.81
1626683622	CA-85	W		13	0.17	35.60	54.71	E	D	52	30	1,834	1,637		0.20
1626683601	CA-85	W	CA-85 Exits 5A,5B / CA-87 Guadalupe Pkwy Exit 1C / Santa Teresa Blvd	14	0.34	22.40	50.99	F	D	65	33	1,454	1,687	1.00	0.18
1626683583	CA-85	W		15	0.27	16.00	43.57	F	D	73	40	1,176	1,742	2.00	0.38
1626683410	CA-85	W		16	0.41	13.20	25.44	F	F	78	67	1,028	1,700	2.50	1.11
1626683389	CA-85	W		17	0.23	11.20	19.22	F	F	81	84	911	1,615	2.75	1.01
1626683366	CA-85	W	CA-85 Exit 6 / CR-G8 Almaden Expy / Almaden Plaza Way	18	0.31	11.20	20.77	F	F	81	79	911	1,642	2.75	0.83
1626683347	CA-85	W		19	0.45	15.00	20.85	F	F	75	79	1,125	1,643	2.75	1.21
1626683487	CA-85	W		20	0.49	15.20	23.57	F	F	75	71	1,135	1,680	2.50	1.10
1626683469	CA-85	W		21	0.49	14.80	18.79	F	F	75	86	1,115	1,607	2.50	1.05
1626683448	CA-85	W	CA-85 / Camden Ave / Branham Ln	22	0.44	15.20	26.14	F	F	75	65	1,135	1,706	2.75	1.12
1626683429	CA-85	W		23	0.84	17.00	26.74	F	F	72	64	1,224	1,712	2.75	1.65
1626683256	CA-85	W	CA-85 / Samaritan Dr / Union Ave	24	0.44	20.20	38.89	F	E	68	45	1,367	1,754	3.00	0.22
1626683237	CA-85	W		25	0.51	13.20	42.12	F	D	78	41	1,028	1,747	2.75	1.20
1626683215	CA-85	W		26	0.17	16.00	28.41	F	F	73	61	1,176	1,724	2.25	0.68
1626683196	CA-85	W	CA-17 / CA-85 / Bascom Ave	27	0.61	9.00	10.92	F	F	85	126	769	1,373	3.50	2.76
1626683336	CA-85	W		28	0.34	10.20	13.35	F	F	83	110	848	1,468	4.25	1.56
1626683318	CA-85	W	CA-85 / Winchester Blvd / Winchester Cir	29	0.33	11.40	10.81	F	F	81	127	923	1,368	4.50	0.87
1626683297	CA-85	W		30	0.38	12.20	20.37	F	F	80	80	971	1,635	4.75	1.51

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626683279	CA-85	W		31	0.35	18.60	28.30	F	F	70	61	1,298	1,723	4.25	0.84
1626683104	CA-85	W		32	0.50	25.60	34.96	F	E	61	50	1,567	1,752	1.75	0.25
1626683085	CA-85	W		33	0.42	29.80	40.48	F	E	57	43	1,694	1,751	1.50	0.41
1626683062	CA-85	W		34	0.39	27.40	39.50	F	E	59	44	1,625	1,753	1.00	0.37
1626683042	CA-85	W	CA-85 / Saratoga Ave	35	0.73	23.80	33.61	F	E	63	52	1,505	1,749	1.25	0.25
1626683183	CA-85	W		36	0.40	26.20	31.78	F	E	61	55	1,587	1,743	1.00	0.39
1626683165	CA-85	W		37	0.46	27.80	26.29	F	F	59	65	1,637	1,708	0.75	0.21
1626683144	CA-85	W		38	0.45	29.00	26.60	F	F	58	64	1,672	1,710	0.50	0.31
1626683126	CA-85	W	CA-85 Exit 16 / De Anza Blvd	39	0.84	26.80	28.35	F	F	60	61	1,606	1,724	1.00	0.10
1626683109	CA-85	W		40	0.55	38.00	42.57	E	D	49	41	1,879	1,746		0.07
1626682932	CA-85	W		41	0.64	39.20	55.23	E	D	48	29	1,900	1,629		
1626682890	CA-85	W	CA-85 Exit 18 / I-280 Exits 12,12A,12B / Stevens Creek Blvd	42	1.01	11.80	40.84	F	E	80	43	947	1,751	1.00	3.21
1626682876	CA-85	W		43	0.29	9.40	37.34	F	E	85	47	796	1,754	2.50	1.26
1626683013	CA-85	W		44	0.15	12.80	34.03	F	E	79	51	1,006	1,750	2.75	0.49
1626682992	CA-85	W		45	0.77	20.40	32.40	F	E	67	54	1,375	1,745	2.50	1.00
1626682972	CA-85	W	CA-85 Exit 20 / Fremont Ave	46	0.50	21.80	38.77	F	E	66	45	1,431	1,754	2.50	0.28
1626682955	CA-85	W		47	0.44	29.80	47.27	F	D	57	36	1,694	1,721	1.25	0.23
1626682781	CA-85	W		48	0.48	31.20	48.23	E	D	56	36	1,732	1,714	0.50	0.11
1626682759	CA-85	W		49	0.45	32.60	51.13	E	D	54	33	1,767	1,686	0.50	0.11
1626682860	CA-85	W		50	0.18	33.40	53.94	E	D	53	31	1,786	1,649	0.50	
1626682723	CA-85	W		51	0.02	28.60	65.53	F	B	58	20	1,660	1,312	0.75	
400228599	CA-85	W		52	0.06	37.80	57.46	E	D	50	28	1,876	1,586		
1626682738	CA-85	W	CA-85 Exit 22B / CA-82 El Camino Real / Stevens Creek Trl	53	0.25	29.20	53.58	F	D	57	31	1,678	1,654	0.75	0.02
1626682819	CA-85	W	CA-85 Exit 22C / CA-237 Exit 1A	54	0.28	44.00	59.53	D	D	45	26	1,963	1,537		
4002282955	CA-85	W		55	0.11	58.80	57.68	D	D	31	27	1,841	1,582		
1626682628	CA-85	W	CA-85 / Easy St	56	0.78	60.00	63.26	D	C	30	22	1,782	1,416		
1626682608	CA-85	W		57	0.13	48.60	62.10	D	C	41	24	1,991	1,459		
1626682587	CA-85	W	CA-85 / Moffett Blvd	58	0.43	46.60	61.28	D	D	43	24	1,983	1,487		
1626621411	GUADALUPE	N		1	0.67	11.20	31.92	F	E	81	55	911	1,743	2.25	3.50
1626644613	GUADALUPE	N	CA-87 Guadalupe Pkwy Exits 1,1D / Capitol Expy / Capitol Expressway Auto Mall	2	0.40	15.00	27.63	F	F	75	62	1,125	1,719	2.75	0.34
400228610	GUADALUPE	N		3	0.48	12.40	23.90	F	F	79	70	983	1,684	3.25	1.79
1626666705	GUADALUPE	N		4	0.48	18.40	23.86	F	F	70	71	1,289	1,683	3.00	0.57
1626765793	GUADALUPE	N	CA-87 Guadalupe Pkwy Exits 3,3A / Curtner Ave / Unified Way	5	0.56	17.00	30.70	F	E	72	57	1,224	1,738	4.25	0.65
1626752462	GUADALUPE	N	CA-87 Guadalupe Pkwy Exit 3B / CR-G8 Almaden Expy	6	0.45	21.20	31.37	F	E	66	55	1,407	1,741	4.75	0.51
1626749392	GUADALUPE	N		7	0.85	37.20	50.20	E	D	50	34	1,865	1,696		
1626739167	GUADALUPE	N		8	0.24	48.40	63.66	D	C	41	22	1,991	1,400		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626735247	GUADALUPE	N		9	0.23	47.60	65.84	D	B	42	20	1,988	1,296		
1626674644	GUADALUPE	N	I-280 Exits 3A,3B / CA-87 Guadalupe Pkwy Exits 4,5,6,6B / St James St	10	0.77	22.20	42.77	F	D	65	41	1,446	1,745	1.25	0.63
1626669915	GUADALUPE	N		11	0.64	20.80	40.78	F	E	67	43	1,391	1,751	2.25	0.69
1626639726	GUADALUPE	N		12	0.23	28.60	48.34	F	D	58	35	1,660	1,713	0.50	0.12
1626651880	GUADALUPE	N	CA-87 Guadalupe Pkwy Exit 7 / Taylor St	13	0.62	32.20	46.17	E	D	55	37	1,757	1,728	0.50	0.12
1626732934	GUADALUPE	N	CA-87 Guadalupe Pkwy	14	0.78	46.40	54.88	D	D	43	30	1,982	1,635		
1626758773	GUADALUPE	N	CA-87 Guadalupe Pkwy Exit 8 / Skyport Dr	15	0.76	18.80	54.34	F	D	70	30	1,307	1,643	1.75	0.97
1626679058	GUADALUPE	N		16	0.33	13.00	24.47	F	F	78	69	1,017	1,690	4.00	1.30
1626684252	GUADALUPE	S	CA-87 Guadalupe Pkwy	1	0.22	54.40	57.46	D	D	36	28	1,960	1,586		
1626739793	GUADALUPE	S	CA-87 Guadalupe Pkwy Exit 8 / Skyport Dr	2	0.72	56.00	67.38	D	A	34	18	1,930	1,201		
1626745765	GUADALUPE	S	CA-87 Guadalupe Pkwy	3	0.85	55.20	67.64	D	A	35	17	1,946	1,183		
170330297	GUADALUPE	S	CA-87 Guadalupe Pkwy Exit 7 / Taylor St	4	0.57	58.20	67.70	D	A	32	17	1,865	1,178		
1626715183	GUADALUPE	S		5	0.18	55.40	60.48	D	D	35	25	1,943	1,511		
1626694160	GUADALUPE	S		6	0.33	57.60	63.94	D	C	33	22	1,886	1,388		
1626748701	GUADALUPE	S		7	0.22	57.00	68.59	D	A	33	16	1,905	1,110		
1626659583	GUADALUPE	S		8	0.06	52.60	67.40	D	A	38	18	1,980	1,199		0.04
1626669895	GUADALUPE	S	CA-87 Guadalupe Pkwy Exit 6A / Delmas Ave / Woz Way	9	0.26	55.80	67.88	D	A	35	17	1,934	1,165		
1626696878	GUADALUPE	S		10	0.41	60.40	66.82	D	B	29	19	1,759	1,238		
1626705269	GUADALUPE	S	I-280 Exits 3A,3B / CA-87 Guadalupe Pkwy Exits 4,5,6,6B / St James St	11	0.19	63.60	69.68	C	A	23	15	1,460	1,013		0.13
1626745623	GUADALUPE	S		12	0.78	62.40	67.79	C	A	26	17	1,601	1,172		0.67
400147474	GUADALUPE	S		13	0.23	55.60	69.38	D	A	35	15	1,939	1,041		
170344644	GUADALUPE	S		14	0.49	39.80	68.60	E	A	48	16	1,909	1,109		0.34
1626720082	GUADALUPE	S	CA-87 Guadalupe Pkwy Exit 3B / CR-G8 Almaden Expy	15	0.42	32.40	69.60	E	A	54	15	1,762	1,021	0.25	1.29
1626739813	GUADALUPE	S	CA-87 Guadalupe Pkwy Exits 3,3A / Curtner Ave / Unified Way	16	0.35	57.20	67.74	D	A	33	17	1,899	1,176		
1626662089	GUADALUPE	S		17	0.21	58.20	68.45	D	A	32	16	1,865	1,121		0.11
400421586	GUADALUPE	S		18	0.51	56.80	68.07	D	A	34	17	1,910	1,151		
1626698195	GUADALUPE	S		19	0.48	62.60	70.43	C	A	25	13	1,581	934		
1626644688	GUADALUPE	S	CA-87 Guadalupe Pkwy Exits 1,1D / Capitol Expy / Capitol Expressway Auto Mall	20	0.55	56.20	70.06	D	A	34	14	1,925	974		
1626750318	GUADALUPE	S		21	0.57	59.80	67.94	D	A	30	17	1,793	1,161		0.22
1626622185	I-280	E		1	0.22	63.80		C		22		1,432			
1626622048	I-280	E		2	0.52	59.00		D		31		1,833			
1626622067	I-280	E		3	0.57	63.00		C		24		1,537			
1626622086	I-280	E		4	0.54	58.60		D		32		1,850			
1626622486	I-280	E	I-280 Exit 20 / CR-G3 Page Mill Rd / Arastradero Rd	5	0.66	63.40		C		23		1,487			
1626622116	I-280	E		6	0.54	64.00		C		22		1,402			
1626621977	I-280	E		7	0.54	64.20		C		21		1,370			

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626621997	I-280	E		8	0.54	64.40		C		21		1,336			
1626622015	I-280	E		9	0.54	65.00		B		19		1,221			
1626622033	I-280	E		10	0.51	66.40		B		13		838			
1626621896	I-280	E	I-280 Exit 16 / El Monte Rd	11	0.66	59.80		D		30		1,793			
1626676795	I-280	E		12	0.32	65.00		B		19		1,221			
1626621916	I-280	E	I-280 Exit 15 / Magdalena Ave / Eastbrook Ave	13	0.29	67.60		A		4		276			
1626714653	I-280	E		14	0.49	60.40	68.97	D	A	29	16	1,759	1,079		
1626714677	I-280	E		15	0.48	62.00	68.80	C	A	26	16	1,639	1,093		
1626714697	I-280	E		16	0.48	63.00	69.47	C	A	24	15	1,537	1,033		
1626714719	I-280	E		17	0.60	62.80	69.45	C	A	25	15	1,559	1,034		
1626714574	I-280	E		18	0.47	62.20	68.10	C	A	26	17	1,621	1,149		
1626621935	I-280	E	I-280 Exit 13 / CR-G5 Foothill Expy / Foothill Blvd	19	0.42	64.20	68.10	C	A	21	17	1,370	1,149		
1626637061	I-280	E		20	0.15	66.40	71.01	B	A	13	12	838	865		
1626621943	I-280	E		21	0.24	62.80	70.73	C	A	25	13	1,559	899		
1626659636	I-280	E		22	0.15	59.00	66.82	D	B	31	19	1,833	1,238		
1626659517	I-280	E	CA-85 Exit 18 / I-280 Exits 12,12A,12B / Stevens Creek Blvd	23	0.48	63.60	68.88	C	A	23	16	1,460	1,086		
1626621806	I-280	E		24	0.67	62.00	70.64	C	A	26	13	1,639	910		
1626753228	I-280	E	I-280 Exit 11 / De Anza Blvd	25	0.57	57.80	70.78	D	A	33	13	1,880	894		
1626681549	I-280	E		26	0.47	59.40	73.32	D	A	31	7	1,814	496		
1626701491	I-280	E	I-280 Exit 10 / Wolfe Rd	27	0.55	64.40	69.66	C	A	21	15	1,336	1,014		
1626719841	I-280	E		28	0.36	61.60	68.94	D	A	27	16	1,674	1,081		
1626621825	I-280	E	I-280 Exit 9A / CR-G2 Lawrence Expy / Stevens Creek Blvd	29	0.88	62.60	69.72	C	A	25	14	1,581	1,009		
1626616199	I-280	E		30	0.63	62.60	67.68	C	A	25	17	1,581	1,180		
1626623476	I-280	E	I-280 Exit 7 / Saratoga Ave	31	0.57	61.40	70.39	D	A	28	13	1,690	938		
1626621842	I-280	E		32	0.79	58.80	68.98	D	A	31	16	1,841	1,077		
1626621861	I-280	E	I-280 Exit 6 / Winchester Blvd / Moorpark Ave	33	0.38	60.80	71.45	D	A	29	11	1,733	809		
1626621723	I-280	E	CA-17 Exit 27A / I-880 Exit 1C / I-280 Exit 1C	34	0.54	62.60	66.64	C	B	25	19	1,581	1,249		
1626709653	I-280	E		35	0.30	60.00	66.64	D	B	30	19	1,782	1,249		
1626774813	I-280	E	I-280 / Parkmoor Ave / Moorpark Ave	36	0.68	62.40	63.45	C	C	26	22	1,601	1,409		
1626745528	I-280	E	I-280 / Meridian Ave / Moorpark Ave	37	0.74	60.40		D		29		1,759			
1626629417	I-280	E		38	0.06	39.00		E		49		1,897			
1626685547	I-280	E	I-280 Exit 4 / Meridian Ave / Southwest Expy	39	0.53	33.40		E		53		1,786		0.25	
1626651100	I-280	E		40	0.19	30.20		E		56		1,705		0.25	
1626612349	I-280	E	I-280 Exits 3A,3B / CA-87 Guadalupe Pkwy Exits 4,5,6,6B / St James St	41	0.62	60.40		D		29		1,759			
1626634634	I-280	E	I-280 / CA-82 1St St	42	0.40	55.20		D		35		1,946			
1626621790	I-280	E		43	0.09	57.40		D		33		1,893			
1626659124	I-280	E	I-280 / Reed St / 4Th St	44	0.10	55.40		D		35		1,943			

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626692319	I-280	E		45	0.16	58.60		D		32		1,850			
1626692340	I-280	E	I-280 Exit 1 / Margaret Way / Virginia St	46	0.39	59.20		D		31		1,823			
1626686356	I-280	E		47	0.16	58.00		D		32		1,873			
1626621672	I-280	E		48	0.49	56.40		D		34		1,921			
1626621691	I-280	E	I-280 / Mclaughlin Ave	49	0.20	57.20		D		33		1,899			
1626647480	I-280	W	US-101 Exit 384 / I-680 / I-280	1	0.36	10.20		F		83		848		2.50	1.49
1626744376	I-280	W		2	0.55	10.80		F		82		886		3.00	1.16
1626647500	I-280	W	I-280 / Mclaughlin Ave	3	0.20	13.40		F		78		1,039		3.50	0.24
1626647519	I-280	W		4	0.45	19.40		F		69		1,333		2.75	
1626681686	I-280	W		5	0.18	22.40		F		65		1,454		2.25	
1626672315	I-280	W	I-280 Exit 1 / Margaret Way / Virginia St	6	0.44	20.40		F		67		1,375		2.25	
1626647391	I-280	W	I-280 / Reed St / 4Th St	7	0.25	21.60		F		66		1,423		2.50	
1626623743	I-280	W	I-280 / CA-82 1St St	8	0.25	23.40		F		64		1,491		2.25	0.03
1626625066	I-280	W		9	0.14	31.00		E		56		1,727		0.25	0.15
1626647409	I-280	W	I-280 Exits 3A,3B / CA-87 Guadalupe Pkwy Exits 4,5,6,6B / St James St	10	0.63	31.60		E		55		1,742		0.50	0.32
1626724717	I-280	W		11	0.35	24.60		F		62		1,533		1.00	0.03
1626651238	I-280	W		12	0.23	28.60		F		58		1,660		1.25	0.30
1626685683	I-280	W	I-280 Exit 4 / Meridian Ave / Southwest Expy	13	0.37	21.40		F		66		1,415		1.00	0.29
1626647428	I-280	W	I-280 / Meridian Ave / Moorpark Ave	14	0.91	10.40		F		83		861		2.50	3.26
1626774353	I-280	W	I-280 / Parkmoor Ave / Moorpark Ave	15	0.22	11.20	27.31	F	F	81	63	911	1,716	3.50	1.06
1626647327	I-280	W		16	0.07	11.40	19.30	F	F	81	84	923	1,617	3.50	0.34
1626627832	I-280	W		17	0.19	10.80	14.42	F	F	82	104	886	1,502	3.50	0.72
1626647347	I-280	W	CA-17 Exit 27A / I-880 Exit 1C / I-280 Exit 1C	18	0.38	8.60	22.38	F	F	86	74	742	1,665	3.75	1.17
1626647367	I-280	W		19	0.26	9.60	25.97	F	F	84	66	809	1,705	3.25	1.52
1626764707	I-280	W	I-280 Exit 6 / Winchester Blvd / Moorpark Ave	20	0.54	10.20	28.95	F	F	83	60	848	1,728	3.00	2.52
1626689030	I-280	W		21	0.64	12.80	51.54	F	D	79	33	1,006	1,681	2.50	1.84
1626647239	I-280	W	I-280 Exit 7 / Saratoga Ave	22	0.63	16.00	47.07	F	D	73	37	1,176	1,722	2.50	1.24
1626647258	I-280	W		23	0.66	17.00	54.64	F	D	72	30	1,224	1,638	2.00	1.49
1626647276	I-280	W	I-280 Exit 9A / CR-G2 Lawrence Expy / Stevens Creek Blvd	24	0.90	19.40	50.21	F	D	69	34	1,333	1,695	2.00	0.94
1626647295	I-280	W		25	0.36	22.20	51.36	F	D	65	33	1,446	1,683	1.75	0.66
1626647157	I-280	W	I-280 Exit 10 / Wolfe Rd	26	0.56	24.20	52.02	F	D	63	32	1,520	1,675	1.50	0.12
1626699817	I-280	W		27	0.48	26.00	62.91	F	C	61	23	1,580	1,430	1.00	0.61
1626651216	I-280	W	I-280 Exit 11 / De Anza Blvd	28	0.57	27.00	65.93	F	B	60	20	1,612	1,291	1.00	0.08
1626647176	I-280	W		29	0.60	25.80	66.36	F	B	61	19	1,574	1,266	1.00	0.63
1626659614	I-280	W		30	0.29	31.00	66.11	E	B	56	19	1,727	1,280	0.50	0.03
1626659496	I-280	W	CA-85 Exit 18 / I-280 Exits 12,12A,12B / Stevens Creek Blvd	31	0.56	22.40	59.83	F	D	65	26	1,454	1,529	2.00	0.20
1626685366	I-280	W		32	0.13	22.80	60.19	F	D	64	25	1,469	1,519	2.25	0.12

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626647196	I-280	W	I-280 Exit 13 / CR-G5 Foothill Expy / Foothill Blvd	33	0.30	27.20	58.58	F	D	60	27	1,618	1,561	1.50	0.04
1626643823	I-280	W		34	0.48	38.00	57.92	E	D	49	27	1,879	1,576		
1626643838	I-280	W		35	0.47	38.20	60.29	E	D	49	25	1,883	1,517		
1626643700	I-280	W		36	0.47	38.60	64.62	E	C	49	21	1,890	1,358		
1626643719	I-280	W		37	0.58	35.80	57.11	E	D	51	28	1,838	1,594		
1626643737	I-280	W		38	0.52	32.00	60.40	E	D	55	25	1,752	1,513	0.50	0.07
1626647215	I-280	W	I-280 Exit 15 / Magdalena Ave / Eastbrook Ave	39	0.45	28.60	48.96	F	D	58	35	1,660	1,707	1.00	0.18
1626647067	I-280	W		40	0.34	30.20		E		56		1,705		0.75	0.17
1626676812	I-280	W	I-280 Exit 16 / El Monte Rd	41	0.67	30.00		E		57		1,700		1.25	0.07
1626647087	I-280	W		42	0.52	27.40		F		59		1,625		1.50	0.31
1626647104	I-280	W		43	0.55	41.00		E		47		1,927			
1626647123	I-280	W		44	0.54	44.00		D		45		1,963			
1626646985	I-280	W		45	0.54	41.80		E		46		1,938			
1626647005	I-280	W		46	0.47	38.00		E		49		1,879			0.10
1626736543	I-280	W	I-280 Exit 20 / CR-G3 Page Mill Rd / Arastradero Rd	47	0.75	62.20		C		26		1,621			
1626690322	I-280	W		48	0.50	63.80		C		22		1,432			
1626690342	I-280	W		49	0.75	64.00		C		22		1,402			
1626690356	I-280	W		50	0.36	51.80		D		38		1,986			0.06
1626621709	I-680	N		1	0.31	57.00		D		33		1,905			
1626621571	I-680	N		2	0.20	50.80		D		39		1,990			
1626744392	I-680	N	US-101 Exit 384 / I-680 / I-280	3	0.38	19.80		F		68		1,350		0.75	0.07
1626621590	I-680	N		4	0.18	13.00		F		78		1,017		1.50	0.40
1626622859	I-680	N		5	0.29	12.20		F		80		971		2.00	0.87
1626698593	I-680	N		6	0.19	58.60		D		32		1,850			
1626664768	I-680	N		7	0.23	14.00		F		77		1,072		2.25	
1626645017	I-680	N	I-680 Exits 1B,2A / Capitol Expy / Jackson Ave	8	0.37	13.40		F		78		1,039		2.50	1.12
1626685228	I-680	N		9	0.10	14.00		F		77		1,072		2.50	0.18
1626734254	I-680	N		10	0.15	18.20		F		70		1,280		2.50	0.44
1626767638	I-680	N		11	0.15	20.00		F		68		1,358		2.00	
1626625357	I-680	N	I-680 / Mckee Rd	12	0.65	21.60		F		66		1,423		2.00	0.55
1626767426	I-680	N		13	0.72	35.80		E		51		1,838			0.06
1626676040	I-680	N	I-680 Exit 4 / Berryessa Rd	14	0.77	58.40		D		32		1,858			
1626669345	I-680	N		15	0.23	60.00		D		30		1,782			
1626656635	I-680	N	I-680 / Hostetter Rd	16	0.44	62.20		C		26		1,621			
1626702002	I-680	N	I-680 / Capitol Ave	17	0.56	61.20		D		28		1,705			
1626671437	I-680	N		18	0.38	58.40		D		32		1,858			
1626693612	I-680	N	I-680 / Montague Expy / Landess Ave	19	0.70	65.40		B		17		1,130			
1626718186	I-680	N		20	0.68	63.40		C		23		1,487			
1626610517	I-680	N	I-680 Exit 8 / CA-237 Calaveras Blvd / Calaveras Blvd	21	0.92	59.20	67.07	D	A	31	18	1,823	1,222		
1626767659	I-680	N		22	0.05	57.00	69.62	D	A	33	15	1,905	1,018		0.01

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626767679	I-680	N	I-680 Exit 9 / Jacklin Rd	23	0.66	57.00	66.05	D	B	33	19	1,905	1,284		
1626679604	I-680	N		24	0.90	51.80	60.38	D	D	38	25	1,986	1,514		
1626739541	I-680	S		1	0.49	59.20		D		31		1,823			
1626739561	I-680	S		2	0.48	62.80		C		25		1,559			
1626611309	I-680	S	I-680 Exit 9 / Jacklin Rd	3	0.64	60.40		D		29		1,759			
1626624933	I-680	S		4	0.07	62.00		C		26		1,639			
1626680222	I-680	S	I-680 Exit 8 / CA-237 Calaveras Blvd / Calaveras Blvd	5	0.91	62.00		C		26		1,639			
1626742767	I-680	S		6	0.67	60.20		D		29		1,771			
1626635891	I-680	S	I-680 / Montague Expy / Landess Ave	7	0.68	62.20		C		26		1,621			
1626743978	I-680	S		8	0.39	59.60		D		30		1,804			
1626671418	I-680	S	I-680 / Capitol Ave	9	0.58	60.00		D		30		1,782			
1626728352	I-680	S	I-680 / Hostetter Rd	10	0.55	61.60		D		27		1,674			
1626680242	I-680	S		11	0.12	59.00		D		31		1,833			
1626752253	I-680	S	I-680 Exit 4 / Berryessa Rd	12	0.75	61.20		D		28		1,705			
1626752274	I-680	S		13	0.68	62.80		C		25		1,559			
1626716166	I-680	S	I-680 / Mckee Rd	14	0.67	62.20		C		26		1,621			
1626648643	I-680	S		15	0.16	45.00		D		44		1,972			
1626738162	I-680	S		16	0.16	39.20		E		48		1,900			0.00
1626685248	I-680	S	I-680 Exits 1B,2A / Capitol Expy / Jackson Ave	17	0.42	30.40		E		56		1,711		0.50	0.02
1626621718	I-680	S		18	0.18	23.00		F		64		1,476		1.00	0.14
1626638777	I-680	S		19	0.26	18.80		F		70		1,307		1.00	0.52
1626746471	I-680	S		20	0.17	19.80		F		68		1,350		1.00	
1626634499	I-680	S		21	0.27	18.20		F		70		1,280		1.25	
1626610205	I-880	N	CA-17 Exit 27A / I-880 Exit 1C / I-280 Exit 1C	1	0.62	16.20		F		73		1,186		1.00	0.90
1626706530	I-880	N		2	0.18	15.60		F		74		1,156		1.75	0.54
1626608804	I-880	N		3	0.54	19.00		F		69		1,315		1.75	0.72
1626654762	I-880	N		4	0.10	21.20		F		66		1,407		1.75	0.22
1626720857	I-880	N	I-880 Exits 1A,1B,1D / Bascom Ave / Cherrystone Dr	5	0.10	21.60		F		66		1,423		1.50	0.18
1626618430	I-880	N		6	0.56	20.40		F		67		1,375		1.50	0.57
1626637106	I-880	N		7	0.16	20.80		F		67		1,391		1.75	0.28
1626657417	I-880	N	I-880 Exit 2 / CA-82 The Alameda	8	0.16	19.20		F		69		1,324		2.00	0.30
1626669571	I-880	N		9	0.35	15.60		F		74		1,156		2.00	0.76
1626612065	I-880	N	I-880 Exit 3 / Coleman Ave / Airport Blvd	10	0.36	14.80		F		75		1,115		2.25	0.94
1626634100	I-880	N		11	0.42	16.60		F		73		1,205		2.25	0.74
1626695924	I-880	N		12	0.17	18.00		F		71		1,271		2.25	0.28
1626610096	I-880	N	I-880 Exit 4A / 1St St / Burton Ave	13	0.21	16.60		F		73		1,205		2.25	0.44
1626638805	I-880	N		14	0.16	17.80		F		71		1,262		2.25	0.21
1626701921	I-880	N		15	0.16	18.00		F		71		1,271		2.50	0.28
400149705	I-880	N	I-880 Exits 4B,4C / US-101	16	0.03	18.40		F		70		1,289		2.50	0.08
1626668509	I-880	N		17	0.16	21.20		F		66		1,407		2.50	0.13

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626712546	I-880	N		18	0.07	24.00		F		63		1,512		2.25	0.13
1626763059	I-880	N	I-880 Exits 4C,4D / Old Bayshore Hwy / Gish Rd	19	0.32	26.40		F		60		1,593		1.75	
1626626444	I-880	N		20	0.38	44.00	64.44	D	C	45	21	1,963	1,366		0.02
1626767831	I-880	N	I-880 Exit 5 / Brokaw Rd / O'Toole Ave	21	0.35	54.40	71.18	D	A	36	12	1,960	845		
1626763616	I-880	N		22	0.99	61.40	73.42	D	A	28	6	1,690	475		
1626734726	I-880	N	I-880 Exit 7 / CR-G4 Montague Expy / Montague Expy	23	0.71	64.20	74.83	C	A	21	2	1,370	120		
1626750864	I-880	N		24	0.29	39.60	74.97	E	A	48	1	1,906	76		0.11
1626624813	I-880	N		25	0.41	62.40	73.51	C	A	26	6	1,601	456		
1626632222	I-880	N		26	0.37	62.40	73.22	C	A	26	7	1,601	516		
1626629112	I-880	N	I-880 Exits 8A,8B,8C / CA-237 / CA-237 Calaveras Blvd	27	0.47	63.20	75.53	C	A	24		1,513			
1626666377	I-880	N		28	0.24	65.20	74.69	B	A	18	2	1,177	162		
1626771426	I-880	N		29	0.26	65.20	74.28	B	A	18	4	1,177	275		
1626736561	I-880	N		30	0.24	64.00	78.44	C	A	22		1,402			
1626723385	I-880	N		31	0.75	64.00	76.32	C	A	22		1,402			
1626622277	I-880	N	I-880 Exit 10 / Dixon Landing Rd / California Cir	32	0.80	65.00	74.52	B	A	19	3	1,221	209		
1626678132	I-880	S	I-880 Exit 10 / Dixon Landing Rd / California Cir	1	0.48	14.40	58.57	F	D	76	27	1,094	1,561	2.75	0.89
1626682311	I-880	S		2	0.13	17.40	59.24	F	D	71	26	1,243	1,545	2.75	0.41
1626704627	I-880	S		3	0.96	25.40	66.06	F	B	61	19	1,561	1,283	2.50	0.59
1626745047	I-880	S		4	0.20	32.40	67.35	E	A	54	18	1,762	1,203	0.75	0.06
1626736439	I-880	S		5	0.27	44.80	71.09	D	A	44	12	1,970	855		
1626745068	I-880	S	I-880 Exits 8A,8B,8C / CA-237 / CA-237 Calaveras Blvd	6	0.43	51.00	73.55	D	A	39	6	1,989	448		
1626620981	I-880	S		7	0.68	35.40	71.44	E	A	52	11	1,829	810		
1626640017	I-880	S		8	0.28	26.20	71.32	F	A	61	12	1,587	825	0.50	0.20
1626669690	I-880	S		9	0.49	26.80	71.08	F	A	60	12	1,606	857	0.75	0.31
1626615505	I-880	S	I-880 Exit 7 / CR-G4 Montague Expy / Montague Expy	10	0.58	55.80	72.73	D	A	35	8	1,934	609		
1626676776	I-880	S		11	0.67	57.80	66.75	D	B	33	19	1,880	1,242		
1626763767	I-880	S	I-880 Exit 5 / Brokaw Rd / O'Toole Ave	12	0.66	36.40	60.30	E	D	51	25	1,850	1,516		
1626712532	I-880	S		13	0.43	19.20	57.51	F	D	69	28	1,324	1,585	0.50	0.71
1626748944	I-880	S	I-880 Exits 4C,4D / Old Bayshore Hwy / Gish Rd	14	0.30	15.00	49.81	F	D	75	34	1,125	1,699	1.00	0.47
1626609988	I-880	S		15	0.22	11.20	39.02	F	E	81	45	911	1,754	1.00	0.88
400185309	I-880	S		16	0.04	11.00	24.36	F	F	82	69	899	1,689	1.75	0.20
1626621000	I-880	S	I-880 Exits 4B,4C / US-101	17	0.14	11.00		F		82		899		1.75	0.55
1626688434	I-880	S		18	0.13	11.20		F		81		911		2.00	0.47
1626620860	I-880	S		19	0.17	13.20		F		78		1,028		2.50	0.45
1626745280	I-880	S	I-880 Exit 4A / 1St St / Burton Ave	20	0.21	15.60		F		74		1,156		2.25	0.51
1626695947	I-880	S		21	0.43	37.60		E		50		1,872			
1626646100	I-880	S	I-880 Exit 3 / Coleman Ave / Airport Blvd	22	0.37	54.80		D		36		1,953			
1626750843	I-880	S		23	0.08	54.60		D		36		1,956			
1626669552	I-880	S		24	0.15	55.00		D		35		1,950			
1626657397	I-880	S	I-880 Exit 2 / CA-82 The Alameda	25	0.23	58.40		D		32		1,858			

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626637241	I-880	S		26	0.19	58.40		D		32		1,858			
1626620880	I-880	S		27	0.48	58.00		D		32		1,873			
1626721001	I-880	S	I-880 Exits 1A,1B,1D / Bascom Ave / Cherrystone Dr	28	0.13	56.20		D		34		1,925			
1626668280	I-880	S		29	0.08	55.20		D		35		1,946			
1626728541	I-880	S		30	0.54	41.20		E		47		1,930			
1626620899	I-880	S		31	0.29	31.80		E		55		1,747	0.50	0.19	
1626689092	I-880	S	CA-17 Exit 27A / I-880 Exit 1C / I-280 Exit 1C	32	0.45	62.20		C		26		1,621			
1626676281	US-101	N		1	0.62	61.40		D		28		1,690			0.21
1626676144	US-101	N		2	0.57	59.80		D		30		1,793			0.26
1626676162	US-101	N	US-101 / Old Monterey Rd	3	0.69	38.00		E		49		1,879			
1626676182	US-101	N	US-101 / Old Monterey Rd	4	0.65	57.20		D		33		1,899			0.11
1626676197	US-101	N		5	0.61	40.00		E		48		1,912			0.96
1626665194	US-101	N	US-101 / CA-25	6	0.10	28.80		F		58		1,666	0.50		
1626645414	US-101	N	US-101 / Castro Valley Rd	7	0.59	36.20		E		51		1,846			0.80
1626645453	US-101	N	US-101 / Mesa Rd	8	0.36	56.00		D		34		1,930			0.01
1626645471	US-101	N		9	0.45	60.20		D		29		1,771			0.46
1626614439	US-101	N	US-101 / Monterey Rd / Travel Park Cir	10	0.38	65.00		B		19		1,221			
1626663678	US-101	N		11	0.81	63.80		C		22		1,432			
1626609204	US-101	N	CA-152 Exit 356 / US-101 / 10Th St	12	0.39	60.80		D		29		1,733			
1626670981	US-101	N			0.90	58.50		D		32		1,854			
1626735874	US-101	N		13	0.08	48.00		D		41		1,989			0.01
1626665212	US-101	N	CA-152 / US-101 / CA-152 Leavesley Rd	14	0.50	40.00		E		48		1,912			0.36
1626638822	US-101	N		15	0.32	37.40		E		50		1,869			0.10
1626712220	US-101	N		16	0.41	40.40		E		47		1,918			
1626712243	US-101	N	US-101	17	0.41	42.20		D		46		1,943			0.40
1626712097	US-101	N	US-101	18	0.41	42.00		D		46		1,940			0.42
1626712120	US-101	N		19	0.41	43.80		D		45		1,961			
1626712138	US-101	N		20	0.35	45.40		D		44		1,975			0.36
1626679709	US-101	N	US-101 / Masten Ave	21	0.66	40.40		E		47		1,918			0.62
1626668482	US-101	N		22	0.56	34.20		E		53		1,804	0.25	0.73	
1626668498	US-101	N	US-101	23	0.56	34.20		E		53		1,804	0.25	0.08	
1626668361	US-101	N		24	0.51	40.80		E		47		1,924			
1626684813	US-101	N	US-101 / San Martin Ave / Murphy Ave	25	0.48	23.80		F		63		1,505	1.00	0.23	
1626682045	US-101	N		26	0.42	12.80		F		79		1,006	1.25	1.43	
1626682066	US-101	N		27	0.42	10.80		F		82		886	1.50	1.85	
1626682085	US-101	N		28	0.42	10.40		F		83		861	2.00	2.14	
1626681949	US-101	N		29	0.42	11.00		F		82		899	2.75	1.41	
1626681961	US-101	N		30	0.40	11.40		F		81		923	3.00	0.90	
1626631673	US-101	N	US-101 / Tennant Ave	31	0.37	9.40		F		85		796	3.25	2.42	
1626665550	US-101	N		32	0.20	8.00		F		87		700	3.50	0.59	

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626701296	US-101	N		33	0.30	9.40		F		85		796		3.25	1.94
1626760629	US-101	N	US-101 / Dunne Ave	34	0.44	12.00		F		80		959		3.00	1.88
1626650942	US-101	N		35	0.20	15.40		F		74		1,146		3.00	0.18
1626696074	US-101	N		36	0.59	21.00		F		67		1,399		2.25	1.56
1626696219	US-101	N		37	0.59	23.60		F		63		1,498		1.25	1.12
1626700381	US-101	N	US-101 Exit 367 / Cochrane Rd	38	0.44	26.40		F		60		1,593		1.00	1.16
1626673411	US-101	N		39	0.21	23.60	59.97	F	D	63	25	1,498	1,525	1.00	0.30
1626736378	US-101	N		40	0.61	22.20	71.41	F	A	65	11	1,446	813	1.00	1.40
1626736397	US-101	N		41	0.61	30.00	75.03	E	A	57	1	1,700	57	0.75	0.73
1626736418	US-101	N		42	0.73	45.20	76.26	D	A	44		1,974			0.45
1626736419	US-101	N		43	0.61	44.00	74.63	D	A	45	2	1,963	179		0.05
1626736441	US-101	N		44	0.39	40.00	74.42	E	A	48	3	1,912	238		0.13
1626736305	US-101	N	US-101 Exit 371 / Coyote Creek Golf Dr	45	0.61	33.60	74.07	E	A	53	4	1,790	328	0.25	1.65
1626736324	US-101	N		46	0.85	32.20	75.29	E	A	55		1,757		0.25	3.20
1626736344	US-101	N		47	0.63	8.00	67.28	F	A	87	18	700	1,208	0.50	4.35
1626631394	US-101	N	US-101 Exit 373 / Bailey Ave / Malech Rd	48	0.53	30.60	75.45	E	A	56		1,716		1.25	4.94
1626659028	US-101	N		49	0.53	37.60	65.21	E	B	50	20	1,872	1,329		1.01
1626659049	US-101	N		50	0.51	49.80	65.80	D	B	40	20	1,992	1,298		0.31
1626659078	US-101	N		51	0.51	60.20	71.15	D	A	29	12	1,771	847		0.17
1626658934	US-101	N		52	0.51	65.00	71.84	B	A	19	10	1,221	752		
1626658953	US-101	N		53	0.60	60.20	74.85	D	A	29	1	1,771	112		0.13
1626613507	US-101	N		54	0.23	52.80	76.15	D	A	37		1,978			
1626744370	US-101	N	US-101 Exit 377A / CA-85 Exits 1A,1B / Bernal Rd	55	0.41	56.00	74.10	D	A	34	4	1,930	320		
1626684125	US-101	N		56	0.31	51.80	74.73	D	A	38	2	1,986	148		
400421631	US-101	N	CA-85 Exit 1C / US-101 Exits 377A,377B / Bernal Rd	57	0.26	59.60	76.25	D	A	30		1,804			
1626627411	US-101	N		58	0.78	64.40	77.40	C	A	21		1,336			0.27
1626711292	US-101	N	US-101 / CR-G10 Blossom Hill Rd / Silver Creek Valley Rd	59	0.50	52.00	75.70	D	A	38		1,984			0.25
1626697790	US-101	N		60	0.26	22.00	19.23	F	F	65	84	1,439	1,616	0.75	0.40
1626699008	US-101	N		61	0.70	12.40	16.31	F	F	79	95	983	1,554	1.25	2.63
1626698968	US-101	N		62	0.64	11.40	17.48	F	F	81	90	923	1,581	2.00	3.06
1626696554	US-101	N	US-101 Exit 380 / Hellyer Ave / Dove Rd	63	0.28	11.40	25.88	F	F	81	66	923	1,704	2.25	0.30
1626630314	US-101	N		64	0.68	12.40	17.55	F	F	79	90	983	1,582	2.50	2.42
1626696137	US-101	N		65	0.20	12.20	24.40	F	F	80	69	971	1,689	2.50	
1626681679	US-101	N	US-101 Exits 381,382 / Capitol Expy / Yerba Buena Rd	66	0.87	11.00	17.76	F	F	82	89	899	1,587	3.00	3.22
1626659914	US-101	N		67	0.17	14.40	25.63	F	F	76	66	1,094	1,702	3.25	
1626673140	US-101	N		68	0.65	17.40	25.98	F	F	71	66	1,243	1,705	3.00	1.70
1626704558	US-101	N	US-101 Exit 383 / Tully Rd	69	0.54	21.80	34.53	F	E	66	51	1,431	1,751	2.50	0.20
1626663894	US-101	N		70	0.16	21.60	40.10	F	E	66	44	1,423	1,752	2.25	
1626663809	US-101	N		71	0.57	21.80	57.02	F	D	66	28	1,431	1,595	0.75	0.51
1626711464	US-101	N		72	0.33	15.40	69.36	F	A	74	15	1,146	1,043	1.75	0.87

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626701979	US-101	N	US-101 Exit 384 / I-680 / I-280	73	0.82	9.40	17.42	F	F	85	91	796	1,579	0.50	3.74
1626725138	US-101	N		74	0.22	12.00	14.37	F	F	80	104	959	1,501	3.50	0.13
1626666253	US-101	N		75	0.24	12.80	16.87	F	F	79	93	1,006	1,567	3.50	0.20
1626683080	US-101	N	US-101 Exit 386A / Santa Clara St / Alum Rock Ave	76	0.84	12.40	20.80	F	F	79	79	983	1,642	4.25	3.51
1626739065	US-101	N		77	0.58	19.20	35.28	F	E	69	50	1,324	1,752	3.75	0.92
1626739047	US-101	N		78	0.56	20.80	28.32	F	F	67	61	1,391	1,724	3.25	0.74
1626646555	US-101	N	US-101 / Oakland Rd / Mabury Rd	79	0.44	24.00	45.02	F	D	63	39	1,512	1,735	3.75	0.28
400070859	US-101	N		80	0.17	22.20	52.00	F	D	65	32	1,446	1,675	3.25	0.17
1626619986	US-101	N	I-880 Exits 4B,4C / US-101	81	0.18	19.20	48.80	F	D	69	35	1,324	1,709	2.00	0.32
1626761019	US-101	N		82	0.04	18.20	53.43	F	D	70	31	1,280	1,657	2.25	
1626715445	US-101	N		83	0.35	14.80	56.11	F	D	75	29	1,115	1,613	2.50	0.91
1626665076	US-101	N		84	0.32	13.20	54.59	F	D	78	30	1,028	1,639	3.00	0.22
1626670077	US-101	N		85	0.22	12.00	42.80	F	D	80	41	959	1,745	3.00	0.71
1626721975	US-101	N	US-101 Exit 389B / Old Bayshore Hwy / Matrix Blvd	86	0.26	11.60	36.48	F	E	81	48	935	1,754	3.25	0.97
1626721995	US-101	N		87	0.34	10.20	15.82	F	F	83	97	848	1,541	3.75	1.59
400281757	US-101	N		88	0.13	9.20	10.04	F	F	85	133	783	1,331	4.25	0.84
1626768769	US-101	N	CA-87 Guadalupe Pkwy Exits 9A,9B / US-101 Exit 391 / De La Cruz Blvd	89	1.02	9.60	10.47	F	F	84	129	809	1,352	5.00	3.86
1626701925	US-101	N		90	0.17	15.00	20.53	F	F	75	80	1,125	1,638	5.50	0.54
1626620518	US-101	N		91	0.68	17.20	23.21	F	F	72	72	1,234	1,676	3.75	1.04
1626704361	US-101	N	US-101 Exit 392 / CR-G4 Montague Expy / CR-G4 San Tomas Expy	92	0.64	17.20	27.38	F	F	72	63	1,234	1,717	2.50	1.30
1626681752	US-101	N		93	0.16	16.00	23.15	F	F	73	72	1,176	1,675	2.50	0.28
1626757004	US-101	N	US-101 / Bowers Ave / Great America Pkwy	94	0.36	15.60	19.69	F	F	74	82	1,156	1,624	2.50	0.75
1626695558	US-101	N		95	0.25	16.00	17.80	F	F	73	89	1,176	1,588	2.50	0.54
1626681617	US-101	N		96	0.57	17.20	23.13	F	F	72	72	1,234	1,675	2.75	1.10
1626622376	US-101	N	US-101 Exit 394 / CR-G2 Lawrence Expy	97	0.26	14.80	29.45	F	F	75	59	1,115	1,731	3.00	0.70
1626644055	US-101	N		98	0.16	15.60	10.83	F	F	74	126	1,156	1,369	3.25	0.31
1626622394	US-101	N		99	0.61	18.20	31.72	F	E	70	55	1,280	1,742	3.50	0.86
1626642550	US-101	N	US-101 / Fair Oaks Ave	100	0.30	20.20	29.40	F	F	68	59	1,367	1,731	3.50	0.46
1626629089	US-101	N		101	0.51	26.00	37.56	F	E	61	47	1,580	1,754	2.50	0.32
1626730433	US-101	N		102	0.20	28.40	34.92	F	E	58	50	1,655	1,752	2.00	0.06
1626730575	US-101	N	US-101 / Mathilda Ave	103	0.03	27.00	38.21	F	E	60	46	1,612	1,754	1.75	0.03
1626625723	US-101	N		104	0.41	25.80	30.64	F	E	61	57	1,574	1,737	2.00	0.20
1626726077	US-101	N	CA-237 Exits 3A,3B / US-101 Exits 396B,396C / Mathilda Ave	105	0.23	24.80	33.29	F	E	62	52	1,540	1,748	2.50	0.14
1626685565	US-101	N		106	0.45	25.80	42.94	F	D	61	41	1,574	1,744	2.25	0.33
1626693336	US-101	N	US-101 Exit 397 / Ellis St / Fairchild Dr	107	0.55	26.40	41.14	F	E	60	43	1,593	1,750	2.00	0.31
1626700711	US-101	N		108	0.33	26.40	38.48	F	E	60	46	1,593	1,754	2.25	0.24
1626656193	US-101	N	US-101 Exits 398,398A / Moffett Blvd	109	0.27	27.40	27.21	F	F	59	63	1,625	1,715	2.25	

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626717135	US-101	N		110	0.49	22.20	31.36	F	E	65	56	1,446	1,741	2.50	0.49
1626611926	US-101	N		111	0.19	24.00	40.60	F	E	63	43	1,512	1,751	2.75	0.04
1626736062	US-101	N	US-101 Exits 398B,399,399A,399B / CA-85 Exits 24B,24C / Shoreline Blvd	112	0.12	27.00	38.68	F	E	60	45	1,612	1,754	2.75	0.14
1626633521	US-101	N		113	0.78	28.60	45.95	F	D	58	38	1,660	1,730	3.00	0.32
1626742626	US-101	N		114	0.16	34.60	45.25	E	D	52	38	1,812	1,734	0.25	0.02
1626620509	US-101	N	US-101 Exits 400A,400B / Charleston Rd / Rengstorff Ave	115	0.19	33.80	48.15	E	D	53	36	1,795	1,714	0.25	0.03
1626633941	US-101	N		116	0.24	31.80	47.87	E	D	55	36	1,747	1,716	1.00	0.00
400245313	US-101	N	US-101 Exits 400B,400C / San Antonio Rd	117	0.52	27.00	61.13	F	D	60	24	1,612	1,491	1.75	0.50
1626670334	US-101	N		118	0.63	18.60	60.85	F	D	70	25	1,298	1,500	2.25	0.73
1626646000	US-101	N		119	0.53	17.80	50.43	F	D	71	34	1,262	1,693	2.50	0.91
1626722156	US-101	N	US-101 Exit 402 / CR-G3 Oregon Expy / Embarcadero Rd	120	0.79	20.20	24.73	F	F	68	68	1,367	1,693	1.75	1.93
1626612153	US-101	S	US-101 Exit 402 / CR-G3 Oregon Expy / Embarcadero Rd	1	0.74	50.60	76.45	D	A	39		1,991			
170746739	US-101	S		2	0.35	48.00	72.95	D	A	41	8	1,989	570		
170045873	US-101	S		3	0.44	53.80	73.37	D	A	37	7	1,968	485		
1626736899	US-101	S		4	0.47	49.00	70.56	D	A	41	13	1,992	919		
400070852	US-101	S		5	0.13	45.00	68.88	D	A	44	16	1,972	1,086		0.02
1626762777	US-101	S	US-101 Exits 400B,400C / San Antonio Rd	6	0.72	38.60	71.66	E	A	49	11	1,890	780		
1626736900	US-101	S		7	0.01	42.40	32.82	D	E	46	53	1,945	1,746		0.00
1626742606	US-101	S		8	0.16	45.20	69.89	D	A	44	14	1,974	992		
1626736764	US-101	S		9	0.53	53.00	64.36	D	C	37	21	1,976	1,369		
1626733622	US-101	S		10	0.04	54.40	68.26	D	A	36	17	1,960	1,137		0.03
1626736784	US-101	S	US-101 Exits 398B,399,399A,399B / CA-85 Exits 24B,24C / Shoreline Blvd	11	0.31	55.40	67.44	D	A	35	18	1,943	1,197		
1626736804	US-101	S		12	0.66	55.00	69.08	D	A	35	15	1,950	1,068		
1626717279	US-101	S		13	0.14	44.80	73.30	D	A	44	7	1,970	500		
1626656047	US-101	S	US-101 Exits 398,398A / Moffett Blvd	14	0.20	44.20	71.65	D	A	44	11	1,965	780		
1626670097	US-101	S		15	0.40	45.60	71.81	D	A	43	11	1,977	757		
1626743494	US-101	S	US-101 Exit 397 / Ellis St / Fairchild Dr	16	0.55	42.40	71.68	D	A	46	11	1,945	777		
1626685585	US-101	S		17	0.62	39.40	72.47	E	A	48	9	1,903	655		
1626736823	US-101	S	CA-237 Exits 3A,3B / US-101 Exits 396B,396C / Mathilda Ave	18	0.21	60.80	71.16	D	A	29	12	1,733	847		
1626720515	US-101	S		19	0.12	60.20	72.98	D	A	29	8	1,771	563		
1626767008	US-101	S	US-101 / Mathilda Ave	20	0.30	63.00	74.45	C	A	24	3	1,537	228		
1626720491	US-101	S		21	0.13	62.40	69.01	C	A	26	16	1,601	1,075		
1626649483	US-101	S		22	0.43	63.00	74.36	C	A	24	3	1,537	253		
1626628951	US-101	S	US-101 / Fair Oaks Ave	23	0.25	63.00	72.49	C	A	24	9	1,537	651		
1626626216	US-101	S		24	0.02	62.20	55.39	C	D	26	29	1,621	1,626		
1626642567	US-101	S		25	0.22	62.20	72.08	C	A	26	10	1,621	716		
1626693578	US-101	S		26	0.51	60.00	72.96	D	A	30	8	1,782	568		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626760105	US-101	S	US-101 Exit 394 / CR-G2 Lawrence Expy	27	0.35	60.80	74.37	D	A	29	3	1,733	251		
1626766438	US-101	S		28	0.10	56.40	74.82	D	A	34	2	1,921	121		
1626741709	US-101	S		29	0.44	55.00	74.41	D	A	35	3	1,950	239		
1626651150	US-101	S	US-101 / Bowers Ave / Great America Pkwy	30	0.51	61.60	75.52	D	A	27		1,674			
1626659166	US-101	S		31	0.14	59.80	72.12	D	A	30	10	1,793	710		0.00
1626696066	US-101	S		32	0.17	59.40	72.81	D	A	31	8	1,814	595		
1626640912	US-101	S	US-101 Exit 392 / CR-G4 Montague Expy / CR-G4 San Tomas Expy	33	0.71	61.80	74.20	D	A	27	4	1,657	296		
1626653939	US-101	S		34	0.65	58.20	71.40	D	A	32	11	1,865	815		
1626737517	US-101	S		35	0.23	54.00	71.73	D	A	36	11	1,965	769		
1626695531	US-101	S	CA-87 Guadalupe Pkwy Exits 9A,9B / US-101 Exit 391 / De La Cruz Blvd	36	0.02	28.40	77.87	F	A	58		1,655		1.00	0.01
1626751285	US-101	S		37	0.13	49.40	71.26	D	A	40	12	1,992	834		
1626768748	US-101	S		38	0.42	50.80	74.98	D	A	39	1	1,990	72		
400140304	US-101	S	CA-87 Guadalupe Pkwy / US-101 / Guadalupe Pkwy	39	0.50	61.20	74.67	D	A	28	2	1,705	166		
1626721852	US-101	S	US-101 Exit 389B / Old Bayshore Hwy / Matrix Blvd	40	0.83	56.60	73.86	D	A	34	5	1,915	378		
1626741728	US-101	S		41	0.28	60.60	72.58	D	A	29	9	1,746	636		
1626715467	US-101	S		42	0.21	53.40	74.40	D	A	37	3	1,972	244		
1626683678	US-101	S		43	0.03	46.80	88.50	D	A	42		1,984			
1626741749	US-101	S	I-880 Exits 4B,4C / US-101	44	0.22	52.20	73.76	D	A	38	5	1,983	403		
1626698857	US-101	S		45	0.13	55.40	75.73	D	A	35		1,943			
1626761591	US-101	S	US-101 / Oakland Rd / Mabury Rd	46	0.44	56.00	73.40	D	A	34	7	1,930	479		
1626683392	US-101	S		47	0.63	60.80	74.06	D	A	29	4	1,733	331		
1626683421	US-101	S		48	0.54	62.20	75.78	C	A	26		1,621			
1626763488	US-101	S	US-101 Exit 386A / Santa Clara St / Alum Rock Ave	49	0.76	66.00	72.69	B	A	15	8	968	617		
1626754947	US-101	S		50	0.28	62.80	73.62	C	A	25	6	1,559	432		
1626668399	US-101	S		51	0.44	63.80	74.92	C	A	22	1	1,432	91		
1626665661	US-101	S	US-101 Exit 384 / I-680 / I-280	52	0.57	57.80	74.58	D	A	33	3	1,880	194		0.29
1626619566	US-101	S		53	0.39	37.80	75.26	E	A	50		1,876			
1626755841	US-101	S		54	0.62	34.20	73.33	E	A	53	7	1,804	494	0.25	1.19
1626663914	US-101	S	US-101 Exit 383 / Tully Rd	55	0.55	60.80	74.42	D	A	29	3	1,733	236		
1626640428	US-101	S		56	0.12	63.20	68.65	C	A	24	16	1,513	1,106		
1626704536	US-101	S		57	0.82	63.80	75.01	C	A	22	1	1,432	63		
1626672621	US-101	S		58	0.46	64.40	76.51	C	A	21		1,336			
400338640	US-101	S		59	0.06	63.00	90.06	C	A	24		1,537			
1626658246	US-101	S	US-101 Exits 381,382 / Capitol Expy / Yerba Buena Rd	60	0.28	61.60	74.14	D	A	27	4	1,674	310		
1626681544	US-101	S		61	0.67	50.80	73.54	D	A	39	6	1,990	449		
1626760973	US-101	S		62	0.36	54.80	74.79	D	A	36	2	1,953	133		
1626679002	US-101	S	US-101 Exit 380 / Hellyer Ave / Dove Rd	63	0.31	62.00	73.42	C	A	26	6	1,639	477		
1626735711	US-101	S		64	0.42	60.00	72.59	D	A	30	9	1,782	634		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626735733	US-101	S		65	0.49	51.80	76.88	D	A	38		1,986			
1626735595	US-101	S		66	0.51	60.40	74.06	D	A	29	4	1,759	330		
1626633226	US-101	S	US-101 / CR-G10 Blossom Hill Rd / Silver Creek Valley Rd	67	0.34	59.80	74.28	D	A	30	4	1,793	274		
1626713438	US-101	S		68	0.29	58.60	74.23	D	A	32	4	1,850	287		0.00
1626666281	US-101	S		69	0.78	63.20	73.50	C	A	24	6	1,513	459		0.30
1626665792	US-101	S	CA-85 Exit 1C / US-101 Exits 377A,377B / Bernal Rd	70	0.26	63.00	76.30	C	A	24		1,537			
1626743883	US-101	S		71	0.75	63.20	75.26	C	A	24		1,513			0.08
1626676599	US-101	S	US-101 Exit 377A / CA-85 Exits 1A,1B / Bernal Rd	72	0.49	63.20	73.82	C	A	24	5	1,513	389		
1626744814	US-101	S		73	0.54	62.40	74.78	C	A	26	2	1,601	134		0.14
1626744794	US-101	S		74	0.48	62.40	76.19	C	A	26		1,601			0.11
1626744795	US-101	S		75	0.48	62.40	77.28	C	A	26		1,601			0.27
1626744775	US-101	S		76	0.48	63.00	74.49	C	A	24	3	1,537	219		0.11
1626744913	US-101	S		77	0.45	62.40	76.57	C	A	26		1,601			0.07
1626705200	US-101	S	US-101 Exit 373 / Bailey Ave / Malech Rd	78	0.60	62.40	76.24	C	A	26		1,601			
1626765281	US-101	S		79	0.48	65.00	73.79	B	A	19	5	1,221	395		0.36
1626765303	US-101	S		80	0.55	65.00	73.93	B	A	19	5	1,221	361		0.00
1626765324	US-101	S		81	0.52	64.00	77.06	C	A	22		1,402			0.08
1626765179	US-101	S	US-101 Exit 371 / Coyote Creek Golf Dr	82	0.64	62.40	75.14	C	A	26	0	1,601	21		0.29
1626765202	US-101	S		83	0.50	64.00	75.51	C	A	22		1,402			
400064218	US-101	S		84	0.55	63.80	77.73	C	A	22		1,432			0.36
1626765221	US-101	S		85	0.55	64.80	75.29	C	A	19		1,262			
1626765244	US-101	S		86	0.55	64.20	71.37	C	A	21	11	1,370	818		
1626765100	US-101	S		87	0.52	62.80	63.14	C	C	25	23	1,559	1,421		
1626632335	US-101	S	US-101 Exit 367 / Cochrane Rd	88	0.47	63.20		C		24		1,513			
1626690593	US-101	S		89	0.29	60.80		D		29		1,733			
1626735813	US-101	S		90	0.63	62.00		C		26		1,639			
1626735677	US-101	S		91	0.54	63.00		C		24		1,537			0.31
1626696198	US-101	S	US-101 / Dunne Ave	92	0.53	62.80		C		25		1,559			0.13
1626690360	US-101	S		93	0.36	63.00		C		24		1,537			
1626631556	US-101	S	US-101 / Tennant Ave	94	0.62	63.00		C		24		1,537			
1626709118	US-101	S		95	0.36	63.00		C		24		1,537			0.15
1626709138	US-101	S		96	0.43	63.40		C		23		1,487			0.09
1626709160	US-101	S		97	0.43	63.00		C		24		1,537			0.15
1626709178	US-101	S		98	0.43	63.40		C		23		1,487			
1626709035	US-101	S		99	0.43	63.00		C		24		1,537			
1626684792	US-101	S	US-101 / San Martin Ave / Murphy Ave	100	0.52	62.80		C		25		1,559			0.13
1626684697	US-101	S		101	0.49	62.80		C		25		1,559			
1626684717	US-101	S		102	0.54	62.00		C		26		1,639			
1626684736	US-101	S		103	0.54	60.00		D		30		1,782			0.10
1626687833	US-101	S	US-101 / Masten Ave	104	0.60	65.00		B		19		1,221			0.31

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - AM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626675463	US-101	S		105	0.43	62.00		C		26		1,639			
1626675483	US-101	S		106	0.49	52.40		D		38		1,982			
1626675344	US-101	S	US-101	107	0.47	52.00		D		38		1,984			
1626675362	US-101	S		108	0.35	58.00		D		32		1,873			
1626675381	US-101	S		109	0.38	62.60		C		25		1,581			
1626759340	US-101	S	CA-152 / US-101 / CA-152 Leavesley Rd	110	0.68	61.80		D		27		1,657			
1626743227	US-101	S		110.5	0.85	63.60		C		23		1,460			
1626647952	US-101	S	CA-152 Exit 356 / US-101 / 10Th St	111	0.40	65.40		B		17		1,130			
1626609229	US-101	S		112	0.19	65.40		B		17		1,130			
1626743580	US-101	S		113	0.52	64.00		C		22		1,402			
1626663700	US-101	S	US-101 / Monterey Rd / Travel Park Cir	114	0.60	62.00		C		26		1,639			
1626614502	US-101	S	US-101 / Mesa Rd	115	1.00	62.00		C		26		1,639			
1626766814	US-101	S	US-101 / Castro Valley Rd	115.5	0.36	61.90		D		27		1,648			
1626741633	US-101	S	US-101 / CA-25	116	0.42	61.80		D		27		1,657			
1626658417	US-101	S	US-101 / Old Monterey Rd	117	0.63	63.20		C		24		1,513			0.41
1626658270	US-101	S		118	0.57	63.40		C		23		1,487			0.17
1626658291	US-101	S		119	0.57	62.40		C		26		1,601			0.45
1626658310	US-101	S		120	0.59	62.40		C		26		1,601			0.44
170583360	US-101	S		121	0.53	62.40		C		26		1,601			

APPENDIX E

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment

PM Peak Period

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Speed		LOS		Density (pc/mi/ln)		Flow (pc/hr/ln)		Congestion (hour)	Delay (min)
						Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		
1626711974	CA-17	N	CA-17 / CA-35 Summit Rd / Summit Rd	1	0.63	47.20		D		42		1,986			
1626711997	CA-17	N		2	0.74	48.20		D		41		1,990			
1626711849	CA-17	N	CA-17 / Madrone Dr / Redwood Estates Rd	3	0.63	46.60		D		43		1,983			
1626711866	CA-17	N	CA-17 / Brush Rd	4	0.74	47.00		D		42		1,985			
1626713986	CA-17	N	CA-17 / Hillside Dr	5	0.63	49.60		D		40		1,992			
1626713961	CA-17	N	CA-17 / Alma College Rd	6	0.62	54.00		D		36		1,965			
1626713941	CA-17	N	CA-17 / Montevina Rd / Ca-17	7	0.66	48.00		D		41		1,989			
1626756751	CA-17	N	CA-17 / Alma Bridge Rd	8	0.60	47.40		D		42		1,987			
1626756615	CA-17	N		9	0.63	51.80		D		38		1,986			
170523475	CA-17	N	CA-17 / Santa Cruz Ave	10	0.61	49.00		D		41		1,992			
169914021	CA-17	N		11	0.77	55.60		D		35		1,939			
1626679670	CA-17	N		12	0.17	57.60		D		33		1,886			
400245477	CA-17	N	CA-17 Exits 20A,20B / CA-9 Los Gatos Saratoga Rd / Los Gatos Saratoga Rd	13	0.03	46.40		D		43		1,982			
1626684329	CA-17	N		14	0.20	48.40		D		41		1,991			
1626679472	CA-17	N		15	0.40	54.40		D		36		1,960			
1626679452	CA-17	N		16	0.46	55.60		D		35		1,939			
1626679444	CA-17	N		17	0.45	58.00		D		32		1,873			
1626757064	CA-17	N		18	0.16	61.00		D		28		1,719			
1626644000	CA-17	N	CA-17 / CA-85 / Bascom Ave	19	0.41	59.60		D		30		1,804			
1626625716	CA-17	N		20	0.50	59.60		D		30		1,804			
1626634363	CA-17	N		21	0.61	61.20		D		28		1,705			
1626733373	CA-17	N	CA-17 Exit 23 / Camden Ave / White Oaks Rd	22	0.53	58.60		D		32		1,850			
1626744734	CA-17	N		23	0.17	63.80		C		22		1,432			
1626629253	CA-17	N		24	0.67	63.20		C		24		1,513			
1626629114	CA-17	N		25	0.63	60.80		D		29		1,733			
1626737315	CA-17	N	CA-17 Exit 25 / Creekside Way / Hamilton Ave	26	0.24	50.00		D		40		1,992			
1626726689	CA-17	N		27	0.14	42.40		D		46		1,945		0.05	
1626667337	CA-17	N		28	0.91	42.40		D		46		1,945			
1626716639	CA-17	N		29	0.34	57.00		D		33		1,905			
1626620866	CA-17	S		1	0.33	26.40		F		60		1,593	0.50	0.27	
1626716767	CA-17	S		2	0.53	29.00		F		58		1,672	1.00	0.18	
1626716791	CA-17	S		3	0.49	33.60		E		53		1,790	0.50	0.07	
1626667297	CA-17	S		4	0.22	48.60		D		41		1,991			
1626719512	CA-17	S	CA-17 Exit 25 / Creekside Way / Hamilton Ave	5	0.14	55.00		D		35		1,950			
1626737331	CA-17	S		6	0.72	58.80		D		31		1,841			
1626737351	CA-17	S		7	0.63	58.20		D		32		1,865			
1626623372	CA-17	S	CA-17 Exit 23 / Camden Ave / White Oaks Rd	8	0.74	57.20		D		33		1,899			
1626694054	CA-17	S		9	0.21	39.40		E		48		1,903		0.06	
1626700738	CA-17	S	CA-17 / CA-85 / Bascom Ave	10	0.55	28.60		F		58		1,660	1.50	0.32	

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626670682	CA-17	S		11	0.17	31.20		E		56		1,732		0.25	0.04
1626756371	CA-17	S		12	0.10	31.60		E		55		1,742		0.75	0.16
1626755000	CA-17	S		13	0.34	23.60		F		63		1,498		1.00	0.08
1626622280	CA-17	S		14	0.48	24.00		F		63		1,512		2.00	0.48
1626622299	CA-17	S		15	0.52	31.40		E		55		1,737		0.75	0.11
1626622317	CA-17	S		16	0.49	46.00		D		43		1,979			
1626679493	CA-17	S	CA-17 Exits 20A,20B / CA-9 Los Gatos Saratoga Rd / Los Gatos Saratoga Rd	17	0.20	39.60		E		48		1,906			0.00
1626684303	CA-17	S		18	0.22	33.80		E		53		1,795		0.25	
1626633304	CA-17	S		19	0.73	31.20		E		56		1,732		0.25	0.19
1626699571	CA-17	S	CA-17 / Santa Cruz Ave	20	0.59	31.00		E		56		1,727		0.75	0.18
1626699593	CA-17	S		21	0.85	35.60		E		52		1,834			0.05
399687967	CA-17	S	CA-17 / Alma Bridge Rd	22	0.40	50.00		D		40		1,992			
1626640798	CA-17	S	CA-17 / Montevina Rd / Ca-17	23	0.62	45.40		D		44		1,975			
399826250	CA-17	S	CA-17 / Alma College Rd	24	0.63	46.00		D		43		1,979			
170522879	CA-17	S	CA-17 / Hillside Dr	25	0.64	46.80		D		42		1,984			
1626716163	CA-17	S	CA-17 / Brush Rd	26	0.61	45.40		D		44		1,975			
1626716206	CA-17	S		27	0.60	39.00		E		49		1,897			
1626716059	CA-17	S	CA-17 / Madrone Dr / Redwood Estates Rd	28	0.63	40.00		E		48		1,912			
1626716081	CA-17	S	CA-17 / CA-35 Summit Rd / Summit Rd	29	0.53	45.00		D		44		1,972			
1626749401	CA-237	E		1	0.04	45.60		D		43		1,977			0.00
1626633625	CA-237	E	CA-237 Exit 1B / Moorpark Way / Sylvan Ave	2	0.38	48.20		D		41		1,990			
1626758011	CA-237	E		3	0.36	51.00		D		39		1,989			
1626760492	CA-237	E	CA-237 Exit 2 / Ca-237 / Maude Ave	4	0.83	55.60		D		35		1,939			
1626702096	CA-237	E		5	0.16	31.60		E		55		1,742		0.25	0.10
1626679584	CA-237	E		6	0.27	14.40		F		76		1,094		1.75	0.44
1626757872	CA-237	E	CA-237 Exits 3A,3B / US-101 Exits 396B,396C / Mathilda Ave	7	0.23	10.80		F		82		886		2.25	1.30
1626757895	CA-237	E		8	0.56	11.60		F		81		935		2.50	1.54
1626652250	CA-237	E		9	0.47	13.20	50.03	F	D	78	34	1,028	1,697	2.50	1.60
1626757913	CA-237	E	CA-237 / Crossman Ave / Persian Dr	10	0.52	8.40	48.98	F	D	87	35	728	1,707	2.75	2.72
1626670237	CA-237	E	CA-237 Exit 5 / CR-G2 Lawrence Expy / Caribbean Dr	11	0.62	7.40	45.66	F	D	89	38	657	1,731	4.75	3.59
1626727850	CA-237	E		12	0.54	9.80	34.42	F	E	84	51	822	1,751	5.50	2.75
1626721108	CA-237	E	CA-237 Exit 6 / Great America Pkwy	13	0.85	11.40	25.77	F	F	81	66	923	1,703	5.25	2.54
1626771275	CA-237	E		14	0.52	13.40	24.23	F	F	78	70	1,039	1,687	5.50	1.65
1626750231	CA-237	E	CA-237 / 1St St	15	0.35	17.00	37.36	F	E	72	47	1,224	1,754	5.50	0.73
1626747790	CA-237	E		16	0.57	24.20	45.61	F	D	63	38	1,520	1,732	2.50	0.32
1626757296	CA-237	E		17	0.32	28.20	53.36	F	D	58	31	1,649	1,658	1.00	0.15
1626753059	CA-237	E		18	0.15	32.00	53.37	E	D	55	31	1,752	1,657	0.25	0.18
1626693860	CA-237	E		19	0.32	31.00		E		56		1,727		0.50	

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626757935	CA-237	E	I-880 Exits 8A,8B,8C / CA-237 / CA-237 Calaveras Blvd	20	0.20	27.20		F		60		1,618		0.50	0.14
1626757798	CA-237	E		21	0.43	10.00		F		84		835		2.25	1.91
1626727606	CA-237	W		1	0.09	23.80		F		63		1,505		6.50	0.09
1626669941	CA-237	W		2	0.06	14.00		F		77		1,072		5.75	0.27
1626629666	CA-237	W		3	0.08	29.00		F		58		1,672		1.00	0.07
1626722368	CA-237	W		4	0.26	43.60		D		45		1,959			
1626615884	CA-237	W		5	0.26	39.20		E		48		1,900			0.05
1626693878	CA-237	W		6	0.37	38.80		E		49		1,893			
1626757277	CA-237	W		7	0.87	48.20		D		41		1,990			
1626711697	CA-237	W	CA-237 / 1St St	8	0.46	50.00	68.07	D	A	40	17	1,992	1,151		
1626638824	CA-237	W		9	0.33	53.40	68.44	D	A	37	16	1,972	1,122		
1626715964	CA-237	W	CA-237 Exit 6 / Great America Pkwy	10	0.82	58.60	69.00	D	A	32	16	1,850	1,075		
1626674629	CA-237	W		11	0.56	57.80	70.69	D	A	33	13	1,880	905		
1626644633	CA-237	W	CA-237 Exit 5 / CR-G2 Lawrence Expy / Caribbean Dr	12	0.61	55.00	67.16	D	A	35	18	1,950	1,216		
1626727750	CA-237	W	CA-237 / Crossman Ave / Persian Dr	13	0.55	28.60	65.47	F	B	58	20	1,660	1,315	0.75	0.16
1626693019	CA-237	W		14	0.47	14.40		F		76		1,094		1.75	1.34
1626668823	CA-237	W		15	0.51	16.60		F		73		1,205		2.25	0.87
1626668684	CA-237	W	CA-237 Exits 3A,3B / US-101 Exits 396B,396C / Mathilda Ave	16	0.10	19.80		F		68		1,350		1.50	0.08
1626659861	CA-237	W		17	0.27	16.40		F		73		1,195		1.50	0.45
1626682060	CA-237	W		18	0.47	18.20		F		70		1,280		1.50	0.80
1626684232	CA-237	W	CA-237 Exit 2 / Ca-237 / Maude Ave	19	0.80	12.80		F		79		1,006		2.00	2.56
1626676017	CA-237	W	CA-237 Exit 1B / Moorpark Way / Sylvan Ave	20	0.45	22.20		F		65		1,446		2.00	0.48
1626615995	CA-237	W	CA-237 Exit 1C / Whisman Rd / Ferry Morse Way	21	0.25	22.40		F		65		1,454		2.00	0.14
1626743703	CA-237	W	CA-85 Exit 22C / CA-237 Exit 1A	22	0.10	14.00		F		77		1,072		3.50	0.48
400252415	CA-85	E		1	0.16	10.20	54.76	F	D	83	30	848	1,636	2.00	0.81
1626694727	CA-85	E	CA-85 / Moffett Blvd	2	0.49	12.00	41.07	F	E	80	43	959	1,750	2.00	1.78
400070855	CA-85	E	CA-85 Exits 22A,23 / CA-237 Exit 1B / Evelyn Ave	3	0.08	12.80	49.75	F	D	79	34	1,006	1,700	3.00	0.30
400070845	CA-85	E		4	0.26	14.40	42.60	F	D	76	41	1,094	1,746	4.25	0.65
1626695506	CA-85	E	CA-85 / CR-G6 Central Expy / Easy St	5	0.52	13.60	46.55	F	D	77	37	1,050	1,726	2.25	1.17
1626765635	CA-85	E	CA-85 Exit 22C / CA-237 Exit 1A	6	0.36	18.40	31.35	F	E	70	56	1,289	1,741	4.25	0.50
1626649540	CA-85	E		7	0.46	21.80	45.96	F	D	66	38	1,431	1,730	3.25	0.53
1626627445	CA-85	E		8	0.02	20.20	31.76	F	E	68	55	1,367	1,742	4.00	0.04
1626649617	CA-85	E	CA-85 Exit 22B / CA-82 El Camino Real / Stevens Creek Trl	9	0.24	20.20	48.41	F	D	68	35	1,367	1,712	4.00	0.21
1626649559	CA-85	E		10	0.49	25.00	51.77	F	D	62	32	1,547	1,678	2.75	0.34
1626649579	CA-85	E		11	0.42	27.40	50.31	F	D	59	34	1,625	1,694	2.75	0.33
1626678136	CA-85	E	CA-85 Exit 20 / Fremont Ave	12	0.53	25.60	45.99	F	D	61	38	1,567	1,729	3.50	0.21
1626767146	CA-85	E		13	0.42	35.40	55.66	E	D	52	29	1,829	1,621		0.14
1626721150	CA-85	E		14	0.32	52.40	62.85	D	C	38	23	1,982	1,432		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626721170	CA-85	E		15	0.39	27.20	60.67	F	D	60	25	1,618	1,505	1.50	0.44
1626690229	CA-85	E	CA-85 Exit 18 / I-280 Exits 12,12A,12B / Stevens Creek Blvd	16	0.43	12.40	15.32	F	F	79	100	983	1,528	3.50	0.99
1626666358	CA-85	E		17	0.15	10.40	9.70	F	F	83	135	861	1,314	3.75	0.98
1626684219	CA-85	E		18	0.63	7.80	10.74	F	F	88	127	686	1,365	4.00	2.98
1626673111	CA-85	E		19	0.38	9.00	25.39	F	F	85	67	769	1,699	4.75	2.30
400138614	CA-85	E		20	0.44	12.20	16.24	F	F	80	96	971	1,552	4.25	1.45
1626673129	CA-85	E		21	0.40	12.20	22.80	F	F	80	73	971	1,670	4.00	1.53
1626703799	CA-85	E	CA-85 Exit 16 / De Anza Blvd	22	0.62	10.00	24.15	F	F	84	70	835	1,686	4.00	1.62
1626744263	CA-85	E		23	0.53	12.00	24.44	F	F	80	69	959	1,690	4.50	1.76
1626744284	CA-85	E		24	0.53	13.40	18.34	F	F	78	87	1,039	1,599	4.00	1.47
1626744145	CA-85	E		25	0.56	14.40	26.20	F	F	76	65	1,094	1,707	4.00	1.48
1626745604	CA-85	E	CA-85 / Saratoga Ave	26	0.69	13.20	26.95	F	F	78	64	1,028	1,713	4.50	1.32
1626629094	CA-85	E		27	0.44	17.00	25.40	F	F	72	67	1,224	1,699	4.25	0.83
1626629072	CA-85	E		28	0.36	19.00	29.14	F	F	69	59	1,315	1,729	3.25	0.80
1626629052	CA-85	E		29	0.61	20.20	34.01	F	E	68	51	1,367	1,750	2.00	0.27
1626629032	CA-85	E		30	0.34	19.00	51.67	F	D	69	32	1,315	1,679	1.75	0.88
1626628860	CA-85	E		31	0.37	19.20	57.98	F	D	69	27	1,324	1,575	1.75	0.74
1626712018	CA-85	E	CA-85 / Winchester Blvd / Winchester Cir	32	0.42	14.60	58.29	F	D	76	27	1,104	1,568	2.25	0.60
1626720658	CA-85	E		33	0.28	14.00	50.02	F	D	77	34	1,072	1,697	2.75	1.18
1626611815	CA-85	E	CA-17 / CA-85 / Bascom Ave	34	0.60	9.60	49.94	F	D	84	34	809	1,698	3.50	2.68
1626748725	CA-85	E		35	0.25	9.60	39.90	F	E	84	44	809	1,752	5.25	0.95
1626705795	CA-85	E		36	0.30	14.00	24.70	F	F	77	69	1,072	1,692	5.25	1.01
1626635824	CA-85	E	CA-85 / Samaritan Dr / Union Ave	37	0.62	17.60	31.68	F	E	71	55	1,252	1,742	4.50	1.65
1626647578	CA-85	E		38	0.81	23.80	39.41	F	E	63	44	1,505	1,753	1.50	1.03
1626662269	CA-85	E	CA-85 / Camden Ave / Branham Ln	39	0.30	24.00	41.34	F	E	63	42	1,512	1,749	2.50	0.33
1626696360	CA-85	E		40	0.48	29.20	38.63	F	E	57	45	1,678	1,754	1.25	0.81
1626696341	CA-85	E		41	0.48	31.60	52.37	E	D	55	32	1,742	1,671	0.75	0.79
1626696322	CA-85	E		42	0.47	34.60	45.83	E	D	52	38	1,812	1,730	0.25	0.47
1626646692	CA-85	E	CA-85 Exit 6 / CR-G8 Almaden Expy / Almaden Plaza Way	43	0.35	46.40	54.99	D	D	43	30	1,982	1,633		
1626654000	CA-85	E		44	0.13	36.40	60.39	E	D	51	25	1,850	1,514		0.05
1626678157	CA-85	E		45	0.36	33.00	64.14	E	C	54	22	1,776	1,380	0.25	0.48
1626704679	CA-85	E		46	0.11	27.60	68.44	F	A	59	16	1,631	1,123	0.25	
1626626964	CA-85	E	CA-85 Exits 5A,5B / CA-87 Guadalupe Pkwy Exit 1C / Santa Teresa Blvd	47	0.56	22.00	64.61	F	C	65	21	1,439	1,358	0.50	1.03
1626699534	CA-85	E		48	0.32	20.20	63.30	F	C	68	22	1,367	1,415	0.75	0.45
1626671195	CA-85	E		49	0.39	24.80	56.07	F	D	62	29	1,540	1,614	0.75	
1626637875	CA-85	E	CA-85 / CR-G10 Blossom Hill Rd / Blossom Ave	50	0.46	34.80	47.30	E	D	52	36	1,817	1,721	0.25	0.78
1626680977	CA-85	E		51	0.27	34.00	61.02	E	D	53	24	1,799	1,495	0.25	0.07
1626692265	CA-85	E		52	0.36	35.40	63.02	E	C	52	23	1,829	1,426		0.40
1626692119	CA-85	E		53	0.45	35.60	72.30	E	A	52	9	1,834	682		0.35

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626692143	CA-85	E		54	0.47	43.00	68.79	D	A	45	16	1,952	1,094		0.38
1626616241	CA-85	E	CA-85 / Cottle Rd	55	0.47	64.20	67.32	C	A	21	18	1,370	1,205		0.06
1626616379	CA-85	E		56	0.19	64.80	73.93	C	A	19	5	1,262	361		
1626742511	CA-85	E		57	0.87	63.80	68.71	C	A	22	16	1,432	1,101		0.26
1626711071	CA-85	E	CA-85 Exit 1C / US-101 Exits 377A,377B / Bernal Rd	58	0.45	42.60	67.43	D	A	46	18	1,948	1,198		0.31
1626678017	CA-85	E		59	0.16	38.80	64.13	E	C	49	22	1,893	1,380		
1626683692	CA-85	W		1	0.07	61.20	67.24	D	A	28	18	1,705	1,211		
1626683670	CA-85	W		2	0.18	39.80	73.16	E	A	48	7	1,909	529		0.17
1626683809	CA-85	W		3	0.31	37.60	71.93	E	A	50	10	1,872	739		0.31
1626683773	CA-85	W	CA-85 Exit 1C / US-101 Exits 377A,377B / Bernal Rd	4	0.86	20.40	71.94	F	A	67	10	1,375	738	0.75	6.67
1626683753	CA-85	W	CA-85 / Cottle Rd	5	0.45	22.20	66.27	F	B	65	19	1,446	1,271	0.75	1.84
1626683577	CA-85	W		6	0.21	25.60	58.81	F	D	61	26	1,567	1,556	1.00	0.87
1626683559	CA-85	W		7	0.39	27.40	65.46	F	B	59	20	1,625	1,316	0.75	2.47
400282935	CA-85	W		8	0.44	47.00	68.09	D	A	42	17	1,985	1,150		
1626683540	CA-85	W		9	0.43	50.00	65.47	D	B	40	20	1,992	1,315		
1626683519	CA-85	W	CA-85 / CR-G10 Blossom Hill Rd / Blossom Ave	10	0.55	55.00	66.42	D	B	35	19	1,950	1,262		0.34
1626683499	CA-85	W		11	0.11	57.40		D		33		1,893			
1626683640	CA-85	W		12	0.59	59.60	68.59	D	A	30	16	1,804	1,111		0.45
1626683622	CA-85	W		13	0.17	59.40	70.40	D	A	31	13	1,814	938		
1626683601	CA-85	W	CA-85 Exits 5A,5B / CA-87 Guadalupe Pkwy Exit 1C / Santa Teresa Blvd	14	0.34	60.40	63.94	D	C	29	22	1,759	1,388		
1626683583	CA-85	W		15	0.27	55.00	69.08	D	A	35	15	1,950	1,068		
1626683410	CA-85	W		16	0.41	51.60	71.47	D	A	39	11	1,987	805		
1626683389	CA-85	W		17	0.23	55.00	69.44	D	A	35	15	1,950	1,035		
1626683366	CA-85	W	CA-85 Exit 6 / CR-G8 Almaden Expy / Almaden Plaza Way	18	0.31	35.40	68.10	E	A	52	17	1,829	1,149		
1626683347	CA-85	W		19	0.45	44.80	64.51	D	C	44	21	1,970	1,362		
1626683487	CA-85	W		20	0.49	55.80	66.20	D	B	35	19	1,934	1,275		
1626683469	CA-85	W		21	0.49	57.40	69.66	D	A	33	15	1,893	1,014		
1626683448	CA-85	W	CA-85 / Camden Ave / Branham Ln	22	0.44	49.60	67.35	D	A	40	18	1,992	1,203		
1626683429	CA-85	W		23	0.84	60.20	72.02	D	A	29	10	1,771	726		
1626683256	CA-85	W	CA-85 / Samaritan Dr / Union Ave	24	0.44	58.00	72.99	D	A	32	8	1,873	562		
1626683237	CA-85	W		25	0.51	57.40	71.96	D	A	33	10	1,893	734		
1626683215	CA-85	W		26	0.17	58.00	67.02	D	A	32	18	1,873	1,225		
1626683196	CA-85	W	CA-17 / CA-85 / Bascom Ave	27	0.61	64.20	71.94	C	A	21	10	1,370	739		
1626683336	CA-85	W		28	0.34	52.40	71.00	D	A	38	12	1,982	867		
1626683318	CA-85	W	CA-85 / Winchester Blvd / Winchester Cir	29	0.33	46.40	70.30	D	A	43	13	1,982	949		
1626683297	CA-85	W		30	0.38	33.60	68.14	E	A	53	17	1,790	1,146	0.25	0.49
1626683279	CA-85	W		31	0.35	41.20	67.72	E	A	47	17	1,930	1,177		0.09
1626683104	CA-85	W		32	0.50	52.00	67.34	D	A	38	18	1,984	1,204		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626683085	CA-85	W		33	0.42	56.80	69.51	D	A	34	15	1,910	1,029		
1626683062	CA-85	W		34	0.39	46.00	66.94	D	B	43	18	1,979	1,230		
1626683042	CA-85	W	CA-85 / Saratoga Ave	35	0.73	52.60	68.63	D	A	38	16	1,980	1,107		
1626683183	CA-85	W		36	0.40	61.20	69.54	D	A	28	15	1,705	1,026		
1626683165	CA-85	W		37	0.46	60.40	69.54	D	A	29	15	1,759	1,026		
1626683144	CA-85	W		38	0.45	59.20	68.07	D	A	31	17	1,823	1,152		
1626683126	CA-85	W	CA-85 Exit 16 / De Anza Blvd	39	0.84	54.00	68.91	D	A	36	16	1,965	1,084		
1626683109	CA-85	W		40	0.55	58.40	71.07	D	A	32	12	1,858	858		
1626682932	CA-85	W		41	0.64	56.60	71.36	D	A	34	11	1,915	820		
1626682890	CA-85	W	CA-85 Exit 18 / I-280 Exits 12,12A,12B / Stevens Creek Blvd	42	1.01	58.00	72.73	D	A	32	8	1,873	609		
1626682876	CA-85	W		43	0.29	60.60	67.70	D	A	29	17	1,746	1,178		
1626683013	CA-85	W		44	0.15	56.00	56.48	D	D	34	28	1,930	1,606		
1626682992	CA-85	W		45	0.77	40.60	57.15	E	D	47	28	1,921	1,593		
1626682972	CA-85	W	CA-85 Exit 20 / Fremont Ave	46	0.50	21.40	66.16	F	B	66	19	1,415	1,278	0.25	0.32
1626682955	CA-85	W		47	0.44	63.40	71.98	C	A	23	10	1,487	733		
1626682781	CA-85	W		48	0.48	59.80	71.06	D	A	30	12	1,793	859		
1626682759	CA-85	W		49	0.45	56.80	66.78	D	B	34	19	1,910	1,240		
1626682860	CA-85	W		50	0.18	48.40	64.07	D	C	41	22	1,991	1,383		
1626682723	CA-85	W		51	0.02	34.20	74.89	E	A	53	1	1,804	100	0.25	0.01
400228599	CA-85	W		52	0.06	52.40	64.87	D	C	38	21	1,982	1,345		
1626682738	CA-85	W	CA-85 Exit 22B / CA-82 El Camino Real / Stevens Creek Trl	53	0.25	51.40	68.94	D	A	39	16	1,988	1,081		
1626682819	CA-85	W	CA-85 Exit 22C / CA-237 Exit 1A	54	0.28	57.00	68.71	D	A	33	16	1,905	1,101		
400282955	CA-85	W		55	0.11	55.40	79.92	D	A	35		1,943			
1626682628	CA-85	W	CA-85 / Easy St	56	0.78	54.00	67.50	D	A	36	18	1,965	1,193		
1626682608	CA-85	W		57	0.13	59.80	65.75	D	B	30	20	1,793	1,300		
1626682587	CA-85	W	CA-85 / Moffett Blvd	58	0.43	56.40	62.83	D	C	34	23	1,921	1,433		
1626621411	GUADALUPE PKWY	N		1	0.67	57.20	71.63	D	A	33	11	1,899	783		0.31
1626644613	GUADALUPE PKWY	N	CA-87 Guadalupe Pkwy Exits 1,1D / Capitol Expy / Capitol Expressway Auto Mall	2	0.40	59.80	69.32	D	A	30	15	1,793	1,047		
400228610	GUADALUPE PKWY	N		3	0.48	59.20	73.14	D	A	31	7	1,823	531		
1626666705	GUADALUPE PKWY	N		4	0.48	57.80	73.36	D	A	33	7	1,880	489		
1626765793	GUADALUPE PKWY	N	CA-87 Guadalupe Pkwy Exits 3,3A / Curtner Ave / Unified Way	5	0.56	52.40	72.05	D	A	38	10	1,982	722		
1626752462	GUADALUPE PKWY	N	CA-87 Guadalupe Pkwy Exit 3B / CR-G8 Almaden Expy	6	0.45	31.20	72.00	E	A	56	10	1,732	728	0.25	0.09
1626749392	GUADALUPE PKWY	N		7	0.85	25.20	67.99	F	A	62	17	1,554	1,158	0.75	0.59
1626739167	GUADALUPE PKWY	N		8	0.24	21.20	63.82	F	C	66	22	1,407	1,393	0.75	0.44
1626735247	GUADALUPE PKWY	N		9	0.23	55.80	66.91	D	B	35	18	1,934	1,232		
1626674644	GUADALUPE PKWY	N	I-280 Exits 3A,3B / CA-87 Guadalupe Pkwy Exits 4,5,6,6B / St James St	10	0.77	60.60	67.76	D	A	29	17	1,746	1,174		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626669915	GUADALUPE PKWY	N		11	0.64	58.40	68.82	D	A	32	16	1,858	1,091		
1626639726	GUADALUPE PKWY	N		12	0.23	57.00	66.75	D	B	33	19	1,905	1,242		
1626651880	GUADALUPE PKWY	N	CA-87 Guadalupe Pkwy Exit 7 / Taylor St	13	0.62	50.80	70.00	D	A	39	14	1,990	980		
1626732934	GUADALUPE PKWY	N	CA-87 Guadalupe Pkwy	14	0.78	61.80	68.89	D	A	27	16	1,657	1,085		
1626758773	GUADALUPE PKWY	N	CA-87 Guadalupe Pkwy Exit 8 / Skyport Dr	15	0.76	59.80	69.41	D	A	30	15	1,793	1,038		
1626679058	GUADALUPE PKWY	N		16	0.33	55.00	66.95	D	B	35	18	1,950	1,230		
1626684252	GUADALUPE PKWY	S	CA-87 Guadalupe Pkwy	1	0.22	16.20	60.95	F	D	73	25	1,186	1,497	0.75	0.54
1626739793	GUADALUPE PKWY	S	CA-87 Guadalupe Pkwy Exit 8 / Skyport Dr	2	0.72	12.00	65.98	F	B	80	20	959	1,288	2.00	2.19
1626745765	GUADALUPE PKWY	S	CA-87 Guadalupe Pkwy	3	0.85	16.20	61.04	F	D	73	24	1,186	1,494	2.75	1.67
170330297	GUADALUPE PKWY	S	CA-87 Guadalupe Pkwy Exit 7 / Taylor St	4	0.57	19.40	54.68	F	D	69	30	1,333	1,638	3.50	1.05
1626715183	GUADALUPE PKWY	S		5	0.18	25.40	48.76	F	D	61	35	1,561	1,709	3.00	0.16
1626694160	GUADALUPE PKWY	S		6	0.33	30.60	54.18	E	D	56	30	1,716	1,646	1.00	0.02
1626748701	GUADALUPE PKWY	S		7	0.22	27.80	55.89	F	D	59	29	1,637	1,617	1.00	0.00
1626659583	GUADALUPE PKWY	S		8	0.06	24.00	57.77	F	D	63	27	1,512	1,579	1.75	0.21
1626669895	GUADALUPE PKWY	S	CA-87 Guadalupe Pkwy Exit 6A / Delmas Ave / Woz Way	9	0.26	23.40	54.16	F	D	64	30	1,491	1,646	1.75	0.15
1626696878	GUADALUPE PKWY	S		10	0.41	22.40	46.55	F	D	65	37	1,454	1,726	3.00	0.12
1626705269	GUADALUPE PKWY	S	I-280 Exits 3A,3B / CA-87 Guadalupe Pkwy Exits 4,5,6,6B / St James St	11	0.19	21.40	45.42	F	D	66	38	1,415	1,733	3.00	0.56
1626745623	GUADALUPE PKWY	S		12	0.78	21.40	44.53	F	D	66	39	1,415	1,738	4.25	1.98
400147474	GUADALUPE PKWY	S		13	0.23	27.00	45.55	F	D	60	38	1,612	1,732	2.75	0.16
170344644	GUADALUPE PKWY	S		14	0.49	34.80	52.84	E	D	52	32	1,817	1,665	0.25	0.29
1626720082	GUADALUPE PKWY	S	CA-87 Guadalupe Pkwy Exit 3B / CR-G8 Almaden Expy	15	0.42	34.00	58.36	E	D	53	27	1,799	1,566	0.25	0.60
1626739813	GUADALUPE PKWY	S	CA-87 Guadalupe Pkwy Exits 3,3A / Curtner Ave / Unified Way	16	0.35	31.00	58.19	E	D	56	27	1,727	1,570	0.75	0.15
1626662089	GUADALUPE PKWY	S		17	0.21	31.20	59.19	E	D	56	26	1,732	1,546	0.75	0.30
400421586	GUADALUPE PKWY	S		18	0.51	39.20	56.58	E	D	48	28	1,900	1,604		
1626698195	GUADALUPE PKWY	S		19	0.48	53.00	61.39	D	D	37	24	1,976	1,483		0.06
1626644688	GUADALUPE PKWY	S	CA-87 Guadalupe Pkwy Exits 1,1D / Capitol Expy / Capitol Expressway Auto Mall	20	0.55	55.80	64.49	D	C	35	21	1,934	1,363		
1626750318	GUADALUPE PKWY	S		21	0.57	46.80	60.03	D	D	42	25	1,984	1,524		0.41
1626622185	I-280	E		1	0.22	55.40		D		35		1,943			
1626622048	I-280	E		2	0.52	40.80		E		47		1,924			0.17
1626622067	I-280	E		3	0.57	36.40		E		51		1,850			0.39
1626622086	I-280	E		4	0.54	31.60		E		55		1,742		0.75	0.74
1626622486	I-280	E	I-280 Exit 20 / CR-G3 Page Mill Rd / Arastradero Rd	5	0.66	20.40		F		67		1,375		1.50	0.90
1626622116	I-280	E		6	0.54	17.80		F		71		1,262		2.25	0.95
1626621977	I-280	E		7	0.54	17.80		F		71		1,262		2.50	0.96
1626621997	I-280	E		8	0.54	17.80		F		71		1,262		3.00	0.93
1626622015	I-280	E		9	0.54	15.00		F		75		1,125		3.00	1.23

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626622033	I-280	E		10	0.51	14.60		F		76		1,104		3.25	1.40
1626621896	I-280	E	I-280 Exit 16 / El Monte Rd	11	0.66	15.00		F		75		1,125		3.50	1.23
1626676795	I-280	E		12	0.32	18.00		F		71		1,271		3.75	0.71
1626621916	I-280	E	I-280 Exit 15 / Magdalena Ave / Eastbrook Ave	13	0.29	28.40		F		58		1,655		1.75	0.12
1626714653	I-280	E		14	0.49	40.00	52.81	E	D	48	32	1,912	1,665		
1626714677	I-280	E		15	0.48	29.80	60.22	F	D	57	25	1,694	1,519	0.25	0.16
1626714697	I-280	E		16	0.48	23.60	47.84	F	D	63	36	1,498	1,717	0.50	0.38
1626714719	I-280	E		17	0.60	25.00	43.62	F	D	62	40	1,547	1,742	1.50	0.14
1626714574	I-280	E		18	0.47	22.80	48.00	F	D	64	36	1,469	1,715	1.50	0.48
1626621935	I-280	E	I-280 Exit 13 / CR-G5 Foothill Expy / Foothill Blvd	19	0.42	18.00	36.50	F	E	71	48	1,271	1,754	3.25	0.68
1626637061	I-280	E		20	0.15	17.60	35.47	F	E	71	49	1,252	1,753	3.25	
1626621943	I-280	E		21	0.24	16.00	33.95	F	E	73	52	1,176	1,750	3.25	0.68
1626659636	I-280	E		22	0.15	11.40	30.49	F	E	81	57	923	1,737	3.25	0.45
1626659517	I-280	E	CA-85 Exit 18 / I-280 Exits 12,12A,12B / Stevens Creek Blvd	23	0.48	8.40	10.52	F	F	87	129	728	1,355	3.75	2.34
1626621806	I-280	E		24	0.67	11.20	12.27	F	F	81	116	911	1,429	4.00	2.48
1626753228	I-280	E	I-280 Exit 11 / De Anza Blvd	25	0.57	12.40	27.97	F	F	79	62	983	1,721	4.25	1.54
1626681549	I-280	E		26	0.47	15.40	18.82	F	F	74	85	1,146	1,608	4.25	1.45
1626701491	I-280	E	I-280 Exit 10 / Wolfe Rd	27	0.55	15.40	21.33	F	F	74	77	1,146	1,650	4.25	0.71
1626719841	I-280	E		28	0.36	18.00	26.44	F	F	71	65	1,271	1,709	4.25	0.99
1626621825	I-280	E	I-280 Exit 9A / CR-G2 Lawrence Expy / Stevens Creek Blvd	29	0.88	16.80	21.02	F	F	72	78	1,215	1,646	4.50	1.17
1626616199	I-280	E		30	0.63	17.60	25.97	F	F	71	66	1,252	1,705	4.75	1.37
1626623476	I-280	E	I-280 Exit 7 / Saratoga Ave	31	0.57	21.80	37.38	F	E	66	47	1,431	1,754	4.50	0.42
1626621842	I-280	E		32	0.79	22.80	17.72	F	F	64	89	1,469	1,586	2.00	0.71
1626621861	I-280	E	I-280 Exit 6 / Winchester Blvd / Moorpark Ave	33	0.38	18.80	13.29	F	F	70	110	1,307	1,466	2.00	0.76
1626621723	I-280	E	CA-17 Exit 27A / I-880 Exit 1C / I-280 Exit 1C	34	0.54	9.00	9.02	F	F	85	141	769	1,276	3.25	1.80
1626709653	I-280	E		35	0.30	8.00	7.98	F	F	87	152	700	1,212	3.25	1.51
1626774813	I-280	E	I-280 / Parkmoor Ave / Moorpark Ave	36	0.68	9.00	11.07	F	F	85	125	769	1,380	3.75	3.90
1626745528	I-280	E	I-280 / Meridian Ave / Moorpark Ave	37	0.74	9.40		F		85		796		4.75	2.93
1626629417	I-280	E		38	0.06	10.20		F		83		848		5.00	0.09
1626685547	I-280	E	I-280 Exit 4 / Meridian Ave / Southwest Expy	39	0.53	13.20		F		78		1,028		4.00	1.55
1626651100	I-280	E		40	0.19	12.00		F		80		959		3.50	0.54
1626612349	I-280	E	I-280 Exits 3A,3B / CA-87 Guadalupe Pkwy Exits 4,5,6,6B / St James St	41	0.62	11.40		F		81		923		4.00	1.67
1626634634	I-280	E	I-280 / CA-82 1St St	42	0.40	14.40		F		76		1,094		4.00	0.38
1626621790	I-280	E		43	0.09	11.20		F		81		911		4.00	
1626659124	I-280	E	I-280 / Reed St / 4Th St	44	0.10	18.40		F		70		1,289		4.25	
1626692319	I-280	E		45	0.16	19.40		F		69		1,333		4.00	
1626692340	I-280	E	I-280 Exit 1 / Margaret Way / Virginia St	46	0.39	24.20		F		63		1,520		4.00	0.11
1626686356	I-280	E		47	0.16	31.40		E		55		1,737		1.50	
1626621672	I-280	E		48	0.49	45.40		D		44		1,975			

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626621691	I-280	E	I-280 / Mclaughlin Ave	49	0.20	53.80		D		37		1,968			
1626647480	I-280	W	US-101 Exit 384 / I-680 / I-280	1	0.36	60.00		D		30		1,782			
1626744376	I-280	W		2	0.55	60.20		D		29		1,771			
1626647500	I-280	W	I-280 / Mclaughlin Ave	3	0.20	50.80		D		39		1,990			
1626647519	I-280	W		4	0.45	44.00		D		45		1,963			
1626681686	I-280	W		5	0.18	38.00		E		49		1,879			
1626672315	I-280	W	I-280 Exit 1 / Margaret Way / Virginia St	6	0.44	37.80		E		50		1,876			
1626647391	I-280	W	I-280 / Reed St / 4Th St	7	0.25	34.20		E		53		1,804	0.25		
1626623743	I-280	W	I-280 / CA-82 1St St	8	0.25	30.60		E		56		1,716	0.50		
1626625066	I-280	W		9	0.14	26.20		F		61		1,587	0.50	0.12	
1626647409	I-280	W	I-280 Exits 3A,3B / CA-87 Guadalupe Pkwy Exits 4,5,6,6B / St James St	10	0.63	20.80		F		67		1,391	1.00	0.40	
1626724717	I-280	W		11	0.35	20.80		F		67		1,391	1.75	0.10	
1626651238	I-280	W		12	0.23	33.00		E		54		1,776	0.75	0.21	
1626685683	I-280	W	I-280 Exit 4 / Meridian Ave / Southwest Expy	13	0.37	49.80		D		40		1,992			
1626647428	I-280	W	I-280 / Meridian Ave / Moorpark Ave	14	0.91	53.00		D		37		1,976			
1626774353	I-280	W	I-280 / Parkmoor Ave / Moorpark Ave	15	0.22	45.80	66.36	D	B	43	19	1,978	1,266		
1626647327	I-280	W		16	0.07	44.20	64.96	D	C	44	21	1,965	1,341		0.01
1626627832	I-280	W		17	0.19	54.00	67.79	D	A	36	17	1,965	1,172		
1626647347	I-280	W	CA-17 Exit 27A / I-880 Exit 1C / I-280 Exit 1C	18	0.38	42.40	65.32	D	B	46	20	1,945	1,323		
1626647367	I-280	W		19	0.26	34.80	65.91	E	B	52	20	1,817	1,292	0.25	0.11
1626764707	I-280	W	I-280 Exit 6 / Winchester Blvd / Moorpark Ave	20	0.54	40.60	67.49	E	A	47	18	1,921	1,194		
1626689030	I-280	W		21	0.64	37.80	64.19	E	C	50	21	1,876	1,377		0.09
1626647239	I-280	W	I-280 Exit 7 / Saratoga Ave	22	0.63	58.00	67.93	D	A	32	17	1,873	1,162		
1626647258	I-280	W		23	0.66	57.80	68.63	D	A	33	16	1,880	1,107		
1626647276	I-280	W	I-280 Exit 9A / CR-G2 Lawrence Expy / Stevens Creek Blvd	24	0.90	56.60	71.39	D	A	34	11	1,915	816		
1626647295	I-280	W		25	0.36	57.00	70.45	D	A	33	13	1,905	932		
1626647157	I-280	W	I-280 Exit 10 / Wolfe Rd	26	0.56	58.40	71.05	D	A	32	12	1,858	861		
1626699817	I-280	W		27	0.48	49.00	70.76	D	A	41	13	1,992	896		
1626651216	I-280	W	I-280 Exit 11 / De Anza Blvd	28	0.57	43.40	70.07	D	A	45	14	1,957	973		
1626647176	I-280	W		29	0.60	58.20	70.69	D	A	32	13	1,865	904		
1626659614	I-280	W		30	0.29	62.60	69.42	C	A	25	15	1,581	1,038		
1626659496	I-280	W	CA-85 Exit 18 / I-280 Exits 12,12A,12B / Stevens Creek Blvd	31	0.56	62.80	67.07	C	A	25	18	1,559	1,222		
1626685366	I-280	W		32	0.13	56.40	72.11	D	A	34	10	1,921	713		
1626647196	I-280	W	I-280 Exit 13 / CR-G5 Foothill Expy / Foothill Blvd	33	0.30	59.20	68.31	D	A	31	17	1,823	1,133		
1626643823	I-280	W		34	0.48	59.00	65.68	D	B	31	20	1,833	1,304		
1626643838	I-280	W		35	0.47	64.40	69.00	C	A	21	16	1,336	1,075		
1626643700	I-280	W		36	0.47	64.80	69.80	C	A	19	14	1,262	1,001		
1626643719	I-280	W		37	0.58	62.00	69.75	C	A	26	14	1,639	1,006		
1626643737	I-280	W		38	0.52	62.60	67.67	C	A	25	17	1,581	1,180		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626647215	I-280	W	I-280 Exit 15 / Magdalena Ave / Eastbrook Ave	39	0.45	60.00	63.35	D	C	30	22	1,782	1,413		
1626647067	I-280	W		40	0.34	59.40		D		31		1,814			
1626676812	I-280	W	I-280 Exit 16 / El Monte Rd	41	0.67	65.00		B		19		1,221			
1626647087	I-280	W		42	0.52	63.60		C		23		1,460			
1626647104	I-280	W		43	0.55	63.20		C		24		1,513			
1626647123	I-280	W		44	0.54	66.60		B		11		764			
1626646985	I-280	W		45	0.54	64.20		C		21		1,370			
1626647005	I-280	W		46	0.47	51.20		D		39		1,989			
1626736543	I-280	W	I-280 Exit 20 / CR-G3 Page Mill Rd / Arastradero Rd	47	0.75	30.40		E		56		1,711		0.75	
1626690322	I-280	W		48	0.50	19.40		F		69		1,333		1.25	0.12
1626690342	I-280	W		49	0.75	19.40		F		69		1,333		1.75	1.36
1626690356	I-280	W		50	0.36	18.40		F		70		1,289		2.00	0.90
1626621709	I-680	N		1	0.31	55.00		D		35		1,950			
1626621571	I-680	N		2	0.20	56.60		D		34		1,915			
1626744392	I-680	N	US-101 Exit 384 / I-680 / I-280	3	0.38	52.80		D		37		1,978			
1626621590	I-680	N		4	0.18	37.00		E		50		1,861			
1626622859	I-680	N		5	0.29	41.60		E		47		1,935			
1626698593	I-680	N		6	0.19	37.20		E		50		1,865			
1626664768	I-680	N		7	0.23	55.20		D		35		1,946			
1626645017	I-680	N	I-680 Exits 1B,2A / Capitol Expy / Jackson Ave	8	0.37	57.20		D		33		1,899			
1626685228	I-680	N		9	0.10	51.60		D		39		1,987			
1626734254	I-680	N		10	0.15	51.00		D		39		1,989			0.10
1626767638	I-680	N		11	0.15	54.20		D		36		1,962			
1626625357	I-680	N	I-680 / Mckee Rd	12	0.65	52.00		D		38		1,984			
1626767426	I-680	N		13	0.72	57.00		D		33		1,905			
1626676040	I-680	N	I-680 Exit 4 / Berryessa Rd	14	0.77	62.60		C		25		1,581			
1626669345	I-680	N		15	0.23	60.00		D		30		1,782			
1626656635	I-680	N	I-680 / Hostetter Rd	16	0.44	62.80		C		25		1,559			
1626702002	I-680	N	I-680 / Capitol Ave	17	0.56	62.80		C		25		1,559			
1626671437	I-680	N		18	0.38	59.00		D		31		1,833			
1626693612	I-680	N	I-680 / Montague Expy / Landess Ave	19	0.70	65.00		B		19		1,221			
1626718186	I-680	N		20	0.68	52.60		D		38		1,980			
1626610517	I-680	N	I-680 Exit 8 / CA-237 Calaveras Blvd / Calaveras Blvd	21	0.92	36.80	72.02	E	A	50	10	1,857	726		0.11
1626767659	I-680	N		22	0.05	35.00	61.89	E	D	52	24	1,821	1,467		0.07
1626767679	I-680	N	I-680 Exit 9 / Jacklin Rd	23	0.66	31.00	66.45	E	B	56	19	1,727	1,260	0.50	0.08
1626679604	I-680	N		24	0.90	20.00	63.62	F	C	68	22	1,358	1,402	1.25	1.37
1626739541	I-680	S		1	0.49	53.00		D		37		1,976			
1626739561	I-680	S		2	0.48	31.00		E		56		1,727		0.25	0.21
1626611309	I-680	S	I-680 Exit 9 / Jacklin Rd	3	0.64	16.40		F		73		1,195		1.25	0.96
1626624933	I-680	S		4	0.07	17.20		F		72		1,234		1.25	0.28

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626680222	I-680	S	I-680 Exit 8 / CA-237 Calaveras Blvd / Calaveras Blvd	5	0.91	10.60		F		82		874		2.75	3.64
1626742767	I-680	S		6	0.67	10.20		F		83		848		3.50	2.33
1626635891	I-680	S	I-680 / Montague Expy / Landess Ave	7	0.68	10.40		F		83		861		4.00	3.35
1626743978	I-680	S		8	0.39	12.00		F		80		959		3.75	1.24
1626671418	I-680	S	I-680 / Capitol Ave	9	0.58	12.40		F		79		983		3.75	1.45
1626728352	I-680	S	I-680 / Hostetter Rd	10	0.55	14.80		F		75		1,115		4.25	1.17
1626680242	I-680	S		11	0.12	19.40		F		69		1,333		3.50	0.34
1626752253	I-680	S	I-680 Exit 4 / Berryessa Rd	12	0.75	23.20		F		64		1,484		3.25	0.44
1626752274	I-680	S		13	0.68	32.40		E		54		1,762		0.75	0.32
1626716166	I-680	S	I-680 / Mckee Rd	14	0.67	27.80		F		59		1,637		1.25	0.19
1626648643	I-680	S		15	0.16	29.20		F		57		1,678		1.50	0.02
1626738162	I-680	S		16	0.16	35.20		E		52		1,825			
1626685248	I-680	S	I-680 Exits 1B,2A / Capitol Expy / Jackson Ave	17	0.42	50.60		D		39		1,991			
1626621718	I-680	S		18	0.18	50.80		D		39		1,990			
1626638777	I-680	S		19	0.26	54.40		D		36		1,960			
1626746471	I-680	S		20	0.17	54.60		D		36		1,956			
1626634499	I-680	S		21	0.27	52.60		D		38		1,980			
1626610205	I-880	N	CA-17 Exit 27A / I-880 Exit 1C / I-280 Exit 1C	1	0.62	54.80		D		36		1,953			
1626706530	I-880	N		2	0.18	26.80		F		60		1,606		0.25	0.29
1626608804	I-880	N		3	0.54	16.20		F		73		1,186		1.25	1.10
1626654762	I-880	N		4	0.10	9.20		F		85		783		2.50	0.73
1626720857	I-880	N	I-880 Exits 1A,1B,1D / Bascom Ave / Cherrystone Dr	5	0.10	8.00		F		87		700		2.75	0.76
1626618430	I-880	N		6	0.56	7.40		F		89		657		3.50	3.16
1626637106	I-880	N		7	0.16	7.40		F		89		657		3.50	1.18
1626657417	I-880	N	I-880 Exit 2 / CA-82 The Alameda	8	0.16	7.40		F		89		657		3.75	1.23
1626669571	I-880	N		9	0.35	6.20		F		91		566		4.50	2.38
1626612065	I-880	N	I-880 Exit 3 / Coleman Ave / Airport Blvd	10	0.36	8.20		F		87		714		4.50	2.19
1626634100	I-880	N		11	0.42	13.60		F		77		1,050		4.00	1.02
1626695924	I-880	N		12	0.17	16.40		F		73		1,195		3.75	0.30
1626610096	I-880	N	I-880 Exit 4A / 1St St / Burton Ave	13	0.21	17.40		F		71		1,243		3.75	0.38
1626638805	I-880	N		14	0.16	27.80		F		59		1,637		2.75	0.03
1626701921	I-880	N		15	0.16	35.00		E		52		1,821			0.03
400149705	I-880	N	I-880 Exits 4B,4C / US-101	16	0.03	34.60		E		52		1,812		0.25	0.02
1626668509	I-880	N		17	0.16	32.60		E		54		1,767		0.25	0.03
1626712546	I-880	N		18	0.07	27.20		F		60		1,618		0.25	0.13
1626763059	I-880	N	I-880 Exits 4C,4D / Old Bayshore Hwy / Gish Rd	19	0.32	28.00		F		59		1,643		0.25	0.04
1626626444	I-880	N		20	0.38	36.40	66.03	E	B	51	19	1,850	1,285		0.30
1626767831	I-880	N	I-880 Exit 5 / Brokaw Rd / O'Toole Ave	21	0.35	49.00	68.83	D	A	41	16	1,992	1,090		
1626763616	I-880	N		22	0.99	60.00	73.10	D	A	30	7	1,782	541		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626734726	I-880	N	I-880 Exit 7 / CR-G4 Montague Expy / Montague Expy	23	0.71	51.60	70.84	D	A	39	13	1,987	886		
1626750864	I-880	N		24	0.29	58.60	73.37	D	A	32	7	1,850	486		
1626624813	I-880	N		25	0.41	57.80	70.12	D	A	33	14	1,880	968		
1626632222	I-880	N		26	0.37	56.00	69.39	D	A	34	15	1,930	1,041		
1626629112	I-880	N	I-880 Exits 8A,8B,8C / CA-237 / CA-237 Calaveras Blvd	27	0.47	43.80	69.29	D	A	45	15	1,961	1,050		
1626666377	I-880	N		28	0.24	33.60	68.04	E	A	53	17	1,790	1,154	0.50	0.08
1626771426	I-880	N		29	0.26	21.60	66.44	F	B	66	19	1,423	1,261	1.00	0.06
1626736561	I-880	N		30	0.24	16.40	68.05	F	A	73	17	1,195	1,153	1.25	0.59
1626723385	I-880	N		31	0.75	13.80	50.28	F	D	77	34	1,061	1,695	2.50	2.02
1626622277	I-880	N	I-880 Exit 10 / Dixon Landing Rd / California Cir	32	0.80	13.00	32.38	F	E	78	54	1,017	1,745	3.00	2.32
1626678132	I-880	S	I-880 Exit 10 / Dixon Landing Rd / California Cir	1	0.48	58.20	68.98	D	A	32	16	1,865	1,078		
1626682311	I-880	S		2	0.13	53.80	70.15	D	A	37	14	1,968	965		
1626704627	I-880	S		3	0.96	58.80	69.79	D	A	31	14	1,841	1,002		
1626745047	I-880	S		4	0.20	49.80	69.35	D	A	40	15	1,992	1,044		
1626736439	I-880	S		5	0.27	34.80	68.96	E	A	52	16	1,817	1,080	0.25	0.01
1626745068	I-880	S	I-880 Exits 8A,8B,8C / CA-237 / CA-237 Calaveras Blvd	6	0.43	25.60	63.65	F	C	61	22	1,567	1,401	0.25	0.74
1626620981	I-880	S		7	0.68	16.80	56.78	F	D	72	28	1,215	1,600	1.50	1.25
1626640017	I-880	S		8	0.28	14.60	49.85	F	D	76	34	1,104	1,699	2.75	0.80
1626669690	I-880	S		9	0.49	15.40	37.29	F	E	74	47	1,146	1,754	3.00	1.00
1626615505	I-880	S	I-880 Exit 7 / CR-G4 Montague Expy / Montague Expy	10	0.58	12.60	26.40	F	F	79	65	994	1,709	4.25	2.16
1626676776	I-880	S		11	0.67	14.20	28.51	F	F	76	60	1,083	1,725	3.75	1.61
1626763767	I-880	S	I-880 Exit 5 / Brokaw Rd / O'Toole Ave	12	0.66	11.60	14.92	F	F	81	102	935	1,517	4.50	2.15
1626712532	I-880	S		13	0.43	12.40	16.32	F	F	79	95	983	1,554	4.50	1.50
1626748944	I-880	S	I-880 Exits 4C,4D / Old Bayshore Hwy / Gish Rd	14	0.30	13.80	17.84	F	F	77	89	1,061	1,588	3.75	0.54
1626609988	I-880	S		15	0.22	12.00	2.52	F	F	80	245	959	619	4.00	0.80
400185309	I-880	S		16	0.04	12.60	5.18	F	F	79	189	994	978	2.75	0.18
1626621000	I-880	S	I-880 Exits 4B,4C / US-101	17	0.14	12.80		F		79		1,006		2.50	0.51
1626688434	I-880	S		18	0.13	10.40		F		83		861		2.25	0.60
1626620860	I-880	S		19	0.17	8.80		F		86		756		2.50	0.84
1626745280	I-880	S	I-880 Exit 4A / 1St St / Burton Ave	20	0.21	9.40		F		85		796		2.75	1.14
1626695947	I-880	S		21	0.43	15.80		F		74		1,166		2.25	0.96
1626646100	I-880	S	I-880 Exit 3 / Coleman Ave / Airport Blvd	22	0.37	18.80		F		70		1,307		2.00	0.65
1626750843	I-880	S		23	0.08	23.80		F		63		1,505		1.75	0.11
1626669552	I-880	S		24	0.15	23.80		F		63		1,505		1.75	0.13
1626657397	I-880	S	I-880 Exit 2 / CA-82 The Alameda	25	0.23	24.20		F		63		1,520		2.00	0.15
1626637241	I-880	S		26	0.19	24.40		F		63		1,527		2.25	0.13
1626620880	I-880	S		27	0.48	25.80		F		61		1,574		2.25	0.19

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626721001	I-880	S	I-880 Exits 1A,1B,1D / Bascom Ave / Cherrystone Dr	28	0.13	32.20		E		55		1,757		0.75	0.08
1626668280	I-880	S		29	0.08	36.00		E		51		1,842			0.02
1626728541	I-880	S		30	0.54	34.60		E		52		1,812		0.25	0.01
1626620899	I-880	S		31	0.29	37.00		E		50		1,861			0.05
1626689092	I-880	S	CA-17 Exit 27A / I-880 Exit 1C / I-280 Exit 1C	32	0.45	29.60		F		57		1,689		0.25	0.16
1626676281	US-101	N		1	0.62	60.40		D		29		1,759			0.22
1626676144	US-101	N		2	0.57	60.80		D		29		1,733			0.26
1626676162	US-101	N	US-101 / Old Monterey Rd	3	0.69	58.80		D		31		1,841			
1626676182	US-101	N	US-101 / Old Monterey Rd	4	0.65	57.80		D		33		1,880			0.09
1626676197	US-101	N		5	0.61	60.00		D		30		1,782			0.61
1626665194	US-101	N	US-101 / CA-25	6	0.10	55.20		D		35		1,946			
1626645414	US-101	N	US-101 / Castro Valley Rd	7	0.59	51.00		D		39		1,989			0.44
1626645453	US-101	N	US-101 / Mesa Rd	8	0.36	42.00		D		46		1,940			0.22
1626645471	US-101	N		9	0.45	56.80		D		34		1,910			0.48
1626614439	US-101	N	US-101 / Monterey Rd / Travel Park Cir	10	0.38	64.00		C		22		1,402			
1626663678	US-101	N		11	0.81	63.20		C		24		1,513			
1626609204	US-101	N	CA-152 Exit 356 / US-101 / 10Th St	12	0.39	63.40		C		23		1,487			
1626735874	US-101	N		13	0.08	61.40		D		28		1,690			
1626665212	US-101	N	CA-152 / US-101 / CA-152 Leavesley Rd	14	0.50	61.40		D		28		1,690			0.13
1626638822	US-101	N		15	0.32	60.40		D		29		1,759			
1626712220	US-101	N		16	0.41	61.40		D		28		1,690			
1626712243	US-101	N	US-101	17	0.41	60.00		D		30		1,782			0.23
1626712097	US-101	N	US-101	18	0.41	56.60		D		34		1,915			0.26
1626712120	US-101	N		19	0.41	61.80		D		27		1,657			
1626712138	US-101	N		20	0.35	62.20		C		26		1,621			0.20
1626679709	US-101	N	US-101 / Masten Ave	21	0.66	59.60		D		30		1,804			0.27
1626668482	US-101	N		22	0.56	59.20		D		31		1,823			0.27
1626668498	US-101	N	US-101	23	0.56	51.80		D		38		1,986			
1626668361	US-101	N		24	0.51	63.00		C		24		1,537			
1626684813	US-101	N	US-101 / San Martin Ave / Murphy Ave	25	0.48	51.20		D		39		1,989			
1626682045	US-101	N		26	0.42	60.60		D		29		1,746			
1626682066	US-101	N		27	0.42	60.00		D		30		1,782			
1626682085	US-101	N		28	0.42	61.00		D		28		1,719			0.21
1626681949	US-101	N		29	0.42	61.20		D		28		1,705			
1626681961	US-101	N		30	0.40	62.00		C		26		1,639			
1626631673	US-101	N	US-101 / Tennant Ave	31	0.37	59.80		D		30		1,793			0.11
1626665550	US-101	N		32	0.20	61.20		D		28		1,705			
1626701296	US-101	N		33	0.30	59.80		D		30		1,793			
1626760629	US-101	N	US-101 / Dunne Ave	34	0.44	62.80		C		25		1,559			
1626650942	US-101	N		35	0.20	62.40		C		26		1,601			
1626696074	US-101	N		36	0.59	61.60		D		27		1,674			0.28

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626696219	US-101	N		37	0.59	63.60		C		23		1,460			0.02
1626700381	US-101	N	US-101 Exit 367 / Cochrane Rd	38	0.44	65.00		B		19		1,221			0.32
1626673411	US-101	N		39	0.21	65.00	63.60	B	C	19	22	1,221	1,403		
1626736378	US-101	N		40	0.61	65.80	74.61	B	A	16	2	1,026	183		0.17
1626736397	US-101	N		41	0.61	65.20	77.26	B	A	18		1,177			0.08
1626736418	US-101	N		42	0.73	65.00	76.97	B	A	19		1,221			0.12
1626736419	US-101	N		43	0.61	64.40	72.66	C	A	21	9	1,336	622		
1626736441	US-101	N		44	0.39	64.20	73.59	C	A	21	6	1,370	440		
1626736305	US-101	N	US-101 Exit 371 / Coyote Creek Golf Dr	45	0.61	65.00	76.69	B	A	19		1,221			
1626736324	US-101	N		46	0.85	66.00	76.15	B	A	15		968			
1626736344	US-101	N		47	0.63	64.00	77.25	C	A	22		1,402			0.27
1626631394	US-101	N	US-101 Exit 373 / Bailey Ave / Malech Rd	48	0.53	65.20	79.41	B	A	18		1,177			0.16
1626659028	US-101	N		49	0.53	65.20	75.09	B	A	18	0	1,177	37		0.23
1626659049	US-101	N		50	0.51	66.20	72.91	B	A	14	8	906	576		0.10
1626659078	US-101	N		51	0.51	64.80	76.01	C	A	19		1,262			0.14
1626658934	US-101	N		52	0.51	63.80	75.26	C	A	22		1,432			
1626658953	US-101	N		53	0.60	63.80	74.90	C	A	22	1	1,432	99		0.10
1626613507	US-101	N		54	0.23	63.40	74.56	C	A	23	3	1,487	197		
1626744370	US-101	N	US-101 Exit 377A / CA-85 Exits 1A,1B / Bernal Rd	55	0.41	64.40	75.06	C	A	21	1	1,336	46		
1626684125	US-101	N		56	0.31	65.40	73.24	B	A	17	7	1,130	513		
400421631	US-101	N	CA-85 Exit 1C / US-101 Exits 377A,377B / Bernal Rd	57	0.26	63.00	76.46	C	A	24		1,537			
1626627411	US-101	N		58	0.78	63.40	73.45	C	A	23	6	1,487	470		0.27
1626711292	US-101	N	US-101 / CR-G10 Blossom Hill Rd / Silver Creek Valley Rd	59	0.50	62.80	74.30	C	A	25	4	1,559	271		0.15
1626697790	US-101	N		60	0.26	62.20	74.29	C	A	26	4	1,621	273		
1626699008	US-101	N		61	0.70	62.60	74.06	C	A	25	4	1,581	330		0.09
1626698968	US-101	N		62	0.64	61.40	75.14	D	A	28	0	1,690	22		0.33
1626696554	US-101	N	US-101 Exit 380 / Hellyer Ave / Dove Rd	63	0.28	59.60	75.37	D	A	30		1,804			
1626630314	US-101	N		64	0.68	52.20	73.10	D	A	38	7	1,983	539		
1626696137	US-101	N		65	0.20	59.60	73.58	D	A	30	6	1,804	442		
1626681679	US-101	N	US-101 Exits 381,382 / Capitol Expy / Yerba Buena Rd	66	0.87	50.40	73.15	D	A	40	7	1,991	530		
1626659914	US-101	N		67	0.17	44.00	74.21	D	A	45	4	1,963	293		
1626673140	US-101	N		68	0.65	45.80	74.01	D	A	43	5	1,978	343		0.20
1626704558	US-101	N	US-101 Exit 383 / Tully Rd	69	0.54	37.20	73.31	E	A	50	7	1,865	499		
1626663894	US-101	N		70	0.16	32.40	73.73	E	A	54	6	1,762	408	0.25	
1626663809	US-101	N		71	0.57	42.80	72.26	D	A	46	10	1,950	689		
1626711464	US-101	N		72	0.33	62.80	72.11	C	A	25	10	1,559	713		0.19
1626701979	US-101	N	US-101 Exit 384 / I-680 / I-280	73	0.82	61.00	74.93	D	A	28	1	1,719	90		
1626725138	US-101	N		74	0.22	60.60	76.12	D	A	29		1,746			
1626666253	US-101	N		75	0.24	60.80	76.14	D	A	29		1,733			

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626683080	US-101	N	US-101 Exit 386A / Santa Clara St / Alum Rock Ave	76	0.84	63.40	74.51	C	A	23	3	1,487	212		0.23
1626739065	US-101	N		77	0.58	61.20	73.30	D	A	28	7	1,705	500		
1626739047	US-101	N		78	0.56	57.40	73.99	D	A	33	5	1,893	348		
1626646555	US-101	N	US-101 / Oakland Rd / Mabury Rd	79	0.44	41.20	75.91	E	A	47		1,930			
400070859	US-101	N		80	0.17	32.60	74.60	E	A	54	2	1,767	186	0.50	0.06
1626619986	US-101	N	I-880 Exits 4B,4C / US-101	81	0.18	58.20	72.27	D	A	32	10	1,865	688		
1626761019	US-101	N		82	0.04	42.00	66.78	D	B	46	19	1,940	1,240		
1626715445	US-101	N		83	0.35	56.80	73.19	D	A	34	7	1,910	523		
1626665076	US-101	N		84	0.32	62.00	74.55	C	A	26	3	1,639	200		
1626670077	US-101	N		85	0.22	60.00	74.44	D	A	30	3	1,782	230		
1626721975	US-101	N	US-101 Exit 389B / Old Bayshore Hwy / Matrix Blvd	86	0.26	61.80	71.43	D	A	27	11	1,657	811		
1626721995	US-101	N		87	0.34	63.40	74.65	C	A	23	2	1,487	171		
400281757	US-101	N		88	0.13	61.40	69.30	D	A	28	15	1,690	1,049		
1626768769	US-101	N	CA-87 Guadalupe Pkwy Exits 9A,9B / US-101 Exit 391 / De La Cruz Blvd	89	1.02	62.00	71.28	C	A	26	12	1,639	831		
1626701925	US-101	N		90	0.17	58.80	70.34	D	A	31	13	1,841	944		
1626620518	US-101	N		91	0.68	58.00	71.10	D	A	32	12	1,873	855		
1626704361	US-101	N	US-101 Exit 392 / CR-G4 Montague Expy / CR-G4 San Tomas Expy	92	0.64	59.40	73.31	D	A	31	7	1,814	499		
1626681752	US-101	N		93	0.16	52.60	73.36	D	A	38	7	1,980	489		
1626757004	US-101	N	US-101 / Bowers Ave / Great America Pkwy	94	0.36	43.80	74.12	D	A	45	4	1,961	317		
1626695558	US-101	N		95	0.25	37.40	75.79	E	A	50		1,869			0.01
1626681617	US-101	N		96	0.57	47.60	75.70	D	A	42		1,988			
1626622376	US-101	N	US-101 Exit 394 / CR-G2 Lawrence Expy	97	0.26	46.60	72.88	D	A	43	8	1,983	582		
1626644055	US-101	N		98	0.16	36.60	74.68	E	A	51	2	1,854	165		
1626622394	US-101	N		99	0.61	47.20	74.76	D	A	42	2	1,986	139		
1626642550	US-101	N	US-101 / Fair Oaks Ave	100	0.30	55.40	73.18	D	A	35	7	1,943	524		
1626629089	US-101	N		101	0.51	54.80	72.20	D	A	36	10	1,953	698		
1626730433	US-101	N		102	0.20	52.80	72.66	D	A	37	9	1,978	621		
1626730575	US-101	N	US-101 / Mathilda Ave	103	0.03	52.00	72.39	D	A	38	9	1,984	667		
1626625723	US-101	N		104	0.41	47.20	70.61	D	A	42	13	1,986	913		
1626726077	US-101	N	CA-237 Exits 3A,3B / US-101 Exits 396B,396C / Mathilda Ave	105	0.23	41.20	70.78	E	A	47	13	1,930	893		
1626685565	US-101	N		106	0.45	27.80	63.25	F	C	59	22	1,637	1,417	0.75	1.46
1626693336	US-101	N	US-101 Exit 397 / Ellis St / Fairchild Dr	107	0.55	27.80	54.25	F	D	59	30	1,637	1,644	1.25	2.68
1626700711	US-101	N		108	0.33	59.60	49.61	D	D	30	34	1,804	1,701	2.00	1.57
1626656193	US-101	N	US-101 Exits 398,398A / Moffett Blvd	109	0.27	27.00	51.43	F	D	60	33	1,612	1,682	2.00	0.60
1626717135	US-101	N		110	0.49	19.20	48.00	F	D	69	36	1,324	1,715	2.25	2.96
1626611926	US-101	N		111	0.19	20.00	54.82	F	D	68	30	1,358	1,635	2.75	0.45
1626736062	US-101	N	US-101 Exits 398B,399,399A,399B / CA-85 Exits 24B,24C / Shoreline Blvd	112	0.12	23.40	50.10	F	D	64	34	1,491	1,697	2.25	0.21

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626633521	US-101	N		113	0.78	18.60	51.35	F	D	70	33	1,298	1,683	3.25	1.18
1626742626	US-101	N		114	0.16	18.40	52.17	F	D	70	32	1,289	1,673	3.50	0.30
1626620509	US-101	N	US-101 Exits 400A,400B / Charleston Rd / Rengstorff Ave	115	0.19	18.40	55.95	F	D	70	29	1,289	1,616	3.75	0.34
1626633941	US-101	N		116	0.24	19.40	54.16	F	D	69	30	1,333	1,646	3.75	0.21
400245313	US-101	N	US-101 Exits 400B,400C / San Antonio Rd	117	0.52	19.00	43.29	F	D	69	40	1,315	1,743	3.75	0.83
1626670334	US-101	N		118	0.63	15.80	27.59	F	F	74	62	1,166	1,718	3.75	0.89
1626646000	US-101	N		119	0.53	14.20	13.77	F	F	76	108	1,083	1,482	4.25	1.33
1626722156	US-101	N	US-101 Exit 402 / CR-G3 Oregon Expy / Embarcadero Rd	120	0.79	18.00	17.84	F	F	71	89	1,271	1,588	4.25	2.11
1626670981	US-101	N			0.90	21.30		F		66		1,411			
1626612153	US-101	S	US-101 Exit 402 / CR-G3 Oregon Expy / Embarcadero Rd	1	0.74	15.20	55.31	F	D	75	29	1,135	1,627	3.00	1.46
170746739	US-101	S		2	0.35	13.60	50.49	F	D	77	34	1,050	1,693	3.25	1.54
170045873	US-101	S		3	0.44	16.80	59.00	F	D	72	26	1,215	1,551	3.50	1.26
1626736899	US-101	S		4	0.47	19.40	59.66	F	D	69	26	1,333	1,534	3.50	0.66
400070852	US-101	S		5	0.13	18.80	58.54	F	D	70	27	1,307	1,562	3.50	0.43
1626762777	US-101	S	US-101 Exits 400B,400C / San Antonio Rd	6	0.72	15.00	56.28	F	D	75	29	1,125	1,610	3.50	1.93
1626736900	US-101	S		7	0.01	13.40	32.82	F	E	78	53	1,039	1,746	3.50	0.06
1626742606	US-101	S		8	0.16	12.60	60.36	F	D	79	25	994	1,515	3.50	0.77
1626736764	US-101	S		9	0.53	14.00	60.58	F	D	77	25	1,072	1,508	1.50	2.04
1626733622	US-101	S		10	0.04	18.60	56.88	F	D	70	28	1,298	1,598	1.25	0.32
1626736784	US-101	S	US-101 Exits 398B,399,399A,399B / CA-85 Exits 24B,24C / Shoreline Blvd	11	0.31	20.40	44.71	F	D	67	39	1,375	1,737	1.25	0.12
1626736804	US-101	S		12	0.66	14.80	40.36	F	E	75	43	1,115	1,752	2.00	1.06
1626717279	US-101	S		13	0.14	12.60	34.56	F	E	79	51	994	1,751	2.25	0.41
1626656047	US-101	S	US-101 Exits 398,398A / Moffett Blvd	14	0.20	13.60	30.19	F	E	77	57	1,050	1,735	2.25	0.22
1626670097	US-101	S		15	0.40	15.00	37.65	F	E	75	47	1,125	1,754	2.00	1.24
1626743494	US-101	S	US-101 Exit 397 / Ellis St / Fairchild Dr	16	0.55	15.20	31.56	F	E	75	55	1,135	1,742	3.25	1.10
1626685585	US-101	S		17	0.62	17.60	36.47	F	E	71	48	1,252	1,754	3.00	0.96
1626736823	US-101	S	CA-237 Exits 3A,3B / US-101 Exits 396B,396C / Mathilda Ave	18	0.21	17.80	57.32	F	D	71	28	1,262	1,589	1.75	0.26
1626720515	US-101	S		19	0.12	16.40	58.33	F	D	73	27	1,195	1,567	2.00	0.23
1626767008	US-101	S	US-101 / Mathilda Ave	20	0.30	17.40	58.32	F	D	71	27	1,243	1,567	2.00	0.15
1626720491	US-101	S		21	0.13	19.60	59.35	F	D	68	26	1,341	1,542	2.00	0.18
1626649483	US-101	S		22	0.43	20.60	55.61	F	D	67	29	1,383	1,622	1.75	0.76
1626628951	US-101	S	US-101 / Fair Oaks Ave	23	0.25	17.20	54.98	F	D	72	30	1,234	1,633	1.50	0.39
1626626216	US-101	S		24	0.02	14.40	48.46	F	D	76	35	1,094	1,712	2.00	0.05
1626642567	US-101	S		25	0.22	13.00	58.05	F	D	78	27	1,017	1,573	2.75	0.56
1626693578	US-101	S		26	0.51	12.40	30.08	F	E	79	58	983	1,734	3.50	1.69
1626760105	US-101	S	US-101 Exit 394 / CR-G2 Lawrence Expy	27	0.35	7.40	9.80	F	F	89	135	657	1,319	4.75	2.03
1626766438	US-101	S		28	0.10	6.40	10.49	F	F	91	129	582	1,353	5.00	1.05

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626741709	US-101	S		29	0.44	6.40	9.96	F	F	91	133	582	1,327	6.00	3.88
1626651150	US-101	S	US-101 / Bowers Ave / Great America Pkwy	30	0.51	6.40	11.21	F	F	91	124	582	1,386	6.75	3.25
1626659166	US-101	S		31	0.14	7.20	9.83	F	F	89	134	642	1,320	6.75	1.73
1626696066	US-101	S		32	0.17	8.00	9.83	F	F	87	134	700	1,320	6.25	0.88
1626640912	US-101	S	US-101 Exit 392 / CR-G4 Montague Expy / CR-G4 San Tomas Expy	33	0.71	8.40	13.95	F	F	87	107	728	1,488	6.00	3.50
1626653939	US-101	S		34	0.65	11.40	19.90	F	F	81	82	923	1,628	6.25	2.69
1626737517	US-101	S		35	0.23	15.00	28.86	F	F	75	60	1,125	1,727	6.50	0.42
1626695531	US-101	S	CA-87 Guadalupe Pkwy Exits 9A,9B / US-101 Exit 391 / De La Cruz Blvd	36	0.02	18.00	38.93	F	E	71	45	1,271	1,754	2.25	0.03
1626751285	US-101	S		37	0.13	16.00	35.87	F	E	73	49	1,176	1,753	6.50	0.44
1626768748	US-101	S		38	0.42	17.80	42.15	F	D	71	41	1,262	1,747	5.25	0.89
400140304	US-101	S	CA-87 Guadalupe Pkwy / US-101 / Guadalupe Pkwy	39	0.50	14.80	45.42	F	D	75	38	1,115	1,733	1.25	1.40
1626721852	US-101	S	US-101 Exit 389B / Old Bayshore Hwy / Matrix Blvd	40	0.83	7.40	38.60	F	E	89	45	657	1,754	3.75	4.96
1626741728	US-101	S		41	0.28	6.40	27.94	F	F	91	62	582	1,721	5.00	2.67
1626715467	US-101	S		42	0.21	6.40	26.22	F	F	91	65	582	1,707	5.25	1.35
1626683678	US-101	S		43	0.03	7.40	30.73	F	E	89	57	657	1,738	5.50	0.04
1626741749	US-101	S	I-880 Exits 4B,4C / US-101	44	0.22	8.00	24.67	F	F	87	69	700	1,692	5.50	1.28
1626698857	US-101	S		45	0.13	12.00	23.79	F	F	80	71	959	1,682	5.50	0.38
1626761591	US-101	S	US-101 / Oakland Rd / Mabury Rd	46	0.44	14.60	20.72	F	F	76	79	1,104	1,641	5.25	1.25
1626683392	US-101	S		47	0.63	23.80	45.20	F	D	63	38	1,505	1,734	2.50	0.47
1626683421	US-101	S		48	0.54	27.20	51.46	F	D	60	33	1,618	1,682	1.25	0.33
1626763488	US-101	S	US-101 Exit 386A / Santa Clara St / Alum Rock Ave	49	0.76	20.00	52.98	F	D	68	31	1,358	1,663	0.50	0.95
1626754947	US-101	S		50	0.28	32.20	56.27	E	D	55	29	1,757	1,610	0.75	0.03
1626668399	US-101	S		51	0.44	34.60	52.53	E	D	52	32	1,812	1,669	0.25	0.03
1626665661	US-101	S	US-101 Exit 384 / I-680 / I-280	52	0.57	37.00	55.68	E	D	50	29	1,861	1,621		0.65
1626619566	US-101	S		53	0.39	33.00	53.36	E	D	54	31	1,776	1,658	0.50	
1626755841	US-101	S		54	0.62	41.20	56.85	E	D	47	28	1,930	1,599		0.28
1626663914	US-101	S	US-101 Exit 383 / Tully Rd	55	0.55	52.80	61.01	D	D	37	25	1,978	1,495		
1626640428	US-101	S		56	0.12	53.00	62.05	D	C	37	24	1,976	1,461		
1626704536	US-101	S		57	0.82	52.00	67.79	D	A	38	17	1,984	1,172		
1626672621	US-101	S		58	0.46	58.20	70.73	D	A	32	13	1,865	899		
400338640	US-101	S		59	0.06	59.40	72.05	D	A	31	10	1,814	721		
1626658246	US-101	S	US-101 Exits 381,382 / Capitol Expy / Yerba Buena Rd	60	0.28	59.00	72.55	D	A	31	9	1,833	641		
1626681544	US-101	S		61	0.67	53.00	69.13	D	A	37	15	1,976	1,064		
1626760973	US-101	S		62	0.36	51.40	63.78	D	C	39	22	1,988	1,395		
1626679002	US-101	S	US-101 Exit 380 / Hellyer Ave / Dove Rd	63	0.31	57.20	67.80	D	A	33	17	1,899	1,171		
1626735711	US-101	S		64	0.42	52.00	70.97	D	A	38	12	1,984	870		
1626735733	US-101	S		65	0.49	48.40	69.64	D	A	41	15	1,991	1,016		

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626735595	US-101	S		66	0.51	48.80	69.50	D	A	41	15	1,991	1,030		
1626633226	US-101	S	US-101 / CR-G10 Blossom Hill Rd / Silver Creek Valley Rd	67	0.34	61.20	70.08	D	A	28	14	1,705	972		
1626713438	US-101	S		68	0.29	62.80	69.36	C	A	25	15	1,559	1,043		
1626666281	US-101	S		69	0.78	63.60	73.54	C	A	23	6	1,460	449		0.30
1626665792	US-101	S	CA-85 Exit 1C / US-101 Exits 377A,377B / Bernal Rd	70	0.26	62.80	74.80	C	A	25	2	1,559	129		
1626743883	US-101	S		71	0.75	46.20	60.95	D	D	43	25	1,981	1,497		0.33
1626676599	US-101	S	US-101 Exit 377A / CA-85 Exits 1A,1B / Bernal Rd	72	0.49	16.40	52.60	F	D	73	32	1,195	1,668	0.50	1.51
1626744814	US-101	S		73	0.54	16.00	39.99	F	E	73	44	1,176	1,752	1.00	1.45
1626744794	US-101	S		74	0.48	28.20	43.08	F	D	58	40	1,649	1,744	1.00	0.71
1626744795	US-101	S		75	0.48	38.40	62.68	E	C	49	23	1,886	1,439		0.88
1626744775	US-101	S		76	0.48	38.20	65.58	E	B	49	20	1,883	1,310		0.72
1626744913	US-101	S		77	0.45	37.20	71.31	E	A	50	12	1,865	827		0.54
1626705200	US-101	S	US-101 Exit 373 / Bailey Ave / Malech Rd	78	0.60	25.00	54.99	F	D	62	30	1,547	1,633	1.00	0.33
1626765281	US-101	S		79	0.48	19.40	41.99	F	E	69	42	1,333	1,748	2.50	1.74
1626765303	US-101	S		80	0.55	18.00	51.54	F	D	71	33	1,271	1,681	2.75	1.72
1626765324	US-101	S		81	0.52	14.80	56.60	F	D	75	28	1,115	1,604	2.50	1.89
1626765179	US-101	S	US-101 Exit 371 / Coyote Creek Golf Dr	82	0.64	14.80	55.25	F	D	75	29	1,115	1,628	3.25	2.14
1626765202	US-101	S		83	0.50	14.20	27.40	F	F	76	63	1,083	1,717	3.75	1.37
400064218	US-101	S		84	0.55	14.00	23.44	F	F	77	72	1,072	1,678	4.00	2.51
1626765221	US-101	S		85	0.55	14.80	21.57	F	F	75	77	1,115	1,654	4.00	1.66
1626765244	US-101	S		86	0.55	13.40	25.34	F	F	78	67	1,039	1,699	4.25	1.79
1626765100	US-101	S		87	0.52	12.60	30.61	F	E	79	57	994	1,737	4.25	1.88
1626632335	US-101	S	US-101 Exit 367 / Cochrane Rd	88	0.47	15.80		F		74		1,166		4.25	1.37
1626690593	US-101	S		89	0.29	17.80		F		71		1,262		3.75	0.75
1626735813	US-101	S		90	0.63	25.00		F		62		1,547		1.75	0.95
1626735677	US-101	S		91	0.54	27.00		F		60		1,612		0.75	1.02
1626696198	US-101	S	US-101 / Dunne Ave	92	0.53	27.00		F		60		1,612		1.25	0.85
1626690360	US-101	S		93	0.36	27.00		F		60		1,612		1.00	0.36
1626631556	US-101	S	US-101 / Tennant Ave	94	0.62	24.20		F		63		1,520		1.25	0.99
1626709118	US-101	S		95	0.36	25.40		F		61		1,561		1.25	0.83
1626709138	US-101	S		96	0.43	25.80		F		61		1,574		0.75	0.71
1626709160	US-101	S		97	0.43	28.80		F		58		1,666		0.25	0.64
1626709178	US-101	S		98	0.43	40.00		E		48		1,912			
1626709035	US-101	S		99	0.43	41.80		E		46		1,938			
1626684792	US-101	S	US-101 / San Martin Ave / Murphy Ave	100	0.52	39.00		E		49		1,897			0.54
1626684697	US-101	S		101	0.49	37.80		E		50		1,876			0.02
1626684717	US-101	S		102	0.54	40.40		E		47		1,918			
1626684736	US-101	S		103	0.54	46.20		D		43		1,981			0.33
1626687833	US-101	S	US-101 / Masten Ave	104	0.60	46.00		D		43		1,979			0.59
1626675463	US-101	S		105	0.43	37.20		E		50		1,865			

2018 Freeway Speed, LOS, Estimated Density, Estimated Flow, Duration of Congestion, and Delay by Segment - PM Peak Period

INRIX Segment	Facility	Dir	Intersection	Road Order	Miles	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Congestion (hour)	Delay (min)
1626675483	US-101	S		106	0.49	47.40		D		42		1,987			
1626675344	US-101	S	US-101	107	0.47	45.60		D		43		1,977			
1626675362	US-101	S		108	0.35	48.60		D		41		1,991			
1626675381	US-101	S		109	0.38	60.60		D		29		1,746			
1626759340	US-101	S	CA-152 / US-101 / CA-152 Leavesley Rd	110	0.68	62.20		C		26		1,621			
1626743227	US-101	S		110.5	0.85	59.20		D		31		1,823			
1626647952	US-101	S	CA-152 Exit 356 / US-101 / 10Th St	111	0.40	56.20		D		34		1,925			
1626609229	US-101	S		112	0.19	43.60		D		45		1,959			
1626743580	US-101	S		113	0.52	30.40		E		56		1,711	0.25	0.48	
1626663700	US-101	S	US-101 / Monterey Rd / Travel Park Cir	114	0.60	15.20		F		75		1,135	2.50	1.87	
1626614502	US-101	S	US-101 / Mesa Rd	115	1.00	20.80		F		67		1,391	1.75	1.18	
1626766814	US-101	S	US-101 / Castro Valley Rd	115.5	0.36	29.10		F		58		1,675			
1626741633	US-101	S	US-101 / CA-25	116	0.42	37.40		E		50		1,869			0.14
1626658417	US-101	S	US-101 / Old Monterey Rd	117	0.63	58.40		D		32		1,858			0.46
1626658270	US-101	S		118	0.57	61.00		D		28		1,719			0.20
1626658291	US-101	S		119	0.57	60.00		D		30		1,782			0.46
1626658310	US-101	S		120	0.59	60.80		D		29		1,733			0.46
170583360	US-101	S		121	0.53	61.20		D		28		1,705			



APPENDIX F

TRAFFIC COUNT DATA

Location: SR-35 N/O SR-9
 Date Range: 11/6/2018 - 11/12/2018
 Site Code: 01

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	1	0	1	1	3	4	1	1	2
12:15 AM	1	1	2	1	0	1	3	2	5	2	1	3
12:30 AM	0	0	0	2	0	2	1	1	2	1	0	1
12:45 AM	2	0	2	0	0	0	0	0	0	1	0	1
1:00 AM	1	1	2	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	1	0	0	0	0	0	0	0	0	0
1:30 AM	2	0	2	0	0	0	1	0	1	1	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	1	0	1	0	1	1	0	0	1
2:15 AM	1	1	2	0	1	1	0	0	0	0	1	1
2:30 AM	0	0	0	0	0	0	0	1	1	0	0	0
2:45 AM	0	0	0	0	0	0	0	1	1	0	0	0
3:00 AM	2	0	2	0	0	0	2	0	2	1	0	1
3:15 AM	0	0	0	0	0	0	0	1	1	0	0	0
3:30 AM	0	0	0	1	1	2	0	0	0	0	0	1
3:45 AM	0	1	1	0	1	1	0	1	1	0	1	1
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	1	0	1	1	0	1	1	0	1	1
4:30 AM	0	2	2	1	0	1	0	0	0	0	1	1
4:45 AM	0	5	5	0	5	5	0	5	5	0	5	5
5:00 AM	1	5	6	1	3	4	1	7	8	1	5	6
5:15 AM	1	6	7	0	6	6	1	5	6	1	6	6
5:30 AM	1	8	9	1	13	14	2	7	9	1	9	11
5:45 AM	0	13	13	1	8	9	1	16	17	1	12	13
6:00 AM	0	19	19	1	27	28	1	22	23	1	23	23
6:15 AM	0	23	23	1	27	28	0	25	25	0	25	25
6:30 AM	1	23	24	2	20	22	0	25	25	1	23	24
6:45 AM	0	37	37	3	39	42	3	49	52	2	42	44
7:00 AM	4	38	42	4	36	40	5	36	41	4	37	41
7:15 AM	3	31	34	3	43	46	5	39	44	4	38	41
7:30 AM	5	36	41	7	31	38	8	41	49	7	36	43
7:45 AM	3	35	38	4	29	33	3	44	47	3	36	39
8:00 AM	1	27	28	4	35	39	8	55	63	4	39	43
8:15 AM	1	48	49	5	25	30	2	28	30	3	34	36
8:30 AM	5	37	42	10	30	40	6	44	50	7	37	44
8:45 AM	0	29	29	7	41	48	1	32	33	3	34	37
9:00 AM	3	25	28	4	18	22	6	22	28	4	22	26
9:15 AM	5	24	29	7	35	42	5	25	30	6	28	34
9:30 AM	5	20	25	3	19	22	7	23	30	5	21	26
9:45 AM	5	10	15	5	15	20	8	24	32	6	16	22
10:00 AM	4	7	11	10	20	30	4	13	17	6	13	19
10:15 AM	1	11	12	5	18	23	10	16	26	5	15	20
10:30 AM	4	7	11	5	8	13	8	16	24	6	10	16
10:45 AM	7	3	10	9	8	17	6	10	16	7	7	14
11:00 AM	9	5	14	8	11	19	9	10	19	9	9	17
11:15 AM	8	11	19	7	8	15	10	3	13	8	7	16
11:30 AM	2	5	7	4	9	13	7	9	16	4	8	12
11:45 AM	4	11	15	10	7	17	8	13	21	7	10	18
12:00 PM	8	2	10	14	12	26	7	9	16	10	8	17
12:15 PM	11	9	20	9	5	14	9	12	21	10	9	18
12:30 PM	5	11	16	11	6	17	7	14	21	8	10	18
12:45 PM	11	11	22	3	7	10	8	6	14	7	8	15
1:00 PM	8	6	14	5	4	9	11	7	18	8	6	14
1:15 PM	4	6	10	11	9	20	13	10	23	9	8	18
1:30 PM	10	6	16	7	9	16	11	7	18	9	7	17
1:45 PM	5	6	11	7	7	14	8	13	21	7	9	15
2:00 PM	10	9	19	8	10	18	13	10	23	10	10	20
2:15 PM	18	12	30	11	10	21	15	10	25	15	11	25
2:30 PM	14	6	20	15	10	25	19	9	28	16	8	24
2:45 PM	17	14	31	16	11	27	17	8	25	17	11	28
3:00 PM	18	3	21	21	11	32	22	4	26	20	6	26
3:15 PM	17	7	24	35	11	46	24	11	35	25	10	35
3:30 PM	20	8	28	38	8	46	30	10	40	29	9	38
3:45 PM	18	10	28	22	8	30	41	7	48	27	8	35
4:00 PM	28	7	35	34	5	39	46	9	55	36	7	43
4:15 PM	34	10	44	37	4	41	43	11	54	38	8	46
4:30 PM	50	8	58	51	6	57	58	6	64	53	7	60
4:45 PM	45	6	51	60	6	66	60	9	69	55	7	62
5:00 PM	34	7	41	55	12	67	59	10	69	49	10	59
5:15 PM	51	6	57	54	9	63	53	5	58	53	7	59
5:30 PM	34	13	47	53	4	57	51	4	55	46	7	53
5:45 PM	26	4	30	55	6	61	45	10	55	42	7	49
6:00 PM	36	5	41	27	6	33	52	6	58	38	6	44
6:15 PM	33	6	39	31	4	35	32	5	37	32	5	37
6:30 PM	21	7	28	26	4	30	30	1	31	26	4	30
6:45 PM	13	6	19	18	3	21	13	1	14	15	3	18
7:00 PM	12	1	13	17	7	24	9	2	11	13	3	16
7:15 PM	7	3	10	13	5	18	11	6	17	10	5	15
7:30 PM	9	3	12	11	1	12	7	2	9	9	2	11
7:45 PM	12	6	18	10	3	13	8	4	12	10	4	14
8:00 PM	3	3	6	7	2	9	5	6	11	5	4	9
8:15 PM	3	7	10	6	2	8	2	3	5	4	4	8
8:30 PM	5	2	7	6	0	6	3	3	6	5	2	6
8:45 PM	3	3	6	5	3	8	2	2	4	3	3	6
9:00 PM	1	6	7	1	12	13	3	2	5	2	7	8
9:15 PM	2	1	3	1	0	1	3	7	10	2	3	5
9:30 PM	5	3	8	3	0	3	7	9	16	5	4	9
9:45 PM	1	2	3	2	4	6	1	0	1	1	2	3
10:00 PM	0	0	0	2	2	4	0	1	1	1	1	2
10:15 PM	1	1	2	3	0	3	8	5	13	4	2	6
10:30 PM	3	1	4	7	1	8	2	1	3	4	1	5
10:45 PM	2	0	2	1	0	1	3	4	7	2	1	3
11:00 PM	1	1	2	2	1	3	10	2	12	4	1	6
11:15 PM	0	0	0	1	2	3	5	3	8	2	2	4
11:30 PM	0	0	0	5	1	6	1	1	2	2	1	3
11:45 PM	1	1	2	0	0	0	0	2	2	0	1	1

Location: SR-35, S/O SR-9
 Date Range: 3/12/2019 - 3/18/2019
 Site Code: 02

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	3	0	3	0	0	0	1	0	1
12:15 AM	1	1	2	0	0	0	0	1	1	0	1	1
12:30 AM	0	0	0	0	0	0	0	2	2	0	1	1
12:45 AM	0	1	1	0	0	0	0	2	2	0	1	1
1:00 AM	2	2	4	1	0	1	0	1	1	1	1	2
1:15 AM	0	1	1	0	0	0	2	0	2	1	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	1	1	2	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	1	1	0	0	0
3:15 AM	0	0	0	1	0	1	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	1	1	0	0	0
4:30 AM	1	0	1	1	0	1	1	0	1	1	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	1	0	0	0	0	1	1	0	0	1
5:15 AM	0	0	0	0	0	0	1	0	1	0	0	0
5:30 AM	0	0	0	0	0	0	1	0	1	0	0	0
5:45 AM	1	0	1	1	0	1	0	0	0	1	0	1
6:00 AM	3	1	4	5	0	5	3	1	4	4	1	4
6:15 AM	3	0	3	2	2	4	4	0	4	3	1	4
6:30 AM	1	1	2	2	0	2	1	0	1	1	0	2
6:45 AM	7	0	7	6	1	7	5	0	5	6	0	6
7:00 AM	9	5	14	8	2	10	7	1	8	8	3	11
7:15 AM	7	3	10	12	1	13	8	0	8	9	1	10
7:30 AM	10	2	12	3	4	7	11	6	17	8	4	12
7:45 AM	12	2	14	10	3	13	23	9	32	15	5	20
8:00 AM	8	2	10	7	5	12	10	6	16	8	4	13
8:15 AM	6	2	8	17	2	19	10	2	12	11	2	13
8:30 AM	4	0	4	8	4	12	4	4	8	5	3	8
8:45 AM	10	7	17	8	9	17	4	4	8	7	7	14
9:00 AM	5	3	8	10	3	13	4	6	10	6	4	10
9:15 AM	11	3	14	5	6	11	8	7	15	8	5	13
9:30 AM	6	1	7	6	2	8	12	10	22	8	4	12
9:45 AM	2	9	11	1	6	7	10	17	27	4	11	15
10:00 AM	3	2	5	6	3	9	3	8	11	4	4	8
10:15 AM	3	4	7	4	4	8	13	10	23	7	6	13
10:30 AM	7	6	13	7	7	14	11	9	20	8	7	16
10:45 AM	6	3	9	5	7	12	8	9	17	6	6	13
11:00 AM	6	9	15	4	6	10	4	5	9	5	7	11
11:15 AM	10	4	14	4	3	7	6	6	12	7	4	11
11:30 AM	10	5	15	14	8	22	10	3	13	11	5	17
11:45 AM	8	7	15	8	9	17	8	17	25	8	11	19
12:00 PM	8	4	12	4	9	13	6	8	14	6	7	13
12:15 PM	3	6	9	11	11	22	13	7	20	9	8	17
12:30 PM	3	4	7	8	5	13	9	5	14	7	5	11
12:45 PM	10	2	12	10	4	14	8	12	20	9	6	15
1:00 PM	6	3	9	9	10	19	6	4	10	7	6	13
1:15 PM	5	4	9	4	1	5	12	7	19	7	4	11
1:30 PM	2	3	5	7	7	14	9	9	18	6	6	12
1:45 PM	4	7	11	4	2	6	8	9	17	5	6	11
2:00 PM	3	5	8	4	8	12	12	4	16	6	6	12
2:15 PM	6	6	12	15	14	29	6	9	15	9	10	19
2:30 PM	7	5	12	9	4	13	11	9	20	9	6	15
2:45 PM	1	5	6	4	12	16	7	11	18	4	9	13
3:00 PM	5	3	8	9	5	14	5	9	14	6	6	12
3:15 PM	2	3	5	10	5	15	12	7	19	8	5	13
3:30 PM	6	7	13	4	3	7	6	12	18	5	7	13
3:45 PM	0	4	4	11	10	21	13	9	22	8	8	16
4:00 PM	2	5	7	10	13	23	8	13	21	7	10	17
4:15 PM	4	7	11	7	8	15	7	10	17	6	8	14
4:30 PM	1	6	7	7	9	16	7	9	16	5	8	13
4:45 PM	5	7	12	6	10	16	6	13	19	6	10	16
5:00 PM	6	7	13	7	14	21	9	22	31	7	14	22
5:15 PM	4	15	19	15	18	33	3	11	14	7	15	22
5:30 PM	4	13	17	3	11	14	9	14	23	5	13	18
5:45 PM	9	9	18	8	7	15	8	11	19	8	9	17
6:00 PM	2	14	16	5	12	17	6	16	22	4	14	18
6:15 PM	3	13	16	4	11	15	5	14	19	4	13	17
6:30 PM	5	11	16	1	12	13	6	12	18	4	12	16
6:45 PM	2	7	9	4	10	14	10	12	22	5	10	15
7:00 PM	2	8	10	3	6	9	4	4	8	3	6	9
7:15 PM	3	5	8	0	3	3	13	13	26	5	7	12
7:30 PM	2	7	9	2	5	7	6	8	14	3	7	10
7:45 PM	1	2	3	7	3	10	7	5	12	5	3	8
8:00 PM	0	1	1	3	7	10	3	8	11	2	5	7
8:15 PM	0	3	3	1	3	4	9	8	17	3	5	8
8:30 PM	0	3	3	0	3	3	1	3	4	0	3	3
8:45 PM	2	1	3	0	2	2	1	1	2	1	1	2
9:00 PM	0	2	2	0	4	4	0	1	1	0	2	2
9:15 PM	0	1	1	2	4	6	0	1	1	1	2	3
9:30 PM	0	1	1	0	2	2	0	3	3	0	2	2
9:45 PM	0	2	2	1	0	1	2	2	4	1	1	2
10:00 PM	0	0	0	0	3	3	0	1	1	0	1	1
10:15 PM	0	1	1	1	2	3	2	1	3	1	1	2
10:30 PM	0	3	3	0	3	3	0	2	2	0	3	3
10:45 PM	0	3	3	0	1	1	1	0	1	0	1	2
11:00 PM	0	1	1	0	1	1	0	0	0	0	1	1
11:15 PM	0	0	0	0	0	0	0	2	2	0	1	1
11:30 PM	0	1	1	0	0	0	0	1	1	0	1	1
11:45 PM	0	0	0	0	1	1	0	0	0	0	0	0

Location: SR-9, W/O Sandborn Rd
 Date Range: 3/5/2019 - 3/11/2019
 Site Code: 03

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	0	2	2	0	1	1	0	1	1
12:15 AM	2	1	3	3	4	7	0	0	0	2	2	3
12:30 AM	1	2	3	0	2	2	1	3	4	1	2	3
12:45 AM	2	0	2	0	0	0	1	2	3	1	1	2
1:00 AM	3	1	4	0	1	1	0	1	1	1	1	2
1:15 AM	0	2	2	0	0	0	0	4	4	0	2	2
1:30 AM	0	0	0	0	2	2	0	0	0	0	1	1
1:45 AM	0	0	0	0	1	1	0	1	1	0	1	1
2:00 AM	0	0	0	3	1	4	0	0	0	1	0	1
2:15 AM	0	0	0	2	2	4	0	0	0	1	1	1
2:30 AM	0	0	0	0	0	0	1	1	2	0	0	1
2:45 AM	1	1	2	2	0	2	3	1	4	2	1	3
3:00 AM	0	2	2	1	0	1	3	0	3	1	1	2
3:15 AM	3	1	4	3	0	3	4	2	6	3	1	4
3:30 AM	4	0	4	1	1	2	1	2	3	2	1	3
3:45 AM	2	0	2	3	0	3	3	0	3	3	0	3
4:00 AM	1	1	2	3	1	4	2	0	2	2	1	3
4:15 AM	7	2	9	4	0	4	2	0	2	4	1	5
4:30 AM	5	1	6	2	0	2	6	1	7	4	1	5
4:45 AM	10	1	11	9	2	11	8	0	8	9	1	10
5:00 AM	14	0	14	10	0	10	14	1	15	13	0	13
5:15 AM	15	2	17	18	2	20	11	1	12	15	2	16
5:30 AM	17	3	20	18	0	18	16	3	19	17	2	19
5:45 AM	11	3	14	15	1	16	12	2	14	13	2	15
6:00 AM	23	4	27	25	1	26	23	1	24	24	2	26
6:15 AM	4	2	6	18	5	23	22	2	24	15	3	18
6:30 AM	50	5	55	24	1	25	34	3	37	36	3	39
6:45 AM	37	4	41	31	3	34	31	3	34	33	3	36
7:00 AM	39	3	42	33	4	37	28	3	31	33	3	37
7:15 AM	44	3	47	32	6	38	44	7	51	40	5	45
7:30 AM	44	3	47	41	5	46	51	5	56	45	4	50
7:45 AM	47	9	56	45	9	54	46	5	51	46	8	54
8:00 AM	34	10	44	31	8	39	36	5	41	34	8	41
8:15 AM	35	8	43	44	13	57	35	8	43	38	10	48
8:30 AM	40	10	50	25	6	31	20	5	25	28	7	35
8:45 AM	18	9	27	31	5	36	35	13	48	28	9	37
9:00 AM	22	2	24	19	6	25	37	8	45	26	5	31
9:15 AM	29	8	37	43	6	49	22	7	29	31	7	38
9:30 AM	29	14	43	31	5	36	25	6	31	28	8	37
9:45 AM	18	6	24	31	7	38	19	13	32	23	9	31
10:00 AM	20	8	28	27	7	34	25	8	33	24	8	32
10:15 AM	23	10	33	31	12	43	14	10	24	23	11	33
10:30 AM	21	13	34	18	9	27	12	12	24	17	11	28
10:45 AM	10	7	17	29	12	41	19	11	30	19	10	29
11:00 AM	13	7	20	20	15	35	21	12	33	18	11	29
11:15 AM	19	7	26	26	18	44	20	18	38	22	14	36
11:30 AM	14	15	29	25	7	32	14	14	28	18	12	30
11:45 AM	21	10	31	21	11	32	16	9	25	19	10	29
12:00 PM	6	13	19	17	16	33	10	17	27	11	15	26
12:15 PM	14	16	30	24	11	35	18	13	31	19	13	32
12:30 PM	18	9	27	25	10	35	16	7	23	20	9	28
12:45 PM	23	25	48	24	19	43	15	12	27	21	19	39
1:00 PM	18	17	35	18	11	29	11	11	22	16	13	29
1:15 PM	11	12	23	24	20	44	12	20	32	16	17	33
1:30 PM	8	16	24	21	14	35	12	22	34	14	17	31
1:45 PM	14	15	29	20	20	40	16	20	32	17	17	34
2:00 PM	21	13	34	15	20	35	21	16	37	19	16	35
2:15 PM	13	13	26	16	22	38	9	16	25	13	17	30
2:30 PM	16	26	42	16	17	33	13	20	33	15	21	36
2:45 PM	17	19	36	14	31	45	16	24	40	16	25	40
3:00 PM	14	15	29	10	20	30	17	27	44	14	21	34
3:15 PM	10	28	38	22	26	48	13	40	53	15	31	46
3:30 PM	7	28	35	19	34	53	12	38	50	13	33	46
3:45 PM	11	29	40	17	28	45	13	45	58	14	34	48
4:00 PM	23	51	74	17	41	58	16	35	51	19	42	61
4:15 PM	20	44	64	17	30	47	19	43	62	19	39	58
4:30 PM	14	61	75	15	39	54	17	53	70	15	51	66
4:45 PM	11	43	54	15	44	59	10	49	59	12	45	57
5:00 PM	10	63	73	17	39	56	11	43	54	13	48	61
5:15 PM	9	65	74	10	26	36	12	53	65	10	48	58
5:30 PM	15	82	97	3	38	41	12	30	42	10	50	60
5:45 PM	9	80	89	8	32	40	9	31	40	9	48	56
6:00 PM	13	86	99	5	38	43	9	33	42	9	52	61
6:15 PM	5	76	81	6	21	27	10	28	38	7	42	49
6:30 PM	6	59	65	6	14	20	7	21	28	6	31	38
6:45 PM	7	35	42	4	23	27	3	25	28	5	28	32
7:00 PM	5	36	41	5	30	35	10	24	34	7	30	37
7:15 PM	4	32	36	5	26	31	8	13	21	6	24	29
7:30 PM	3	32	35	5	14	19	4	22	26	4	23	27
7:45 PM	7	35	42	2	20	22	1	17	18	3	24	27
8:00 PM	1	29	30	2	15	17	6	20	26	3	21	24
8:15 PM	2	21	23	2	14	16	4	13	17	3	16	19
8:30 PM	3	13	16	4	21	25	1	13	14	3	16	18
8:45 PM	2	21	23	3	15	18	1	15	16	2	17	19
9:00 PM	5	17	22	3	15	18	2	13	15	3	15	18
9:15 PM	3	8	11	4	14	18	2	8	10	3	10	13
9:30 PM	2	16	18	2	14	16	2	10	12	2	13	15
9:45 PM	3	11	14	3	8	11	1	9	10	2	9	12
10:00 PM	2	12	14	0	8	8	2	8	10	1	9	11
10:15 PM	0	8	8	0	8	8	0	11	11	0	9	9
10:30 PM	0	4	4	2	7	9	1	9	10	1	7	8
10:45 PM	1	7	8	1	5	6	2	6	8	1	6	7
11:00 PM	3	7	10	0	5	5	1	10	11	1	7	9
11:15 PM	3	3	6	1	3	4	0	6	6	1	4	5
11:30 PM	2	3	5	1	6	7	6	6	12	3	5	8
11:45 PM	1	4	5	0	1	1	2	4	6	1	3	4

Location: SR-9 Los Gatos-Saratoga Rd S/O Big Basin Way
 Date Range: 11/6/2018 - 11/12/2018
 Site Code: 04

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	2	3	5	4	1	5	2	2	4	3	2	5
12:15 AM	3	3	6	1	2	3	1	3	4	2	3	4
12:30 AM	2	5	7	2	3	5	0	2	2	1	3	5
12:45 AM	1	3	4	0	4	4	2	0	2	1	2	3
1:00 AM	2	4	6	0	1	1	1	2	3	1	2	3
1:15 AM	0	4	4	0	0	0	1	2	3	0	2	2
1:30 AM	1	2	3	0	0	0	0	1	1	0	1	1
1:45 AM	2	3	5	3	0	3	1	1	2	2	1	3
2:00 AM	3	0	3	0	0	0	0	1	1	1	0	1
2:15 AM	1	0	1	1	1	2	2	1	3	1	1	2
2:30 AM	0	0	0	1	1	2	1	0	1	1	0	1
2:45 AM	1	1	2	0	0	0	0	2	2	0	1	1
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0
3:15 AM	1	1	2	0	0	0	1	0	1	1	0	1
3:30 AM	0	0	0	0	0	0	1	2	3	0	1	1
3:45 AM	0	0	0	0	0	0	2	0	2	1	0	1
4:00 AM	1	2	3	2	0	2	0	0	0	1	1	2
4:15 AM	5	1	6	3	1	4	3	1	4	4	1	5
4:30 AM	4	5	9	8	2	10	5	6	11	6	4	10
4:45 AM	3	3	6	2	2	4	2	5	7	2	3	6
5:00 AM	3	1	4	6	3	9	1	2	3	3	2	5
5:15 AM	8	5	13	10	3	13	10	1	11	9	3	12
5:30 AM	13	4	17	12	12	24	22	11	33	16	9	25
5:45 AM	28	7	35	27	18	45	27	7	34	27	11	38
6:00 AM	40	7	47	49	8	57	47	12	59	45	9	54
6:15 AM	92	12	104	87	8	95	87	9	96	89	10	98
6:30 AM	159	13	172	147	19	166	102	16	118	136	16	152
6:45 AM	249	17	266	259	16	275	189	19	208	232	17	250
7:00 AM	298	22	320	288	19	307	293	36	329	293	26	319
7:15 AM	354	39	393	335	50	385	369	48	417	353	46	398
7:30 AM	378	64	442	401	56	457	375	72	447	385	64	449
7:45 AM	409	89	498	391	81	472	379	70	449	393	80	473
8:00 AM	357	86	443	358	85	443	372	77	449	362	83	445
8:15 AM	324	79	403	357	105	462	315	94	409	332	93	425
8:30 AM	328	81	409	334	94	428	283	74	357	315	83	398
8:45 AM	349	77	426	337	74	411	343	70	413	343	74	417
9:00 AM	311	79	390	354	78	432	324	73	397	330	77	406
9:15 AM	216	82	298	263	83	346	282	86	368	254	84	337
9:30 AM	175	81	256	188	68	256	207	65	272	190	71	261
9:45 AM	163	75	238	156	78	234	187	92	279	169	82	250
10:00 AM	137	67	204	144	64	208	171	91	262	151	74	225
10:15 AM	155	71	226	160	85	245	169	88	257	161	81	243
10:30 AM	130	77	207	168	95	263	174	75	249	157	82	240
10:45 AM	113	80	193	132	84	216	138	90	228	128	85	212
11:00 AM	125	86	211	129	89	218	103	65	168	119	80	199
11:15 AM	91	87	178	101	93	194	95	78	173	96	86	182
11:30 AM	99	90	189	93	114	207	112	102	214	101	102	203
11:45 AM	114	94	208	117	98	215	100	100	200	110	97	208
12:00 PM	103	113	216	123	103	226	109	100	209	112	105	217
12:15 PM	109	93	202	147	100	247	119	87	206	125	93	218
12:30 PM	93	123	216	97	134	231	104	91	195	98	116	214
12:45 PM	87	85	172	106	116	222	89	98	187	94	100	194
1:00 PM	90	110	200	86	106	192	97	93	190	91	103	194
1:15 PM	86	108	194	89	99	188	82	106	188	86	104	190
1:30 PM	79	100	179	74	121	195	107	121	228	87	114	201
1:45 PM	89	107	196	97	112	209	72	105	177	86	108	194
2:00 PM	94	125	219	98	130	228	95	119	214	96	125	220
2:15 PM	95	128	223	98	134	232	104	142	246	99	135	234
2:30 PM	88	134	222	92	134	226	94	133	227	91	134	225
2:45 PM	126	99	225	117	127	244	122	155	277	122	127	249
3:00 PM	99	138	237	107	149	256	93	167	260	100	151	251
3:15 PM	98	189	287	129	187	316	109	226	335	112	201	313
3:30 PM	102	226	328	100	200	300	93	218	311	98	215	313
3:45 PM	84	216	300	98	242	340	96	236	332	93	231	324
4:00 PM	89	216	305	91	246	337	76	250	326	85	237	323
4:15 PM	91	220	311	98	242	340	85	242	327	91	235	326
4:30 PM	91	237	328	95	256	351	84	243	327	90	245	335
4:45 PM	78	232	310	96	313	409	78	261	339	84	269	353
5:00 PM	77	243	320	95	296	391	84	258	342	85	266	351
5:15 PM	90	237	327	99	269	368	88	251	339	92	252	345
5:30 PM	77	226	303	92	264	356	82	228	310	84	239	323
5:45 PM	91	180	271	121	270	391	99	231	330	104	227	331
6:00 PM	80	181	261	108	216	324	66	198	264	85	198	283
6:15 PM	72	164	236	79	209	288	74	174	248	75	182	257
6:30 PM	68	176	244	60	218	278	67	166	233	65	187	252
6:45 PM	56	144	200	74	202	276	58	166	224	63	171	233
7:00 PM	44	153	197	72	172	244	51	136	187	56	154	209
7:15 PM	58	110	168	57	132	189	56	108	164	57	117	174
7:30 PM	44	85	129	59	86	145	34	85	119	46	85	131
7:45 PM	43	56	99	48	74	122	44	52	96	45	61	106
8:00 PM	32	53	85	36	122	158	55	61	116	41	79	120
8:15 PM	46	40	86	36	64	100	40	42	82	41	49	89
8:30 PM	28	51	79	33	45	78	25	42	67	29	46	75
8:45 PM	33	46	79	30	39	69	33	49	82	32	45	77
9:00 PM	37	42	79	37	53	90	27	35	62	34	43	77
9:15 PM	17	45	62	36	32	68	26	41	67	26	39	66
9:30 PM	26	39	65	17	27	44	26	44	70	23	37	60
9:45 PM	19	24	43	21	27	48	23	27	50	21	26	47
10:00 PM	14	19	33	10	24	34	18	24	42	14	22	36
10:15 PM	19	15	34	14	18	32	17	16	33	17	16	33
10:30 PM	15	16	31	6	24	30	12	13	25	11	18	29
10:45 PM	13	12	25	12	13	25	13	22	35	13	16	28
11:00 PM	7	9	16	15	14	29	10	6	16	11	10	20
11:15 PM	3	8	11	4	2	6	7	8	15	5	6	11
11:30 PM	5	4	9	4	4	8	8	5	13	6	4	10
11:45 PM	2	6	8	4	6	10	7	4	11	4	5	10

Location: Saratoga/Sunnyvale Rd, N/O Big Basin Way
 Date Range: 3/12/2019 - 3/18/2019
 Site Code: 05

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	3	6	9	7	1	8	4	3	7	5	3	8
12:15 AM	3	4	7	0	8	8	5	9	14	3	7	10
12:30 AM	0	2	2	2	4	6	11	2	13	4	3	7
12:45 AM	1	2	3	2	4	6	3	3	6	2	3	5
1:00 AM	0	1	1	1	1	2	3	2	5	1	1	3
1:15 AM	5	2	7	0	3	3	1	1	2	2	2	4
1:30 AM	0	0	0	1	2	3	2	0	2	1	1	2
1:45 AM	1	2	3	1	3	4	0	2	2	1	2	3
2:00 AM	0	1	1	0	2	2	1	1	2	0	1	2
2:15 AM	1	1	2	2	0	2	2	0	2	2	0	2
2:30 AM	1	2	3	1	0	1	0	0	0	1	1	1
2:45 AM	3	0	3	0	2	2	0	0	0	1	1	2
3:00 AM	0	2	2	0	0	0	2	2	4	1	1	2
3:15 AM	2	0	2	1	0	1	1	1	2	1	0	2
3:30 AM	5	0	5	0	2	2	1	1	2	2	1	3
3:45 AM	1	4	5	2	2	4	4	0	4	2	2	4
4:00 AM	2	0	2	1	2	3	7	2	9	3	1	5
4:15 AM	1	0	1	4	1	5	2	2	4	2	1	3
4:30 AM	4	1	5	2	1	3	6	0	6	4	1	5
4:45 AM	8	1	9	5	5	10	4	1	5	6	2	8
5:00 AM	8	0	8	10	1	11	8	1	9	9	1	9
5:15 AM	13	1	14	13	4	17	10	2	12	12	2	14
5:30 AM	15	7	22	15	6	21	19	5	24	16	6	22
5:45 AM	18	6	24	26	2	28	24	3	27	23	4	26
6:00 AM	36	1	37	43	11	54	35	5	40	38	6	44
6:15 AM	49	11	60	59	8	67	46	11	57	51	10	61
6:30 AM	96	7	103	83	4	87	96	16	112	92	9	101
6:45 AM	150	18	168	122	23	145	136	10	146	136	17	153
7:00 AM	191	24	215	184	29	213	189	36	225	188	30	218
7:15 AM	195	43	238	193	47	240	210	40	250	199	43	243
7:30 AM	204	46	250	210	52	262	189	50	239	201	49	250
7:45 AM	239	99	338	255	114	369	232	108	340	242	107	349
8:00 AM	256	188	444	246	175	421	263	150	413	255	171	426
8:15 AM	223	107	330	205	144	349	203	147	350	210	133	343
8:30 AM	198	93	291	192	98	290	204	93	297	198	95	293
8:45 AM	172	71	243	154	82	236	147	75	222	158	76	234
9:00 AM	152	65	217	129	74	203	143	61	204	141	67	208
9:15 AM	125	60	185	127	78	205	126	75	201	126	71	197
9:30 AM	107	65	172	119	69	188	119	72	191	115	69	184
9:45 AM	128	71	199	100	83	183	109	84	193	112	79	192
10:00 AM	85	80	165	87	69	156	86	72	158	89	74	163
10:15 AM	109	70	179	99	84	183	103	76	179	104	77	180
10:30 AM	92	87	179	88	68	156	93	78	171	91	78	169
10:45 AM	84	85	169	94	73	167	97	65	162	92	74	166
11:00 AM	81	71	152	87	83	170	74	52	126	81	69	149
11:15 AM	78	69	147	88	69	157	97	85	182	88	74	162
11:30 AM	94	95	189	113	84	197	96	87	183	101	89	190
11:45 AM	87	83	170	104	97	201	95	74	169	95	85	180
12:00 PM	114	89	203	101	107	208	98	94	192	104	97	201
12:15 PM	92	95	187	115	96	211	109	122	231	105	104	210
12:30 PM	72	89	161	137	126	263	119	127	246	109	114	223
12:45 PM	69	68	137	108	99	207	84	96	180	87	88	175
1:00 PM	90	86	176	84	81	165	92	74	166	89	80	169
1:15 PM	70	85	155	82	99	181	81	76	157	78	87	164
1:30 PM	73	82	155	85	101	186	85	85	170	81	89	170
1:45 PM	90	73	163	101	104	205	91	95	186	94	91	185
2:00 PM	92	93	185	113	117	230	112	105	217	106	105	211
2:15 PM	112	158	270	122	173	295	118	161	279	117	164	281
2:30 PM	102	138	240	87	132	219	69	118	187	86	129	215
2:45 PM	90	152	242	105	106	211	71	134	205	89	131	219
3:00 PM	130	186	316	76	114	190	85	150	235	97	150	247
3:15 PM	115	162	277	100	136	236	103	176	279	106	158	264
3:30 PM	117	186	303	88	179	267	85	185	270	97	183	280
3:45 PM	92	226	318	102	232	334	118	241	359	104	233	337
4:00 PM	62	260	322	85	255	340	94	228	322	80	248	328
4:15 PM	89	209	298	106	200	306	95	211	306	97	207	303
4:30 PM	76	263	339	96	257	353	89	230	319	87	250	337
4:45 PM	69	249	318	64	229	293	69	232	301	67	237	304
5:00 PM	92	240	332	88	209	297	99	245	344	93	231	324
5:15 PM	86	236	322	89	224	313	88	242	330	88	234	322
5:30 PM	74	231	305	86	210	296	81	258	339	80	233	313
5:45 PM	80	233	313	92	246	338	96	228	324	89	236	325
6:00 PM	84	226	310	80	219	299	69	215	284	78	220	298
6:15 PM	77	259	336	90	228	318	83	225	308	83	237	321
6:30 PM	71	214	285	76	231	307	68	192	260	72	212	284
6:45 PM	84	187	271	62	218	280	65	202	267	70	202	273
7:00 PM	77	154	231	66	168	234	66	168	234	70	163	233
7:15 PM	68	114	182	58	134	192	64	154	218	63	134	197
7:30 PM	53	99	152	67	76	143	43	122	165	54	99	153
7:45 PM	45	63	108	44	79	123	59	93	152	49	78	128
8:00 PM	38	71	109	51	65	116	49	56	105	46	64	110
8:15 PM	51	55	106	55	64	119	44	55	99	50	58	108
8:30 PM	27	62	89	39	48	87	25	56	81	30	55	86
8:45 PM	25	37	62	39	38	77	42	49	91	35	41	77
9:00 PM	37	40	77	45	41	86	29	32	61	37	38	75
9:15 PM	30	33	63	35	30	65	35	36	71	33	33	66
9:30 PM	16	33	49	32	21	53	41	33	74	30	29	59
9:45 PM	28	42	70	30	15	45	50	34	84	36	30	66
10:00 PM	22	31	53	25	28	53	27	23	50	25	27	52
10:15 PM	15	24	39	25	23	48	27	25	52	22	24	46
10:30 PM	12	21	33	10	16	26	13	18	31	12	18	30
10:45 PM	12	10	22	18	18	36	9	12	21	13	13	26
11:00 PM	15	7	22	9	16	25	6	16	22	10	13	23
11:15 PM	10	15	25	6	8	14	9	12	21	8	12	20
11:30 PM	9	5	14	4	5	9	6	5	11	6	5	11
11:45 PM	3	7	10	2	5	7	2	7	9	2	6	9

Location: SR-130, E/O Clayton Rd

Date Range: 3/5/2019 - 3/11/2019

Site Code: 06

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	2	2	2	1	3	1	0	1	1	1	2
12:15 AM	2	0	2	1	0	1	0	0	0	1	0	1
12:30 AM	0	0	0	1	0	1	0	2	2	0	1	1
12:45 AM	2	1	3	1	0	1	0	0	0	1	0	1
1:00 AM	0	0	0	1	0	1	0	0	0	0	0	0
1:15 AM	0	0	0	0	1	1	0	1	1	0	1	1
1:30 AM	1	0	1	0	0	0	0	0	0	0	0	0
1:45 AM	1	1	2	1	2	3	0	0	0	1	1	2
2:00 AM	0	0	0	0	0	0	0	1	1	0	0	0
2:15 AM	2	0	2	1	0	1	0	0	0	1	0	1
2:30 AM	0	1	1	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	1	0	1	1	0	1
3:15 AM	0	1	1	0	0	0	0	0	0	0	0	0
3:30 AM	1	1	2	0	0	0	0	1	1	0	1	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0
4:15 AM	1	0	1	0	0	0	1	0	1	1	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	1	1	2	0	0	1
5:00 AM	0	1	1	1	1	2	0	0	0	0	1	1
5:15 AM	0	2	2	0	1	1	1	2	3	0	2	2
5:30 AM	0	1	1	0	2	2	0	3	3	0	2	2
5:45 AM	0	1	1	0	1	1	0	1	1	0	1	1
6:00 AM	0	2	2	0	0	0	1	4	5	0	2	2
6:15 AM	0	3	3	0	1	1	0	1	1	0	2	2
6:30 AM	2	2	4	1	3	4	2	2	4	2	2	4
6:45 AM	1	6	7	0	7	7	0	5	5	0	6	6
7:00 AM	0	6	6	0	8	8	0	8	8	0	7	7
7:15 AM	1	6	7	2	6	8	2	10	12	2	7	9
7:30 AM	6	5	11	2	9	11	4	4	8	4	6	10
7:45 AM	1	5	6	4	4	8	4	5	9	3	5	8
8:00 AM	2	1	3	4	3	7	4	4	8	3	3	6
8:15 AM	2	5	7	0	0	0	4	2	6	2	2	4
8:30 AM	2	3	5	3	1	4	3	1	4	3	2	4
8:45 AM	1	4	5	2	3	5	3	5	8	2	4	6
9:00 AM	4	2	6	8	2	10	0	4	4	4	3	7
9:15 AM	2	3	5	2	3	5	0	2	2	1	3	4
9:30 AM	3	2	5	1	1	2	3	3	6	2	2	4
9:45 AM	5	8	13	2	6	8	4	3	7	4	6	9
10:00 AM	3	4	7	1	3	4	4	2	6	3	3	6
10:15 AM	7	1	8	2	1	3	1	5	6	3	2	6
10:30 AM	5	3	8	4	6	10	1	4	5	3	4	8
10:45 AM	5	4	9	1	3	4	1	0	1	2	2	5
11:00 AM	1	3	4	1	3	4	4	3	7	2	3	5
11:15 AM	3	3	6	2	4	6	4	1	5	3	3	6
11:30 AM	5	5	10	1	5	6	4	8	12	3	6	9
11:45 AM	3	6	9	4	3	7	1	2	3	3	4	6
12:00 PM	0	3	3	4	4	8	1	2	3	2	3	5
12:15 PM	1	1	2	5	2	7	3	4	7	3	2	5
12:30 PM	6	7	13	2	5	7	2	2	4	3	5	8
12:45 PM	4	6	10	2	1	3	2	4	6	3	4	6
1:00 PM	4	3	7	3	1	4	8	1	9	5	2	7
1:15 PM	4	1	5	2	4	6	4	0	4	3	2	5
1:30 PM	3	5	8	2	5	7	4	5	9	3	5	8
1:45 PM	2	1	3	1	3	4	0	11	11	1	5	6
2:00 PM	5	9	14	5	5	10	3	3	6	4	6	10
2:15 PM	2	4	6	4	4	8	3	13	16	3	7	10
2:30 PM	3	1	4	5	8	13	2	7	9	3	5	9
2:45 PM	5	8	13	9	3	12	4	6	10	6	6	12
3:00 PM	12	4	16	7	4	11	3	1	4	7	3	10
3:15 PM	6	5	11	4	5	9	9	2	11	6	4	10
3:30 PM	6	3	9	5	8	13	3	4	7	5	5	10
3:45 PM	6	5	11	3	5	8	3	1	4	4	4	8
4:00 PM	5	3	8	7	2	9	7	1	8	6	2	8
4:15 PM	10	4	14	4	3	7	1	5	6	5	4	9
4:30 PM	6	6	12	4	7	11	8	4	12	6	6	12
4:45 PM	4	4	8	2	4	6	6	5	11	4	4	8
5:00 PM	9	4	13	4	3	7	8	3	11	7	3	10
5:15 PM	4	4	8	1	1	2	2	4	6	2	3	5
5:30 PM	5	5	10	3	4	7	9	3	12	6	4	10
5:45 PM	12	1	13	6	3	9	6	2	8	8	2	10
6:00 PM	6	4	10	10	4	14	6	0	6	7	3	10
6:15 PM	4	2	6	6	2	8	4	3	7	5	2	7
6:30 PM	7	2	9	7	1	8	2	1	3	5	1	7
6:45 PM	2	2	4	3	4	7	6	3	9	4	3	7
7:00 PM	7	3	10	6	2	8	5	1	6	6	2	8
7:15 PM	7	1	8	7	0	7	6	1	7	7	1	7
7:30 PM	4	4	8	5	4	9	8	4	12	6	4	10
7:45 PM	1	5	6	2	0	2	8	2	10	4	2	6
8:00 PM	2	2	4	7	1	8	4	3	7	4	2	6
8:15 PM	5	2	7	2	1	3	6	5	11	4	3	7
8:30 PM	2	4	6	5	1	6	2	1	3	3	2	5
8:45 PM	3	6	9	5	2	7	1	3	4	3	4	7
9:00 PM	1	1	2	2	3	5	1	2	3	1	2	3
9:15 PM	3	3	6	3	2	5	4	2	6	3	2	6
9:30 PM	2	2	4	1	4	5	0	4	4	1	3	4
9:45 PM	0	2	2	1	0	1	1	3	4	1	2	2
10:00 PM	4	2	6	3	5	8	1	2	3	3	3	6
10:15 PM	1	7	8	0	7	7	2	9	11	1	8	9
10:30 PM	3	3	6	1	1	2	1	4	5	2	3	4
10:45 PM	1	4	5	1	4	5	0	1	1	1	3	4
11:00 PM	0	2	2	0	2	2	1	2	3	0	2	2
11:15 PM	0	1	1	0	2	2	2	1	3	1	1	2
11:30 PM	0	3	3	0	0	0	1	1	2	0	1	2
11:45 PM	0	0	0	1	0	1	0	0	0	0	0	0

Location: SR-152 W/O Santa Teresa Blvd
 Date Range: 11/6/2018 - 11/12/2018
 Site Code: 07

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	7	2	9	5	3	8	2	2	4	5	2	7
12:15 AM	0	3	3	1	4	5	2	3	5	1	3	4
12:30 AM	3	3	6	1	4	5	1	2	3	2	3	5
12:45 AM	2	2	4	6	3	9	3	3	6	4	3	6
1:00 AM	0	3	3	0	1	1	3	5	8	1	3	4
1:15 AM	0	3	3	0	5	5	2	2	4	1	3	4
1:30 AM	0	2	2	1	3	4	2	2	4	1	2	3
1:45 AM	1	4	5	2	1	3	3	2	5	2	2	4
2:00 AM	1	0	1	3	1	4	1	2	3	2	1	3
2:15 AM	1	0	1	0	2	2	2	4	6	1	2	3
2:30 AM	0	2	2	1	2	3	0	0	0	0	1	2
2:45 AM	6	1	7	0	0	0	3	1	4	3	1	4
3:00 AM	0	0	0	1	1	2	2	1	3	1	1	2
3:15 AM	1	4	5	2	2	4	3	0	3	2	2	4
3:30 AM	4	1	5	2	4	6	3	1	4	3	2	5
3:45 AM	5	4	9	4	1	5	9	1	10	6	2	8
4:00 AM	6	1	7	6	1	7	1	0	1	4	1	5
4:15 AM	7	7	14	7	7	14	8	7	15	7	7	14
4:30 AM	9	5	14	10	3	13	8	4	12	9	4	13
4:45 AM	23	6	29	15	9	24	21	4	25	20	6	26
5:00 AM	10	12	22	15	4	19	14	6	20	13	7	20
5:15 AM	20	14	34	11	14	25	16	15	31	16	14	30
5:30 AM	26	12	38	20	14	34	18	21	39	21	16	37
5:45 AM	19	23	42	21	32	53	23	30	53	21	28	49
6:00 AM	22	55	77	28	52	80	24	48	72	25	52	76
6:15 AM	27	56	83	16	55	71	18	72	90	20	61	81
6:30 AM	34	79	113	54	101	155	40	87	127	43	89	132
6:45 AM	66	87	153	49	104	153	50	94	144	55	95	150
7:00 AM	57	64	121	58	83	141	57	81	138	57	76	133
7:15 AM	60	70	130	55	69	124	59	74	133	58	71	129
7:30 AM	85	69	154	81	50	131	81	60	141	82	60	142
7:45 AM	85	67	152	89	72	161	62	72	134	79	70	149
8:00 AM	67	94	161	54	81	135	75	97	172	65	91	156
8:15 AM	67	95	162	64	99	163	62	93	155	64	96	160
8:30 AM	93	55	148	90	61	151	106	57	163	96	58	154
8:45 AM	55	47	102	63	49	112	62	44	106	60	47	107
9:00 AM	59	42	101	53	41	94	65	46	111	59	43	102
9:15 AM	52	41	93	69	44	113	53	51	104	58	45	103
9:30 AM	53	36	89	58	46	104	65	34	99	59	39	97
9:45 AM	59	43	102	53	55	108	76	42	118	63	47	109
10:00 AM	54	49	103	62	49	111	50	44	94	55	47	103
10:15 AM	50	43	93	57	40	97	42	52	94	50	45	95
10:30 AM	54	42	96	45	35	80	53	59	112	51	45	96
10:45 AM	48	51	99	48	53	101	54	54	108	50	53	103
11:00 AM	57	55	112	64	60	124	97	60	157	73	58	131
11:15 AM	57	63	120	62	79	141	72	52	124	64	65	128
11:30 AM	57	44	101	78	61	139	79	51	130	71	52	123
11:45 AM	68	67	135	86	54	140	63	53	116	72	58	130
12:00 PM	62	85	147	67	81	148	71	61	132	67	76	142
12:15 PM	67	63	130	66	64	130	73	67	140	69	65	133
12:30 PM	73	54	127	70	52	122	74	48	122	72	51	124
12:45 PM	69	67	136	56	60	116	51	79	130	59	69	127
1:00 PM	67	69	136	74	56	130	61	65	126	67	63	131
1:15 PM	75	53	128	37	60	97	63	73	136	58	62	120
1:30 PM	75	48	123	45	56	101	51	57	108	57	54	111
1:45 PM	86	44	130	43	61	104	65	53	118	65	53	117
2:00 PM	59	61	120	78	64	142	68	61	129	68	62	130
2:15 PM	75	40	115	69	58	127	69	49	118	71	49	120
2:30 PM	55	73	128	66	62	128	77	63	140	66	66	132
2:45 PM	73	64	137	87	65	152	73	83	156	78	71	148
3:00 PM	59	50	109	67	70	137	67	83	150	64	68	132
3:15 PM	69	90	159	64	77	141	70	75	145	68	81	148
3:30 PM	108	97	205	108	99	207	121	79	200	112	92	204
3:45 PM	102	95	197	89	84	173	105	91	196	99	90	189
4:00 PM	114	85	199	116	71	187	101	94	195	110	83	194
4:15 PM	80	58	138	102	85	187	95	68	163	92	70	163
4:30 PM	111	78	189	118	75	193	120	77	197	116	77	193
4:45 PM	96	76	172	100	86	186	134	70	204	110	77	187
5:00 PM	101	77	178	110	82	192	110	89	199	107	83	190
5:15 PM	82	81	163	107	80	187	120	75	195	103	79	182
5:30 PM	94	80	174	118	75	193	132	84	216	115	80	194
5:45 PM	92	62	154	101	80	181	93	66	159	95	69	165
6:00 PM	86	66	152	60	71	131	90	47	137	79	61	140
6:15 PM	72	43	115	73	58	131	59	67	126	68	56	124
6:30 PM	43	39	82	55	67	122	51	38	89	50	48	98
6:45 PM	41	52	93	38	52	90	39	36	75	39	47	86
7:00 PM	29	44	73	35	47	82	49	44	93	38	45	83
7:15 PM	38	39	77	24	45	69	40	50	90	34	45	79
7:30 PM	23	38	61	38	39	77	44	46	90	35	41	76
7:45 PM	19	27	46	16	39	55	24	37	61	20	34	54
8:00 PM	28	20	48	30	45	75	22	34	56	27	33	60
8:15 PM	20	28	48	23	32	55	15	21	36	19	27	46
8:30 PM	20	20	40	37	31	68	15	27	42	24	26	50
8:45 PM	20	18	38	42	29	71	28	21	49	30	23	53
9:00 PM	14	24	38	21	23	44	26	24	50	20	24	44
9:15 PM	5	30	35	34	22	56	19	26	45	19	26	45
9:30 PM	12	23	35	26	15	41	6	31	37	15	23	38
9:45 PM	13	19	32	12	17	29	7	24	31	11	20	31
10:00 PM	13	18	31	13	14	27	16	22	38	14	18	32
10:15 PM	9	12	21	14	8	22	12	22	34	12	14	26
10:30 PM	7	9	16	3	11	14	12	13	25	7	11	18
10:45 PM	4	10	14	5	4	9	6	5	11	5	6	11
11:00 PM	3	9	12	9	13	22	6	12	18	6	11	17
11:15 PM	5	3	8	3	6	9	6	5	11	5	5	9
11:30 PM	4	5	9	6	9	15	3	9	12	4	8	12
11:45 PM	1	5	6	5	3	8	4	7	11	3	5	8

Location: SR-152 W/O Holsclaw Rd
 Date Range: 11/6/2018 - 11/12/2018
 Site Code: 08

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	39	54	93	30	19	49	30	23	53	33	32	65
12:15 AM	24	49	73	22	27	49	21	23	41	22	32	54
12:30 AM	23	75	98	11	23	34	14	22	36	16	40	56
12:45 AM	28	29	57	19	15	34	20	25	45	22	23	45
1:00 AM	27	31	58	23	23	46	23	15	38	24	23	47
1:15 AM	15	45	60	22	19	41	19	25	44	19	30	48
1:30 AM	25	36	61	22	15	37	19	25	44	22	25	47
1:45 AM	18	29	47	13	29	42	12	25	37	14	28	42
2:00 AM	12	28	40	14	19	33	22	37	59	16	28	44
2:15 AM	16	45	61	19	23	42	17	33	50	17	34	51
2:30 AM	21	29	50	21	26	47	14	29	43	19	28	47
2:45 AM	14	51	65	16	32	48	14	29	43	15	37	52
3:00 AM	24	44	68	21	45	66	14	34	48	20	41	61
3:15 AM	7	42	49	19	28	47	22	38	60	16	36	52
3:30 AM	17	54	71	17	43	60	17	54	71	17	50	67
3:45 AM	19	71	90	23	76	99	24	61	85	22	69	91
4:00 AM	20	117	137	29	90	119	28	93	121	26	100	126
4:15 AM	24	136	160	22	144	166	24	144	168	23	141	165
4:30 AM	34	182	216	29	182	211	21	157	178	28	174	202
4:45 AM	28	222	250	28	185	213	33	205	238	30	204	234
5:00 AM	42	216	258	43	259	302	55	269	324	47	248	295
5:15 AM	52	253	305	54	256	310	55	249	304	54	253	306
5:30 AM	58	245	303	66	221	287	60	226	286	61	231	292
5:45 AM	57	223	280	62	227	289	67	181	248	62	210	272
6:00 AM	62	194	256	47	202	249	50	208	258	53	201	254
6:15 AM	69	211	280	69	218	287	63	222	285	67	217	284
6:30 AM	87	193	280	81	196	277	80	228	308	83	206	288
6:45 AM	85	187	272	74	182	256	103	197	300	87	189	276
7:00 AM	83	185	268	76	196	272	112	176	288	90	186	276
7:15 AM	85	191	276	96	214	310	105	186	291	95	197	292
7:30 AM	109	243	352	115	198	313	113	231	344	112	224	336
7:45 AM	130	254	384	90	241	331	138	260	398	119	252	371
8:00 AM	134	200	334	99	167	266	131	186	317	121	184	306
8:15 AM	117	191	308	86	181	267	99	166	265	101	179	280
8:30 AM	129	182	311	99	151	250	95	152	247	108	162	269
8:45 AM	121	163	284	91	145	236	102	160	262	105	156	261
9:00 AM	96	146	242	94	132	226	140	175	315	110	151	261
9:15 AM	114	133	247	113	129	242	144	164	308	124	142	266
9:30 AM	122	164	286	112	181	293	135	167	302	123	171	294
9:45 AM	109	159	268	101	130	231	130	149	279	113	146	259
10:00 AM	122	138	260	108	139	247	122	130	252	117	136	253
10:15 AM	120	133	253	111	136	247	150	124	274	127	131	258
10:30 AM	143	141	284	116	129	245	147	132	279	135	134	269
10:45 AM	131	135	266	114	154	268	123	152	275	123	147	270
11:00 AM	176	97	273	119	136	255	145	118	263	147	117	264
11:15 AM	146	143	289	121	126	247	161	148	309	143	139	282
11:30 AM	131	71	202	121	141	262	167	119	286	140	110	250
11:45 AM	142	191	333	135	138	273	137	159	296	138	163	301
12:00 PM	135	74	209	145	115	260	179	106	285	153	98	251
12:15 PM	181	139	320	141	112	253	178	104	282	167	118	285
12:30 PM	147	126	273	143	134	277	158	128	286	149	129	279
12:45 PM	201	83	284	165	134	299	204	116	320	190	111	301
1:00 PM	175	189	364	170	106	276	195	134	329	180	143	323
1:15 PM	170	42	212	214	106	320	197	125	322	194	91	285
1:30 PM	191	165	356	208	96	304	192	125	317	197	129	326
1:45 PM	176	78	254	212	116	328	139	362	504	204	111	315
2:00 PM	212	67	279	210	123	333	247	113	360	223	101	324
2:15 PM	224	190	414	229	137	366	267	126	393	240	151	391
2:30 PM	221	194	415	257	152	409	293	151	444	257	166	423
2:45 PM	271	143	414	256	136	392	270	123	393	266	134	400
3:00 PM	247	131	378	267	128	395	296	139	435	270	133	403
3:15 PM	251	108	359	287	114	401	258	119	377	265	114	379
3:30 PM	289	126	415	314	116	430	305	112	417	303	118	421
3:45 PM	248	95	343	285	118	403	277	138	415	270	117	387
4:00 PM	271	138	409	249	108	357	313	115	428	278	120	398
4:15 PM	276	117	393	273	110	383	318	112	430	289	113	402
4:30 PM	279	123	402	272	106	378	312	107	419	288	112	400
4:45 PM	264	126	390	286	106	392	302	112	414	284	115	399
5:00 PM	295	115	410	268	109	377	277	96	373	280	107	387
5:15 PM	283	119	402	294	101	395	264	125	389	280	115	395
5:30 PM	273	102	375	295	98	393	263	115	378	277	105	382
5:45 PM	272	108	380	244	124	368	228	126	354	248	119	367
6:00 PM	258	118	376	241	100	341	234	105	339	244	108	352
6:15 PM	257	97	354	239	81	320	204	116	320	233	98	331
6:30 PM	230	83	313	218	93	311	246	123	369	231	100	331
6:45 PM	213	83	296	189	86	275	212	110	322	205	93	298
7:00 PM	212	93	305	192	78	270	235	100	335	213	90	303
7:15 PM	191	63	254	161	52	213	217	77	294	190	64	254
7:30 PM	152	60	212	155	57	212	192	73	265	166	63	230
7:45 PM	149	59	208	144	63	207	210	69	279	168	64	231
8:00 PM	133	56	189	143	57	200	160	68	228	145	60	206
8:15 PM	109	54	163	136	41	177	162	56	218	136	50	186
8:30 PM	110	55	165	131	44	175	158	42	200	133	47	180
8:45 PM	91	69	160	98	62	160	141	85	226	110	72	182
9:00 PM	87	49	136	104	58	162	117	38	155	103	48	151
9:15 PM	75	48	123	89	53	142	118	57	175	94	53	147
9:30 PM	84	49	133	78	57	135	94	40	134	85	49	134
9:45 PM	55	35	90	63	66	129	70	54	124	63	52	114
10:00 PM	56	56	112	84	35	119	79	59	138	73	50	123
10:15 PM	65	29	94	70	30	100	85	61	146	73	40	113
10:30 PM	47	45	92	57	54	111	59	50	109	54	50	104
10:45 PM	54	37	91	42	31	73	47	48	95	48	39	86
11:00 PM	65	36	101	44	29	73	83	44	127	64	36	100
11:15 PM	32	32	64	41	33	74	47	38	85	40	34	74
11:30 PM	59	26	85	58	34	92	68	49	117	62	36	98
11:45 PM	34	30	64	34	25	59	42	38	80	37	31	68

Location: SR-25 S/O Bloomfield Ave
 Date Range: 11/6/2018 - 11/12/2018
 Site Code: 09

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	10	22	32	7	56	63	8	39	47	8	39	47
12:15 AM	11	6	17	10	28	38	10	28	38	10	21	31
12:30 AM	14	6	20	14	30	44	9	23	32	12	20	32
12:45 AM	9	23	32	5	28	33	13	26	39	9	26	35
1:00 AM	8	14	22	4	27	31	3	27	30	5	23	28
1:15 AM	9	17	26	18	17	35	15	23	38	14	19	33
1:30 AM	18	15	33	19	19	38	17	25	42	18	20	38
1:45 AM	27	3	30	19	19	38	22	19	41	23	14	36
2:00 AM	21	13	34	21	18	39	13	18	31	18	16	35
2:15 AM	20	14	34	20	14	34	28	15	43	23	14	37
2:30 AM	23	6	29	27	15	42	21	14	35	24	12	35
2:45 AM	28	3	31	34	13	47	25	8	33	29	8	37
3:00 AM	31	4	35	39	14	53	32	14	46	34	11	45
3:15 AM	64	6	70	66	15	81	71	10	81	67	10	77
3:30 AM	66	8	74	40	19	59	78	29	107	61	19	80
3:45 AM	127	7	134	157	19	176	135	15	150	140	14	153
4:00 AM	184	6	190	139	10	149	157	19	176	160	12	172
4:15 AM	259	9	268	250	16	266	225	20	245	245	15	260
4:30 AM	317	15	332	302	26	328	308	26	334	309	22	331
4:45 AM	392	13	405	372	19	391	388	34	422	384	22	406
5:00 AM	376	20	396	364	21	385	371	24	395	370	22	392
5:15 AM	352	25	377	344	35	379	349	49	398	348	36	385
5:30 AM	294	33	327	336	75	411	344	71	415	325	60	384
5:45 AM	341	53	394	309	69	378	314	78	392	321	67	388
6:00 AM	332	46	378	331	66	397	323	68	391	329	60	389
6:15 AM	317	54	371	331	71	402	314	90	404	321	72	392
6:30 AM	324	53	377	348	120	468	332	95	427	335	89	424
6:45 AM	312	78	390	336	108	444	311	105	416	320	97	417
7:00 AM	289	63	352	338	111	449	314	102	416	314	92	406
7:15 AM	317	56	373	333	139	472	335	129	464	328	108	436
7:30 AM	264	78	342	341	152	493	324	153	477	310	128	437
7:45 AM	266	82	348	297	156	453	262	174	436	275	137	412
8:00 AM	286	78	364	290	109	399	309	173	482	295	120	415
8:15 AM	292	66	358	303	127	430	308	136	444	301	110	411
8:30 AM	268	96	364	252	108	360	275	148	423	265	117	382
8:45 AM	285	68	353	286	122	408	280	102	382	284	97	381
9:00 AM	253	81	334	270	103	373	271	133	404	265	106	370
9:15 AM	236	68	304	248	95	343	274	119	393	253	94	347
9:30 AM	284	64	348	307	103	410	272	138	410	288	102	389
9:45 AM	247	61	308	225	132	357	234	127	361	235	107	342
10:00 AM	221	87	308	193	101	294	191	118	309	202	102	304
10:15 AM	217	61	278	216	107	323	207	127	334	213	98	312
10:30 AM	194	90	284	186	134	320	211	135	346	197	120	317
10:45 AM	197	84	281	215	132	347	161	137	298	191	118	309
11:00 AM	188	70	258	176	158	334	153	163	316	172	130	303
11:15 AM	158	77	235	196	136	332	189	124	313	181	112	293
11:30 AM	207	88	295	197	128	325	161	188	349	188	135	323
11:45 AM	134	59	193	174	145	319	206	167	373	171	124	295
12:00 PM	165	71	236	150	151	301	173	192	365	163	138	301
12:15 PM	168	81	249	211	162	373	204	164	368	194	136	330
12:30 PM	154	81	235	169	203	372	167	213	380	163	166	329
12:45 PM	146	81	227	142	200	342	210	212	422	166	164	330
1:00 PM	140	62	202	154	205	359	157	204	361	150	157	307
1:15 PM	153	91	244	175	183	358	169	215	384	166	163	329
1:30 PM	106	114	220	149	241	390	178	214	392	144	190	334
1:45 PM	159	95	254	177	260	437	181	223	404	172	193	365
2:00 PM	132	92	224	150	246	396	177	231	408	153	190	343
2:15 PM	147	95	242	156	234	390	161	304	465	155	211	366
2:30 PM	146	80	226	154	296	450	180	313	493	160	230	390
2:45 PM	92	107	199	178	310	488	164	301	465	145	239	384
3:00 PM	90	126	216	131	327	458	168	327	495	130	260	390
3:15 PM	114	97	211	153	326	479	167	345	512	145	256	401
3:30 PM	143	130	273	153	326	479	187	374	561	161	277	438
3:45 PM	130	161	291	177	305	482	180	356	536	162	274	436
4:00 PM	152	113	265	153	313	466	150	312	462	152	246	398
4:15 PM	111	115	226	175	334	509	176	338	514	154	262	416
4:30 PM	104	140	244	136	340	476	136	260	396	125	247	372
4:45 PM	130	122	252	182	282	464	196	287	483	169	230	400
5:00 PM	114	121	235	129	240	369	134	244	378	126	202	327
5:15 PM	139	142	281	222	291	513	187	262	449	183	232	414
5:30 PM	131	107	238	175	267	442	162	324	486	156	233	389
5:45 PM	144	64	208	142	253	395	120	294	414	135	204	339
6:00 PM	98	99	197	91	277	368	96	275	371	95	217	312
6:15 PM	82	111	193	138	305	443	106	297	403	109	238	346
6:30 PM	90	74	164	72	288	360	95	318	413	86	227	312
6:45 PM	60	104	164	91	278	369	88	307	395	80	230	309
7:00 PM	62	89	151	70	258	328	60	293	353	64	213	277
7:15 PM	50	92	142	73	283	356	68	301	369	64	225	289
7:30 PM	43	81	124	59	251	310	63	249	312	55	194	249
7:45 PM	44	80	124	60	230	290	56	216	272	53	175	229
8:00 PM	48	45	93	49	223	272	47	232	279	48	167	215
8:15 PM	71	90	161	44	199	243	64	211	275	60	167	226
8:30 PM	48	93	141	36	191	227	66	175	241	50	153	203
8:45 PM	48	59	107	51	154	205	40	166	206	46	126	173
9:00 PM	33	50	83	38	143	181	47	161	208	39	118	157
9:15 PM	29	62	91	32	134	166	36	201	237	32	132	165
9:30 PM	30	38	68	57	128	185	36	119	155	41	95	136
9:45 PM	41	46	87	30	109	139	31	129	160	34	95	129
10:00 PM	34	13	47	28	93	121	39	115	154	34	74	107
10:15 PM	33	21	54	37	102	139	33	97	130	34	73	108
10:30 PM	22	46	68	18	82	100	25	104	129	22	77	99
10:45 PM	21	11	32	18	67	85	17	77	94	19	52	70
11:00 PM	24	35	59	20	83	103	25	93	118	23	70	93
11:15 PM	18	14	32	19	70	89	17	66	83	18	50	68
11:30 PM	14	15	29	17	60	77	22	60	82	18	45	63
11:45 PM	9	18	27	13	41	54	11	40	51	11	33	44

Location: SR-156, S/O SR-152
 Date Range: 3/12/2019 - 3/18/2019
 Site Code: 10

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	12	14	26	19	18	37	15	9	24	15	14	29
12:15 AM	7	7	14	10	14	24	11	12	23	9	11	20
12:30 AM	9	9	18	9	4	13	13	12	25	10	8	19
12:45 AM	11	15	26	9	10	19	8	9	17	9	11	21
1:00 AM	5	7	12	9	6	15	10	6	16	8	6	14
1:15 AM	14	7	21	8	3	11	17	12	29	13	7	20
1:30 AM	13	11	24	16	8	24	19	8	27	16	9	25
1:45 AM	10	12	22	14	6	20	12	6	18	12	8	20
2:00 AM	7	7	14	14	8	22	13	11	24	11	9	20
2:15 AM	11	5	16	12	8	20	7	11	18	10	8	18
2:30 AM	5	13	18	4	8	12	11	11	22	7	11	17
2:45 AM	5	12	17	10	12	22	7	5	12	7	10	17
3:00 AM	17	8	25	13	7	20	16	10	26	15	8	24
3:15 AM	12	19	31	16	13	29	13	12	25	14	15	28
3:30 AM	24	18	42	19	21	40	13	18	31	19	19	38
3:45 AM	15	21	36	8	24	32	14	20	34	12	22	34
4:00 AM	12	44	56	18	40	58	13	32	45	14	39	53
4:15 AM	12	60	72	21	57	78	12	54	66	15	57	72
4:30 AM	18	99	117	15	100	115	14	87	101	16	95	111
4:45 AM	20	112	132	16	125	141	27	138	165	21	125	146
5:00 AM	31	165	196	38	150	188	24	138	162	31	151	186
5:15 AM	24	156	180	33	161	194	18	151	169	25	156	181
5:30 AM	18	189	207	32	172	204	42	167	209	31	176	207
5:45 AM	50	144	194	42	163	205	48	158	206	47	155	202
6:00 AM	35	154	189	47	176	223	51	151	202	44	160	205
6:15 AM	39	152	191	38	139	177	32	133	165	36	141	178
6:30 AM	35	127	162	35	149	184	37	159	196	36	145	181
6:45 AM	32	156	188	41	139	180	55	132	187	43	142	185
7:00 AM	63	156	219	40	116	156	54	99	153	52	124	176
7:15 AM	51	110	161	41	112	153	55	132	187	49	118	167
7:30 AM	43	123	166	74	134	208	39	121	160	52	126	178
7:45 AM	52	131	183	52	123	175	57	152	209	54	135	189
8:00 AM	48	92	140	62	92	154	48	96	144	53	93	146
8:15 AM	62	104	166	62	100	162	52	110	162	59	105	163
8:30 AM	74	113	187	46	97	143	71	111	182	64	107	171
8:45 AM	70	94	164	74	88	162	62	95	157	69	92	161
9:00 AM	67	110	177	101	82	183	76	112	188	81	101	183
9:15 AM	73	114	187	83	84	167	93	102	195	83	100	183
9:30 AM	60	88	148	73	104	177	67	98	165	67	97	163
9:45 AM	70	86	156	64	119	183	72	99	171	69	101	170
10:00 AM	61	95	156	83	88	171	79	91	170	74	91	166
10:15 AM	40	106	146	73	86	159	89	90	179	67	94	161
10:30 AM	85	89	174	88	109	197	93	68	161	89	89	177
10:45 AM	97	87	184	83	112	195	73	85	158	84	95	179
11:00 AM	83	77	160	86	95	181	111	75	186	93	82	176
11:15 AM	75	106	181	59	78	137	88	77	165	74	87	161
11:30 AM	81	87	168	62	81	143	90	78	168	78	82	160
11:45 AM	86	92	178	88	94	182	104	79	183	93	88	181
12:00 PM	121	92	213	75	85	160	106	109	215	101	95	196
12:15 PM	80	102	182	95	103	198	90	80	170	88	95	183
12:30 PM	96	78	174	106	77	183	105	115	220	102	90	192
12:45 PM	86	69	155	85	80	165	108	86	194	93	78	171
1:00 PM	97	89	186	102	94	196	121	99	220	107	94	201
1:15 PM	101	84	185	116	84	200	104	114	218	107	94	201
1:30 PM	90	85	175	96	76	172	98	104	202	95	88	183
1:45 PM	110	94	204	102	86	188	115	86	201	109	89	198
2:00 PM	122	80	202	100	89	189	117	115	232	113	95	208
2:15 PM	128	96	224	122	77	199	118	82	200	123	85	208
2:30 PM	112	88	200	135	65	200	149	89	238	132	81	213
2:45 PM	112	89	201	126	114	240	144	99	243	127	101	228
3:00 PM	142	82	224	151	85	236	129	108	237	141	92	232
3:15 PM	125	74	199	126	83	209	171	85	256	141	81	221
3:30 PM	147	81	228	126	67	193	139	97	236	137	82	219
3:45 PM	151	80	231	136	90	226	158	98	256	148	89	238
4:00 PM	142	86	228	165	86	251	165	117	282	157	96	254
4:15 PM	139	93	232	143	82	225	158	93	251	147	89	236
4:30 PM	139	72	211	126	79	205	161	100	261	142	84	226
4:45 PM	143	80	223	147	79	226	134	101	235	141	87	228
5:00 PM	143	90	233	155	98	253	177	106	283	158	98	256
5:15 PM	127	62	189	114	68	182	154	71	225	132	67	199
5:30 PM	155	72	227	135	57	192	161	87	248	150	72	222
5:45 PM	109	51	160	119	71	190	141	82	223	123	68	191
6:00 PM	93	66	159	96	64	160	122	58	180	104	63	166
6:15 PM	84	59	143	122	57	179	144	77	221	117	64	181
6:30 PM	94	60	154	85	46	131	126	66	192	102	57	159
6:45 PM	69	51	120	89	63	152	142	67	209	100	60	160
7:00 PM	85	45	130	87	41	128	129	61	190	100	49	149
7:15 PM	73	47	120	71	52	123	78	65	143	74	55	129
7:30 PM	60	47	107	63	47	110	91	52	143	71	49	120
7:45 PM	70	39	109	71	57	128	78	63	141	73	53	126
8:00 PM	35	26	61	61	44	105	66	49	115	54	40	94
8:15 PM	57	33	90	60	36	96	73	47	120	63	39	102
8:30 PM	41	28	69	61	29	90	58	40	98	53	32	86
8:45 PM	40	32	72	49	30	79	54	40	94	48	34	82
9:00 PM	36	33	69	33	32	65	37	38	75	35	34	70
9:15 PM	28	19	47	31	28	59	48	42	90	36	30	65
9:30 PM	29	18	47	39	31	70	35	41	76	34	30	64
9:45 PM	34	37	71	41	32	73	54	38	92	43	36	79
10:00 PM	27	28	55	35	21	56	33	47	80	32	32	64
10:15 PM	23	19	42	25	30	55	29	27	56	26	25	51
10:30 PM	20	23	43	18	23	41	23	31	54	20	26	46
10:45 PM	21	17	38	25	19	44	33	24	57	26	20	46
11:00 PM	24	14	38	30	16	46	17	25	42	24	18	42
11:15 PM	21	17	38	22	23	45	21	18	39	21	19	41
11:30 PM	12	11	23	19	11	30	12	14	26	14	12	26
11:45 PM	12	9	21	21	11	32	11	11	22	15	10	25

Location: SR-152, E/O SR-156
Date Range: 3/5/2019 - 3/11/2019
Site Code: 11

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	53	48	101	59	35	94	54	29	83	55	37	93
12:15 AM	34	52	86	47	49	96	48	37	85	43	46	89
12:30 AM	33	40	73	37	35	72	26	50	76	32	42	74
12:45 AM	36	31	67	28	32	60	34	39	73	33	34	67
1:00 AM	34	29	63	36	30	66	42	38	80	37	32	70
1:15 AM	30	32	62	34	33	67	30	40	70	31	35	66
1:30 AM	27	48	75	22	34	56	38	40	78	29	41	70
1:45 AM	32	41	73	26	32	58	27	39	66	28	37	66
2:00 AM	26	35	61	29	30	59	36	55	91	30	40	70
2:15 AM	28	53	81	28	45	73	22	60	82	26	53	79
2:30 AM	14	51	65	28	53	81	23	61	84	22	55	77
2:45 AM	22	46	68	22	47	69	23	60	83	22	51	73
3:00 AM	37	83	120	24	70	94	39	68	107	33	74	107
3:15 AM	28	105	133	17	88	105	37	92	129	27	95	122
3:30 AM	20	125	145	24	122	146	35	139	174	26	129	155
3:45 AM	29	203	232	22	139	161	35	158	193	29	167	195
4:00 AM	33	233	266	14	219	233	31	238	269	26	230	256
4:15 AM	29	291	320	28	332	360	41	258	299	33	294	326
4:30 AM	35	390	425	36	391	427	34	388	422	35	390	425
4:45 AM	52	367	419	56	364	420	56	332	388	55	354	409
5:00 AM	59	381	440	64	513	577	58	434	492	60	443	503
5:15 AM	53	418	471	63	394	457	70	362	432	62	391	453
5:30 AM	64	391	455	43	377	420	78	329	407	62	366	427
5:45 AM	93	366	459	74	294	368	84	321	405	84	327	411
6:00 AM	65	297	362	72	312	384	75	333	408	71	314	385
6:15 AM	91	350	441	83	355	438	108	320	428	94	342	436
6:30 AM	94	321	415	88	458	546	101	362	463	94	380	475
6:45 AM	98	310	408	103	363	466	106	356	462	102	343	445
7:00 AM	117	301	418	106	300	406	112	301	413	112	301	412
7:15 AM	119	330	449	122	318	440	142	321	463	128	323	451
7:30 AM	116	307	423	109	304	413	141	323	464	122	311	433
7:45 AM	128	275	403	141	263	404	164	258	422	144	265	410
8:00 AM	120	286	406	137	290	427	115	269	384	124	282	406
8:15 AM	141	214	355	141	308	449	181	236	417	154	253	407
8:30 AM	141	261	402	139	311	450	123	271	394	134	281	415
8:45 AM	131	261	392	144	281	425	161	274	435	145	272	417
9:00 AM	137	251	388	136	229	365	141	214	355	138	231	369
9:15 AM	143	245	388	127	235	362	182	271	453	151	250	401
9:30 AM	155	197	352	157	233	390	149	226	375	154	219	372
9:45 AM	151	247	398	158	182	340	167	239	406	159	223	381
10:00 AM	163	221	384	164	184	348	193	211	404	173	205	379
10:15 AM	166	193	359	159	176	335	185	183	368	170	184	354
10:30 AM	165	212	377	164	230	394	190	193	383	173	212	385
10:45 AM	180	195	375	176	181	357	183	214	397	180	197	376
11:00 AM	178	179	357	189	184	373	206	185	391	191	183	374
11:15 AM	178	201	379	198	199	397	202	213	415	193	204	397
11:30 AM	194	157	351	213	208	421	207	201	408	205	189	393
11:45 AM	195	194	389	167	188	355	198	195	393	187	192	379
12:00 PM	172	204	376	189	157	346	212	197	409	191	186	377
12:15 PM	232	165	397	202	158	360	236	208	444	223	177	400
12:30 PM	162	167	329	209	187	396	238	204	442	203	186	389
12:45 PM	205	193	398	222	186	408	209	206	415	212	195	407
1:00 PM	223	200	423	206	141	347	279	214	493	236	185	421
1:15 PM	265	167	432	257	193	450	280	196	476	267	185	453
1:30 PM	245	181	426	230	177	407	268	171	439	248	176	424
1:45 PM	230	178	408	267	177	444	308	190	498	268	182	450
2:00 PM	245	177	422	254	171	425	301	184	485	267	177	444
2:15 PM	289	165	454	280	172	452	315	204	519	295	180	475
2:30 PM	274	150	424	343	218	561	323	187	510	313	185	498
2:45 PM	326	180	506	341	172	513	348	194	542	338	182	520
3:00 PM	370	174	544	368	152	520	401	235	636	380	187	567
3:15 PM	356	148	504	383	164	547	371	196	567	370	169	539
3:30 PM	403	159	562	366	189	555	376	207	583	382	185	567
3:45 PM	363	170	533	404	164	568	424	252	676	397	195	592
4:00 PM	372	157	529	402	191	593	392	221	613	389	190	578
4:15 PM	410	168	578	411	166	577	442	193	635	421	176	597
4:30 PM	389	101	490	414	179	593	422	207	629	408	162	571
4:45 PM	395	252	647	367	181	548	457	197	654	406	210	616
5:00 PM	402	97	499	361	172	533	416	194	610	393	154	547
5:15 PM	345	221	566	336	164	500	406	185	591	362	190	552
5:30 PM	337	153	490	371	158	529	394	163	557	367	158	525
5:45 PM	292	143	435	273	139	412	376	177	553	314	153	467
6:00 PM	296	114	410	302	153	455	409	170	579	336	146	481
6:15 PM	284	131	415	248	120	368	352	152	504	295	134	429
6:30 PM	242	107	349	253	132	385	355	142	497	283	127	410
6:45 PM	232	98	330	220	130	350	345	154	499	266	127	393
7:00 PM	210	133	343	215	106	321	326	134	460	250	124	375
7:15 PM	200	112	312	212	96	308	273	120	393	228	109	338
7:30 PM	175	93	268	185	98	283	266	126	392	209	106	314
7:45 PM	184	77	261	159	89	248	230	107	337	191	91	282
8:00 PM	153	113	266	162	95	257	244	107	351	186	105	291
8:15 PM	123	72	195	174	89	263	180	79	259	159	80	239
8:30 PM	138	89	227	123	94	217	216	93	309	159	92	251
8:45 PM	108	82	190	161	86	247	152	91	243	140	86	227
9:00 PM	112	62	174	132	79	211	135	88	223	126	76	203
9:15 PM	103	83	186	105	61	166	119	79	198	109	74	183
9:30 PM	94	66	160	99	60	159	115	63	178	103	63	166
9:45 PM	80	54	134	84	62	146	101	83	184	88	66	155
10:00 PM	81	72	153	82	65	147	81	90	171	81	76	157
10:15 PM	67	45	112	70	62	132	98	66	164	78	58	136
10:30 PM	84	48	132	89	58	147	91	60	151	88	55	143
10:45 PM	72	45	117	71	56	127	107	72	179	83	58	141
11:00 PM	53	46	99	64	47	111	85	57	142	67	50	117
11:15 PM	56	48	104	63	33	96	86	80	166	68	54	122
11:30 PM	53	40	93	48	41	89	76	56	132	59	46	105
11:45 PM	44	32	76	48	32	80	48	56	104	47	40	87

Location: SR-9, E/O SR-35
Date Range: 3/12/2019 - 3/18/2019
Site Code: 12

Time	Tuesday 3/12/2019			Wednesday 3/13/2019			Thursday 3/14/2019			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	2	2	5	3	8	1	6	7	2	4	6
12:15 AM	0	2	2	0	1	1	2	3	5	1	2	3
12:30 AM	1	2	3	0	0	0	0	2	2	0	1	2
12:45 AM	2	3	5	0	1	1	0	3	3	1	2	3
1:00 AM	1	1	2	0	2	2	0	3	3	0	2	2
1:15 AM	0	4	4	1	0	1	2	2	4	1	2	3
1:30 AM	0	0	0	0	0	0	0	1	1	0	0	0
1:45 AM	2	0	2	0	0	0	2	2	4	1	1	2
2:00 AM	0	1	1	1	1	2	0	1	0	0	1	1
2:15 AM	1	0	1	0	1	1	1	0	1	1	0	1
2:30 AM	1	1	2	1	1	2	0	1	1	1	1	2
2:45 AM	1	0	1	1	0	1	0	0	0	1	0	1
3:00 AM	0	0	0	1	0	1	2	1	3	1	0	1
3:15 AM	3	0	3	2	0	2	3	2	5	3	1	3
3:30 AM	2	0	2	5	1	6	3	1	4	3	1	4
3:45 AM	4	0	4	2	1	3	2	0	2	3	0	3
4:00 AM	2	1	3	5	0	5	3	0	3	3	0	4
4:15 AM	5	0	5	3	0	3	4	1	5	4	0	4
4:30 AM	11	0	11	5	0	5	7	0	7	8	0	8
4:45 AM	6	0	6	11	0	11	18	0	18	12	0	12
5:00 AM	18	0	18	8	0	8	10	2	12	12	1	13
5:15 AM	21	1	22	23	0	23	21	0	21	22	0	22
5:30 AM	26	1	27	27	0	27	0	0	27	27	0	27
5:45 AM	28	0	28	25	0	25	23	2	25	25	1	26
6:00 AM	30	1	31	37	0	37	31	0	31	33	0	33
6:15 AM	54	5	59	43	3	46	41	2	43	46	3	49
6:30 AM	51	2	53	45	1	46	44	2	46	47	2	48
6:45 AM	66	0	66	59	1	60	59	3	62	61	1	63
7:00 AM	70	3	73	67	1	68	70	3	73	69	2	71
7:15 AM	70	4	74	67	5	72	69	4	73	69	4	73
7:30 AM	93	5	98	72	7	79	73	5	78	79	6	85
7:45 AM	80	6	86	65	6	71	84	7	91	76	6	83
8:00 AM	48	0	48	69	5	74	58	1	59	58	2	60
8:15 AM	49	10	59	60	4	64	57	3	60	55	6	61
8:30 AM	54	4	58	61	8	69	54	5	59	56	6	62
8:45 AM	53	9	62	54	15	69	30	12	42	46	12	58
9:00 AM	51	10	61	53	10	63	57	5	62	54	8	62
9:15 AM	39	5	44	36	10	46	42	8	50	39	8	47
9:30 AM	35	7	42	33	5	38	36	22	58	35	11	46
9:45 AM	26	11	37	23	7	30	35	21	56	28	13	41
10:00 AM	27	11	38	27	16	43	21	19	40	25	15	40
10:15 AM	17	6	23	26	7	33	31	29	60	25	14	39
10:30 AM	22	12	34	19	12	31	27	21	48	23	15	38
10:45 AM	25	11	36	21	13	34	26	21	47	24	15	39
11:00 AM	16	13	29	15	18	33	18	10	28	16	14	30
11:15 AM	18	20	38	12	9	21	24	12	36	18	14	32
11:30 AM	17	13	30	14	14	28	20	16	36	17	14	31
11:45 AM	17	16	33	18	14	32	13	20	33	16	17	33
12:00 PM	13	11	24	16	13	29	18	16	34	16	13	29
12:15 PM	14	14	28	19	22	41	26	15	41	20	17	37
12:30 PM	24	15	39	21	16	37	14	14	28	20	15	35
12:45 PM	19	13	32	17	18	35	14	16	30	17	16	32
1:00 PM	17	11	28	16	12	28	13	9	22	15	11	26
1:15 PM	18	13	31	12	7	19	16	20	36	15	13	29
1:30 PM	10	16	26	19	9	28	16	19	35	15	15	30
1:45 PM	10	19	29	12	17	29	22	23	45	15	20	34
2:00 PM	11	13	24	12	22	34	15	23	38	13	19	32
2:15 PM	14	15	29	24	28	52	13	22	35	17	22	39
2:30 PM	12	22	34	22	21	43	22	20	42	19	21	40
2:45 PM	11	22	33	19	30	49	18	32	50	16	28	44
3:00 PM	15	26	41	14	28	42	13	34	47	14	29	43
3:15 PM	12	41	53	15	26	41	26	31	57	18	33	50
3:30 PM	7	50	57	14	37	51	22	38	60	14	42	56
3:45 PM	8	47	55	12	48	60	15	60	75	12	52	63
4:00 PM	9	50	59	20	48	68	16	63	79	15	54	69
4:15 PM	13	57	70	17	60	77	15	60	75	15	59	74
4:30 PM	12	57	69	19	57	76	18	53	71	16	56	72
4:45 PM	19	72	91	15	65	80	15	66	81	16	68	84
5:00 PM	17	73	90	22	72	94	18	91	109	19	79	98
5:15 PM	10	69	79	26	74	100	14	69	83	17	71	87
5:30 PM	12	80	92	11	70	81	27	67	94	17	72	89
5:45 PM	19	74	93	18	80	98	23	53	76	20	69	89
6:00 PM	14	53	67	14	64	78	13	74	87	14	64	77
6:15 PM	10	63	73	12	59	71	14	58	72	12	60	72
6:30 PM	14	61	75	10	70	80	15	62	77	13	64	77
6:45 PM	11	57	68	16	56	72	21	66	87	16	60	76
7:00 PM	7	50	57	9	49	58	14	44	58	10	48	58
7:15 PM	14	33	47	12	32	44	17	45	62	14	37	51
7:30 PM	7	30	37	7	31	38	14	33	47	9	31	41
7:45 PM	4	17	21	7	30	37	9	26	35	7	24	31
8:00 PM	2	22	24	10	17	27	10	25	35	7	21	29
8:15 PM	1	23	24	6	13	19	14	28	42	7	21	28
8:30 PM	2	27	29	4	19	23	5	21	26	4	22	26
8:45 PM	6	16	22	4	18	22	3	15	18	4	16	21
9:00 PM	3	13	16	2	21	23	2	20	22	2	18	20
9:15 PM	5	9	14	3	15	18	3	12	15	4	12	16
9:30 PM	1	14	15	3	17	20	1	9	10	2	13	15
9:45 PM	3	14	17	3	4	7	4	9	13	3	9	12
10:00 PM	3	7	10	1	7	8	0	10	10	1	8	9
10:15 PM	0	8	8	2	9	11	5	5	10	2	7	10
10:30 PM	1	10	11	1	13	14	1	15	16	1	13	14
10:45 PM	2	10	12	0	5	5	1	10	11	1	8	9
11:00 PM	0	4	4	2	7	9	1	6	7	1	6	7
11:15 PM	2	5	7	0	9	9	1	6	7	1	7	8
11:30 PM	1	9	10	7	4	11	0	2	2	3	5	8
11:45 PM	2	3	5	1	3	4	1	2	3	1	3	4



APPENDIX G

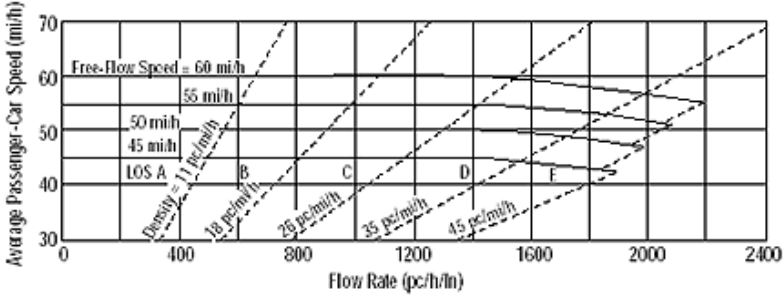
HCS TRAFFIC ANALYSIS RESULTS

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	ETG	Highway	SR 35
Agency or Company	Elite Transportation Group Inc	From/To	North of SR 9
Date Performed	2/27/2019	Jurisdiction	Santa Clara County
Analysis Time Period	16:30-17:30	Analysis Year	2018
Input Data			
		<input type="checkbox"/> Class I highway <input checked="" type="checkbox"/> Class II highway Terrain <input type="checkbox"/> Level <input checked="" type="checkbox"/> Rolling Two-way hourly volume 240 veh/h Directional split 88 / 12 Peak-hour factor, PHF 0.97 No-passing zone 100 % Trucks and Buses, P _T 9 % % Recreational vehicles, P _R 0% Access points/ mi 2	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)			0.71
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)			2.5
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)			1.1
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.881
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			396
v _p * highest directional split proportion ² (pc/h)			348
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM}	mi/h	Base free-flow speed, BFFS _{FM}	60.0 mi/h
Observed volume, V _f	veh/h	Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	4.7 mi/h
Free-flow speed, FFS FFS=S _{FM} +0.00776(V _f /f _{HV})	54.8 mi/h	Adj. for access points, f _A (Exhibit 20-6)	0.5 mi/h
		Free-flow speed, FFS (FSS=BFFS-f _{LS} -f _A)	54.8 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)			4.5
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v _p -f _{np}			47.2
Percent Time-Spent-Following			
Grade Adjustment factor, f _G (Exhibit 20-8)			0.77
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)			1.8
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.933
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			344
v _p * highest directional split proportion ² (pc/h)			303
Base percent time-spent-following, BPTSF(%) BPTSF=100(1-e ^{-0.000879v_p})			26.1
Adj. for directional distribution and no-passing zone, f _{d/np} (%)(Exh. 20-12)			33.1
Percent time-spent-following, PTSF(%) PTSF=BPTSF+f _{d/np}			59.2
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)			C
Volume to capacity ratio v/c v/c=V _p /3,200			0.12
Peak 15-min veh-miles of travel, VMT ₁₅ (veh- mi) VMT ₁₅ =0.25L _t (V/PHF)			31
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh- mi) VMT ₆₀ =V*L _t			120
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ =VMT ₁₅ /ATS			0.7
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated anlysis-the LOS is F.			

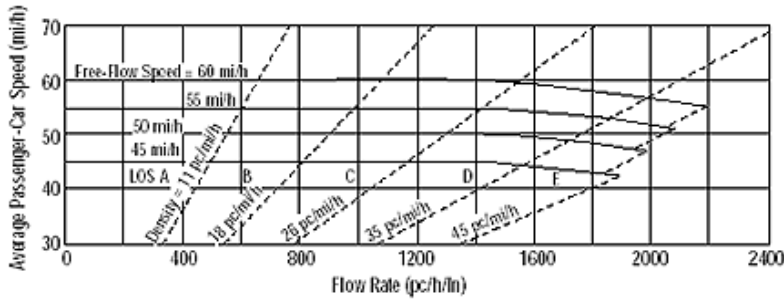
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	ETG	Highway	SR 35
Agency or Company	Elite Transportation Group Inc	From/To	South of SR 9
Date Performed	2/27/2019	Jurisdiction	Santa Clara County
Analysis Time Period	17:00-18:00	Analysis Year	2018
Input Data			
		<input type="checkbox"/> Class I highway <input checked="" type="checkbox"/> Class II highway Terrain <input type="checkbox"/> Level <input checked="" type="checkbox"/> Rolling Two-way hourly volume 79 veh/h Directional split 67 / 33 Peak-hour factor, PHF 0.90 No-passing zone 76 % Trucks and Buses, P _T 9 % % Recreational vehicles, P _R 0% Access points/ mi 6	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)		0.71	
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)		2.5	
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)		1.1	
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))		0.881	
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})		140	
v _p * highest directional split proportion ² (pc/h)		94	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM} mi/h		Base free-flow speed, BFFS _{FM}	50.0 mi/h
Observed volume, V _f veh/h		Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	5.3 mi/h
Free-flow speed, FFS FFS=S _{FM} +0.00776(V _f /f _{HV}) 43.2 mi/h		Adj. for access points, f _A (Exhibit 20-6)	1.5 mi/h
		Free-flow speed, FFS (FSS=BFFS-f _{LS} -f _A)	43.2 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)		1.8	
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v _p -f _{np}		40.3	
Percent Time-Spent-Following			
Grade Adjustment factor, f _G (Exhibit 20-8)		0.77	
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)		1.8	
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)		1.0	
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))		0.933	
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})		122	
v _p * highest directional split proportion ² (pc/h)		82	
Base percent time-spent-following, BPTSF(%) BPTSF=100(1-e ^{-0.000879v_p})		10.2	
Adj. for directional distribution and no-passing zone, f _{d/np} (%)(Exh. 20-12)		25.4	
Percent time-spent-following, PTSF(%) PTSF=BPTSF+f _{d/np}		35.6	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)		A	
Volume to capacity ratio v/c v/c=V _p /3,200		0.04	
Peak 15-min veh-miles of travel, VMT ₁₅ (veh- mi) VMT ₁₅ =0.25L _t (V/PHF)		11	
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh- mi) VMT ₆₀ =V*L _t		40	
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ =VMT ₁₅ /ATS		0.3	
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated anlysis-the LOS is F.			

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	ETG	Highway	SR 9
Agency or Company	Elite Transportation Group Inc	From/To	West of Sandborn Rd
Date Performed	2/27/2019	Jurisdiction	Santa Clara County
Analysis Time Period	16:30-17:30	Analysis Year	2018
Input Data			
		<input type="checkbox"/> Class I highway <input checked="" type="checkbox"/> Class II highway Terrain <input type="checkbox"/> Level <input checked="" type="checkbox"/> Rolling Two-way hourly volume 243 veh/h Directional split 79 / 21 Peak-hour factor, PHF 0.92 No-passing zone 90 % Trucks and Buses, P _T 6 % % Recreational vehicles, P _R 0% Access points/ mi 3	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)			0.71
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)			2.5
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)			1.1
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.917
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			405
v _p * highest directional split proportion ² (pc/h)			320
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM} mi/h		Base free-flow speed, BFFS _{FM}	45.0 mi/h
Observed volume, V _f veh/h		Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	3.7 mi/h
Free-flow speed, FFS FFS=S _{FM} +0.00776(V _f /f _{HV}) 40.5 mi/h		Adj. for access points, f _A (Exhibit 20-6)	0.8 mi/h
		Free-flow speed, FFS (FSS=BFFS-f _{LS} -f _A)	40.5 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)			4.2
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v _p -f _{np}			33.2
Percent Time-Spent-Following			
Grade Adjustment factor, f _G (Exhibit 20-8)			0.77
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)			1.8
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.954
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			359
v _p * highest directional split proportion ² (pc/h)			284
Base percent time-spent-following, BPTSF(%) BPTSF=100(1-e ^{-0.000879v_p})			27.1
Adj. for directional distribution and no-passing zone, f _{d/np} (%)(Exh. 20-12)			28.0
Percent time-spent-following, PTSF(%) PTSF=BPTSF+f _{d/np}			55.1
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)			C
Volume to capacity ratio v/c v/c=V _p /3,200			0.13
Peak 15-min veh-miles of travel, VMT ₁₅ (veh- mi) VMT ₁₅ =0.25L _t (V/PHF)			33
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh- mi) VMT ₆₀ =V*L _t			122
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ =VMT ₁₅ /ATS			1.0
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated anlysis-the LOS is F.			

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	ETG	Highway	SR 9
Agency or Company	Elite Transportation Group Inc	From/To	South of Big Basin Way
Date Performed	2/27/2019	Jurisdiction	Santa Clara County
Analysis Time Period	7:30-8:30	Analysis Year	2018
Input Data			
		<input type="checkbox"/> Class I highway <input checked="" type="checkbox"/> Class II highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Two-way hourly volume 1791 veh/h Directional split 82 / 18 Peak-hour factor, PHF 0.95 No-passing zone 40 % Trucks and Buses, P _T 6 % % Recreational vehicles, P _R 0% Access points/ mi 16	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)			1.1
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.994
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			1897
v _p * highest directional split proportion ² (pc/h)			1556
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM} mi/h		Base free-flow speed, BFFS _{FM}	50.0 mi/h
Observed volume, V _f veh/h		Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	0.4 mi/h
Free-flow speed, FFS FFS=S _{FM} +0.00776(V _f /f _{HV}) 45.6 mi/h		Adj. for access points, f _A (Exhibit 20-6)	4.0 mi/h
		Free-flow speed, FFS (FSS=BFFS-f _{LS} -f _A)	45.6 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)			0.7
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v _p -f _{np}			30.2
Percent Time-Spent-Following			
Grade Adjustment factor, f _G (Exhibit 20-8)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)			1.0
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			1.000
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			1885
v _p * highest directional split proportion ² (pc/h)			1546
Base percent time-spent-following, BPTSF(%) BPTSF=100(1-e ^{-0.000879v_p})			80.9
Adj. for directional distribution and no-passing zone, f _{d/np} (%)(Exh. 20-12)			4.8
Percent time-spent-following, PTSF(%) PTSF=BPTSF+f _{d/np}			85.7
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)			E
Volume to capacity ratio v/c v/c=V _p /3,200			0.59
Peak 15-min veh-miles of travel, VMT ₁₅ (veh- mi) VMT ₁₅ =0.25L _t (V/PHF)			236
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh- mi) VMT ₆₀ =V*L _t			896
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ =VMT ₁₅ /ATS			7.8
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated anlysis-the LOS is F.			

MULTILANE HIGHWAYS WORKSHEET(Direction 1)																								
 <p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 70) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves: 11 pc/mi/h, 18 pc/mi/h, 25 pc/mi/h, 35 pc/mi/h, and 45 pc/mi/h. A horizontal line at 60 mi/h is labeled 'Free-Flow Speed = 60 mi/h'. Other speed markers include 55 mi/h, 50 mi/h, and 45 mi/h. The graph is divided into six regions labeled A through F, representing different levels of service (LOS).</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Application</th> <th style="text-align: left;">Input</th> <th style="text-align: left;">Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																						
Operational (LOS)	FFS, N, v_p	LOS, S, D																						
Design (N)	FFS, LOS, v_p	N, S, D																						
Design (v_p)	FFS, LOS, N	v_p , S, D																						
Planning (LOS)	FFS, N, AADT	LOS, S, D																						
Planning (N)	FFS, LOS, AADT	N, S, D																						
Planning (v_p)	FFS, LOS, N	v_p , S, D																						
General Information		Site Information																						
Analyst	ETG	Highway/Direction to Travel	Saratoga Sunnyvale Road																					
Agency or Company	Elite Transportation Group Inc/VTA Monitoring and Conformance Study - 2018	From/To	North of Big Basin Way																					
Date Performed	2/27/2019	Jurisdiction	Santa Clara County (Dir1-NB)																					
Analysis Time Period	7:45-8:45	Analysis Year	2018																					
Project Description VTA Monitoring and Conformance Study - 2018																								
<input checked="" type="checkbox"/> Oper. (LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)																								
Flow Inputs																								
Volume, V (veh/h)	905	Peak-Hour Factor, PHF	0.89																					
AADT(veh/h)		%Trucks and Buses, P_T	11																					
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0																					
Peak-Hour Direction Prop, D		General Terrain:	Level																					
DDHV (veh/h)		Grade Length (mi)	0.00																					
Driver Type Adjustment	1.00	Up/Down %	0.00																					
		Number of Lanes	2																					
Calculate Flow Adjustments																								
f_p	1.00	E_R	1.2																					
E_T	1.5	f_{HV}	0.948																					
Speed Inputs		Calc Speed Adj and FFS																						
Lane Width, LW (ft)	12.0	f_{LW} (mi/h)																						
Total Lateral Clearance, LC (ft)	12.0	f_{LC} (mi/h)																						
Access Points, A (A/mi)	0	f_A (mi/h)																						
Median Type, M		f_M (mi/h)																						
FFS (measured)	45.0	FFS (mi/h)	45.0																					
Base Free-Flow Speed, BFFS																								
Operations		Design																						
Operational (LOS)		Design (N)																						
Flow Rate, v_p (pc/h/ln)	536	Required Number of Lanes, N																						
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)																						
D (pc/mi/ln)	11.9	Max Service Flow Rate (pc/h/ln)																						
LOS	B	Design LOS																						

MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information **Site Information**

Analyst	ETG	Highway/Direction to Travel	Saratoga Sunnyvale Road
Agency or Company	Elite Transportation Group Inc/VTA Monitoring and Conformance Study - 2018	From/To	North of Big Basin Way
Date Performed	2/27/2019	Jurisdiction	Santa Clara County (Dir1-NB)
Analysis Time Period	7:45-8:45	Analysis Year	2018

Project Description VTA Monitoring and Conformance Study - 2018

Oper. (LOS)
 Des. (N)
 Plan. (v_p)

Flow Inputs

Volume, V (veh/h)	505	Peak-Hour Factor, PHF	0.74
AAADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AAADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs **Calc Speed Adj and FFS**

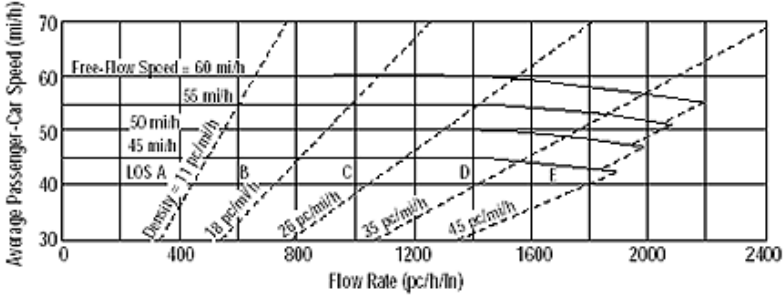
Lane Width, LW (ft)	12.0	f_{LW} (mi/h)	
Total Lateral Clearance, LC (ft)	12.0	f_{LC} (mi/h)	
Access Points, A (A/mi)	0	f_A (mi/h)	
Median Type, M		f_M (mi/h)	
FFS (measured)	45.0	FFS (mi/h)	45.0
Base Free-Flow Speed, BFFS			

Operations **Design**

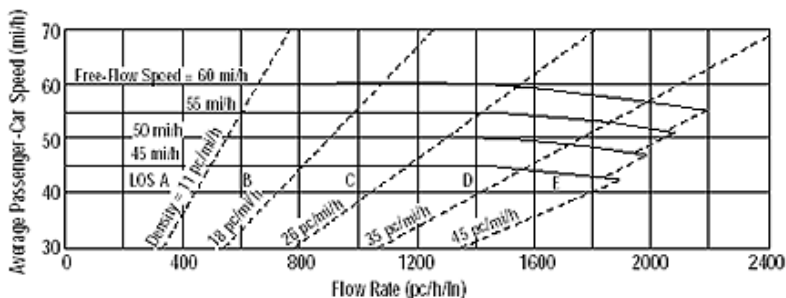
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v_p (pc/h/ln)	349	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	7.8	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	ETG	Highway	SR 130
Agency or Company	Elite Transportation Group Inc	From/To	East of Clayton Rd
Date Performed	2/27/2019	Jurisdiction	Santa Clara County
Analysis Time Period	14.45-15:45	Analysis Year	2018
Input Data			
		<input type="checkbox"/> Class I highway <input checked="" type="checkbox"/> Class II highway Terrain <input type="checkbox"/> Level <input checked="" type="checkbox"/> Rolling Two-way hourly volume 42 veh/h Directional split 58 / 42 Peak-hour factor, PHF 0.90 No-passing zone 80 % Trucks and Buses, P _T 9 % % Recreational vehicles, P _R 0% Access points/ mi 6	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)		0.71	
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)		2.5	
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)		1.1	
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))		0.881	
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})		75	
v _p * highest directional split proportion ² (pc/h)		44	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM}	mi/h	Base free-flow speed, BFFS _{FM}	45.0 mi/h
Observed volume, V _f	veh/h	Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	3.7 mi/h
Free-flow speed, FFS FFS=S _{FM} +0.00776(V _f /f _{HV})	39.8 mi/h	Adj. for access points, f _A (Exhibit 20-6)	1.5 mi/h
		Free-flow speed, FFS (FSS=BFFS-f _{LS} -f _A)	39.8 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)		1.0	
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v _p -f _{np}		38.2	
Percent Time-Spent-Following			
Grade Adjustment factor, f _G (Exhibit 20-8)		0.77	
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)		1.8	
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)		1.0	
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))		0.933	
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})		65	
v _p * highest directional split proportion ² (pc/h)		38	
Base percent time-spent-following, BPTSF(%) BPTSF=100(1-e ^{-0.000879v_p})		5.6	
Adj. for directional distribution and no-passing zone, f _{d/np} (%)(Exh. 20-12)		23.2	
Percent time-spent-following, PTSF(%) PTSF=BPTSF+f _{d/np}		28.7	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)		A	
Volume to capacity ratio v/c v/c=V _p /3,200		0.02	
Peak 15-min veh-miles of travel, VMT ₁₅ (veh- mi) VMT ₁₅ =0.25L _t (V/PHF)		6	
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh- mi) VMT ₆₀ =V*L _t		21	
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ =VMT ₁₅ /ATS		0.2	
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated anlysis-the LOS is F.			

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	ETG	Highway	SR 152
Agency or Company	Elite Transportation Group Inc	From/To	West of Santa Teresa Blvd
Date Performed	2/27/2019	Jurisdiction	Santa Clara County
Analysis Time Period	16.45-17:45	Analysis Year	2018
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Two-way hourly volume 753 veh/h Directional split 58 / 42 Peak-hour factor, PHF 0.97 No-passing zone 100 % Trucks and Buses, P _T 9 % % Recreational vehicles, P _R 0% Access points/ mi 14	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)			1.2
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.982
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			790
v _p * highest directional split proportion ² (pc/h)			458
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM} mi/h		Base free-flow speed, BFFS _{FM}	60.0 mi/h
Observed volume, V _f veh/h		Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	1.7 mi/h
Free-flow speed, FFS FFS=S _{FM} +0.00776(V _f /f _{HV}) 54.8 mi/h		Adj. for access points, f _A (Exhibit 20-6)	3.5 mi/h
		Free-flow speed, FFS (FSS=BFFS-f _{LS} -f _A)	54.8 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)			3.0
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v _p -f _{np}			45.6
Percent Time-Spent-Following			
Grade Adjustment factor, f _G (Exhibit 20-8)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)			1.1
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.991
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			783
v _p * highest directional split proportion ² (pc/h)			454
Base percent time-spent-following, BPTSF(%) BPTSF=100(1-e ^{-0.000879v_p})			49.8
Adj. for directional distribution and no-passing zone, f _{d/np} (%)(Exh. 20-12)			15.1
Percent time-spent-following, PTSF(%) PTSF=BPTSF+f _{d/np}			64.9
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)			C
Volume to capacity ratio v/c v/c=V _p /3,200			0.25
Peak 15-min veh-miles of travel, VMT ₁₅ (veh- mi) VMT ₁₅ =0.25L _t (V/PHF)			97
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh- mi) VMT ₆₀ =V*L _t			377
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ =VMT ₁₅ /ATS			2.1
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated anlysis-the LOS is F.			

MULTILANE HIGHWAYS WORKSHEET(Direction 1)																								
 <p>The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 70) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several density curves: 11 pc/mi/h, 18 pc/mi/h, 25 pc/mi/h, 35 pc/mi/h, and 45 pc/mi/h. A horizontal line at 60 mi/h is labeled 'Free-Flow Speed = 60 mi/h'. Other speed markers include 55 mi/h, 50 mi/h, and 45 mi/h. The graph is divided into six regions labeled A through F, representing different levels of service (LOS).</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Application</th> <th style="text-align: left;">Input</th> <th style="text-align: left;">Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																						
Operational (LOS)	FFS, N, v_p	LOS, S, D																						
Design (N)	FFS, LOS, v_p	N, S, D																						
Design (v_p)	FFS, LOS, N	v_p , S, D																						
Planning (LOS)	FFS, N, AADT	LOS, S, D																						
Planning (N)	FFS, LOS, AADT	N, S, D																						
Planning (v_p)	FFS, LOS, N	v_p , S, D																						
General Information		Site Information																						
Analyst: ETG Agency or Company: Elite Transportation Group Inc/VTA Monitoring and Conformance Study - 2018 Date Performed: 2/27/2019 Analysis Time Period: 14:15-15:15	Highway/Direction to Travel: SR 152 From/To: West of Holsclaw Road Jurisdiction: Santa Clara County (Dir1-EB) Analysis Year: 2018																							
Project Description: VTA Monitoring and Conformance Study - 2018																								
<input checked="" type="checkbox"/> Oper. (LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (v_p)																								
Flow Inputs																								
Volume, V (veh/h): 1033 AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment: 1.00	Peak-Hour Factor, PHF: 0.96 %Trucks and Buses, P_T : 14 %RVs, P_R : 0 General Terrain: Level Grade Length (mi): 0.00 Up/Down %: 0.00 Number of Lanes: 2																							
Calculate Flow Adjustments																								
f_p : 1.00 E_T : 1.5	E_R : 1.2 f_{HV} : 0.935																							
Speed Inputs		Calc Speed Adj and FFS																						
Lane Width, LW (ft): 12.0 Total Lateral Clearance, LC (ft): 12.0 Access Points, A (A/mi): 0 Median Type, M FFS (measured): 48.2 Base Free-Flow Speed, BFFS	f_{LW} (mi/h) f_{LC} (mi/h) f_A (mi/h) f_M (mi/h) FFS (mi/h): 48.2																							
Operations		Design																						
Operational (LOS) Flow Rate, v_p (pc/h/ln): 575 Speed, S (mi/h): 48.2 D (pc/mi/ln): 11.9 LOS: B	Design (N) Required Number of Lanes, N Flow Rate, v_p (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS																							

MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst: ETG
 Agency or Company: Elite Transportation Group Inc/VTA Monitoring and Conformance Study - 2018
 Date Performed: 2/27/2019
 Analysis Time Period: 14:15-15:15

Site Information

Highway/Direction to Travel: SR 152
 From/To: West of Holsclaw Road
 Jurisdiction: Santa Clara County (Dir1-EB)
 Analysis Year: 2018

Project Description: VTA Monitoring and Conformance Study - 2018

Oper. (LOS) Des. (N) Plan. (v_p)

Flow Inputs

Volume, V (veh/h)	583	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	16
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.926

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	
FFS (measured)	51.3
Base Free-Flow Speed, BFFS	

Calc Speed Adj and FFS

f_{LW} (mi/h)	
f_{LC} (mi/h)	
f_A (mi/h)	
f_M (mi/h)	
FFS (mi/h)	51.3

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	357
Speed, S (mi/h)	51.3
D (pc/mi/ln)	7.0
LOS	A

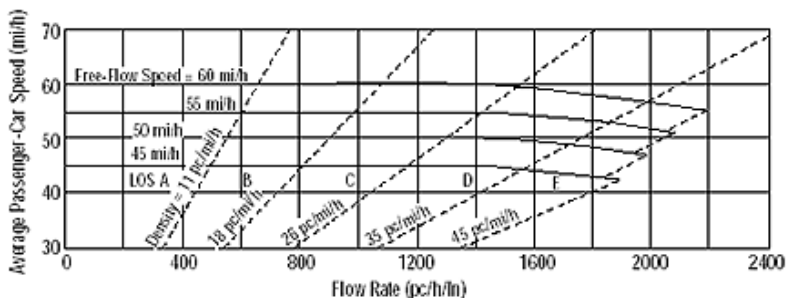
Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	ETG	Highway	SR 25
Agency or Company	Elite Transportation Group Inc	From/To	South of Bloomfield Ave
Date Performed	2/27/2019	Jurisdiction	Santa Clara County
Analysis Time Period	7:15-8:15	Analysis Year	2018
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Two-way hourly volume 1701 veh/h Directional split 71 / 29 Peak-hour factor, PHF 0.97 No-passing zone 100 % Trucks and Buses, P _T 9 % % Recreational vehicles, P _R 0% Access points/ mi 8	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)			1.1
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))			0.991
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			1769
v _p * highest directional split proportion ² (pc/h)			1256
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM} mi/h		Base free-flow speed, BFFS _{FM}	60.0 mi/h
Observed volume, V _f veh/h		Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	0.4
Free-flow speed, FFS FFS=S _{FM} +0.00776(V _f /f _{HV}) 57.6 mi/h		Adj. for access points, f _A (Exhibit 20-6)	2.0
		Free-flow speed, FFS (FSS=BFFS-f _{LS} -f _A)	57.6 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)			1.3
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v _p -f _{np}			42.5
Percent Time-Spent-Following			
Grade Adjustment factor, f _G (Exhibit 20-8)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)			1.0
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))			1.000
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			1754
v _p * highest directional split proportion ² (pc/h)			1245
Base percent time-spent-following, BPTSF(%) BPTSF=100(1-e ^{-0.000879v_p})			78.6
Adj. for directional distribution and no-passing zone, f _{d/np} (%)(Exh. 20-12)			6.0
Percent time-spent-following, PTSF(%) PTSF=BPTSF+f _{d/np}			84.6
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)			E
Volume to capacity ratio v/c v/c=V _p /3,200			0.55
Peak 15-min veh-miles of travel, VMT ₁₅ (veh- mi) VMT ₁₅ =0.25L _t (V/PHF)			219
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh- mi) VMT ₆₀ =V*L _t			851
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ =VMT ₁₅ /ATS			5.1
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated anlysis-the LOS is F.			

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	ETG	Highway	SR 156
Agency or Company	Elite Transportation Group Inc	From/To	South of SR 152
Date Performed	2/27/2019	Jurisdiction	Santa Clara County
Analysis Time Period	15:45-16:45	Analysis Year	2018
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Two-way hourly volume 953 veh/h Directional split 62 / 38 Peak-hour factor, PHF 0.94 No-passing zone 100 % Trucks and Buses, P _T 25 % % Recreational vehicles, P _R 0% Access points/ mi 6	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)			1.2
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.952
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			1065
v _p * highest directional split proportion ² (pc/h)			660
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM} mi/h		Base free-flow speed, BFFS _{FM}	60.0 mi/h
Observed volume, V _f veh/h		Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	0.4 mi/h
Free-flow speed, FFS FFS=S _{FM} +0.00776(V _f /f _{HV}) 58.1 mi/h		Adj. for access points, f _A (Exhibit 20-6)	1.5 mi/h
		Free-flow speed, FFS (FSS=BFFS-f _{LS} -f _A)	58.1 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)			2.4
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v _p -f _{np}			47.4
Percent Time-Spent-Following			
Grade Adjustment factor, f _G (Exhibit 20-8)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)			1.1
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.976
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			1039
v _p * highest directional split proportion ² (pc/h)			644
Base percent time-spent-following, BPTSF(%) BPTSF=100(1-e ^{-0.000879v_p})			59.9
Adj. for directional distribution and no-passing zone, f _{d/np} (%)(Exh. 20-12)			11.9
Percent time-spent-following, PTSF(%) PTSF=BPTSF+f _{d/np}			71.8
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)			D
Volume to capacity ratio v/c v/c=V _p /3,200			0.33
Peak 15-min veh-miles of travel, VMT ₁₅ (veh- mi) VMT ₁₅ =0.25L _t (V/PHF)			127
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh- mi) VMT ₆₀ =V*L _t			477
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ =VMT ₁₅ /ATS			2.7
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated anlysis-the LOS is F.			

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst: ETG
 Agency or Company: Elite Transportation Group Inc/VTA Monitoring and Conformance Study - 2018
 Date Performed: 2/27/2019
 Analysis Time Period: 16:00-17:00

Site Information

Highway/Direction to Travel: SR 152
 From/To: East of SR 156
 Jurisdiction: Santa Clara County (Dir 1-EB)
 Analysis Year: 2018

Project Description: VTA Monitoring and Conformance Study - 2018

Oper. (LOS) Des. (N) Plan. (v_p)

Flow Inputs

Volume, V (veh/h)	1624	Peak-Hour Factor, PHF	0.96
AADT(veh/h)		%Trucks and Buses, P_T	24
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.893

Speed Inputs

Lane Width, LW (ft): 12.0
 Total Lateral Clearance, LC (ft): 12.0
 Access Points, A (A/mi): 0
 Median Type, M:
 FFS (measured): 60.0
 Base Free-Flow Speed, BFFS:

Calc Speed Adj and FFS

f_{LW} (mi/h)
 f_{LC} (mi/h)
 f_A (mi/h)
 f_M (mi/h)
 FFS (mi/h): 60.0

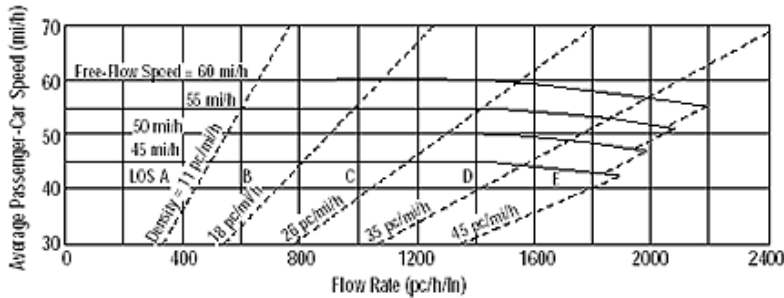
Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln): 947
 Speed, S (mi/h): 60.0
 D (pc/mi/ln): 15.8
 LOS: B

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information		Site Information	
Analyst	ETG	Highway/Direction to Travel	SR 152
Agency or Company	Elite Transportation Group Inc/VTA Monitoring and Conformance Study - 2018	From/To	East of SR 156
Date Performed	2/27/2019	Jurisdiction	Santa Clara County (Dir 1-EB)
Analysis Time Period	16:00-17:00	Analysis Year	2018

Project Description VTA Monitoring and Conformance Study - 2018

Oper. (LOS)
 Des. (N)
 Plan. (v_p)

Flow Inputs

Volume, V (veh/h)	738	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	19
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.913

Speed Inputs **Calc Speed Adj and FFS**

Lane Width, LW (ft)	12.0	f_{LW} (mi/h)	
Total Lateral Clearance, LC (ft)	12.0	f_{LC} (mi/h)	
Access Points, A (A/mi)	0	f_A (mi/h)	
Median Type, M		f_M (mi/h)	
FFS (measured)	60.0	FFS (mi/h)	60.0
Base Free-Flow Speed, BFFS			

Operations **Design**

<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v_p (pc/h/ln)	459	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	7.7	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	ETG	Highway	SR 9
Agency or Company	Elite Transportation Group Inc	From/To	East of SR 35
Date Performed	2/27/2019	Jurisdiction	Santa Clara County
Analysis Time Period	17:00-18:00	Analysis Year	2018
Input Data			
		<input type="checkbox"/> Class I highway <input checked="" type="checkbox"/> Class II highway Terrain <input type="checkbox"/> Level <input checked="" type="checkbox"/> Rolling Two-way hourly volume 363 veh/h Directional split 80 / 20 Peak-hour factor, PHF 0.93 No-passing zone 100 % Trucks and Buses, P _T 5 % % Recreational vehicles, P _R 0% Access points/ mi 2	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)			0.71
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)			2.5
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)			1.1
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.930
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			591
v _p * highest directional split proportion ² (pc/h)			473
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM} mi/h		Base free-flow speed, BFFS _{FM}	45.0 mi/h
Observed volume, V _f veh/h		Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	1.7 mi/h
Free-flow speed, FFS FFS=S _{FM} +0.00776(V _f /f _{HV}) 42.8 mi/h		Adj. for access points, f _A (Exhibit 20-6)	0.5 mi/h
		Free-flow speed, FFS (FSS=BFFS-f _{LS} -f _A)	42.8 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)			3.9
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v _p -f _{np}			34.3
Percent Time-Spent-Following			
Grade Adjustment factor, f _G (Exhibit 20-8)			0.77
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)			1.8
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))			0.962
Two-way flow rate ¹ , v _p (pc/h) v _p =V/(PHF * f _G * f _{HV})			527
v _p * highest directional split proportion ² (pc/h)			422
Base percent time-spent-following, BPTSF(%) BPTSF=100(1-e ^{-0.000879v_p})			37.1
Adj. for directional distribution and no-passing zone, f _{d/np} (%)(Exh. 20-12)			25.8
Percent time-spent-following, PTSF(%) PTSF=BPTSF+f _{d/np}			62.9
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)			C
Volume to capacity ratio v/c v/c=V _p /3,200			0.18
Peak 15-min veh-miles of travel, VMT ₁₅ (veh- mi) VMT ₁₅ =0.25L _t (V/PHF)			49
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh- mi) VMT ₆₀ =V*L _t			182
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ =VMT ₁₅ /ATS			1.4
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated anlysis-the LOS is F.			



APPENDIX H

Bicycle and Pedestrian Counts at Twenty Intersections (Detailed Data)



Appendix A.1 – 2018 Bicycle Counts at Twenty Selected Intersections by Approach: AM Peak

No.	Location	Land Use Typology	N/S Street	E/W Street	AM Peak Period (7:00-9:00 AM)					AM Peak Hour					
					Intersection Approach				Total	Peak Hour	Intersection Approach				Total
					NB	EB	SB	WB			NB	EB	SB	WB	
1	San Jose	Downtown	3rd Street	Santa Clara Street	10	7	5	11	33	8:00-9:00 AM	5	4	3	7	19
2	Palo Alto		Bryant Street	University Avenue	22	3	51	30	106	7:30-8:30 AM	10	1	33	17	61
3	Campbell		First Street	Campbell Avenue	0	0	1	3	4	7:00-8:00 AM	0	0	0	2	2
4	Gilroy		Monterey Street	5th Street	1	1	0	0	2	7:00-8:00 AM	0	1	0	0	1
5	Los Altos		2nd Street	Main Street	2	8	2	1	13	8:00-9:00 AM	1	7	2	0	10
6	Sunnyvale	Suburban Residential	Wolfe Road	Inverness Way	2	11	4	6	23	8:00-9:00 AM	0	9	2	3	14
7	San Jose		White Road	Mabury Road	2	1	1	3	7	8:00-9:00 AM	1	1	1	1	4
8	San Jose		Macabee Road	Crossgates Lane	0	0	3	0	3	8:00-9:00 AM	0	0	3	0	3
9	Cupertino		Blaney Avenue	Rodrigues Avenue	14	14	5	6	39	8:00-9:00 AM	10	14	5	6	35
10	Morgan Hill	Rural Residential	Hill Road	Main Street	0	0	0	0	0	7:00-8:00 AM	0	0	0	0	0
11	Los Altos Hills		Purisima Road	Concepcion Road	2	0	1	0	3	7:00-8:00 AM	2	0	1	0	3
12	Saratoga		Pierce Road	Comer Drive	1	1	1	0	3	7:30-8:30 AM	1	1	1	0	3
13	San Jose	Office Parks	N. First Street	Skyport Drive	5	1	0	0	6	7:45-8:45 AM	4	1	0	0	5
14	Santa Clara		Bowers Avenue	Scott Boulevard	2	5	4	16	27	8:00-9:00 AM	1	4	3	10	18
15	Sunnyvale		Mary Avenue	Maude Avenue	5	19	1	16	41	8:00-9:00 AM	4	14	0	14	32
16	Sunnyvale		Borregas Avenue	Java Drive	15	1	10	3	29	8:00-9:00 AM	10	0	7	2	19
17	San Jose	Commercial, Commercial-Industrial Corridors	Leland Avenue	San Carlos Street	0	8	0	3	11	7:00-8:00 AM	0	6	0	1	7
18	Sunnyvale		Halford Avenue	El Camino Real	5	5	3	0	13	8:00-9:00 AM	3	4	0	0	7
19	San Jose		7th Street	Phelan Avenue	3	2	0	0	5	7:45-8:45 AM	2	2	0	0	4
20	San Jose		Los Gatos Boulevard	Blossom Hill Road	3	2	18	5	28	7:15-8:15 AM	1	2	16	2	21



Appendix A.2 – 2018 Bicycle Counts at Twenty Selected Intersections by Approach: Midday Peak

No.	Location	Land Use Typology	N/S Street	E/W Street	Midday Peak Period (11:00 AM-1:00 PM)					Midday Peak Hour					
					Intersection Approach				Total	Peak Hour	Intersection Approach				Total
					NB	EB	SB	WB			NB	EB	SB	WB	
1	San Jose	Downtown	3rd Street	Santa Clara Street	10	9	5	18	42	12:00-1:00 PM	5	7	4	12	28
2	Palo Alto		Bryant Street	University Avenue	12	9	9	18	48	11:15 AM-12:15 PM	7	5	2	12	26
3	Campbell		First Street	Campbell Avenue	1	4	0	0	5	11:00 AM-12:00 PM	1	4	0	0	5
4	Gilroy		Monterey Street	5th Street	2	2	2	1	7	11:30 AM-12:30 PM	1	0	0	1	2
5	Los Altos		2nd Street	Main Street	0	4	0	2	6	11:00 AM-12:00 PM	0	3	0	2	5
6	Sunnyvale	Suburban Residential	Wolfe Road	Inverness Way	5	0	7	4	16	11:00 AM-12:00 PM	3	0	6	2	11
7	San Jose		White Road	Mabury Road	2	1	3	2	8	11:30 AM-12:30 PM	2	1	2	1	6
8	San Jose		Macabee Road	Crossgates Lane	0	0	0	1	1	11:00 AM-12:00 PM	0	0	0	1	1
9	Cupertino		Blaney Avenue	Rodrigues Avenue	2	2	2	0	6	11:00 AM-12:00 PM	1	1	1	0	3
10	Morgan Hill	Rural Residential	Hill Road	Main Street	0	1	0	0	1	11:00 AM-12:00 PM	0	1	0	0	1
11	Los Altos Hills		Purisima Road	Concepcion Road	2	0	6	2	10	11:00 AM-12:00 PM	0	0	5	0	5
12	Saratoga		Pierce Road	Comer Drive	6	2	0	0	8	12:00-1:00 PM	3	2	0	0	5
13	San Jose	Office Parks	N. First Street	Skyport Drive	8	2	3	0	13	11:30 AM-12:30 PM	6	1	2	0	9
14	Santa Clara		Bowers Avenue	Scott Boulevard	2	2	1	0	5	11:00 AM-12:00 PM	1	1	1	0	3
15	Sunnyvale		Mary Avenue	Maude Avenue	6	66	3	44	119	12:00-1:00 PM	4	48	2	22	76
16	Sunnyvale		Borregas Avenue	Java Drive	12	8	16	0	36	11:30 AM-12:30 PM	10	3	11	0	24
17	San Jose	Commercial, Commercial-Industrial Corridors	Leland Avenue	San Carlos Street	1	4	1	8	14	12:00-1:00 PM	0	0	1	6	7
18	Sunnyvale		Halford Avenue	El Camino Real	5	3	1	4	13	11:00 AM-12:00 PM	3	2	1	1	7
19	San Jose		7th Street	Phelan Avenue	1	3	2	1	7	11:00 AM-12:00 PM	1	2	2	0	5
20	San Jose		Los Gatos Boulevard	Blossom Hill Road	4	2	9	4	19	12:00-1:00 PM	3	2	6	3	14



Appendix A.3 – 2018 Bicycle Counts at Twenty Selected Intersections by Approach: PM Peak

No.	Location	Land Use Typology	N/S Street	E/W Street	PM Peak Period (4:00-6:00 PM)					PM Peak Hour					
					Intersection Approach				Total	Peak Hour	Intersection Approach				Total
					NB	EB	SB	WB			NB	EB	SB	WB	
1	San Jose	Downtown	3rd Street	Santa Clara Street	15	14	4	28	61	4:00-5:00 PM	11	9	2	17	39
2	Palo Alto		Bryant Street	University Avenue	24	23	37	19	103	5:00-6:00 PM	17	13	18	9	57
3	Campbell		First Street	Campbell Avenue	0	6	0	1	7	4:00-5:00 PM	0	3	0	1	4
4	Gilroy		Monterey Street	5th Street	4	1	2	2	9	4:00-5:00 PM	4	0	1	0	5
5	Los Altos		2nd Street	Main Street	0	2	2	3	7	4:00-5:00 PM	0	2	2	2	6
6	Sunnyvale	Suburban Residential	Wolfe Road	Inverness Way	3	0	3	11	17	4:45-5:45 PM	3	0	0	7	10
7	San Jose		White Road	Mabury Road	1	3	3	2	9	4:15-5:15 PM	1	2	1	2	6
8	San Jose		Macabee Road	Crossgates Lane	3	0	1	0	4	4:00-5:00 PM	2	0	1	0	3
9	Cupertino		Blaney Avenue	Rodrigues Avenue	2	5	11	10	28	4:00-5:00 PM	1	3	6	8	18
10	Morgan Hill	Rural Residential	Hill Road	Main Street	0	1	0	0	1	4:00-5:00 PM	0	1	0	0	1
11	Los Altos Hills		Purissima Road	Concepcion Road	1	0	3	4	8	4:00-5:00 PM	1	0	3	2	6
12	Saratoga		Pierce Road	Comer Drive	0	1	0	0	1	5:00-6:00 PM	0	1	0	0	1
13	San Jose	Office Parks	N. First Street	Skyport Drive	5	2	4	2	13	4:30-5:30 PM	5	1	4	2	12
14	Santa Clara		Bowers Avenue	Scott Boulevard	3	25	4	5	37	4:00-5:00 PM	2	13	2	2	19
15	Sunnyvale		Mary Avenue	Maude Avenue	3	50	12	27	92	4:00-5:00 PM	3	26	4	16	49
16	Sunnyvale		Borregas Avenue	Java Drive	7	6	11	1	25	4:15-5:15 PM	4	4	7	1	16
17	San Jose	Commercial, Commercial-Industrial Corridors	Leland Avenue	San Carlos Street	2	6	0	3	11	4:45-5:45 PM	1	4	0	1	6
18	Sunnyvale		Halford Avenue	El Camino Real	4	4	0	5	13	4:00-5:00 PM	2	4	0	4	10
19	San Jose		7th Street	Phelan Avenue	2	1	1	2	6	4:00-5:00 PM	2	1	1	2	6
20	San Jose		Los Gatos Boulevard	Blossom Hill Road	3	2	4	2	11	5:00-6:00 PM	1	0	3	1	5



Appendix A.4 – 2018 Pedestrian Counts at Twenty Selected Intersections by Intersection Leg: AM Peak

No.	Location	Land Use Typology	N/S Street	E/W Street	AM Peak Period (7:00-9:00 AM)					AM Peak Hour					
					Intersection Leg				Total	Peak Hour	Intersection Leg				Total
					North	East	South	West			North	East	South	West	
1	San Jose	Downtown	3rd Street	Santa Clara Street	224	138	166	97	625	8:00-9:00 AM	139	102	97	55	393
2	Palo Alto		Bryant Street	University Avenue	196	88	240	56	580	8:00-9:00 AM	124	57	157	40	378
3	Campbell		First Street	Campbell Avenue	96	24	30	78	228	8:00-9:00 AM	57	22	16	50	145
4	Gilroy		Monterey Street	5th Street	32	39	21	21	113	8:00-9:00 AM	22	29	11	8	70
5	Los Altos		2nd Street	Main Street	129	114	77	65	385	8:00-9:00 AM	76	65	47	44	232
6	Sunnyvale	Suburban Residential	Wolfe Road	Inverness Way	5	4	5	7	21	8:00-9:00 AM	3	2	4	6	15
7	San Jose		White Road	Mabury Road	1	6	6	10	23	7:15-8:15 AM	1	6	5	5	17
8	San Jose		Macabee Road	Crossgates Lane	1	13	3	17	34	8:00-9:00 AM	0	5	3	13	21
9	Cupertino		Blaney Avenue	Rodrigues Avenue	17	5	4	35	61	8:00-9:00 AM	12	4	3	31	50
10	Morgan Hill	Rural Residential	Hill Road	Main Street	1	0	0	0	1	7:00-8:00 AM	1	0	0	0	1
11	Los Altos Hills		Purisima Road	Concepcion Road	0	9	0	4	13	8:00-9:00 AM	0	5	0	3	8
12	Saratoga		Pierce Road	Comer Drive	0	0	0	0	0	7:00-8:00 AM	0	0	0	0	0
13	San Jose	Office Parks	N. First Street	Skyport Drive	6	26	19	33	84	8:00-9:00 AM	4	15	12	15	46
14	Santa Clara		Bowers Avenue	Scott Boulevard	32	7	5	5	49	8:00-9:00 AM	25	4	5	1	35
15	Sunnyvale		Mary Avenue	Maude Avenue	16	41	62	8	127	8:00-9:00 AM	10	32	49	6	97
16	Sunnyvale		Borregas Avenue	Java Drive	16	19	10	44	89	8:00-9:00 AM	13	8	4	26	51
17	San Jose	Commercial, Commercial-Industrial Corridors	Leland Avenue	San Carlos Street	36	71	31	17	155	7:30-8:30 AM	28	66	26	10	130
18	Sunnyvale		Halford Avenue	El Camino Real	32	15	14	21	82	7:45-8:45 AM	19	9	5	16	49
19	San Jose		7th Street	Phelan Avenue	7	15	3	2	27	7:15-8:15 AM	5	9	3	2	19
20	San Jose		Los Gatos Boulevard	Blossom Hill Road	18	14	15	21	68	7:30-8:30 AM	8	10	12	15	45



Appendix A.5 – 2018 Pedestrian Counts at Twenty Selected Intersections by Intersection Leg: Midday Peak

No.	Location	Land Use Typology	N/S Street	E/W Street	Midday Peak Period (11:00 AM-1:00 PM)					Midday Peak Hour					
					Intersection Leg				Total	Peak Hour	Intersection Leg				Total
					North	East	South	West			North	East	South	West	
1	San Jose	Downtown	3rd Street	Santa Clara Street	344	223	438	177	1182	12:00-1:00 PM	201	138	283	111	733
2	Palo Alto		Bryant Street	University Avenue	645	375	814	229	2063	12:00-1:00 PM	402	208	528	136	1274
3	Campbell		First Street	Campbell Avenue	271	98	179	110	658	11:45 AM-12:45 PM	161	50	109	64	384
4	Gilroy		Monterey Street	5th Street	64	95	34	78	271	11:30 AM-12:30 PM	42	57	22	53	174
5	Los Altos		2nd Street	Main Street	259	207	236	242	944	12:00-1:00 PM	139	123	132	141	535
6	Sunnyvale	Suburban Residential	Wolfe Road	Inverness Way	8	5	7	7	27	11:45 AM-12:45 PM	4	4	6	3	17
7	San Jose		White Road	Mabury Road	3	0	4	7	14	12:00-1:00 PM	2	0	3	4	9
8	San Jose		Macabee Road	Crossgates Lane	1	1	0	5	7	11:30 AM-12:30 PM	1	1	0	5	7
9	Cupertino		Blaney Avenue	Rodrigues Avenue	19	9	2	14	44	11:00 AM-12:00 PM	8	6	0	10	24
10	Morgan Hill	Rural Residential	Hill Road	Main Street	0	0	0	0	0	11:00 AM-12:00 PM	0	0	0	0	0
11	Los Altos Hills		Purisima Road	Concepcion Road	0	5	1	0	6	11:30 AM-12:30 PM	0	5	1	0	6
12	Saratoga		Pierce Road	Comer Drive	0	0	2	1	3	11:00 AM-12:00 PM	0	0	2	1	3
13	San Jose	Office Parks	N. First Street	Skyport Drive	25	55	71	23	174	12:00-1:00 PM	25	40	53	23	141
14	Santa Clara		Bowers Avenue	Scott Boulevard	150	71	43	31	295	12:00-1:00 PM	116	52	21	20	209
15	Sunnyvale		Mary Avenue	Maude Avenue	96	217	225	54	592	12:00-1:00 PM	56	140	152	43	391
16	Sunnyvale		Borregas Avenue	Java Drive	66	59	62	118	305	12:00-1:00 PM	49	42	44	90	225
17	San Jose	Commercial, Commercial-Industrial Corridors	Leland Avenue	San Carlos Street	81	96	59	36	272	11:45 AM-12:45 PM	45	87	40	27	199
18	Sunnyvale		Halford Avenue	El Camino Real	30	37	30	19	116	12:00-1:00 PM	19	30	15	5	69
19	San Jose		7th Street	Phelan Avenue	2	15	16	12	45	11:45 AM-12:45 PM	1	9	8	9	27
20	San Jose		Los Gatos Boulevard	Blossom Hill Road	20	15	20	32	87	12:00-1:00 PM	16	13	9	18	56



Appendix A.6 – 2018 Pedestrian Counts at Twenty Selected Intersections by Intersection Leg: PM Peak

No.	Location	Land Use Typology	N/S Street	E/W Street	PM Peak Period (4:00-6:00 PM)				Total	Peak Hour	PM Peak Hour				Total
					Intersection Leg						Intersection Leg				
					North	East	South	West			North	East	South	West	
1	San Jose	Downtown	3rd Street	Santa Clara Street	288	129	399	143	959	4:00-5:00 PM	142	66	214	63	485
2	Palo Alto		Bryant Street	University Avenue	497	357	819	174	1847	5:00-6:00 PM	295	232	459	95	1081
3	Campbell		First Street	Campbell Avenue	208	64	154	72	498	5:00-6:00 PM	96	41	95	30	262
4	Gilroy		Monterey Street	5th Street	44	48	18	44	154	4:15-5:15 PM	34	18	13	22	87
5	Los Altos		2nd Street	Main Street	151	162	145	141	599	4:00-5:00 PM	92	103	79	81	355
6	Sunnyvale	Suburban Residential	Wolfe Road	Inverness Way	2	6	13	3	24	4:15-5:15 PM	2	4	7	2	15
7	San Jose		White Road	Mabury Road	1	5	2	5	13	5:00-6:00 PM	1	2	1	3	7
8	San Jose		Macabee Road	Crossgates Lane	2	22	1	22	47	4:00-5:00 PM	2	18	1	20	41
9	Cupertino		Blaney Avenue	Rodriguez Avenue	18	5	5	10	38	4:00-5:00 PM	12	4	4	9	29
10	Morgan Hill	Rural Residential	Hill Road	Main Street	0	0	0	0	0	4:00-5:00 PM	0	0	0	0	0
11	Los Altos Hills		Purissima Road	Concepcion Road	0	4	0	1	5	4:00-5:00 PM	0	4	0	1	5
12	Saratoga		Pierce Road	Comer Drive	0	2	0	1	3	4:00-5:00 PM	0	2	0	1	3
13	San Jose	Office Parks	N. First Street	Skyport Drive	3	30	12	32	77	4:15-5:15 PM	2	16	7	28	53
14	Santa Clara		Bowers Avenue	Scott Boulevard	23	15	25	19	82	5:00-6:00 PM	10	9	20	10	49
15	Sunnyvale		Mary Avenue	Maude Avenue	31	35	54	22	142	4:00-5:00 PM	15	20	38	17	90
16	Sunnyvale		Borregas Avenue	Java Drive	29	42	21	25	117	4:15-5:15 PM	17	27	14	14	72
17	San Jose	Commercial, Commercial-Industrial Corridors	Leland Avenue	San Carlos Street	47	31	39	13	130	4:30-5:30 PM	26	19	25	8	78
18	Sunnyvale		Halford Avenue	El Camino Real	41	52	38	26	157	4:00-5:00 PM	24	28	21	18	91
19	San Jose		7th Street	Phelan Avenue	5	25	22	17	69	4:15-5:15 PM	4	18	17	12	51
20	San Jose		Los Gatos Boulevard	Blossom Hill Road	24	14	15	17	70	4:00-5:00 PM	17	8	9	12	46



APPENDIX I

Bicycle and Pedestrian Counts at 252 CMP Intersections

2018 CMP Intersections - Bicycle & Pedestrian Counts Summary

Number	INT ID	CMP System Roadway	Cross Street	Location	Jurisdiction	Bicycles										Pedestrians													
						2-Hour Peak Period (4:30-6:30 PM)					Total	1-Hour Peak Hour Only					Total	2-Hour Peak Period (4:30-6:30 PM)					Total	1-Hour Peak Hour Only					Total
						Intersection Approach						Intersection Approach						Intersection Leg						Intersection Leg					
						EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	East	West	North	South	Total				
1	101	S. Bascom Avenue	Campbell Av.	Campbell	Campbell	6	0	2	1	9	5	0	0	0	5	32	39	0	39	110	13	17	0	17	47				
2	102	Hamilton Avenue	Winchester Blvd.	Campbell	Campbell	2	2	1	2	7	2	1	1	1	5	31	54	15	49	149	18	27	6	19	70				
3	103	Creekside Way	Hamilton Av.	Campbell	State	2	1	0	0	3	1	0	0	0	1	13	2	14	34	63	5	0	8	14	27				
4	104	Hwy 17 (SB)/Salmar Ave	Hamilton Av.	Campbell	State	5	1	1	0	7	2	0	1	0	3	0	4	10	24	38	0	3	4	17	24				
5	105	Hamilton Avenue	Bascom Av.	Campbell	Campbell	2	4	4	0	10	2	2	3	0	7	44	26	23	33	126	20	15	12	19	66				
6	202	Hwy 280 NB Ramps	Wolfe Rd.	Cupertino	Cupertino	0	0	2	1	3	0	0	1	1	2	10	9	0	0	19	5	4	0	0	9				
7	203	Hwy 280 SB Ramps	Wolfe Rd.	Cupertino	Cupertino	0	0	5	9	14	0	0	2	6	8	5	6	0	0	11	3	3	0	0	6				
8	204	Stevens Creek Blvd.	Wolfe Rd./Miller Av.	Cupertino	Cupertino	5	22	0	8	35	5	11	0	2	18	38	32	77	73	220	13	23	47	46	129				
9	206	Sara-Sunny Rd/De Anza Blvd.	Prospect Rd.	Cupertino	Cupertino	4	1	1	1	7	4	0	0	1	5	8	3	5	4	20	7	1	4	1	13				
10	208	Hwy 85 SB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	0	0	0	2	2	0	0	0	1	1	9	5	0	0	14	3	5	0	0	8				
11	209	Hwy 85 NB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	0	0	0	3	3	0	0	0	2	2	2	4	0	0	6	2	3	0	0	5				
12	210	De Anza Blvd.	Bollinger Rd.	Cupertino	Cupertino	1	2	0	0	3	0	0	0	0	0	33	12	7	5	57	10	8	4	3	25				
13	211	De Anza Blvd.	Stevens Creek Blvd.	Cupertino	Cupertino	2	7	4	0	13	0	2	3	0	5	57	28	47	76	208	29	13	18	39	99				
14	212	Hwy 280 SB Ramps	De Anza Blvd.	Cupertino	Cupertino	0	0	9	26	35	0	0	6	13	19	16	30	0	9	55	10	14	0	5	29				
15	213	Hwy 280 NB Ramps	De Anza Blvd.	Cupertino	Cupertino	0	0	6	28	34	0	0	4	14	18	8	33	1	0	42	5	16	1	0	22				
16	214	De Anza Blvd.	Homestead Rd.	Cupertino	Cupertino	30	26	17	14	87	14	19	12	6	51	14	50	17	60	141	10	26	8	32	76				
17	217	Stevens Creek Blvd.	Stelling Rd.	Cupertino	Cupertino	4	3	3	5	15	2	1	1	3	7	52	68	40	129	289	28	31	17	74	150				
18	219	Stevens Creek Blvd.	Hwy 85 (NB Ramps)	Cupertino	Cupertino	4	2	0	0	6	2	0	0	0	2	0	0	4	18	22	0	0	0	6	6				
19	220	Stevens Creek Blvd.	Hwy 85 (SB Ramps)	Cupertino	Cupertino	3	6	0	0	9	3	2	0	0	5	0	1	8	5	14	0	0	3	3	6				
20	301	Monterey Hwy. (Rte. 152)	Leavesley Rd.	Gilroy	State	0	0	0	0	0	0	0	0	0	0	1	12	14	14	41	1	4	6	9	20				
21	601	Saratoga-Los Gatos Rd. (Hwy. 9)	University Av.	Los Gatos	State	0	0	0	0	0	0	0	0	0	0	18	0	15	13	46	8	0	3	11	22				
22	602	Saratoga-Los Gatos Rd. (Hwy. 9)	Santa Cruz Av.	Los Gatos	State	4	0	0	0	4	3	0	0	0	3	10	5	26	36	77	5	1	14	18	38				
23	603	Los Gatos Blvd.	Lark Av.	Los Gatos	Los Gatos	5	1	0	5	11	2	1	0	3	6	5	11	0	26	42	2	5	0	17	24				
24	701	Calaveras Blvd. (Rte. 237)	Abel St.	Milpitas	Milpitas	3	0	6	2	11	3	0	4	0	7	5	9	32	4	50	2	2	16	1	21				
25	702	Calaveras Blvd. (Rte. 237)	Milpitas Blvd.	Milpitas	Milpitas	1	1	0	1	3	1	1	0	1	3	8	7	12	4	31	3	2	7	1	13				
26	1001	El Camino Real (Rte. 82)	Castro St.	Mountain View	State	18	36	1	1	56	13	23	1	1	38	58	90	108	161	417	32	48	45	89	214				
27	1002	El Camino Real (Rte. 82)	El Monte Av.	Mountain View	State	8	0	0	13	21	6	0	0	9	15	41	84	0	42	167	16	39	0	24	79				
28	1003	El Camino Real (Rte. 82)	Hwy 237/Grant Rd.	Mountain View	State	0	1	4	0	5	0	1	3	0	4	20	45	48	23	136	15	29	21	17	82				
29	1004	El Camino Real (Rte. 82)	Miramonte Av./Shoreline Blvd.	Mountain View	State	9	27	1	3	40	4	15	0	2	21	33	35	42	45	155	16	19	23	25	83				
30	1005	El Camino Real (Rte. 82)	Rengstorff Av.	Mountain View	State	2	5	3	0	10	2	2	0	0	4	21	72	62	1	156	14	46	35	1	96				
31	1006	El Camino Real (Rte. 82)	San Antonio Rd.	Mountain View	State	3	10	1	2	16	3	7	1	2	13	105	65	81	124	375	51	35	43	57	186				
32	1100	El Camino Real (Rte. 82)	Alma St./Palo Alto Av.	Palo Alto	State	50	12	0	2	64	23	9	0	1	33	47	59	74	31	211	29	35	33	13	110				
33	1102	El Camino Real (Rte. 82)	Embarcadero Rd./Galvez	Palo Alto	State	13	1	2	0	16	6	1	2	0	9	48	104	205	82	439	23	64	125	47	259				
34	1104	El Camino Real (Rte. 82)	Page Mill Rd./Oregon Expwy.	Palo Alto	State	12	2	0	3	17	8	1	0	2	11	45	41	16	57	159	25	27	11	27	90				
35	1106	El Camino Real (Rte. 82)	Charleston Rd./Arastradero	Palo Alto	State	9	15	3	2	29	9	9	0	1	19	44	29	11	87	171	21	15	6	41	83				
36	1108	San Antonio Rd.	Charleston Rd.	Palo Alto	Palo Alto	2	5	18	3	28	1	2	10	3	16	22	23	36	31	112	14	9	19	13	55				
37	1110	San Antonio Rd.	Middlefield Rd.	Palo Alto	Palo Alto	3	15	43	21	82	2	5	26	14	47	13	44	14	21	92	7	25	4	9	45				
38	1112	El Camino Real (Rte. 82)	Palm Dr. (San Mateo Co.)	Palo Alto	Palo Alto	3	6	1	0	10	3	2	0	0	5	0	83	381	516	980	0	37	191	284	512				
39	1114	El Camino Real (Rte. 82)	University Av. (San Mateo Co.)	Palo Alto	Palo Alto	98	7	1	3	109	44	3	0	3	50	231	303	380	407	1,321	135	178	186	228	727				
40	1200	Bowers Avenue	Scott Blvd.	Santa Clara	Santa Clara	15	3	6	0	24	11	1	4	0	16	46	10	43	34	133	25	2	20	20	67				
41	1201	El Camino Real (Rte. 82)	Kiely Blvd./Bowers Av.	Santa Clara	State	0	2	2	1	5	0	0	0	0	0	40	26	25	46	137	17	10	9	23	59				
42	1202	El Camino Real (Rte. 82)	Lafayette St.	Santa Clara	Santa Clara	2	2	0	2	6	2	0	0	2	4	11	17	16	4	48	7	6	7	1	21				
43	1203	El Camino Real (Rte. 82)	Lincoln St.	Santa Clara	Santa Clara	1	0	0	1	2	0	0	0	1	1	4	14	20	13	51	2	6	6	3	17				
44	1204	El Camino Real (Rte. 82)	Monroe St.	Santa Clara	Santa Clara	0	1	6	21	28	0	1	4	13	18	14	9	28	9	60	4	4	12	4	24				
45	1205	El Camino Real (Rte. 82)	Scott Blvd.	Santa Clara	Santa Clara	2	0	1	2	5	1	0	1	0	2	35	51	34	39	159	23	22	8	21	74				
46	1206	Great America Parkway	Mission College Blvd.	Santa Clara	Santa Clara	2	1	1	0	4	1	1	1	0	3	17	16	33	3	69	11	6	15	2	34				
47	1207	Great America Parkway	Tasman Dr.	Santa Clara	Santa Clara	7	0	2	1	10	3	0	1	0	4	21	5	14	27	67	9	3	8	14	34				
48	1208	Hwy 101 (SB)	Bowers Av.	Santa Clara	State	1	1	0	0	2	0	1	0	0	1	2	0	5	0	7	1	0	1	0	2				
49	1209	Hwy 101 (NB)	Great America Pkwy	Santa Clara	State	2	0	0	0	2	1	0	0	0	1	0	0	0	11	11	0	0	0	10	10				
50	1210	Hwy 280 (SB)	Stevens Creek Blvd.	Santa Clara	State	8	0	0	0	8	5	0	0	0	5	0	13	7	37	57	0	5	1	13	19				
51	1211	Stevens Creek Blvd.	Lawrence Expwy. (E side)	Santa Clara	Santa Clara	3	4	1	0	8	1	3	0	0	4	7	0	7	46	60	3	0	3	19	25				
52	1212	Stevens Creek Blvd.	Lawrence Expwy. (SB ramp)	Santa Clara	Santa Clara	0	3	0	0	3	0	0	0	0	2	1	0	8	25	34	0	0	4	4	8				
53	1213	The Alameda (Rte 82)	El Camino Real (Rte 82)	Santa Clara	State	1	0	2	0	3	1	0	0	0	1	20	29	31	0	80	12	14	17	0	43				
54	1214	Lawrence Exp. SB Ramps	El Camino Real (Rte 82)	Santa Clara	State	0	6	0	0	6	0	1	0	0	1	0	13	40	10	63	0	2	17	1	20				
55	1301	Big Basin Way (Hwy 9)	Saratoga-Los Gatos Rd.	Saratoga	State	0	1	0	1	2	0	0	0	0	0	0	2	8	3	13	0	1	5	0	6				
56	1401	Saratoga-Sunnyvale Rd.	Fremont Av.	Sunnyvale	Sunnyvale	15	2	5	26	48	10	4	17	32	41	25	104	26	196	21	9	74	14	118					
57	1402	Saratoga-Sunnyvale Rd.	Remington Dr.	Sunnyvale	Sunnyvale	11	10	10	18	49	6	7	5	11	29	14	14	9	62	99	4	8	3	34	49				
58	1404	El Camino Real (Rte. 82)	Fair Oaks Av.	Sunnyvale	State	1	6	2	13	22	1	2	1	10	14	61	135	130	160	486	29	77	53	95	254				
59	1405	El Camino Real (Rte. 82)	Wolfe Rd.	Sunnyvale	State	6	4	1	5	16	3	3	1	3	10	65	31	31	25	152	32	21	19	12	84				
60	1406	El Camino Real (Rte. 82)	Mary Av.	Sunnyvale	State	12	28	2	1	43	7	20	1	0	28	35	31	27	21	114	17	17	12	11	57				
61	1407	El Camino Real (Rte. 82)	Mathilda Av.	Sunnyvale	State	3	1	2	6	12	3	1	1	4	9	24	45	23	42	134	11	21	11	26	69				
62	1412	Mathilda Avenue	Java Dr.	Sunnyvale	Sunnyvale	2	2	0	11	15	2	2	0	5	9	31	18	14	48	111	20	13	9	34	76				
63	1413	Mathilda Avenue	Maude Av.	Sunnyvale	Sunnyvale	1	5	12	74	92	1	6	33	41	53	67	110	70	300	32	29	61	36	158					
64	2001	Saratoga-Los Gatos Rd. (Hwy. 9)	Quito Rd.	SC County	State	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0				
65	3001	Hwy 85	Bascom (North)</																										

2018 CMP Intersections - Bicycle & Pedestrian Counts Summary

Number	INT ID	CMP System Roadway	Cross Street	Location	Jurisdiction	Bicycles										Pedestrians										
						2-Hour Peak Period (4:30-6:30 PM)					1-Hour Peak Hour Only					2-Hour Peak Period (4:30-6:30 PM)					1-Hour Peak Hour Only					
						Intersection Approach					Intersection Approach					Intersection Leg					Intersection Leg					
						EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	East	West	North	South	Total	
75	3011	Hwy 85	Santa Teresa (South)	San Jose	San Jose	0	0	0	2	2	0	0	0	1	1	19	53	0	0	72	10	24	0	0	34	
76	3013	Hwy 87	Julian (East)	San Jose	San Jose	4	1	0	0	5	1	0	0	0	1	9	0	7	39	55	2	0	1	18	21	
77	3014	Hwy 87	Julian (West)	San Jose	San Jose	3	2	0	0	5	0	0	0	0	0	1	19	11	31	62	1	15	4	14	34	
78	3015	Hwy 87	E. Santa Clara Street (NB Off)	San Jose	San Jose	37	18	1	0	56	14	11	1	0	26	0	2	124	142	268	0	2	77	82	161	
79	3016	Hwy 101	Santa Clara (East)	San Jose	State	7	2	0	0	9	4	2	0	0	6	2	2	52	49	105	1	1	23	20	45	
80	3017	Hwy 101 (SB)	Bernal Rd.	San Jose	State	0	1	0	0	1	0	1	0	0	1	0	0	4	0	4	0	0	1	0	1	
81	3018	Hwy 101	Blossom Hill Rd. (East)	San Jose	State	0	0	0	0	0	0	0	0	0	0	2	0	5	7	14	2	0	3	4	9	
82	3019	Hwy 101	Blossom Hill Rd. (West)	San Jose	State	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	0	0	3	0	3	
83	3020	Hwy 101 (SB)	Brokaw Rd. (West)	San Jose	San Jose	2	31	0	0	33	2	19	0	0	21	0	1	0	19	20	0	0	0	17	17	
84	3021	Hwy 101	Oakland Rd. (North)	San Jose	State	0	0	5	8	13	0	0	3	5	8	8	25	1	0	34	7	17	0	0	24	
85	3022	Hwy 101	Oakland Rd. (South)	San Jose	State	0	0	3	8	11	0	0	1	5	6	11	20	0	2	33	7	18	0	2	27	
86	3023	Hwy 101	Santa Clara (West)	San Jose	State	3	6	0	0	9	3	4	0	0	7	0	5	48	56	109	0	4	23	24	51	
87	3024	Hwy 101	Yerba Buena (East)	San Jose	State	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	
88	3025	Hwy 101	Yerba Buena (West)	San Jose	State	1	1	0	1	3	0	0	0	1	1	0	0	3	0	3	0	0	2	0	2	
89	3026	Hwy 237	First St. (North)	San Jose	State	0	0	2	5	7	0	0	2	1	3	1	7	7	0	15	0	6	5	0	11	
90	3027	Hwy 237	First St. (South)	San Jose	State	0	0	3	24	27	0	0	1	16	17	5	27	3	12	47	2	13	1	2	18	
91	3028	Hwy 237	Great America Pkwy (N.)	San Jose	State	0	0	1	0	1	0	0	0	0	0	3	10	104	0	117	0	8	46	0	54	
92	3029	Hwy 237	Great America Pkwy (South)	San Jose	State	0	0	1	0	1	0	0	0	0	0	2	12	0	2	16	0	9	0	2	11	
93	3030	Hwy 237	Zanker Rd. (North)	San Jose	State	0	0	7	9	16	0	0	3	4	7	0	5	0	0	5	0	1	0	0	1	
94	3031	Hwy 237	Zanker Rd. (South)	San Jose	State	0	0	6	9	15	0	0	3	4	7	0	7	0	0	7	0	2	0	0	2	
95	3032	Hwy 280	Bird Av. North	San Jose	San Jose	0	0	5	22	27	0	0	2	18	20	15	16	0	0	31	6	12	0	0	18	
96	3033	Hwy 280	Bird Av. South	San Jose	San Jose	3	0	6	21	30	0	0	4	11	15	17	13	0	1	31	7	7	0	0	14	
97	3034	Hwy 280	11th St. North	San Jose	San Jose	0	0	4	1	5	0	0	3	1	4	18	12	12	0	42	9	10	6	0	25	
98	3035	Hwy 280	11th St. South	San Jose	San Jose	0	0	4	0	4	0	0	3	0	3	18	7	2	3	30	9	6	0	1	16	
99	3036	Hwy 280 (EB Off Ramps)	McLaughlin Av.	San Jose	San Jose	0	0	2	2	4	0	0	2	1	3	25	35	0	0	60	17	23	0	0	40	
100	3037	Hwy 280	Moorpark Av.	San Jose	San Jose	4	6	0	0	10	2	2	0	0	4	0	0	0	21	21	0	0	0	14	14	
101	3038	Hwy 280	Saratoga Av. North	San Jose	San Jose	0	0	1	12	13	0	0	0	9	9	3	42	26	1	72	2	31	15	1	49	
102	3039	Hwy 280	Saratoga Av. South	San Jose	San Jose	0	0	0	4	4	0	0	0	3	3	0	33	0	0	33	0	25	0	0	25	
103	3040	Hwy 280	10th St. North	San Jose	San Jose	0	0	0	12	12	0	0	0	3	3	15	11	16	0	42	13	7	13	0	33	
104	3041	Hwy 280	10th St. South	San Jose	San Jose	0	0	0	12	12	0	0	0	4	4	17	12	0	1	30	14	2	0	0	16	
105	3042	Hwy 680	Alum Rock (East)	San Jose	State	0	4	0	0	4	0	2	0	0	2	1	0	18	41	60	1	0	11	22	34	
106	3043	Hwy 680	Alum Rock (West)	San Jose	State	1	2	0	0	3	1	1	0	0	2	0	5	17	37	59	0	3	12	23	38	
107	3044	Hwy 680	King Rd. N	San Jose	San Jose	0	0	5	8	13	0	0	2	6	8	50	27	4	0	81	33	10	4	0	47	
108	3045	Hwy 680	King Rd. S	San Jose	San Jose	0	0	5	6	11	0	0	3	1	4	57	23	0	0	80	26	9	0	0	35	
109	3046	Hwy 880	The Alameda N	San Jose	San Jose	7	5	0	0	12	3	2	0	0	5	0	0	14	3	17	0	0	6	2	8	
110	3047	Hwy 880	The Alameda S	San Jose	San Jose	7	3	0	0	10	3	2	0	0	5	0	1	6	10	17	0	0	4	5	9	
111	3048	Hwy 880	Bascom Av. N	San Jose	San Jose	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	
112	3049	Hwy 880	Bascom Av. S	San Jose	San Jose	0	0	0	0	0	0	0	0	0	0	1	2	0	1	4	0	2	0	1	3	
113	3050	Hwy 880	Brokaw Rd. E	San Jose	San Jose	16	7	0	0	23	7	3	0	0	10	0	0	9	13	22	0	0	7	9	16	
114	3051	Hwy 880	Brokaw Rd. W	San Jose	San Jose	9	7	0	5	21	3	3	0	4	10	0	3	9	19	31	0	2	6	15	23	
115	3052	Hwy 880	Coleman Av. N	San Jose	San Jose	0	0	3	2	5	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0
116	3053	Hwy 880	Coleman Av. S	San Jose	San Jose	3	0	3	3	9	2	0	2	1	5	0	10	0	0	10	0	6	0	0	6	
117	3054	Hwy 880	N. First St. N	San Jose	San Jose	0	0	2	1	3	0	0	1	1	2	32	16	2	0	50	14	10	0	0	24	
118	3055	Hwy 880	N. First St. S	San Jose	San Jose	0	1	3	1	5	0	0	3	1	4	21	10	0	30	61	6	8	0	10	24	
119	3056	Hwy 880 (SB)	Stevens Creek Blvd. (West)	San Jose	San Jose	2	0	0	0	2	0	0	0	0	0	0	0	11	15	26	0	0	4	9	13	
120	3057	The Alameda (Rte 82)	Hedding St.	San Jose	San Jose	8	11	3	3	25	2	8	3	2	15	14	9	3	8	34	8	5	1	6	20	
121	3058	The Alameda (Rte 82)	Naglee Av.	San Jose	San Jose	5	1	2	5	13	2	1	2	2	7	25	49	33	7	114	10	25	15	2	52	
122	3059	The Alameda (Rte 82)	Race St.	San Jose	San Jose	0	8	3	3	14	0	4	2	2	8	36	61	26	37	160	18	27	13	14	72	
123	3060	Monterey Hwy/First St. (SR 82)	Alma Av.	San Jose	San Jose	0	0	2	10	12	0	0	1	1	2	57	55	66	58	236	31	38	42	29	140	
124	3061	E. San Carlos St. (Rte 82)	Almaden Blvd.	San Jose	San Jose	6	2	1	9	18	2	1	1	4	8	108	70	74	149	401	53	34	42	73	202	
125	3062	Alum Rock Avenue (Rte. 130)	Capitol Av.	San Jose	State	2	0	2	1	5	0	0	2	0	2	30	26	24	59	139	24	18	17	27	86	
126	3063	Alum Rock Avenue (Rte. 130)	Jackson Av.	San Jose	State	1	1	1	8	11	1	1	1	5	8	103	59	47	66	275	58	29	28	31	146	
127	3064	Alum Rock Avenue (Rte. 130)	King Rd.	San Jose	State	0	1	1	3	5	0	0	1	2	3	48	61	64	53	226	26	36	41	27	130	
128	3065	Alum Rock Avenue (Rte. 130)	White Rd.	San Jose	State	3	0	1	3	7	1	0	1	2	4	37	54	62	67	220	25	29	36	42	132	
129	3066	Autumn Street	Santa Clara St.	San Jose	San Jose	25	14	5	23	67	7	9	1	19	36	33	45	92	97	267	19	29	51	49	148	
130	3067	S. Bascom Avenue	Camden Av.	San Jose	San Jose	0	1	0	0	1	0	1	0	0	1	5	0	0	1	4	0	3	0	0	3	
131	3068	S. Bascom Avenue	Curtner Av.	San Jose	San Jose	0	1	1	0	2	0	0	1	0	1	3	8	7	10	28	2	3	2	4	11	
132	3069	S. Bascom Avenue	Samaritan Dr.	San Jose	San Jose	1	1	1	2	5	1	1	1	1	4	10	10	23	1	44	6	6	18	0	30	
133	3070	S. Bascom Avenue	Stokes St.	San Jose	San Jose	2	0	4	8	14	1	0	3	6	10	11	15	3	19	48	4	10	2	6	22	
134	3071	S. Bascom Avenue	Union Av.	San Jose	San Jose	5	0	2	4	11	3	0	2	3	8	16	10	21	10	57	7	5	9	3	24	
135	3072	Monterey Hwy. E	Bernal Rd.	San Jose	San Jose	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	
136	3073	Monterey Hwy. N	Bernal Rd.	San Jose	San Jose	0	0	1	0	1	0	0	1	0	1	20	0	2	0	22	11	0	1	0	12	
137	3074	Monterey Hwy. S	Bernal Rd.	San Jose	San Jose	0	0	3	0	3	0	0	3	0	3	4	0	0	1	5	3	0	0	0	3	
138	3075	Santa Teresa Blvd.	Bernal Rd.	San Jose	San Jose	2	2	4	0	8	2	2	4	0	8	6	5	7	12	30	4	3	5	8	20	
139	3076	Berryessa Rd.	Lundy Av.	San Jose	San Jose	5	3	1	4	13	3	3	0	0	6	14	14	9	12	49	6	8	5	10	29	
140	3077	Bird Avenue (Rte 82)	W. San Carlos St. (Rte 82)	San Jose	San Jose	0	2	7	9	18	0	1	3	1	5	28	27</									

2018 CMP Intersections - Bicycle & Pedestrian Counts Summary

Number	INT ID	CMP System Roadway	Cross Street	Location	Jurisdiction	Bicycles										Pedestrians										
						2-Hour Peak Period (4:30-6:30 PM)					1-Hour Peak Hour Only					2-Hour Peak Period (4:30-6:30 PM)					1-Hour Peak Hour Only					
						Intersection Approach					Intersection Approach					Intersection Leg					Intersection Leg					
						EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	East	West	North	South	Total	
149	3086	Hillsdale Av.	Camden Av.	San Jose	San Jose	2	0	0	0	2	1	0	0	0	1	2	0	6	0	8	0	0	2	0	2	
150	3087	Camden Avenue	Leigh Av.	San Jose	San Jose	5	0	4	2	11	2	0	0	1	1	4	5	7	8	4	24	2	4	3	2	11
151	3088	Camden Avenue	Union Av.	San Jose	San Jose	0	0	4	4	8	0	0	0	1	2	3	9	15	7	10	41	3	6	4	3	16
152	3089	Hamilton Avenue	Campbell Av.	San Jose	San Jose	6	1	3	0	10	2	0	0	2	0	4	36	0	3	2	41	16	0	1	1	18
153	3090	Campbell Avenue	Saratoga Av.	San Jose	San Jose	7	2	1	1	11	3	1	1	1	6	30	20	55	20	125	19	10	23	10	62	
154	3091	Monterey Hwy. (Rte. 82)	Capitol Expwy. N	San Jose	San Jose	0	0	6	0	6	0	0	4	0	4	35	8	14	0	57	20	6	9	0	35	
155	3092	Monterey Hwy. (Rte. 82)	Capitol Expwy. S	San Jose	San Jose	0	0	2	0	2	0	0	2	0	2	28	5	1	2	36	16	4	1	1	22	
156	3093	Santa Teresa Blvd.	Coleman Rd.	San Jose	San Jose	2	0	1	4	7	0	0	1	3	4	3	3	0	0	6	3	2	0	0	5	
157	3094	Santa Teresa Blvd.	Cottle Rd.	San Jose	San Jose	0	1	1	4	6	0	0	1	4	5	14	13	10	15	52	10	7	3	7	27	
158	3095	Monterey Hwy. (Rte. 82)	Curtner Av./Tully Rd.	San Jose	San Jose	5	1	0	1	7	4	1	0	0	5	40	20	72	19	151	28	10	48	10	96	
159	3096	Trimble Rd.	De la Cruz Blvd./Seaboard Av.	San Jose	San Jose	2	4	1	2	9	0	2	0	2	4	0	8	5	7	20	0	6	3	3	12	
160	3097	S. First Street (Rte 82)	Keyes St./Goodyear St.	San Jose	San Jose	3	13	1	3	20	2	7	1	0	10	10	99	34	80	223	6	47	15	49	117	
161	3098	Trimble Rd.	First St.	San Jose	San Jose	2	9	4	1	16	2	3	3	0	8	21	30	24	18	93	15	16	15	12	58	
162	3099	S. First Street (Rte 82)	Willow St.	San Jose	San Jose	2	0	3	5	10	0	0	3	3	6	46	25	3	19	93	25	16	1	13	55	
163	3102	Hillsdale Av.	Meridian Av.	San Jose	San Jose	1	0	2	2	5	0	0	0	1	1	5	12	2	3	22	2	5	0	0	7	
164	3103	Saratoga Avenue	Kiely Blvd.	San Jose	San Jose	1	0	0	3	4	1	0	0	3	4	10	21	9	42	82	6	12	7	13	38	
165	3104	Stevens Creek Blvd.	Kiely Blvd.	San Jose	San Jose	7	0	2	2	11	5	0	2	0	7	22	36	35	40	133	7	15	10	21	53	
166	3105	Tully Rd.	King Rd.	San Jose	San Jose	7	1	3	4	15	4	0	3	2	9	43	28	70	19	160	28	19	41	9	97	
167	3106	Murphy Avenue	Lundy Av.	San Jose	San Jose	4	3	0	2	9	2	1	0	0	3	16	26	35	20	97	12	18	21	9	60	
168	3107	E. San Carlos St. (Rte 82)	Market St.	San Jose	San Jose	7	5	3	7	22	5	2	0	1	8	352	382	484	405	1,623	237	211	301	306	1,055	
169	3108	Tully Rd.	McLaughlin Av.	San Jose	San Jose	0	0	0	1	1	0	0	0	1	1	23	29	24	18	94	11	19	12	11	53	
170	3109	Monterey Hwy. (Rte. 82)	Senter Rd.	San Jose	San Jose	0	0	1	0	1	0	0	1	0	1	69	72	72	2	215	43	42	41	2	128	
171	3110	Monterey Hwy. (Rte. 82)	Skyway Dr.	San Jose	San Jose	1	0	2	0	3	1	0	1	0	2	11	0	1	6	18	7	0	1	3	11	
172	3111	Monterey Hwy. (Rte. 82)	Old Tully Rd.	San Jose	San Jose	0	1	2	1	4	0	0	0	0	0	14	3	1	0	18	11	1	0	0	12	
173	3112	Santa Clara Street (Rte 82)	Montgomery St.	San Jose	San Jose	27	42	0	0	69	14	31	0	0	45	13	18	91	83	205	6	7	45	57	115	
174	3113	Saratoga Avenue	Moorpark Av.	San Jose	San Jose	5	1	1	4	11	2	1	1	2	6	8	25	10	12	55	3	15	3	6	27	
175	3114	Tully Rd.	Quimby Rd.	San Jose	San Jose	2	4	2	1	9	2	4	2	1	9	29	7	26	5	67	15	5	19	4	43	
176	3115	Santa Teresa Blvd.	Snell Avenue	San Jose	San Jose	1	1	0	0	2	0	1	0	0	1	8	21	6	11	46	6	15	2	7	30	
177	3116	Stevens Creek Blvd.	Saratoga Av.	San Jose	San Jose	7	0	4	2	13	5	0	2	2	9	13	38	15	21	87	1	19	9	4	33	
178	3117	Tully Rd.	Senter Rd.	San Jose	San Jose	1	1	1	1	4	0	1	1	1	3	18	24	29	31	102	11	10	20	18	59	
179	3118	Stevens Creek Blvd.	Winchester Blvd.	San Jose	San Jose	2	0	2	0	4	2	0	1	0	3	85	37	42	63	227	51	25	22	37	135	
180	3119	Trimble Rd.	Zanker Rd.	San Jose	San Jose	2	4	0	1	7	2	1	0	1	4	4	2	9	9	24	2	1	6	7	16	
181	3120	Capitol Exp.	Pearl Av.	San Jose	San Jose	1	1	0	0	2	0	1	0	0	1	6	8	5	6	25	2	5	3	3	13	
182	5009	S. Bascom Avenue	Fruitdale Av.	San Jose	SC County	4	1	4	1	10	2	0	1	0	3	58	8	62	2	130	43	3	33	2	81	
183	5012	S. Bascom Avenue	Moorpark Av.	San Jose	SC County	1	0	1	4	6	0	0	1	2	3	12	16	0	35	63	6	7	0	16	29	
184	5108	Page Mill/Oregon Exp.	Middlefield Rd.	Palo Alto	SC County	0	0	3	4	7	0	0	1	1	2	36	28	39	4	107	19	13	20	3	55	
185	5120	Page Mill/Oregon Exp.	Hanover St.	Palo Alto	SC County	9	8	53	63	133	4	5	24	43	76	75	23	26	21	145	48	11	14	10	83	
186	5205	Page Mill/Oregon Exp.	Foothill Expwy.	Palo Alto	SC County	11	7	57	50	125	7	4	36	23	70	6	18	4	3	31	5	15	0	3	23	
187	5207	Foothill Exp.	Arastradero Rd.	Palo Alto	SC County	56	36	31	52	175	16	21	16	33	86	5	9	37	16	67	3	2	13	5	23	
188	5213	Foothill Exp.	Main St./Burke Rd.	Los Altos	SC County	4	3	31	59	97	2	0	17	36	55	3	6	35	44	88	0	5	22	28	55	
189	5214	Foothill Exp.	San Antonio Rd.	Los Altos	SC County	0	4	40	76	120	0	2	22	35	59	0	0	0	0	0	0	0	0	0	0	
190	5215	Foothill Exp.	El Monte Av.	Los Altos	SC County	10	16	32	52	110	7	9	17	29	62	2	0	12	7	21	1	0	7	2	10	
191	5220	Foothill Exp.	Magdalena Av./Springer Rd.	Los Altos	SC County	6	6	26	61	99	3	4	15	29	51	2	4	8	7	21	2	0	2	5	9	
192	5223	Foothill Exp.	Grant Rd./St. Joseph Av.	Los Altos	SC County	6	8	24	45	83	4	3	15	22	44	4	0	23	0	27	2	0	12	0	14	
193	5225	Foothill Exp.	Homestead Rd.	Los Altos	SC County	1	6	2	6	15	1	3	1	2	7	0	2	0	9	11	0	1	0	6	7	
194	5305	Central Exp.	Rengstorff Av.	Mountain View	SC County	18	19	19	27	83	7	10	14	15	46	33	2	66	60	161	18	0	36	24	78	
195	5308	Central Exp.	Castro St./Moffett Blvd.	Mountain View	SC County	43	46	14	17	120	30	21	10	10	71	89	122	196	377	784	55	66	130	223	474	
196	5310	Central Exp.	Shoreline Blvd. East	Mountain View	SC County	0	1	29	19	49	0	0	17	11	28	9	13	0	0	22	5	5	0	0	10	
197	5311	Central Exp.	Shoreline Blvd. West	Mountain View	SC County	0	2	26	26	54	0	0	16	18	34	8	0	0	0	8	8	0	0	0	8	
198	5313	Central Exp.	Whisman Station Dr.	Mountain View	SC County	4	9	0	2	15	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0	
199	5315	Central Exp.	Hwy 237 (Ferguson Dr.)	Mountain View	SC County	8	11	0	0	19	4	5	0	0	9	0	0	0	0	0	0	0	0	0	0	
200	5320	Central Exp.	Mary Av.	Sunnyvale	SC County	4	13	4	31	52	2	6	2	16	26	34	27	31	3	95	20	15	18	1	54	
201	5325	Central Exp.	Corvin Dr./Oakmead Pkwy	Santa Clara	SC County	0	12	1	7	20	0	8	1	6	15	1	3	2	2	8	0	2	1	0	3	
202	5329	Central Exp.	Bowers Av.	Santa Clara	SC County	12	5	3	2	22	6	2	2	0	10	4	2	2	0	8	1	0	0	0	1	
203	5332	Central Exp.	Scott Blvd.	Santa Clara	SC County	8	3	4	6	21	5	0	2	4	11	8	6	0	10	24	1	5	0	8	14	
204	5334	Central Exp.	Lafayette St.	Santa Clara	SC County	6	5	0	2	13	4	2	0	2	8	4	2	6	5	17	2	1	3	2	8	
205	5335	Central Exp.	De la Cruz Blvd.	Santa Clara	SC County	0	0	2	2	4	0	0	0	2	2	20	3	0	8	31	7	0	0	5	12	
206	5405	San Tomas Exp.	Stevens Creek Blvd.	Santa Clara/San Jose	SC County	0	0	2	30	32	0	0	1	17	18	10	17	22	25	74	7	8	14	13	42	
207	5406	San Tomas Exp.	Moorpark Av.	San Jose	SC County	6	3	0	14	23	2	2	0	9	13	0	2	1	7	10	0	0	1	3	4	
208	5408	San Tomas Exp.	Scott Blvd.	Santa Clara	SC County	8	11	1	0	20	3	5	1	0	9	1	0	0	7	15	0	0	2	1	3	
209	5414	San Tomas Exp.	Monroe St.	Santa Clara	SC County	68	3	0	3	74	45	2	0	2	49	3	0	9	10	22	1	0	6	6	13	
210	5416	San Tomas Exp.	El Camino Real (Rte 82)	Santa Clara	SC County	2	1	0	2	5	1	0	0	1	2	8	8	22	12	35	77	3	8	8	14	33
211	5419	San Tomas Exp.	Homestead Rd.	Santa Clara	SC County	19	5	2	13	39	13	4	1	8	26	1	14	16	15	46	1	10	7	5	23	
212	5422	San Tomas Exp.	Saratoga Av.	Santa Clara	SC County	0	5	0	17	22	0	3	0	7	10	3	2	6	19	30	1	1	2	7	11	
213	5429	San Tomas Exp.	Hamilton Av.	Campbell	SC County	0	2	0	15	17	0	1	0	8	9	4	7	19	9	39	2	7	11	4	24	
214	5430	San Tomas Exp.	Campbell Av.	Campbell	SC County	12	3																			

2-Hour Peak Period (4:30-6:30 PM) - Bicycle & Pedestrian Counts at 252 CMP Intersections: 2016 vs. 2018

Number	INT ID	CMP System Roadway	Cross Street	Location	Jurisdiction	Bicycles				Pedestrians			
						2016	2018	Diff.	% Diff.	2016	2018	Diff.	% Diff.
1	101	S. Bascom Avenue	Campbell Av.	Campbell	Campbell	18	9	-9	-50%	84	110	26	31%
2	102	Hamilton Avenue	Winchester Blvd.	Campbell	Campbell	8	7	-1	-13%	63	149	86	137%
3	103	Creekside Way	Hamilton Av.	Campbell	State	9	3	-6	-67%	36	63	27	75%
4	104	Hwy 17 (SB)/Salmar Ave	Hamilton Av.	Campbell	State	12	7	-5	-42%	44	38	-6	-14%
5	105	Hamilton Avenue	Bascom Av.	Campbell	Campbell	7	10	3	43%	126	126	0	0%
6	202	Hwy 280 NB Ramps	Wolfe Rd.	Cupertino	Cupertino	21	3	-18	-86%	18	19	1	6%
7	203	Hwy 280 SB Ramps	Wolfe Rd.	Cupertino	Cupertino	21	14	-7	-33%	18	11	-7	-39%
8	204	Stevens Creek Blvd.	Wolfe Rd./Miller Av.	Cupertino	Cupertino	42	35	-7	-17%	102	220	118	116%
9	206	Sara-Sunny Rd/De Anza Blvd.	Prospect Rd.	Cupertino	Cupertino	66	7	-59	-89%	47	20	-27	-57%
10	208	Hwy 85 SB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	21	2	-19	-90%	11	14	3	27%
11	209	Hwy 85 NB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	20	3	-17	-85%	17	6	-11	-65%
12	210	De Anza Blvd.	Bollinger Rd.	Cupertino	Cupertino	55	3	-52	-95%	85	57	-28	-33%
13	211	De Anza Blvd.	Stevens Creek Blvd.	Cupertino	Cupertino	25	13	-12	-48%	354	208	-146	-41%
14	212	Hwy 280 SB Ramps	De Anza Blvd.	Cupertino	Cupertino	47	35	-12	-26%	123	55	-68	-55%
15	213	Hwy 280 NB Ramps	De Anza Blvd.	Cupertino	Cupertino	44	34	-10	-23%	45	42	-3	-7%
16	214	De Anza Blvd.	Homestead Rd.	Cupertino	Cupertino	99	87	-12	-12%	2	141	139	6950%
17	217	Stevens Creek Blvd.	Stelling Rd.	Cupertino	Cupertino	80	15	-65	-81%	1	289	288	28800%
18	219	Stevens Creek Blvd.	Hwy 85 (NB Ramps)	Cupertino	Cupertino	15	6	-9	-60%	12	22	10	83%
19	220	Stevens Creek Blvd.	Hwy 85 (SB Ramps)	Cupertino	Cupertino	17	9	-8	-47%	41	14	-27	-66%
20	301	Monterey Hwy. (Rte. 152)	Leavesley Rd.	Gilroy	State	17	0	-17	-100%	124	41	-83	-67%
21	601	Saratoga-Los Gatos Rd. (Hwy. 9)	University Av.	Los Gatos	State	9	0	-9	-100%	50	46	-4	-8%
22	602	Saratoga-Los Gatos Rd. (Hwy. 9)	Santa Cruz Av.	Los Gatos	State	8	4	-4	-50%	124	77	-47	-38%
23	603	Los Gatos Blvd.	Lark Av.	Los Gatos	Los Gatos	4	11	7	175%	49	42	-7	-14%
24	701	Calaveras Blvd. (Rte. 237)	Abel St.	Milpitas	Milpitas	14	11	-3	-21%	38	50	12	32%
25	702	Calaveras Blvd. (Rte. 237)	Milpitas Blvd.	Milpitas	Milpitas	23	3	-20	-87%	33	31	-2	-6%
26	1001	El Camino Real (Rte. 82)	Castro St.	Mountain View	State	60	56	-4	-7%	223	417	194	87%
27	1002	El Camino Real (Rte. 82)	El Monte Av.	Mountain View	State	21	21	0	0%	79	167	88	111%
28	1003	El Camino Real (Rte. 82)	Hwy 237/Grant Rd.	Mountain View	State	3	5	2	67%	71	136	65	92%
29	1004	El Camino Real (Rte. 82)	Miramonte Av./Shoreline Blvd.	Mountain View	State	69	40	-29	-42%	113	155	42	37%
30	1005	El Camino Real (Rte. 82)	Rengstorff Av.	Mountain View	State	20	10	-10	-50%	148	156	8	5%
31	1006	El Camino Real (Rte. 82)	San Antonio Rd.	Mountain View	State	59	16	-43	-73%	215	375	160	74%
32	1100	El Camino Real (Rte. 82)	Alma St./Palo Alto Av.	Palo Alto	State	119	64	-55	-46%	117	211	94	80%
33	1102	El Camino Real (Rte. 82)	Embarcadero Rd./Galvez	Palo Alto	State	189	16	-173	-92%	188	439	251	134%
34	1104	El Camino Real (Rte. 82)	Page Mill Rd./Oregon Expwy.	Palo Alto	State	52	17	-35	-67%	159	159	0	0%
35	1106	El Camino Real (Rte. 82)	Charleston Rd./Arastradero	Palo Alto	State	21	29	8	38%	0	171	171	#DIV/0!
36	1108	San Antonio Rd.	Charleston Rd.	Palo Alto	Palo Alto	28	28	0	0%	47	112	65	138%
37	1110	San Antonio Rd.	Middlefield Rd.	Palo Alto	Palo Alto	69	82	13	19%	57	92	35	61%
38	1112	El Camino Real (Rte. 82)	Palm Dr. (San Mateo Co.)	Palo Alto	Palo Alto	448	10	-438	-98%	423	980	557	132%
39	1114	El Camino Real (Rte. 82)	University Av. (San Mateo Co.)	Palo Alto	Palo Alto	327	109	-218	-67%	223	1,321	1,098	492%
40	1200	Bowers Avenue	Scott Blvd.	Santa Clara	Santa Clara	51	24	-27	-53%	60	133	73	122%
41	1201	El Camino Real (Rte. 82)	Kiely Blvd./Bowers Av.	Santa Clara	State	26	5	-21	-81%	158	137	-21	-13%
42	1202	El Camino Real (Rte. 82)	Lafayette St.	Santa Clara	Santa Clara	8	6	-2	-25%	40	48	8	20%
43	1203	El Camino Real (Rte. 82)	Lincoln St.	Santa Clara	Santa Clara	16	2	-14	-88%	0	51	51	#DIV/0!
44	1204	El Camino Real (Rte. 82)	Monroe St.	Santa Clara	Santa Clara	20	28	8	40%	79	60	-19	-24%
45	1205	El Camino Real (Rte. 82)	Scott Blvd.	Santa Clara	Santa Clara	20	5	-15	-75%	224	159	-65	-29%
46	1206	Great America Parkway	Mission College Blvd.	Santa Clara	Santa Clara	7	4	-3	-43%	31	69	38	123%
47	1207	Great America Parkway	Tasman Dr.	Santa Clara	Santa Clara	33	10	-23	-70%	60	67	7	12%
48	1208	Hwy 101 (SB)	Bowers Av.	Santa Clara	State	10	2	-8	-80%	4	7	3	75%
49	1209	Hwy 101 (NB)	Great America Pkwy	Santa Clara	State	4	2	-2	-50%	7	11	4	57%
50	1210	Hwy 280 (SB)	Stevens Creek Blvd.	Santa Clara	State	26	8	-18	-69%	35	57	22	63%
51	1211	Stevens Creek Blvd.	Lawrence Expwy. (E side)	Santa Clara	Santa Clara	N/A	8	-	-	N/A	60	-	-
52	1212	Stevens Creek Blvd.	Lawrence Expwy. (SB ramp)	Santa Clara	Santa Clara	11	3	-8	-73%	5	34	29	580%
53	1213	The Alameda (Rte 82)	El Camino Real (Rte 82)	Santa Clara	State	17	3	-14	-82%	97	80	-17	-18%
54	1214	Lawrence Exp. SB Ramps	El Camino Real (Rte 82)	Santa Clara	State	31	6	-25	-81%	186	63	-123	-66%
55	1301	Big Basin Way (Hwy 9)	Saratoga-Los Gatos Rd.	Saratoga	State	15	2	-13	-87%	32	13	-19	-59%
56	1401	Saratoga-Sunnyvale Rd.	Fremont Av.	Sunnyvale	Sunnyvale	48	48	0	0%	163	196	33	20%
57	1402	Saratoga-Sunnyvale Rd.	Remington Dr.	Sunnyvale	Sunnyvale	74	49	-25	-34%	75	99	24	32%
58	1404	El Camino Real (Rte. 82)	Fair Oaks Av.	Sunnyvale	State	38	22	-16	-42%	315	486	171	54%
59	1405	El Camino Real (Rte. 82)	Wolfe Rd.	Sunnyvale	State	31	16	-15	-48%	120	152	32	27%
60	1406	El Camino Real (Rte. 82)	Mary Av.	Sunnyvale	State	30	43	13	43%	77	114	37	48%
61	1407	El Camino Real (Rte. 82)	Mathilda Av.	Sunnyvale	State	16	12	-4	-25%	73	134	61	84%
62	1412	Mathilda Avenue	Java Dr.	Sunnyvale	Sunnyvale	28	15	-13	-46%	77	111	34	44%
63	1413	Mathilda Avenue	Maude Av.	Sunnyvale	Sunnyvale	N/A	92	-	-	N/A	300	-	-
64	2001	Saratoga-Los Gatos Rd. (Hwy. 9)	Quito Rd.	SC County	State	9	2	-7	-78%	0	0	0	#DIV/0!
65	3001	Hwy 85	Bascom (North)	San Jose	San Jose	3	7	4	133%	1	13	12	1200%
66	3002	Hwy 85	Bascom (South)	San Jose	San Jose	5	6	1	20%	0	13	13	#DIV/0!
67	3003	Hwy 85	Bernal Rd. (Signal)	San Jose	San Jose	5	1	-4	-80%	3	4	1	33%
68	3004	Hwy 85	Blossom Hill Rd. (North)	San Jose	San Jose	2	4	2	100%	15	13	-2	-13%
69	3005	Hwy 85	Blossom Hill Rd. (South)	San Jose	San Jose	7	5	-2	-29%	17	16	-1	-6%
70	3006	Hwy 85	Camden (North)	San Jose	San Jose	2	4	2	100%	26	19	-7	-27%
71	3007	Hwy 85	Camden (South)	San Jose	San Jose	0	0	0	#DIV/0!	8	13	5	63%
72	3008	Hwy 85	Cottle (North)	San Jose	San Jose	5	6	1	20%	63	67	4	6%
73	3009	Hwy 85	Cottle (South)	San Jose	San Jose	10	4	-6	-60%	77	254	177	230%
74	3010	Hwy 85	Santa Teresa (North)	San Jose	San Jose	11	3	-8	-73%	31	32	1	3%
75	3011	Hwy 85	Santa Teresa (South)	San Jose	San Jose	10	2	-8	-80%	82	72	-10	-12%
76	3013	Hwy 87	Julian (East)	San Jose	San Jose	7	5	-2	-29%	24	55	31	129%
77	3014	Hwy 87	Julian (West)	San Jose	San Jose	10	5	-5	-50%	38	62	24	63%
78	3015	Hwy 87	E. Santa Clara Street (NB Off)	San Jose	San Jose	48	56	8	17%	472	268	-204	-43%
79	3016	Hwy 101	Santa Clara (East)	San Jose	State	8	9	1	13%	28	105	77	275%
80	3017	Hwy 101 (SB)	Bernal Rd.	San Jose	State	3	1	-2	-67%	2	4	2	100%
81	3018	Hwy 101	Blossom Hill Rd. (East)	San Jose	State	2	0	-2	-100%	3	14	11	367%
82	3019	Hwy 101	Blossom Hill Rd. (West)	San Jose	State	2	1	-1	-50%	5	6	1	20%
83	3020	Hwy 101 (SB)	Brokaw Rd. (West)	San Jose	San Jose	10	33	23	230%	14	20	6	43%
84	3021	Hwy 101	Oakland Rd. (North)	San Jose	State	30	13	-17	-57%	25	34	9	36%
85	3022	Hwy 101	Oakland Rd. (South)	San Jose	State	16	11	-5	-31%	21	33	12	57%
86	3023	Hwy 101	Santa Clara (West)	San Jose	State	12	9	-3	-25%	40	109	69	173%
87	3024	Hwy 101	Yerba Buena (East)	San Jose	State	7	2	-5	-71%	3	2	-1	-33%
88	3025	Hwy 101	Yerba Buena (West)	San Jose	State	3	3	0	0%	2	3	1	50%
89	3026	Hwy 237	First St. (North)	San Jose	State	8	7	-1	-13%	9	15	6	67%

2-Hour Peak Period (4:30-6:30 PM) - Bicycle & Pedestrian Counts at 252 CMP Intersections: 2016 vs. 2018

Number	INT ID	CMP System Roadway	Cross Street	Location	Jurisdiction	Bicycles				Pedestrians			
						2016	2018	Diff.	% Diff.	2016	2018	Diff.	% Diff.
90	3027	Hwy 237	First St. (South)	San Jose	State	10	27	17	170%	7	47	40	571%
91	3028	Hwy 237	Great America Pkwy (N.)	San Jose	State	73	1	-72	-99%	2	117	115	5750%
92	3029	Hwy 237	Great America Pkwy (South)	San Jose	State	2	1	-1	-50%	1	16	15	1500%
93	3030	Hwy 237	Zanker Rd. (North)	San Jose	State	23	16	-7	-30%	0	5	5	#DIV/0!
94	3031	Hwy 237	Zanker Rd. (South)	San Jose	State	26	15	-11	-42%	1	7	6	600%
95	3032	Hwy 280	Bird Av. North	San Jose	San Jose	36	27	-9	-25%	50	31	-19	-38%
96	3033	Hwy 280	Bird Av. South	San Jose	San Jose	30	30	0	0%	48	31	-17	-35%
97	3034	Hwy 280	11th St. North	San Jose	San Jose	13	5	-8	-62%	29	42	13	45%
98	3035	Hwy 280	11th St. South	San Jose	San Jose	11	4	-7	-64%	26	30	4	15%
99	3036	Hwy 280 (EB Off Ramps)	McLaughlin Av.	San Jose	San Jose	39	4	-35	-90%	21	60	39	186%
100	3037	Hwy 280	Moorpark Av.	San Jose	San Jose	6	10	4	67%	0	21	21	#DIV/0!
101	3038	Hwy 280	Saratoga Av. North	San Jose	San Jose	9	13	4	44%	72	72	0	0%
102	3039	Hwy 280	Saratoga Av. South	San Jose	San Jose	1	4	3	300%	31	33	2	6%
103	3040	Hwy 280	10th St. North	San Jose	San Jose	18	12	-6	-33%	28	42	14	50%
104	3041	Hwy 280	10th St. South	San Jose	San Jose	18	12	-6	-33%	33	30	-3	-9%
105	3042	Hwy 680	Alum Rock (East)	San Jose	State	N/A	4	-	-	N/A	60	-	-
106	3043	Hwy 680	Alum Rock (West)	San Jose	State	N/A	3	-	-	N/A	59	-	-
107	3044	Hwy 680	King Rd. N	San Jose	San Jose	18	13	-5	-28%	52	81	29	56%
108	3045	Hwy 680	King Rd. S	San Jose	San Jose	12	11	-1	-8%	81	80	-1	-1%
109	3046	Hwy 880	The Alameda N	San Jose	San Jose	16	12	-4	-25%	21	17	-4	-19%
110	3047	Hwy 880	The Alameda S	San Jose	San Jose	14	10	-4	-29%	28	17	-11	-39%
111	3048	Hwy 880	Bascom Av. N	San Jose	San Jose	1	1	0	0%	3	3	0	0%
112	3049	Hwy 880	Bascom Av. S	San Jose	San Jose	1	0	-1	-100%	4	4	0	0%
113	3050	Hwy 880	Brokaw Rd. E	San Jose	San Jose	14	23	9	64%	2	22	20	1000%
114	3051	Hwy 880	Brokaw Rd. W	San Jose	San Jose	22	21	-1	-5%	5	31	26	520%
115	3052	Hwy 880	Coleman Av. N	San Jose	San Jose	4	5	1	25%	0	0	0	#DIV/0!
116	3053	Hwy 880	Coleman Av. S	San Jose	San Jose	10	9	-1	-10%	50	10	-40	-80%
117	3054	Hwy 880	N. First St. N	San Jose	San Jose	14	3	-11	-79%	22	50	28	127%
118	3055	Hwy 880	N. First St. S	San Jose	San Jose	4	5	1	25%	10	61	51	510%
119	3056	Hwy 880 (SB)	Stevens Creek Blvd. (West)	San Jose	San Jose	17	2	-15	-88%	9	26	17	189%
120	3057	The Alameda (Rte 82)	Hedding St.	San Jose	San Jose	28	25	-3	-11%	37	34	-3	-8%
121	3058	The Alameda (Rte 82)	Naglee Av.	San Jose	San Jose	22	13	-9	-41%	159	114	-45	-28%
122	3059	The Alameda (Rte 82)	Race St.	San Jose	San Jose	33	14	-19	-58%	126	160	34	27%
123	3060	Monterey Hwy/First St. (SR 82)	Alma Av.	San Jose	San Jose	56	12	-44	-79%	364	236	-128	-35%
124	3061	E. San Carlos St. (Rte 82)	Almaden Blvd.	San Jose	San Jose	55	18	-37	-67%	449	401	-48	-11%
125	3062	Alum Rock Avenue (Rte. 130)	Capitol Av.	San Jose	State	N/A	5	-	-	N/A	139	-	-
126	3063	Alum Rock Avenue (Rte. 130)	Jackson Av.	San Jose	State	N/A	11	-	-	N/A	275	-	-
127	3064	Alum Rock Avenue (Rte. 130)	King Rd.	San Jose	State	N/A	5	-	-	N/A	226	-	-
128	3065	Alum Rock Avenue (Rte. 130)	White Rd.	San Jose	State	15	7	-8	-53%	323	220	-103	-32%
129	3066	Autumn Street	Santa Clara St.	San Jose	San Jose	56	67	11	20%	290	267	-23	-8%
130	3067	S. Bascom Avenue	Camden Av.	San Jose	San Jose	6	1	-5	-83%	28	10	-18	-64%
131	3068	S. Bascom Avenue	Curtner Av.	San Jose	San Jose	10	2	-8	-80%	49	28	-21	-43%
132	3069	S. Bascom Avenue	Samaritan Dr.	San Jose	San Jose	10	5	-5	-50%	37	44	7	19%
133	3070	S. Bascom Avenue	Stokes St.	San Jose	San Jose	17	14	-3	-18%	99	48	-51	-52%
134	3071	S. Bascom Avenue	Union Av.	San Jose	San Jose	15	11	-4	-27%	75	57	-18	-24%
135	3072	Monterey Hwy. E	Bernal Rd.	San Jose	San Jose	7	1	-6	-86%	6	2	-4	-67%
136	3073	Monterey Hwy. N	Bernal Rd.	San Jose	San Jose	9	1	-8	-89%	17	22	5	29%
137	3074	Monterey Hwy. S	Bernal Rd.	San Jose	San Jose	3	3	0	0%	20	5	-15	-75%
138	3075	Santa Teresa Blvd.	Bernal Rd.	San Jose	San Jose	12	8	-4	-33%	39	30	-9	-23%
139	3076	Berryessa Rd.	Lundy Av.	San Jose	San Jose	12	13	1	8%	70	49	-21	-30%
140	3077	Bird Avenue (Rte 82)	W. San Carlos St. (Rte 82)	San Jose	San Jose	48	18	-30	-63%	130	119	-11	-8%
141	3078	Monterey Hwy. (Rte. 82) N	Blossom Hill Rd.	San Jose	San Jose	13	5	-8	-62%	42	56	14	33%
142	3079	Monterey Hwy. (Rte. 82) S	Blossom Hill Rd.	San Jose	San Jose	14	4	-10	-71%	66	49	-17	-26%
143	3080	Blossom Hill Rd.	Santa Teresa Blvd.	San Jose	San Jose	5	1	-4	-80%	80	78	-2	-3%
144	3081	Blossom Hill Rd.	Snell Avenue	San Jose	San Jose	1	2	1	100%	104	92	-12	-12%
145	3082	Monterey Hwy. (Rte. 82)	Branham Ln.	San Jose	San Jose	9	3	-6	-67%	68	28	-40	-59%
146	3083	Brokaw Rd.	First St.	San Jose	San Jose	37	15	-22	-59%	83	62	-21	-25%
147	3084	Brokaw Rd.	Old Oakland Rd.	San Jose	San Jose	33	21	-12	-36%	125	156	31	25%
148	3085	Brokaw Rd.	Zanker Rd.	San Jose	San Jose	15	24	9	60%	21	39	18	86%
149	3086	Hillsdale Av.	Camden Av.	San Jose	San Jose	1	2	1	100%	12	8	-4	-33%
150	3087	Camden Avenue	Leigh Av.	San Jose	San Jose	19	11	-8	-42%	106	24	-82	-77%
151	3088	Camden Avenue	Union Av.	San Jose	San Jose	9	8	-1	-11%	39	41	2	5%
152	3089	Hamilton Avenue	Campbell Av.	San Jose	San Jose	13	10	-3	-23%	57	41	-16	-28%
153	3090	Campbell Avenue	Saratoga Av.	San Jose	San Jose	29	11	-18	-62%	129	125	-4	-3%
154	3091	Monterey Hwy. (Rte. 82)	Capitol Expwy. N	San Jose	San Jose	14	6	-8	-57%	47	57	10	21%
155	3092	Monterey Hwy. (Rte. 82)	Capitol Expwy. S	San Jose	San Jose	11	2	-9	-82%	60	36	-24	-40%
156	3093	Santa Teresa Blvd.	Coleman Rd.	San Jose	San Jose	14	7	-7	-50%	18	6	-12	-67%
157	3094	Santa Teresa Blvd.	Cottle Rd.	San Jose	San Jose	9	6	-3	-33%	83	52	-31	-37%
158	3095	Monterey Hwy. (Rte. 82)	Curtner Av./Tully Rd.	San Jose	San Jose	4	7	3	75%	117	151	34	29%
159	3096	Trimble Rd.	De la Cruz Blvd./Seaboard Av.	San Jose	San Jose	0	9	9	#DIV/0!	8	20	12	150%
160	3097	S. First Street (Rte 82)	Keyes St./Goodyear St.	San Jose	San Jose	18	20	2	11%	185	223	38	21%
161	3098	Trimble Rd.	First St.	San Jose	San Jose	4	16	12	300%	64	93	29	45%
162	3099	S. First Street (Rte 82)	Willow St.	San Jose	San Jose	16	10	-6	-38%	84	93	9	11%
163	3102	Hillsdale Av.	Meridian Av.	San Jose	San Jose	6	5	-1	-17%	51	22	-29	-57%
164	3103	Saratoga Avenue	Kiely Blvd.	San Jose	San Jose	4	4	0	0%	81	82	1	1%
165	3104	Stevens Creek Blvd.	Kiely Blvd.	San Jose	San Jose	7	11	4	57%	129	133	4	3%
166	3105	Tully Rd.	King Rd.	San Jose	San Jose	9	15	6	67%	218	160	-58	-27%
167	3106	Murphy Avenue	Lundy Av.	San Jose	San Jose	3	9	6	200%	93	97	4	4%
168	3107	E. San Carlos St. (Rte 82)	Market St.	San Jose	San Jose	15	22	7	47%	540	1,623	1,083	201%
169	3108	Tully Rd.	McLaughlin Av.	San Jose	San Jose	10	1	-9	-90%	95	94	-1	-1%
170	3109	Monterey Hwy. (Rte. 82)	Senter Rd.	San Jose	San Jose	15	1	-14	-93%	241	215	-26	-11%
171	3110	Monterey Hwy. (Rte. 82)	Skyway Dr.	San Jose	San Jose	17	3	-14	-82%	30	18	-12	-40%
172	3111	Monterey Hwy. (Rte. 82)	Old Tully Rd.	San Jose	San Jose	9	4	-5	-56%	41	18	-23	-56%
173	3112	Santa Clara Street (Rte 82)	Montgomery St.	San Jose	San Jose	66	69	3	5%	235	205	-30	-13%
174	3113	Saratoga Avenue	Moorpark Av.	San Jose	San Jose	6	11	5	83%	78	55	-23	-29%
175	3114	Tully Rd.	Quimby Rd.	San Jose	San Jose	8	9	1	13%	135	67	-68	-50%
176	3115	Santa Teresa Blvd.	Snell Avenue	San Jose	San Jose	4	2	-2	-50%	158	46	-112	-71%
177	3116	Stevens Creek Blvd.	Saratoga Av.	San Jose	San Jose	1	13	12	1200%	59	87	28	47%
178	3117	Tully Rd.	Senter Rd.	San Jose	San Jose	31	4	-27	-87%	112	102	-10	-9%

2-Hour Peak Period (4:30-6:30 PM) - Bicycle & Pedestrian Counts at 252 CMP Intersections: 2016 vs. 2018

Number	INT ID	CMP System Roadway	Cross Street	Location	Jurisdiction	Bicycles				Pedestrians			
						2016	2018	Diff.	% Diff.	2016	2018	Diff.	% Diff.
179	3118	Stevens Creek Blvd.	Winchester Blvd.	San Jose	San Jose	0	4	4	#DIV/0!	159	227	68	43%
180	3119	Trimble Rd.	Zanker Rd.	San Jose	San Jose	9	7	-2	-22%	13	24	11	85%
181	3120	Capitol Exp.	Pearl Av.	San Jose	San Jose	6	2	-4	-67%	36	25	-11	-31%
182	5009	S. Bascom Avenue	Fruitdale Av.	San Jose	SC County	15	10	-5	-33%	115	130	15	13%
183	5012	S. Bascom Avenue	Moorpark Av.	San Jose	SC County	12	6	-6	-50%	59	63	4	7%
184	5108	Page Mill/Oregon Exp.	Middlefield Rd.	Palo Alto	SC County	26	7	-19	-73%	114	107	-7	-6%
185	5120	Page Mill/Oregon Exp.	Hanover St.	Palo Alto	SC County	105	133	28	27%	114	145	31	27%
186	5205	Page Mill/Oregon Exp.	Foothill Expwy.	Palo Alto	SC County	128	125	-3	-2%	36	31	-5	-14%
187	5207	Foothill Exp.	Arastradero Rd.	Palo Alto	SC County	120	175	55	46%	101	67	-34	-34%
188	5213	Foothill Exp.	Main St./Burke Rd.	Los Altos	SC County	124	97	-27	-22%	92	88	-4	-4%
189	5214	Foothill Exp.	San Antonio Rd.	Los Altos	SC County	72	120	48	67%	0	0	0	#DIV/0!
190	5215	Foothill Exp.	El Monte Av.	Los Altos	SC County	166	110	-56	-34%	14	21	7	50%
191	5220	Foothill Exp.	Magdalena Av./Springer Rd.	Los Altos	SC County	89	99	10	11%	16	21	5	31%
192	5223	Foothill Exp.	Grant Rd./St. Joseph Av.	Los Altos	SC County	103	83	-20	-19%	18	27	9	50%
193	5225	Foothill Exp.	Homestead Rd.	Los Altos	SC County	65	15	-50	-77%	13	11	-2	-15%
194	5305	Central Exp.	Rengstorff Av.	Mountain View	SC County	86	83	-3	-3%	190	161	-29	-15%
195	5308	Central Exp.	Castro St./Moffett Blvd.	Mountain View	SC County	58	120	62	107%	561	784	223	40%
196	5310	Central Exp.	Shoreline Blvd. East	Mountain View	SC County	50	49	-1	-2%	12	22	10	83%
197	5311	Central Exp.	Shoreline Blvd. West	Mountain View	SC County	47	54	7	15%	12	8	-4	-33%
198	5313	Central Exp.	Whisman Station Dr.	Mountain View	SC County	26	15	-11	-42%	2	0	-2	-100%
199	5315	Central Exp.	Hwy 237 (Ferguson Dr.)	Mountain View	SC County	28	19	-9	-32%	0	0	0	#DIV/0!
200	5320	Central Exp.	Mary Av.	Sunnyvale	SC County	69	52	-17	-25%	69	95	26	38%
201	5325	Central Exp.	Corvin Dr./Oakmead Pkwy	Santa Clara	SC County	65	20	-45	-69%	31	8	-23	-74%
202	5329	Central Exp.	Bowers Av.	Santa Clara	SC County	56	22	-34	-61%	10	8	-2	-20%
203	5332	Central Exp.	Scott Blvd.	Santa Clara	SC County	36	21	-15	-42%	22	24	2	9%
204	5334	Central Exp.	Lafayette St.	Santa Clara	SC County	52	13	-39	-75%	17	17	0	0%
205	5335	Central Exp.	De la Cruz Blvd.	Santa Clara	SC County	37	4	-33	-89%	71	31	-40	-56%
206	5405	San Tomas Exp.	Stevens Creek Blvd.	Santa Clara/San Jose	SC County	36	32	-4	-11%	79	74	-5	-6%
207	5406	San Tomas Exp.	Moorpark Av.	San Jose	SC County	40	23	-17	-43%	16	10	-6	-38%
208	5408	San Tomas Exp.	Scott Blvd.	Santa Clara	SC County	27	20	-7	-26%	13	15	2	15%
209	5414	San Tomas Exp.	Monroe St.	Santa Clara	SC County	74	74	0	0%	44	22	-22	-50%
210	5416	San Tomas Exp.	El Camino Real (Rte 82)	Santa Clara	SC County	38	5	-33	-87%	128	77	-51	-40%
211	5419	San Tomas Exp.	Homestead Rd.	Santa Clara	SC County	50	39	-11	-22%	18	46	28	156%
212	5422	San Tomas Exp.	Saratoga Av.	Santa Clara	SC County	41	22	-19	-46%	29	30	1	3%
213	5429	San Tomas Exp.	Hamilton Av.	Campbell	SC County	7	17	10	143%	41	39	-2	-5%
214	5430	San Tomas Exp.	Campbell Av.	Campbell	SC County	29	29	0	0%	19	10	-9	-47%
215	5432	Hwy 17 (SB)	San Tomas Expwy./Camden Av	Campbell	SC County	6	1	-5	-83%	21	6	-15	-71%
216	5433	Hwy 17 (NB)	San Tomas Expwy./Camden Av	Campbell	SC County	6	3	-3	-50%	21	13	-8	-38%
217	5505	Almaden Exp.	Koch Ln.	San Jose	SC County	4	4	0	0%	14	17	3	21%
218	5512	Almaden Exp.	Branham Ln.	San Jose	SC County	10	7	-3	-30%	52	59	7	13%
219	5513	Almaden Exp.	Blossom Hill Rd.	San Jose	SC County	7	2	-5	-71%	83	57	-26	-31%
220	5516	Almaden Exp.	Coleman Rd.	San Jose	SC County	5	10	5	100%	40	24	-16	-40%
221	5520	Almaden Exp.	Camden Av.	San Jose	SC County	15	8	-7	-47%	58	52	-6	-10%
222	5522	Almaden Exp.	Hwy 85 N. ramp	San Jose	SC County	5	1	-4	-80%	33	20	-13	-39%
223	5523	Almaden Exp.	Hwy 85 S. ramp	San Jose	SC County	10	1	-9	-90%	39	53	14	36%
224	5603	Lawrence Exp.	Tasman Dr.	Sunnyvale	SC County	13	16	3	23%	49	124	75	153%
225	5611	Lawrence Exp.	Arques Av.	Sunnyvale	SC County	31	34	3	10%	41	96	55	134%
226	5613	Lawrence Exp.	Reed Av.	Sunnyvale	SC County	16	12	-4	-25%	31	115	84	271%
227	5625	Lawrence Exp.	Homestead Rd.	Sunnyvale	SC County	20	22	2	10%	76	92	16	21%
228	5633	Lawrence Exp.	Bollinger Rd./Moorpark Av.	San Jose	SC County	14	12	-2	-14%	74	27	-47	-64%
229	5635	Lawrence Exp.	Prospect Rd.	San Jose	SC County	21	6	-15	-71%	77	66	-11	-14%
230	5636	Lawrence Exp.	Calvert Drive (I-280 on-ramp)	San Jose	SC County	8	5	-3	-38%	11	10	-1	-9%
231	5640	Lawrence Exp.	Saratoga Av.	San Jose	SC County	16	0	-16	-100%	36	9	-27	-75%
232	5711	Capitol Exp.	Narvaez Avenue	San Jose	SC County	21	14	-7	-33%	48	64	16	33%
233	5713	Capitol Exp.	Hwy 87 SB on/off ramp	San Jose	SC County	3	1	-2	-67%	71	67	-4	-6%
234	5715	Capitol Exp.	Snell Rd.	San Jose	SC County	8	2	-6	-75%	72	47	-25	-35%
235	5720	Capitol Exp.	Senter Rd.	San Jose	SC County	10	9	-1	-10%	243	217	-26	-11%
236	5721	Capitol Exp.	McLaughlin Av.	San Jose	SC County	1	11	10	1000%	67	92	25	37%
237	5723	Capitol Exp.	Silver Creek Rd.	San Jose	SC County	14	3	-11	-79%	157	187	30	19%
238	5724	Capitol Exp.	Aborn Rd.	San Jose	SC County	12	4	-8	-67%	85	119	34	40%
239	5725	Capitol Exp.	Quimby Rd.	San Jose	SC County	8	3	-5	-63%	60	29	-31	-52%
240	5727	Capitol Exp.	Tully Rd.	San Jose	SC County	5	7	2	40%	35	50	15	43%
241	5732	Capitol Exp.	Story Rd.	San Jose	SC County	13	1	-12	-92%	83	158	75	90%
242	5734	Capitol Exp.	Excalibur Dr. (Capitol Av.)	San Jose	SC County	7	2	-5	-71%	34	35	1	3%
243	5801	Montague Exp.	Main St./Old Oakland Rd.	Milpitas/San Jose	SC County	9	11	2	22%	30	27	-3	-10%
244	5802	Montague Exp.	Trade Zone Blvd./McCandless	Milpitas/San Jose	SC County	10	12	2	20%	30	28	-2	-7%
245	5803	Montague Exp.	Capitol Av.	Milpitas	SC County	23	11	-12	-52%	31	51	20	65%
246	5804	Montague Exp.	Milpitas Blvd.	Milpitas	SC County	5	2	-3	-60%	12	17	5	42%
247	5805	Montague Exp.	Mission College Blvd.	Santa Clara	SC County	7	1	-6	-86%	23	14	-9	-39%
248	5806	Montague Exp.	De la Cruz Blvd.	Santa Clara	SC County	11	11	0	0%	112	140	28	25%
249	5807	Montague Exp.	First St.	San Jose	SC County	28	8	-20	-71%	17	36	19	112%
250	5808	Montague Exp.	Trimble Rd.	San Jose	SC County	10	10	0	0%	12	15	3	25%
251	5809	Montague Exp.	McCarthy Blvd./O'Toole Av.	Milpitas/San Jose	SC County	15	3	-12	-80%	20	21	1	5%
252	5812	Montague Exp.	Zanker Rd.	San Jose	SC County	21	10	-11	-52%	8	29	21	263%
Total						6,797	4,394	-2,403	-35%	17,775	23,565	5,790	33%
Total (Excluding Intersections without Data Collection in 2016)						6,797	4,266	-2,531	-37%	17,775	22,446	4,671	26%

* N/A = Did not collect data in 2016.