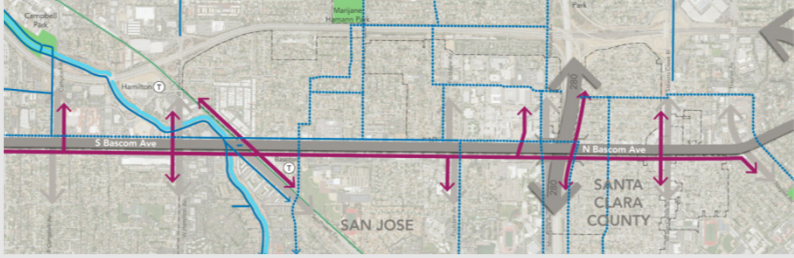
BASCOM AVENUE
COMPLETE STREETS STUDY



ATTACHMENT A
EXISTING TRAFFIC ENVIRONMENT

EXISTING CONDITIONS AND OPPORTUNITIES REPORT

Public Review Draft | December 2017

a partnership of
Valley Transportation Authority
County of Santa Clara
City of Campbell
City of San Jose

Bascom Avenue Complete Streets Study

Existing Data Review: Traffic Environment

TJKM

VISION THAT MOVES YOUR COMMUNITY

FINAL

November 28, 2017

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1. PURPOSE & COMPLETE STREET STUDY CONTEXT

This report summarizes existing street and traffic conditions on the Bascom Avenue corridor between Interstate 880 (I-880) and State Route 85 (SR-85) as relevant to the key goals of the *Bascom Corridor Complete Streets Study* planning effort. The term "Complete Streets" generally refers to a balanced, multimodal transportation network that meets the needs of all users of streets, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors. A "Complete Street" is one that provides safe and convenient travel in a manner that is suitable to the local context. **Figure 1** shows examples of "complete street" amenities.

Figure 1. Examples of Complete Street Amenities

Land Use & Mobility Context

The roughly five-mile study area includes segments within the cities of San Jose and Campbell, as well as several segments within the jurisdiction of Santa Clara County. **Figure 2** provides a map of the study area and segments. General characteristics of the surrounding land use patterns include:

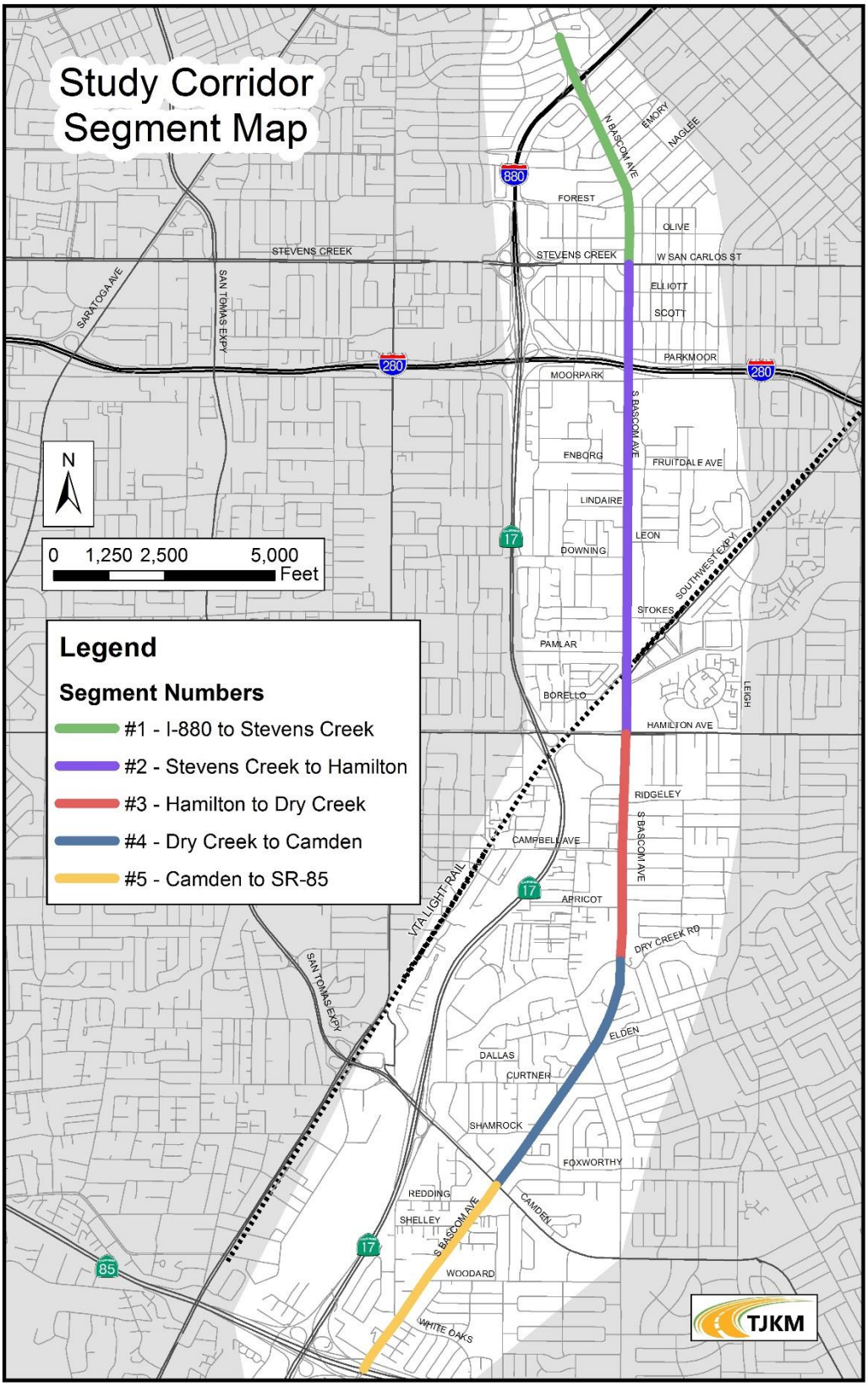
- Relatively low-density land use pattern, with one to two story buildings bordering much of the corridor, with the exception of higher-density nodes near Santa Clara Valley Medical Center/San Jose City College and some newer apartment buildings south of Hamilton Avenue.

- Internally focused site development pattern, as most adjacent properties were developed with buildings that are oriented towards on-site surface parking lots, generally not oriented towards street access by pedestrians or bicyclists.

- Minimal demand for on-street parking, except for some segments near the Santa Clara Valley Medical Center and San Jose City College. Most land uses bordering the corridor have an abundant supply of off-street parking.

Given the development pattern, wide curb-to-curb width (seven lanes across, with three through lanes per direction on most segments), and lack of uninterrupted bicycle and pedestrian facilities, Bascom Avenue is not currently thought of as a "complete street" corridor. Nonetheless, the north-south orientation of Bascom Avenue could allow for a reconfigured street that would serve as a multi-modal counterpart to State Route 17 (SR-17) between Los Gatos, Campbell and downtown San Jose. Actual traffic volumes are relatively low compared to its capacity, as described on the following pages.

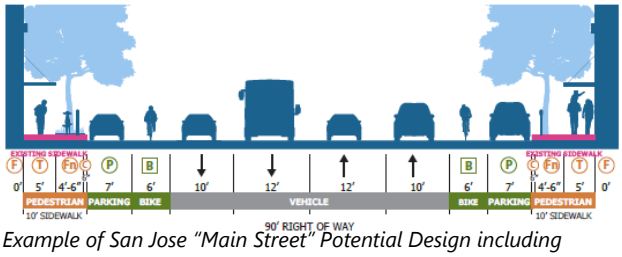
Figure 2. Study Corridor Segment Map



Planning Goals

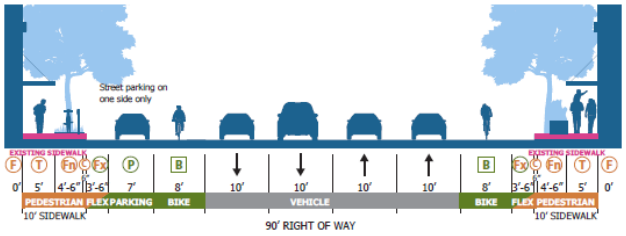
A number of adopted plans are relevant to the study area and the goals of the complete streets planning effort including the following:

- **General Plan Street Classifications** for the cities of San Jose and Campbell, as well as Santa clara County, provide designations for Bascom Avenue within their General Plan street classifications and typologies:
  - **"Main Street" segments (San Jose) -** the San Jose General Plan classifies Bascom Avenue as a "Main Street" between Stevens Creek Boulevard-West San Carlos Street and Hamilton Avenue.



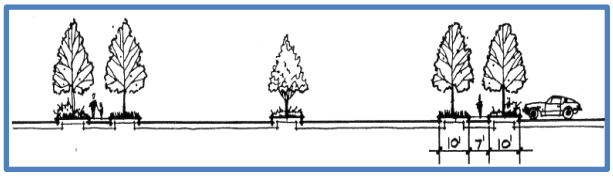
Example of San Jose "Main Street" Potential Design including recommended lane widths.

  - **Connector Street segments (San Jose) –** remaining segments of Bascom Avenue within the City of San Jose study area are classified as a "Connector Street" north of Stevens Creek Boulevard-West San Carlos Street to Interstate 880 (I-880), as well as portions of Bascom Avenue south of Hamilton Avenue that are within the City of San Jose.



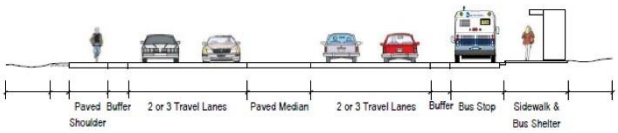
Example of San Jose "Connector Street" Potential Design including lane widths.

  - **Arterial with "Parkway" concept (Campbell) –** Some southern segments south of Hamilton Avenue to Dry Creek Road are within the City of Campbell, while the segment from Camden Avenue to near SR-85 is bordered by City of Campbell on the west and City of San Jose on the east side. The Campbell General Plan classifies Bascom Avenue as a Class I Arterial with a parkway concept that would include trees along both sides and in the median, landscaping to screen parking, and buffered sidewalks.



City of Campbell "Parkway" concept for Bascom Avenue – including 10' landscape strip between sidewalk and roadway.

  - **Urban Commuter Arterial (County of Santa Clara) –** Bascom Avenue between Olive Avenue and Bailey Avenue, and between Elliot Street and 0.04 mile south of Fruitdale Avenue are under the jurisdiction of Santa Clara County (See Official County Road Book 2017 for details). The desirable design accommodates bicycle travel on a paved shoulder, a buffer between the shoulder bikeway and adjacent motor vehicle travel lanes, with 2 or 3 motor vehicle lanes in each direction.



"Urban Commuter Arterial" designation specifies a "desirable design" that includes bicycle accommodations on a paved shoulder, with a buffer between the bicycle travelway. Although not specified, the County segments of Bascom Avenue provide sidewalks on both sides, consistent with typical urban streets.

- **City of San Jose Complete Street Guidelines** identifies complete streets design guidelines intended to ensure that streets are comfortable and welcoming to all modes of travel, as well as supporting the City's goal to eliminate traffic-related deaths and severe injuries (San Jose Vision Zero). The guidelines include an emphasis on minimizing pedestrian crossing distance and exposure to conflicts, minimizing traffic stress and conflicts; and providing a continuous, connected system of bicycle facilities.

- **City of Campbell General Plan** includes adopted goals and policies aimed at achieving accommodating all users (General Plan Goal LUT-2), and implementing a safe and balanced multi-modal transportation network with strategies for concrete improvements in bicycle facilities, pedestrian design, transit access, and roadway efficiency (General Plan Policy LUT 2.1).

- **Vision Zero San Jose** was prepared in accordance with an international goal of reducing traffic-related injuries and fatalities to zero. It is the most recent annual traffic safety study completed by the San Jose DOT and SJPD, with a shift in focus from motorist convenience to the safety and accessibility of other modes.

- **South Bascom Urban Village Plan**, prepared in 2014 and pending adoption, focuses on a 1.3-mile segment of Bascom Avenue between Interstate 280 (I-280) and Southwest Expressway (which serves the Bascom VTA Light Rail Station). A key design element includes a proposed reduction in the motor vehicle travel-way to two lanes per direction, in order to accommodate bicycle and pedestrian facility improvements.

2. EXISTING PHYSICAL CHARACTISTICS

Roadway Characteristics

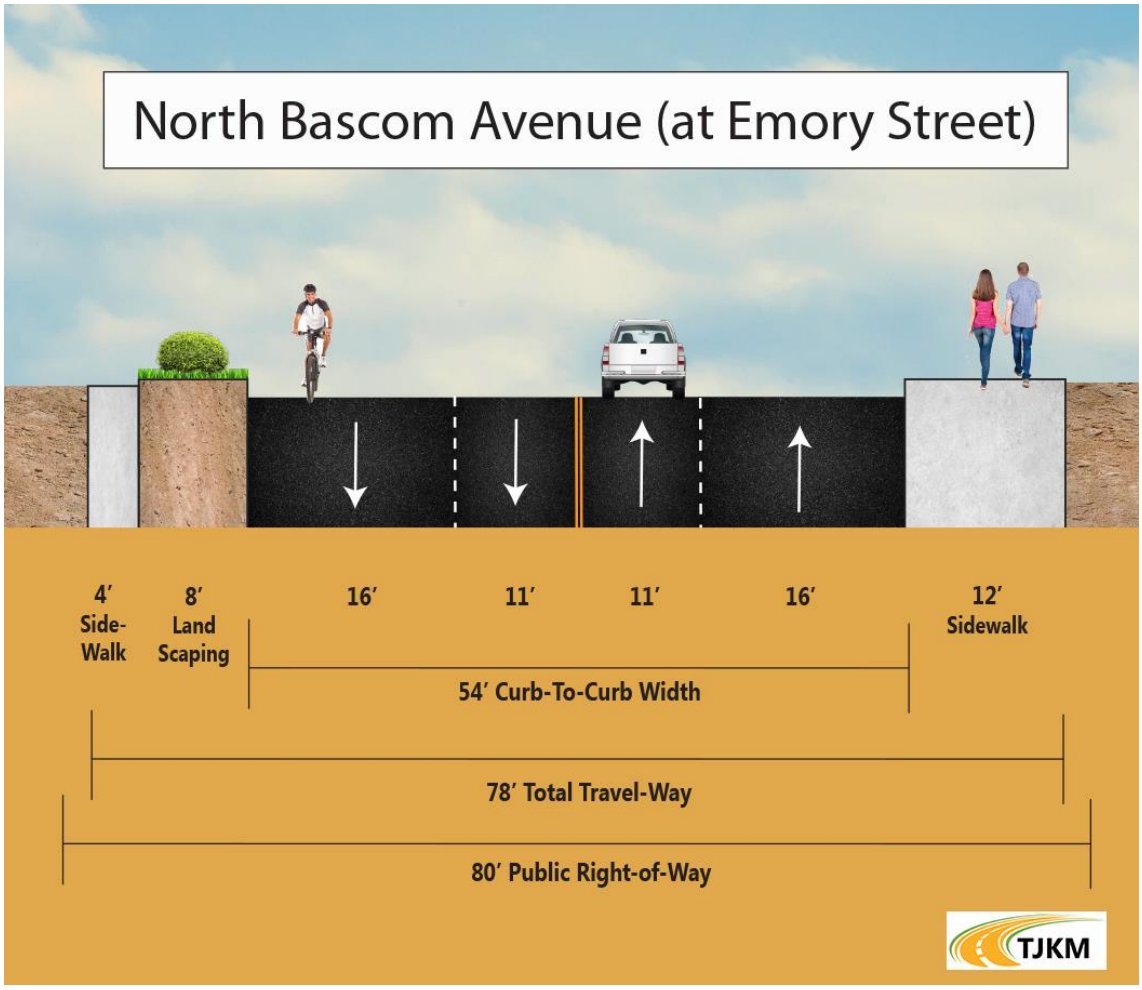
Table 1 summarizes the typical roadway characteristics on segment, from north to south, between I-880 and SR -85. Additional left-turn and right-turn lanes are provided at key intersections. **Figures 3 to 5** show typical roadway characteristics including travel lane, bicycle lane and sidewalk widths, as well as total curb-to-curb width (relevant to pedestrian crossing distances).

Table 1. Typical Roadway Characteristics by Segment

#	From	To	Motor Vehicle Lanes	Bicycle Lanes	Sidewalks	Traffic Capacity (Daily Vehicles)	Pedestrian Crossing Distance (feet)
1	I-880	Stevens Creek Blvd- West San Carlos St	**4 lanes** (4 through without left-turn pocket) 13' avg lane	**No Bicycle Lanes**	**12' (or 4' with 8' landscape strip)**	**32,000**	**54'**
2	Stevens Creek Blvd- West San Carlos St	Hamilton Ave	**7 lanes** (6 through + 1 left-turn) 11' avg lane	**2 bicycle lanes.**	**10' each**	**54,000**	**96'**
3	Hamilton Ave	Dry Creek Rd	**7 lanes** (6 through + 1 left-turn) 14' avg lane	**No Bicycle Lanes**	**Varies**	**54,000**	**100'**
4	Dry Creek Rd	Camden Ave	**7 lanes** (6 through + 1 left-turn) 14' avg lane	**No Bicycle Lanes**	**Varies**	**54,000**	**100'**
5	Camden Ave	SR-85	**7 lanes** (6 through + 1 left-turn) 14' avg lane	**No Bicycle Lanes**	**6' each**	**54,000**	**100'**

Note: daily capacity estimate based on 9,000 per through lane where continuous left-turn pockets are provide (also taking into account the current signal pattern), or 8,000 per lane without left-turn pockets.

Figure 3. Typical Cross-section: North Bascom Avenue



- North of Stevens Creek Boulevard-West San Carlos Street, segments of North Bascom Avenue have two lanes per direction with a curb-to-curb width of approximately 54 feet at mid-block locations and at most intersections (thus much narrower than most segments of Bascom Avenue where existing crossing distances are approximately 100 feet).
- Based on the traffic volume of 19,000 daily vehicles, this segment could be an ideal candidate for a "four to three road diet" – conversion to one motor vehicle lane per direction with center turn-lane – which would provide space for bicycle lanes in both directions. On-street parking could be accommodated on one side of the street, if desired, with such a configuration, while pedestrian crossing distances could be reduced to approximately 46 feet with corner bulbouts.

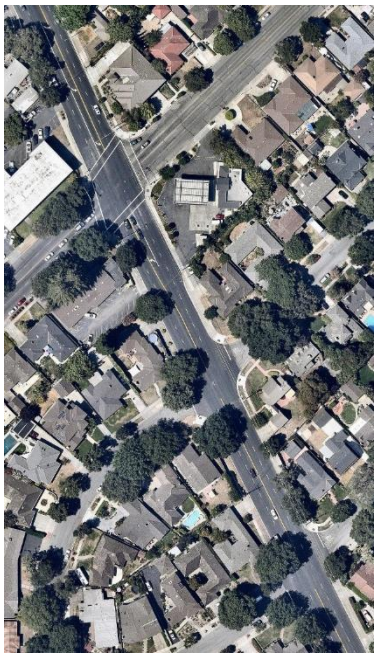
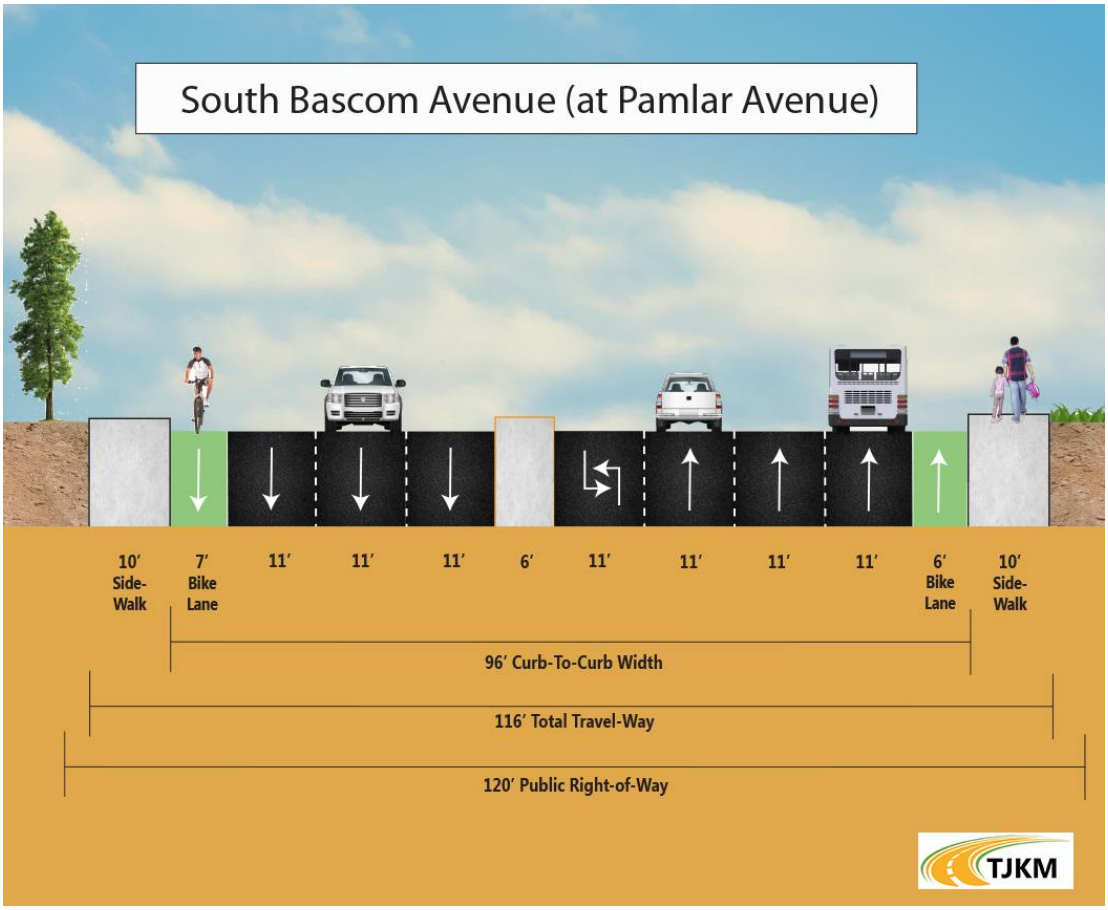


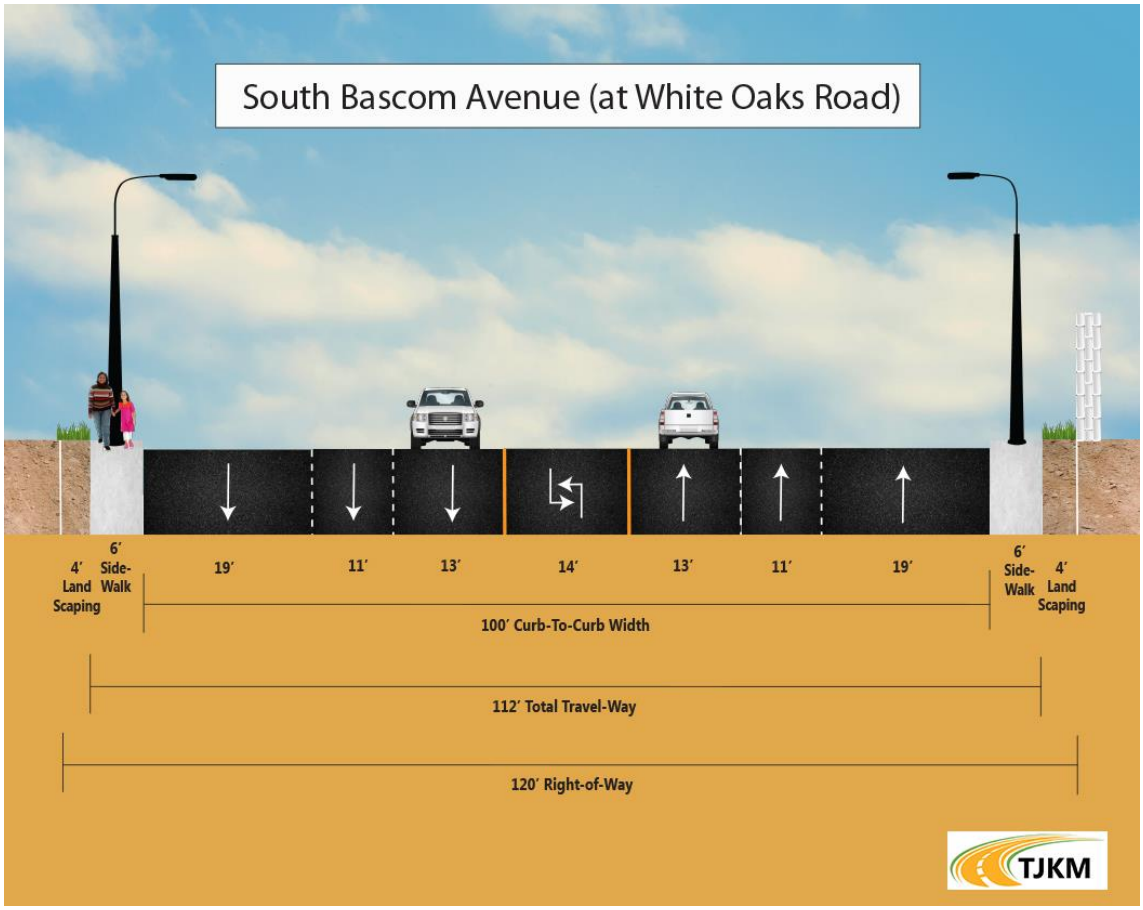
Figure 4. Typical Cross-section: South Bascom Urban Village



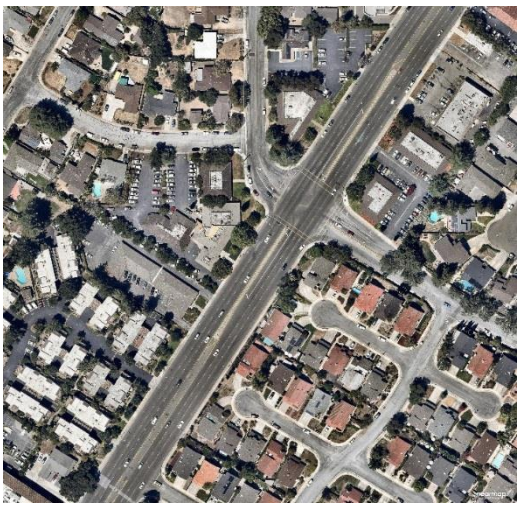
- The segment of South Bascom Avenue between Interstate 280 (I-280) and Southwest Expressway (just north of Hamilton Avenue) is within the boundaries of the South Bascom Urban Village Plan.
- The existing 7-lane motor vehicle travelway includes three motor vehicle travel lanes per direction, plus a center left-turn lane. Bicycle lanes are provided in both directions, with adjacent 10-foot sidewalks. On-street motor vehicle parking is permitted on some limited segments.
- Eliminating one motor vehicle lane per direction is feasible based on traffic volumes, which would reduce the currently lengthy 96-foot crossing distances and allow 22 or more feet to be reallocated for pedestrian and bicyclist enhancements.

Traffic volumes are much lower than capacity. On most segments, a reduction from seven to five lanes (thus two through lanes per direction) could be implemented to reduce travel speeds and reallocate space to "complete streets" uses. Such uses could include higher quality bicycle lanes or paths and/or pedestrian realm improvements as envisioned in the South Bascom Village Plan.

Figure 5. Typical Cross-section: South Bascom Avenue near SR-85



- This southernmost segment serves as the border between City of Campbell (on the west side) and City of San Jose (on the east side).
- Pedestrian travel on the 6′ sidewalk is frequently interrupted at mid-block locations by streetlight poles that were installed in the middle of the sidewalks on both sides.
- City of Campbell anticipates restriping the 19′ curbside lane to include a 6′ bicycle lane in both directions. In addition, Campbell General Plan streetscape standards call for 10-foot landscape strip between sidewalk and roadway.
- Traffic volumes are relatively low, between 17,000-27,000 vehicles per day. One lane per direction could accommodate volumes near Dry Creek Road, while two lanes per direction may be desirable between Camden Avenue and SR-85. Roadway capacity is discussed further below.



3. MOTOR VEHICLE TRAFFIC VOLUMES & CAPACITIES

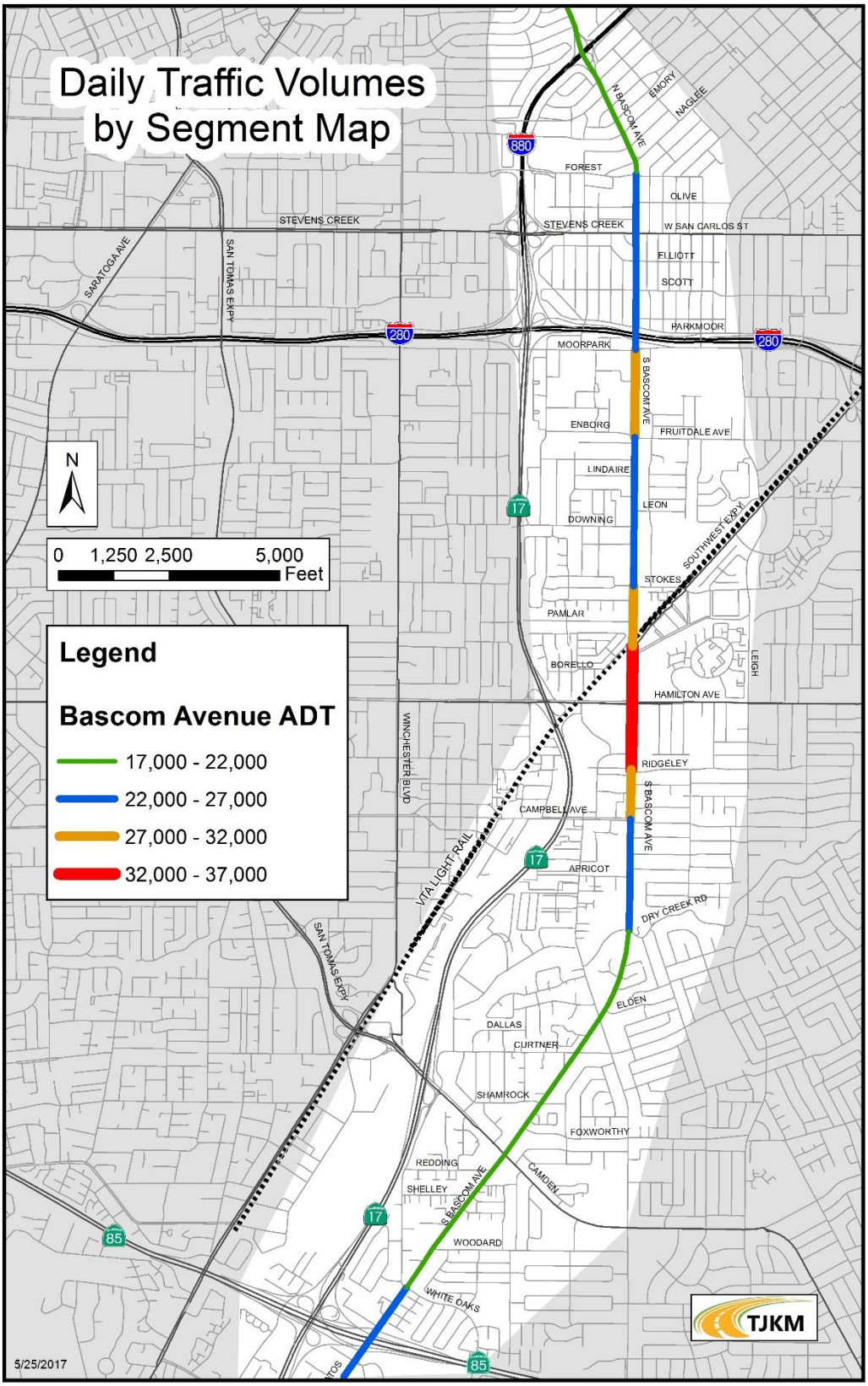
Table 2 summarizes the relationship between the existing traffic capacity and existing volume, and identifies potential opportunities for reconfiguration. **Figure 6** provides a map showing estimated daily traffic volumes by segment. As a general rule of thumb, daily volumes of up to 40,000 vehicles can generally be accommodated by two lanes per direction provided left-turn pockets are provided. Up to 22,000 vehicles can often be accommodated by one lane per direction with left-turn pockets. As shown, the traffic volume on the corridor ranges from 17,000 to 37,000 daily.

Table 2. Existing Daily Traffic Volumes & Capacities

#	From	To	Motor Vehicle Lanes	Capacity (Daily Vehicles)	Existing Volume	Potential Street Reconfiguration Opportunities
1	I-880	Stevens Creek Boulevard/ West San Carlos Street	**4 lanes** (4 through without left-turn pocket) 14' avg lane	32,000	Varies from 17,000 to 27,000	Reduction from 4 to 3 lanes (1 per direction plus center turn-lane) could be feasible on this segment.
2	Stevens Creek Boulevard / West San Carlos Street	Hamilton Avenue	**7 lanes** (6 through + 1 left-turn) 14' avg lane	54,000	Varies from 22,000 to 37,000	Reduction from to 7 to 5 lanes (2 per direction plus center turn-lane) would be feasible.
3	Hamilton Avenue	Dry Creek Road	**7 lanes** (6 through + 1 left-turn) 14' avg lane	54,000	Varies from 22,000 to 37,000	Reduction from to 7 to 5 lanes (2 per direction plus center turn-lane) would be feasible.
4	Dry Creek Road	Camden Avenue	**7 lanes** (6 through + 1 left-turn) 14' avg lane	54,000	Varies from 17,000 to 22,000	Reduction from 7 to 3 lanes (1 per direction plus center turn-lane) could be feasible on this segment.
5	Camden Avenue	SR-85	**7 lanes** (6 through + 1 left-turn) 14' avg lane	54,000	Various from 17,000 27,000	Reduction from 7 to 5 lanes (2 per direction plus center turn-lane) would be feasible on this segment.

Note: daily capacity estimate based on 9,000 per through lane where continuous left-turn pockets are provided, or 8,000 per lane without left-turn pockets. Existing daily volumes are based on recent 24-hour counts and/or derived from peak-hour turning movement counts Peak Hour volumes are generally 10 percent of Daily Volumes (consistent with Daily Capacity assumptions).

Figure 6. Daily Traffic Volumes by Segment



Traffic Level of Service at Key Intersections

Motor vehicle traffic operations are often evaluated based on intersection level of service (LOS) standards described in the Highway Capacity Manual (HCM) that focus on average delay to motor vehicles. **Table 3** summarizes the LOS definitions and relative delay to motorists based on HCM methodology.

Table 3. Peak Hour Traffic Level of Service Definitions at Intersections

LOS	Flow Type	Operational Characteristics	Average Delay (seconds per motor vehicle)	
			Signalized Intersection	Stop-sign Controlled
A	Stable Flow	Free-flow conditions with negligible to minimal delays.	< 10	0 – 10
B	Stable Flow	Good progression with slight delays. Short cycle-lengths typical.	> 10 – 20	> 10 – 15
C	Stable Flow	Relatively higher delays resulting from fair progression and/or longer cycle lengths.	> 20 – 35	> 15 – 25
D	Approaching Unstable Flow	Somewhat congested conditions. Longer but tolerable delays may result.	> 35 – 55	> 25 – 35
E	Unstable Flow	Congested conditions. Significant delays result from poor progression, long cycle lengths, and high volume-to-capacity ratios.	> 55 – 80	> 35 – 50
F	Forced Flow	Jammed or grid-lock type operating conditions. Generally considered unacceptable for most drivers.	> 80	> 50

Source: Highway Capacity Manual (HCM) 2010

The cities of San Jose and Campbell both identify LOS D or better as acceptable during the a.m. and p.m. peak hours. Santa Clara County Valley Transportation Authority (VTA) standard for Congestion Management Program (CMP) intersections is LOS E or better during the a.m. and p.m. peak hours. Existing a.m. and p.m. peak hour level of service was reviewed at 18 key intersections on the study corridor based on recent traffic studies in the area. These studies used either TRAFFIX or Synchro software with the Highway Capacity Manual 2000 methodology, as required under VTA study guidelines. The LOS outputs sheets for each intersection are provided in **Appendix A**. As illustrated on **Figures 7 and 8**:

- During the a.m. peak hour, all intersections operate at LOS D or better with the exception of the intersection of South Bascom Avenue with Camden Avenue, that operates at LOS E.
- During the p.m. peak hour, all intersections operate at LOS D or better with the exception of the intersections of South Bascom Avenue with Stevens Creek Boulevard, Moorpark Avenue, and Hamilton Avenue, that both operate at LOS E.

Large intersections with long crossing distances often negatively affect LOS by requiring long crossing distances for pedestrians – and long clearance times for motor vehicles. Large intersections generally require long signal cycles that contribute to delay. Therefore, reducing the width of intersections (such as

by removing through lanes) can have a positive effect on LOS, while shorter cycle lengths can be particularly beneficial to pedestrians and bicyclists, since pedestrians do not benefit from signal coordination plans that reduce delay to motorists (while cyclists rarely benefit from signal coordination except on urban streets where the coordination plan is based on the typical bicyclist speed). As a result, pedestrians and cyclists are often delayed for roughly half the signal cycle (presuming a random arrival pattern) thus an average delay of roughly 60 seconds in many cases, which is a level of delay that is considered unacceptable for motor vehicle travel (consistent with motor vehicle "LOS E" where average delay is between 55 and 80 seconds).

Figure 7. Existing Traffic Level of Service Map – AM Peak Hour

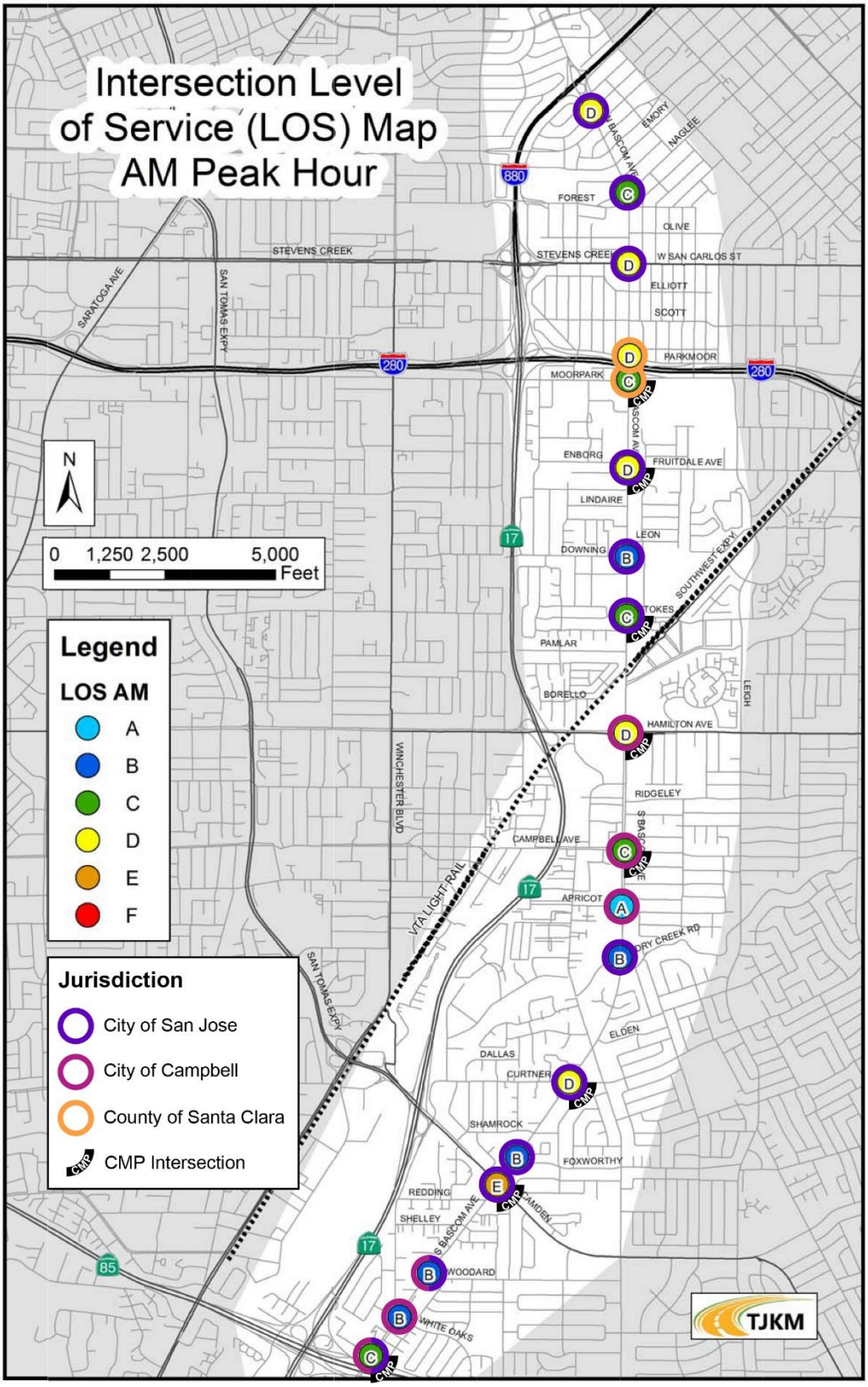
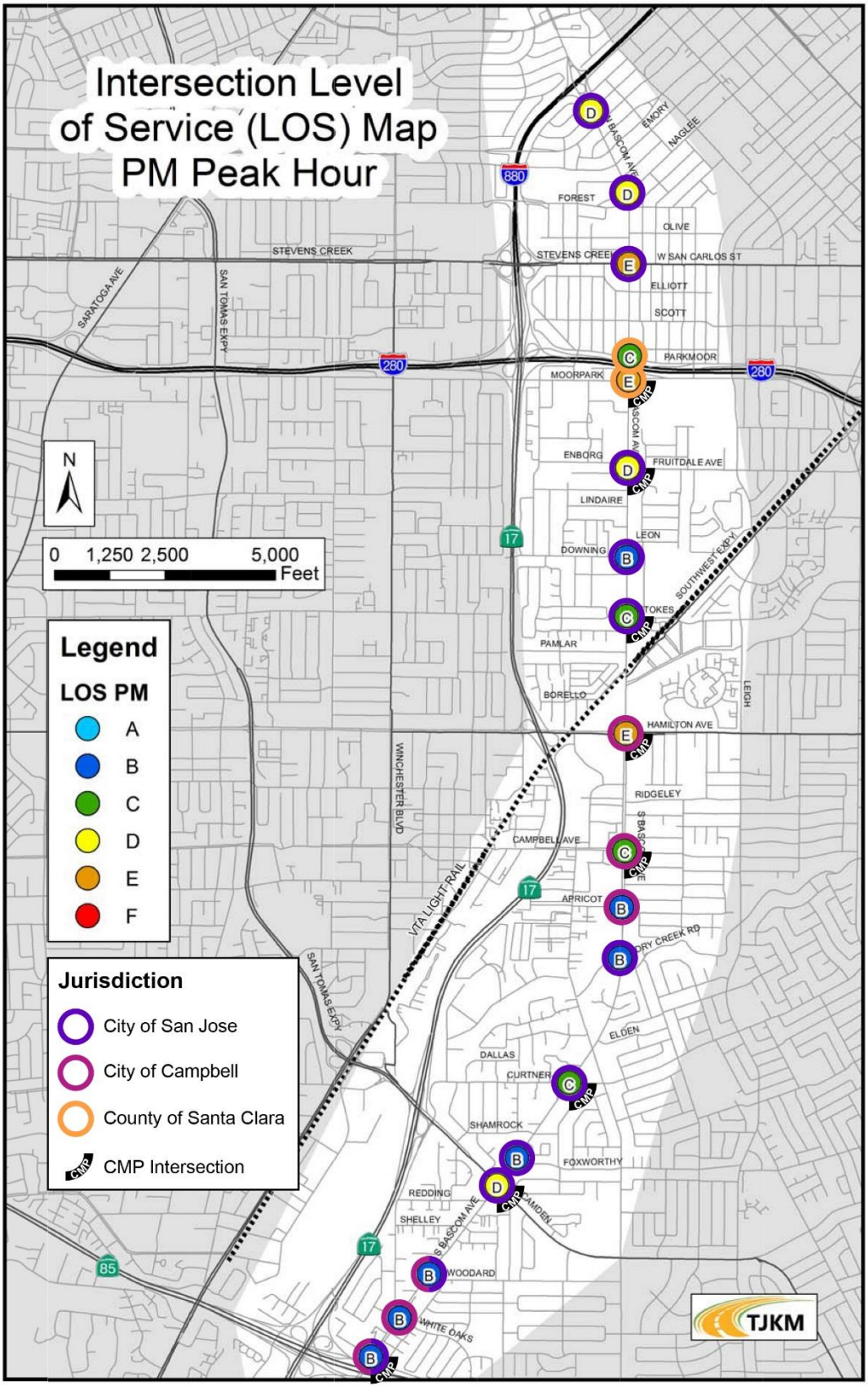


Figure 8. Existing Traffic Level of Service Map – PM Peak Hour



4. TRAFFIC SAFETY

Collision Data Review

Available collision data was reviewed for a six-year period from January 1, 2008 to December 31, 2013, The data review indicates 329 reported motor vehicle collisions that involved injuries, including 83 with serious injuries and five fatalities. **Table 4** summarizes collision characteristics by travel mode. Key findings are summarized below:

1. Bicyclists and pedestrians are disproportionately affected. Although less than 10 percent of existing trips on the corridor are via bicycling or walking, bicyclists and pedestrians were involved in 23 percent of reported injury collisions (11 percent involving pedestrians, and 12 percent involving bicyclists).
2. Furthermore, collisions with serious injuries and fatalities were more likely to involve bicyclists and pedestrians, as the collision data indicates that 56 percent of serious injuries reported to result from collisions on the corridor were to bicyclists or pedestrians (39 percent pedestrians and 17 percent bicyclists), and 60 percent of the fatalities (3 fatalities to pedestrians, none to bicyclists).
3. The most common single cause of collisions on the corridor was "unsafe speed", identified in 28 percent of collision reports on Bascom Avenue.

Table 4. Collision Characteristics by Mode & Type of Injury

Motor Vehicle collisions with:	Reported Collisions including Minor Injuries	Collisions with Serious Injuries	Fatalities
Motor Vehicles	77%	44%	40%
Bicyclists	12%	17%	0%
Pedestrians	11%	39%	60%
Total – Bicyclists & Pedestrians Share of Collisions	***23%***	***56%***	***60%***
Source: January 2008-December 2013 Statewide Integrated Traffic Record Service (SWITRS)			

Figure 9 to **11** provide maps showing each of the collision locations by mode, and highlights "hot spots" where the frequency of reported collisions exceeded that of other areas on the corridor. As shown, three such "hot spot" locations are evident:

- **Collision Hot Spot 1:** Bascom Avenue from Fruitdale Avenue to Stevens Creek Boulevard/East San Tomas Avenue, particularly including the portion of Bascom Avenue that borders the San Jose City College and Santa Clara Valley Medical Center campus.
- **Collision Hot Spot 2**: Bascom Avenue from Hamilton Avenue to Southwest Expressway, which borders the VTA light-rail station.
- **Collision Hot Spot 3**: Bascom Avenue near the intersection with Camden Avenue.

Figure 9. Collision Map

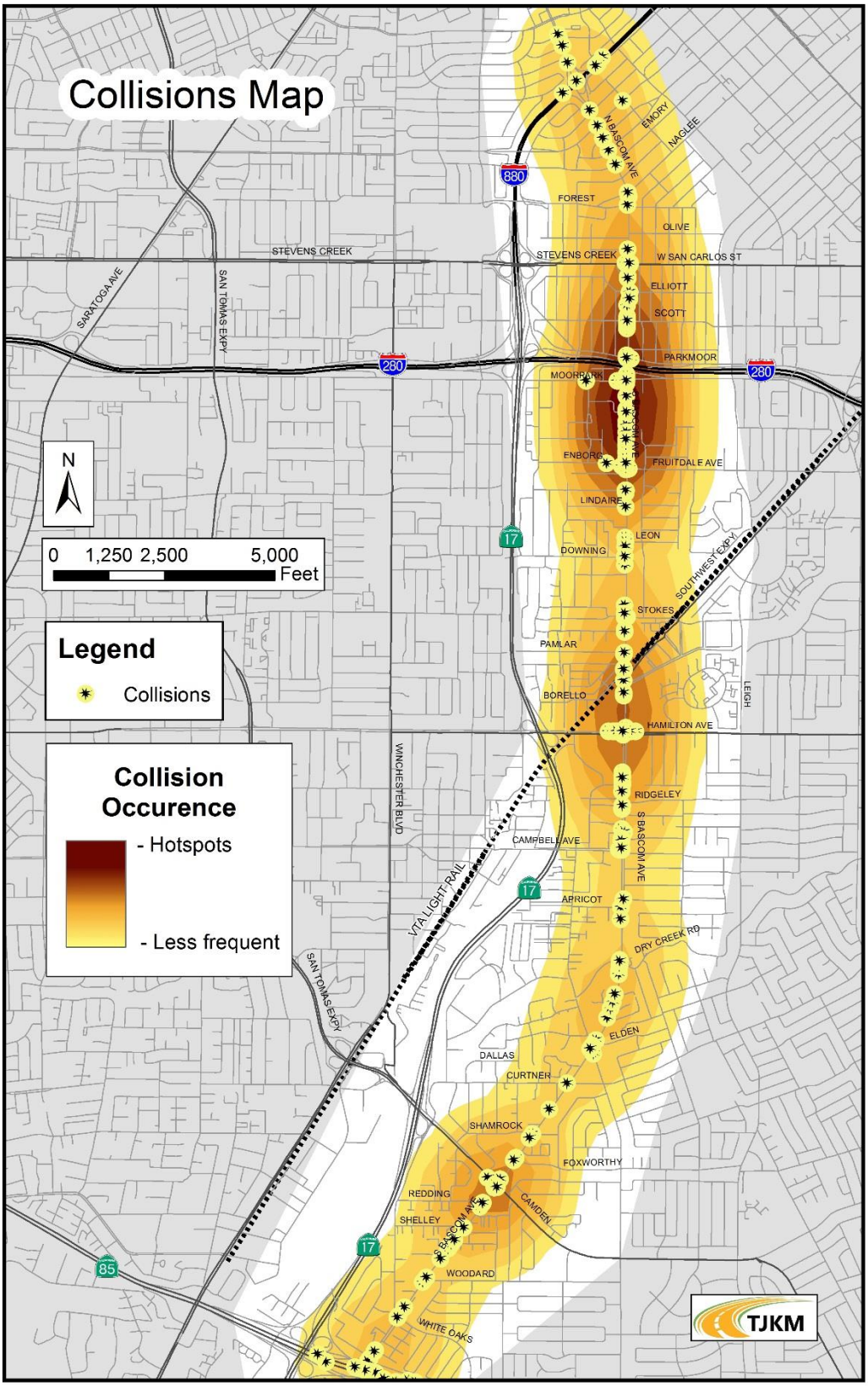


Figure 10. Pedestrian Collisions

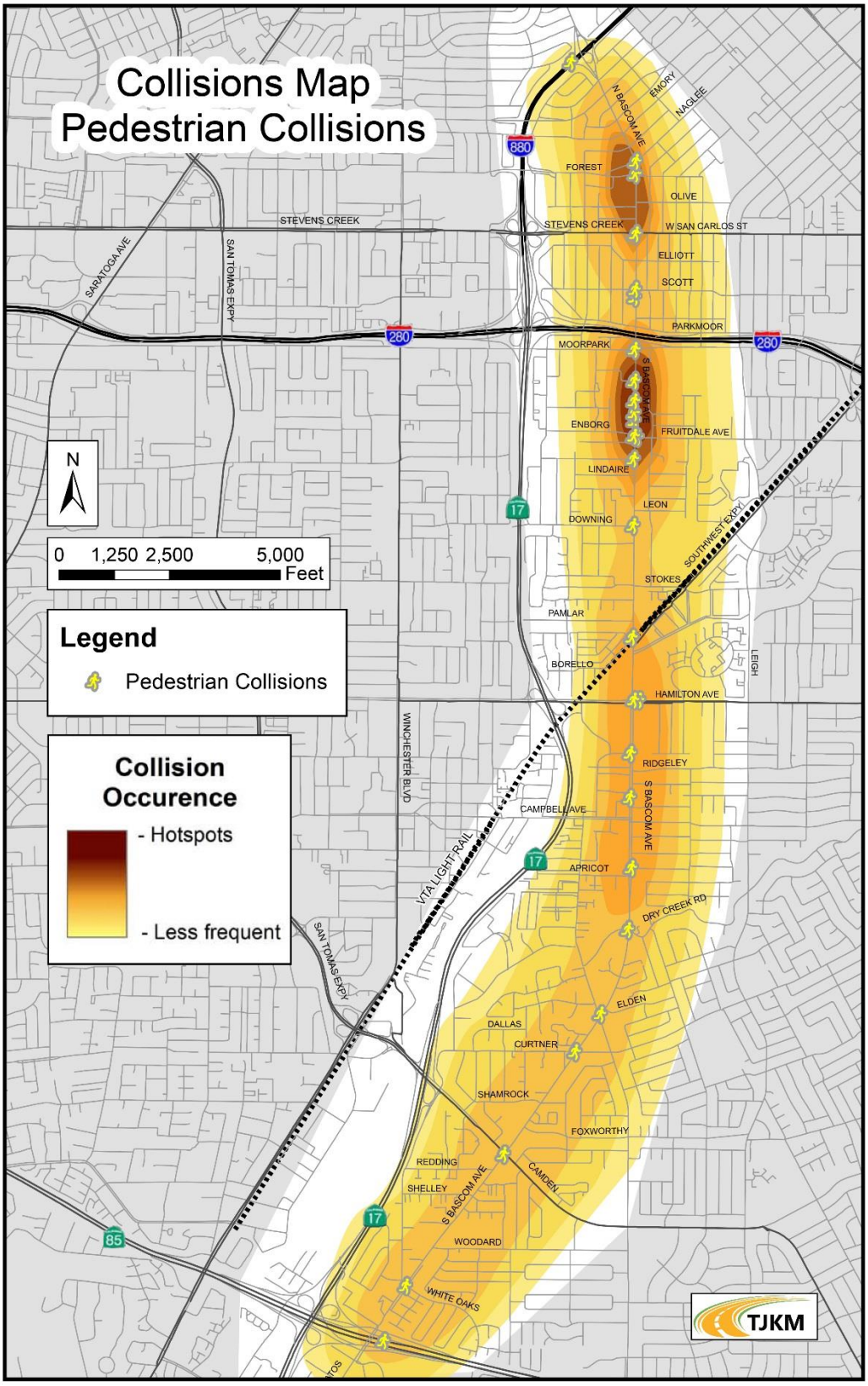
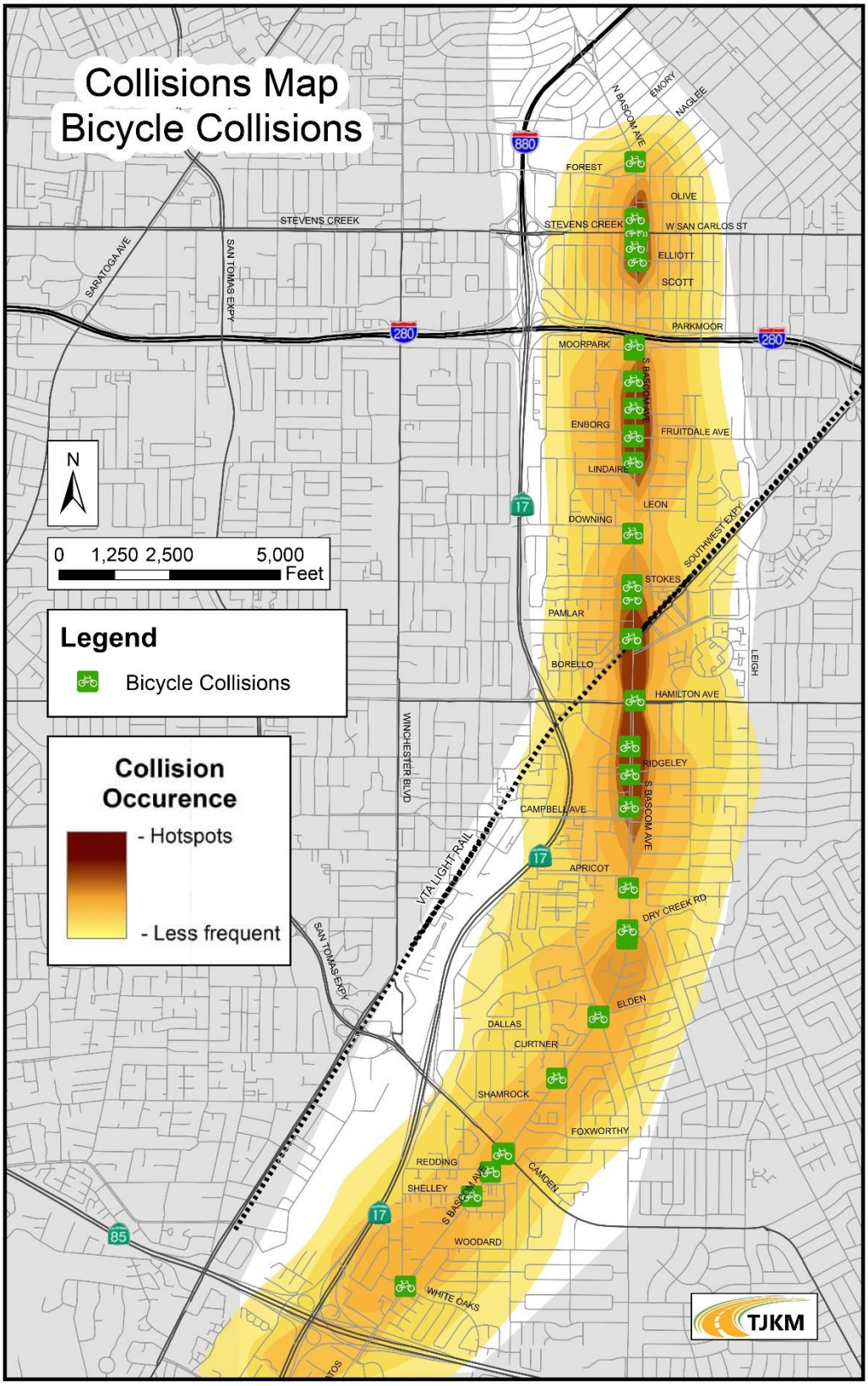


Figure 11. Bicycle Collisions



Average Travel Speeds

Based on a review of City planning documents and travel speed data for the corridor, key findings are that:

- City of San Jose Complete Streets Guidelines identify a desirable "target speed" of 25 to 30 miles per hour (mph) on Main Street segments (applicable to the segments between Stevens Creek Boulevard and Hamilton Avenue), and 25 to 35 miles on City Connector Streets (applicable to remaining segments within the City of San Jose).

Street Type	Target Speed (mph)
Grand Boulevards	25-30
Primary Bicycle Facility Streets	20-30
Main Streets	25-30
City Connector Streets	25-35
Local Connector Streets	25-30
Residential Streets	15-25
Commercial	25-30
Expressways	30-45

- The current average travel speeds is much higher than the City of San Jose's desired target speeds, generally averaging about 40 miles per hour (mph) along the corridor. On some segments, the 85th percentile travel speed was identified as 43 mph based on speed surveys based on City of San Jose 2011 speed survey data.

5. SUMMARY

As described in the preceding pages, key findings relevant to the complete streets study are:

1. Reduction to two motor vehicle lanes per direction would be feasible on all segments, while just one lane per direction may be adequate on some segments. Traffic volumes range from 18,000 to 34,000 daily, well below the capacity of approximately 60,000 provided by the current 7-lane configuration including left-turn pockets. Daily volumes of up to 40,000 vehicles can generally be accommodated by just two lanes per direction provided left-turn pockets are provided, while up to 22,000 vehicles can often be accommodated by just one lane per direction with left-turn pockets.
2. Bicyclists and pedestrians are disproportionately affected by collisions on the corridor. Although less than 10 percent of existing trips on the corridor are via bicycling or walking, bicyclists and pedestrians were involved in 23 percent of reported injury collisions, including 56 percent of serious injury collisions, and 60 percent of fatalities.
3. Travel speeds on Bascom Avenue average about 40 miles per hour (mph), well above the "target speed" goals established by the San Jose Complete Streets Guidelines that aim for 25 to 30 mph (between Moorpark and Hamilton Avenue) and 25 to 35 mph on remaining segments in San Jose.

APPENDIX A

Study Intersection Level of Service Output Sheets

Bascom Avenue Level of Service: Most Recent Available

ID	Cross Street	Control	CMP	City	AM Peak Hour: 7-9 AM						PM Peak Hour: 4-6 PM						Comments
					LOS Year	LOS	Software	LOS Source	Pg. #	Int #	LOS Year	LOS	Software	LOS Source[4]	Pg. #	Int #	
1	Newhall St	Signalized		San Jose													
2	Cherrystone Dr/ 880 SB Ramps	Signalized	*	San Jose	*2010*	A	Synchro	SJ TLSP Phase II	60	159	*2016*	A	TRAFFIX	CMP Monitoring		159	
3	880 NB Ramps	Signalized	*	San Jose	*2010*	B	Synchro	SJ TLSP Phase II	58	121	*2016*	A	TRAFFIX	CMP Monitoring			
4	W Hedding st	Signalized		San Jose	*2010*	D	Synchro	SJ TLSP Phase II	58	63	*2010*	D	Synchro	SJ TLSP Phase II	74	63	
5	Naglee Ave	Signalized		San Jose	*2010*	C	Synchro	SJ TLSP Phase II	58	107	*2010*	D	Synchro	SJ TLSP Phase II	74	107	
6	Olive	1-way Stop		San Jose													
7	Stevens Creek Blvd/ W San Carlos St	Signalized		San Jose	*2010*	D	Synchro	SJ TLSP Phase II	59	143	*2010*	E	Synchro	SJ TLSP Phase II	75	143	
8	Scott St	Signalized		San Jose	*2010*	B	Synchro	SJ TLSP Phase II	62	5702	*2010*	B	Synchro	SJ TLSP Phase II	78	5702	
9	Parkmoor Ave	Signalized		San Jose	*2010*	D	Synchro	SJ TLSP Phase II	63	5703	*2010*	C	Synchro	SJ TLSP Phase II	79	5703	
10	Moorpark Ave	Signalized	*	San Jose	*2010*	C	Synchro	SJ TLSP Phase II	62	3704	*2016*	E	TRAFFIX	CMP Monitoring		3704	
11	Renova Dr	Signalized		San Jose	*2010*	B	Synchro	SJ TLSP Phase II	63	5706	*2010*	B	Synchro	SJ TLSP Phase II	79	5706	
12	Fruitdale Ave/Enborg	Signalized	*	San Jose	*2010*	D	Synchro	SJ TLSP Phase II	63	5708	*2016*	D	TRAFFIX	CMP Monitoring		5708	
13	Lindaire Ave	1-way Stop		San Jose													
14	Downing Ave	Signalized		San Jose	*2010*	B	Synchro	SJ TLSP Phase II	61	541	*2010*	B	Synchro	SJ TLSP Phase II	77	541	
15	Stokes St	Signalized	*	San Jose	*2010*	C	Synchro	SJ TLSP Phase II	59	127	*2016*	C	TRAFFIX	CMP Monitoring	75	127	
16	Southwest Expresswa	Signalized		San Jose													
17	Hamilton Ave	Signalized	*	Campbell/SJ	*2015*	D-	TRAFFIX	Pruneyard TIA	59	3	*2016*	D-	TRAFFIX	CMP Monitoring		105	
18	Campisi Way	Signalized		Campbell	*2015*	B-	TRAFFIX	Pruneyard TIA	67	7	*2015*	D	TRAFFIX	Pruneyard TIA	101	7	
19	Ridgeley Dr/Pruneyar	Signalized		Campbell	*2015*	C	TRAFFIX	Pruneyard TIA	69	8	*2015*	B	TRAFFIX	Pruneyard TIA	103	8	
20	Fewtrell Dr	1-way Stop		Campbell													
21	E Campbell Ave	Signalized	*	Campbell	*2015*	C	TRAFFIX	Pruneyard TIA	81	13	*2016*	C	TRAFFIX	CMP Monitoring		101	
22	Apricot Ave	Signalized		Campbell	*2010*	A	Synchro	SJ TLSP Phase II	58	36	*2010*	B	Synchro	SJ TLSP Phase II	74	36	
23	Dry Creek Rd	Signalized		Campbell	*2010*	A	Synchro	SJ TLSP Phase II	61	625	*2010*	B	Synchro	SJ TLSP Phase II	77	625	
24	Union Ave	Signalized	*	San Jose	*2010*	D	Synchro	SJ TLSP Phase II	59	124	*2016*	D+	TRAFFIX	CMP Monitoring		3071	
25	Curtner Ave	Signalized	*	San Jose	*2010*	D	Synchro	SJ TLSP Phase II	60	203	*2016*	D+	TRAFFIX	CMP Monitoring		203	
26	Camden Ave	Signalized	*	San Jose	*2014*	E	TRAFFIX	Samaritan Med TIA	174	3067	*2016*	D	TRAFFIX	CMP Monitoring		3067	
27	Woodard Rd	Signalized		San Jose	*2010*	B	Synchro	SJ TLSP Phase II	60	400	*2016*	B	?	SJ-Bascom Gas Station		400	
28	White Oaks Rd	Signalized		Campbell	*2010*	B	Synchro	SJ TLSP Phase II	61	606	*2010*	B	Synchro	SJ TLSP Phase II	77	606	
29	E Mozart Ave	1-way Stop		Campbell													
30	85 NB Ramps	Signalized	*	San Jose	*2014*	C	TRAFFIX	Samaritan Med TIA	169	3001	*2016*	C+	TRAFFIX	CMP Monitoring		3001	
31	85 SB Ramps	Signalized	*	San Jose	*2014*	B	TRAFFIX	Samaritan Med TIA	172	3002	*2016*	C	TRAFFIX	CMP Monitoring		3002	

Notes:

[1] Mainline volumes: northbound plus southbound volumes in on Bascom Avenue. Used when N/S volume is more than twice E/W volume.

[2] Mainline volume shown if no prior volumes available.

[3] Blank if same year.

[4] Red indicates LOS worksheet unavailable

AM Peak

36: Apricot Avenue & Bascom Avenue

San Jose TLSP Phase II (Group 1)

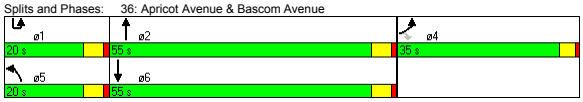
AM Peak
Existing Conditions

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Volume (vph)	62	39	41	1260	17	474	35
Confl. Peds. (#/hr)		2	7				7
Confl. Bikes (#/hr)							5
Peak Hour Factor	0.90	0.90	0.83	0.83	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%		0%	
Turn Type		Perm	Prot		Prot		
Protected Phases	4		5	2	1	6	
Permitted Phases		4					
Detector Phases	4	4	5	2	1	6	
Minimum Initial (s)	6.0	6.0	6.0	8.0	6.0	8.0	
Minimum Split (s)	35.0	35.0	15.0	27.0	15.0	22.0	
Total Split (s)	35.0	35.0	20.0	55.0	20.0	55.0	0.0
Total Split (%)	31.8%	31.8%	18.2%	50.0%	18.2%	50.0%	0.0%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag			Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							
Recall Mode	None	None	Min	C-Max	None	Max	
Act Effct Green (s)	12.1	12.1	8.8	90.4	7.1	79.1	
Actuated g/C Ratio	0.11	0.11	0.08	0.82	0.06	0.72	
v/c Ratio	0.35	0.20	0.35	0.36	0.17	0.16	
Control Delay	47.3	13.0	59.4	3.1	56.2	9.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.3	13.0	59.4	3.1	56.2	9.7	
LOS	D	B	E	A	E	A	
Approach Delay	34.1			4.9		11.2	
Approach LOS	C			A		B	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 99 (90%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 8.0 — Intersection LOS: A
Intersection Capacity Utilization 45.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Apricot Avenue & Bascom Avenue



63: Hedding St & Bascom Avenue

San Jose TLSP Phase II (Group 1)

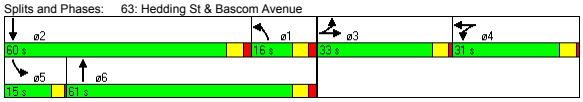
AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	268	68	92	176	102	92	876	90	88	445	123
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			2			3						3
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.92	0.92	0.92	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split			Prot			Prot		
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												
Detector Phases	3	3		4	4		1	6		5	2	
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		30.0	30.0		11.0	32.0		9.0	30.0	
Total Split (s)	33.0	33.0	0.0	31.0	31.0	0.0	16.0	61.0	0.0	15.0	60.0	0.0
Total Split (%)	23.6%	23.6%	0.0%	22.1%	22.1%	0.0%	11.4%	43.6%	0.0%	10.7%	42.9%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		0.5	2.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	Max	
Act Effct Green (s)		26.7			22.5		12.0	63.7		11.2	62.9	
Actuated g/C Ratio		0.19			0.16		0.09	0.46		0.08	0.45	
v/c Ratio		0.84			0.77		0.66	0.66		0.70	0.41	
Control Delay		65.9			61.0		59.2	14.9		82.1	23.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		65.9			61.0		59.2	14.9		82.1	23.9	
LOS		E			E		E	B		F	C	
Approach Delay		65.9			61.0			18.7			31.7	
Approach LOS		E			E			B			C	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 49 (35%), Referenced to phase 6:NBT, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 37.6 — Intersection LOS: D
Intersection Capacity Utilization 70.7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 63: Hedding St & Bascom Avenue



107: Naglee Ave & Bascom Avenue

San Jose TLSP Phase II (Group 1)

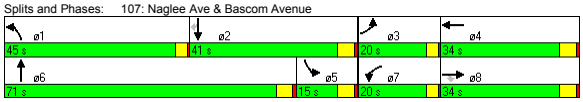
AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	164	4	112	232	130	186	1010	129	92	407	147
Confl. Peds. (#/hr)	3		4	4		3	3		3	3		3
Confl. Bikes (#/hr)			6			3			6			2
Peak Hour Factor	0.82	0.82	0.82	0.76	0.76	0.76	0.89	0.89	0.89	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8									2
Detector Phases	3	8	8	7	4		1	6		5	2	2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.0	33.0	33.0	9.0	31.0		9.0	32.0		10.0	32.0	32.0
Total Split (s)	20.0	34.0	34.0	20.0	34.0	0.0	45.0	71.0	0.0	15.0	41.0	41.0
Total Split (%)	14.3%	24.3%	24.3%	14.3%	24.3%	0.0%	32.1%	50.7%	0.0%	10.7%	29.3%	29.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0		0.5	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	C-Max
Act Effct Green (s)	13.1	21.7	21.7	14.6	23.2		23.1	76.7		11.0	64.6	64.6
Actuated g/C Ratio	0.09	0.16	0.16	0.10	0.17		0.16	0.55		0.08	0.46	0.46
v/c Ratio	0.70	0.36	0.02	0.80	0.78		0.72	0.67		0.78	0.30	0.22
Control Delay	82.6	53.7	26.2	90.4	56.7		56.7	16.4		80.5	16.5	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	82.6	53.7	26.2	90.4	56.7		56.7	16.4		80.5	16.5	3.0
LOS	F	D	C	F	E		E	B		F	B	A
Approach Delay		63.6			64.6			22.1			22.5	
Approach LOS		E			E			C			C	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 41 (29%), Referenced to phase 2:SBT, Start of Red
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 34.7 — Intersection LOS: C
Intersection Capacity Utilization 67.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 107: Naglee Ave & Bascom Avenue



121: Bascom Avenue & I-880 NB On-ramp

San Jose TLSP Phase II (Group 1)

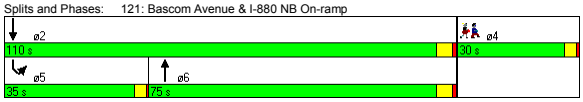
AM Peak
Existing Conditions

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR	ø4
Lane Configurations							
Volume (vph)	829	423	207	518	0	0	
Confl. Peds. (#/hr)					2		
Confl. Bikes (#/hr)		2					
Peak Hour Factor	0.93	0.93	0.96	0.96	0.93	0.93	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot				
Protected Phases	6		5	2			4
Permitted Phases							
Detector Phases	6		5	2			
Minimum Initial (s)	10.0		10.0	10.0			5.0
Minimum Split (s)	15.0		14.0	15.0			29.0
Total Split (s)	75.0	0.0	35.0	110.0	0.0	0.0	30.0
Total Split (%)	53.6%	0.0%	25.0%	78.6%	0.0%	0.0%	21%
Yellow Time (s)	4.0		3.0	4.0			3.0
All-Red Time (s)	1.0		0.5	1.0			1.0
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?							
Recall Mode	C-Max		None	C-Max			Min
Act Effct Green (s)	98.0		20.6	122.6			
Actuated g/C Ratio	0.70		0.15	0.88			
v/c Ratio	0.57		0.83	0.17			
Control Delay	6.9		79.5	1.6			
Queue Delay	0.1		0.0	0.0			
Total Delay	7.0		79.5	1.6			
LOS	A		E	A			
Approach Delay	7.0			23.8			
Approach LOS	A			C			

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 62 (44%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 13.1 — Intersection LOS: B
Intersection Capacity Utilization 58.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 121: Bascom Avenue & I-880 NB On-ramp



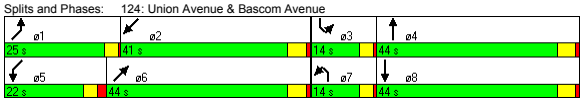
124: Union Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	15	875	534	35	225	61	96	460	8	154	243	24
Confl. Peds. (#/hr)	5		5	5		5	6					6
Confl. Bikes (#/hr)			4			2			1			2
Peak Hour Factor	0.82	0.82	0.82	0.71	0.71	0.71	0.76	0.76	0.76	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases												
Detector Phases	7	4		3	8		1	6		5	2	
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.0	41.0		9.0	43.0		9.0	30.0		10.0	29.0	
Total Split (s)	14.0	44.0	0.0	14.0	44.0	0.0	25.0	44.0	0.0	22.0	41.0	0.0
Total Split (%)	11.3%	35.5%	0.0%	11.3%	35.5%	0.0%	20.2%	35.5%	0.0%	17.7%	33.1%	0.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		2.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	Min	C-Max		Min	C-Max		None	None		None	None	
Act Effct Green (s)	6.3	62.3		8.3	64.3		13.2	24.6		12.7	24.2	
Actuated g/C Ratio	0.05	0.50		0.07	0.52		0.11	0.20		0.10	0.20	
v/c Ratio	0.20	1.00		0.42	0.23		0.67	0.61		0.52	0.32	
Control Delay	60.9	51.5		65.0	16.6		56.3	41.7		57.7	41.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	60.9	51.5		65.0	16.6		56.3	41.7		57.7	41.4	
LOS	E	D		E	B		E	D		E	D	
Approach Delay		51.6			21.9			44.2			47.4	
Approach LOS		D			C			D			D	

Intersection Summary
Cycle Length: 124
Actuated Cycle Length: 124
Offset: 74 (60%), Referenced to phase 4:NBT and 8:SBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 45.5 — Intersection LOS: D
Intersection Capacity Utilization 67.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 124: Union Avenue & Bascom Avenue



Kimley Horn and Associates

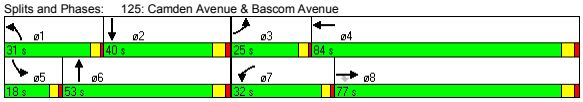
125: Camden Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	184	735	285	124	2037	52	502	450	40	46	492	374
Confl. Peds. (#/hr)	4					4	7		1	1		7
Confl. Bikes (#/hr)			3									5
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.82	0.82	0.82	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8									
Detector Phases	3	8	8	7	4		1	6		5	2	
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	41.0	41.0	9.0	41.0		9.0	39.0		9.0	41.0	
Total Split (s)	25.0	77.0	77.0	32.0	84.0	0.0	31.0	53.0	0.0	18.0	40.0	0.0
Total Split (%)	13.9%	42.8%	42.8%	17.8%	46.7%	0.0%	17.2%	29.4%	0.0%	10.0%	22.2%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	21.0	82.1	82.1	18.9	80.0		27.0	56.9		8.1	36.0	
Actuated g/C Ratio	0.12	0.46	0.46	0.10	0.44		0.15	0.32		0.04	0.20	
v/c Ratio	0.96	0.34	0.37	0.74	1.03		1.19	0.38		0.34	1.12dr	
Control Delay	128.8	32.6	12.5	100.5	75.6		164.7	48.6		88.9	87.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	128.8	32.6	12.5	100.5	75.6		164.7	48.6		88.9	87.8	
LOS	F	C	B	F	E		F	D		F	F	
Approach Delay		42.6			77.0			107.3			87.8	
Approach LOS		D			E			F			F	

Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 135 (75%), Referenced to phase 4:WBT and 8:EBT, Start of Red
Natural Cycle: 180
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 77.6 — Intersection LOS: E
Intersection Capacity Utilization 98.9% — ICU Level of Service F
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 125: Camden Avenue & Bascom Avenue



Kimley Horn and Associates

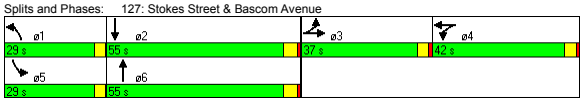
127: Stokes Street & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	45	27	262	19	69	11	1239	128	51	577	13
Confl. Peds. (#/hr)	4		3	3		4	1		3	3		1
Confl. Bikes (#/hr)						1			5			3
Peak Hour Factor	0.77	0.77	0.77	0.68	0.68	0.68	0.91	0.91	0.91	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split			Prot			Prot		
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												
Detector Phases	3	3		4	4		1	6		5	2	
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	37.0	37.0		42.0	42.0		9.0	28.0		9.0	28.0	
Total Split (s)	37.0	37.0	0.0	42.0	42.0	0.0	29.0	55.0	0.0	29.0	55.0	0.0
Total Split (%)	22.7%	22.7%	0.0%	25.8%	25.8%	0.0%	17.8%	33.7%	0.0%	17.8%	33.7%	0.0%
Yellow Time (s)	3.0	3.0		3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	1.0		0.5	1.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)		14.7		31.9	31.9		6.5	48.2		9.3	54.6	
Actuated g/C Ratio		0.13		0.28	0.28		0.05	0.42		0.08	0.48	
v/c Ratio		0.53		0.78	0.25		0.12	0.71		0.43	0.29	
Control Delay		56.4		55.0	13.9		67.8	34.2		69.3	22.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		56.4		55.0	13.9		67.8	34.2		69.3	22.3	
LOS		E		E	B		E	C		E	C	
Approach Delay		56.4			44.7			34.5			26.0	
Approach LOS		E			D			C			C	

Intersection Summary
Cycle Length: 163
Actuated Cycle Length: 114.6
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 35.0 — Intersection LOS: C
Intersection Capacity Utilization 63.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 127: Stokes Street & Bascom Avenue



Kimley Horn and Associates

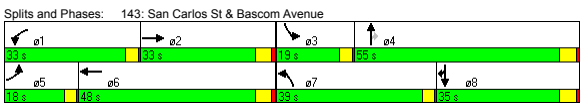
143: San Carlos St & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	242	114	137	723	220	217	925	101	103	435	46
Confl. Peds. (#/hr)	18		12	12		18	12		12	12		12
Confl. Bikes (#/hr)			3			6			2			9
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.88	0.88	0.88	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot			Prot			Prot		Perm	Prot		Prot
Protected Phases	5	2		1	6		7	4		3	8	8
Permitted Phases									4			
Detector Phases	5	2		1	6		7	4	4	3	8	8
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.0	30.0		9.0	31.0		9.0	32.0	32.0	9.0	32.0	32.0
Total Split (s)	18.0	33.0	0.0	33.0	48.0	0.0	39.0	55.0	55.0	19.0	35.0	35.0
Total Split (%)	12.9%	23.6%	0.0%	23.6%	34.3%	0.0%	27.9%	39.3%	39.3%	13.6%	25.0%	25.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0	1.0	0.5	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	11.7	45.7		17.6	51.6		25.6	47.4	47.4	13.3	35.1	35.1
Actuated g/C Ratio	0.08	0.33		0.13	0.37		0.18	0.34	0.34	0.10	0.25	0.25
v/c Ratio	0.66	0.39		0.76	0.92		0.76	0.88	0.20	0.75	0.42	0.13
Control Delay	83.1	35.5		79.8	54.3		79.2	35.9	3.7	78.4	35.9	17.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.1	35.5		79.8	54.3		79.2	35.9	3.7	78.4	35.9	17.2
LOS	F	D		E	D		E	D	A	E	D	B
Approach Delay		44.2			57.6			40.8			41.9	
Approach LOS		D			E			D			D	

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 47.1 — Intersection LOS: D
Intersection Capacity Utilization 76.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 143: San Carlos St & Bascom Avenue



Kimley Horn and Associates

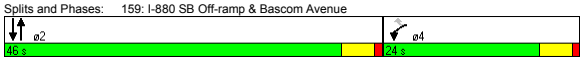
159: I-880 SB Off-ramp & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	324	171	1068	159	0	426
Confl. Peds. (#/hr)		3		2	2	
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.98	0.98	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Turn Type		Perm				
Protected Phases	4		2			2
Permitted Phases		4				
Detector Phases	4	4	2			2
Minimum Initial (s)	5.0	5.0	10.0			10.0
Minimum Split (s)	10.0	10.0	15.0			15.0
Total Split (s)	24.0	24.0	46.0	0.0	0.0	46.0
Total Split (%)	34.3%	34.3%	65.7%	0.0%	0.0%	65.7%
Yellow Time (s)	4.0	4.0	4.0			4.0
All-Red Time (s)	1.0	1.0	1.0			1.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	13.3	13.3	48.7			48.7
Actuated g/C Ratio	0.19	0.19	0.70			0.70
v/c Ratio	0.54	0.49	0.52			0.19
Control Delay	28.2	16.8	4.8			4.3
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	28.2	16.8	4.8			4.3
LOS	C	B	A			A
Approach Delay	24.3		4.8			4.3
Approach LOS	C		A			A

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 59 (84%), Referenced to phase 2:NBSB, Start of Red
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 9.3 — Intersection LOS: A
Intersection Capacity Utilization 52.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 159: I-880 SB Off-ramp & Bascom Avenue



Kimley Horn and Associates

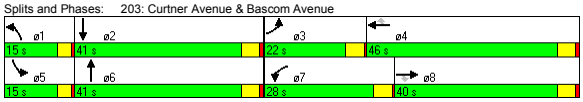
203: Curtner Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	126	54	247	199	19	48	558	128	27	272	26
Confl. Peds. (#/hr)	2		13	13		2	2		5	5		2
Confl. Bikes (#/hr)			4			2			2			3
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.86	0.86	0.86	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						
Detector Phases	3	8	8	7	4	4	1	6		5	2	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	39.0	39.0	10.0	41.0	41.0	9.0	41.0		9.0	35.0	
Total Split (s)	22.0	40.0	40.0	28.0	46.0	46.0	15.0	41.0	0.0	15.0	41.0	0.0
Total Split (%)	17.7%	32.3%	32.3%	22.6%	37.1%	37.1%	12.1%	33.1%	0.0%	12.1%	33.1%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	1.0	0.5	1.0		0.5	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	11.0	15.9	15.9	23.1	30.0	30.0	8.7	65.5		7.4	62.2	
Actuated g/C Ratio	0.09	0.13	0.13	0.19	0.24	0.24	0.07	0.53		0.06	0.50	
v/c Ratio	0.49	0.38	0.28	0.89	0.53	0.06	0.45	0.30		0.34	0.16	
Control Delay	63.5	50.1	11.3	77.8	45.0	13.5	66.2	18.7		48.3	27.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	63.5	50.1	11.3	77.8	45.0	13.5	66.2	18.7		48.3	27.5	
LOS	E	D	B	E	D	B	E	B		D	C	
Approach Delay		44.4			61.1			21.8			29.2	
Approach LOS		D			E			C			C	

Intersection Summary
Cycle Length: 124
Actuated Cycle Length: 124
Offset: 5 (4%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 36.7 — Intersection LOS: D
Intersection Capacity Utilization 73.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 203: Curtner Avenue & Bascom Avenue



Kimley Horn and Associates

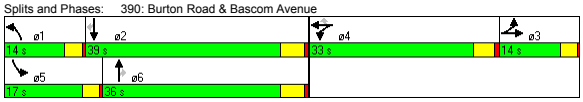
390: Burton Road & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	26	41	399	18	460	64	792	307	568	641	24
Confl. Peds. (#/hr)	36		4	4		36	6		8	8		6
Confl. Bikes (#/hr)			1						2			5
Peak Hour Factor	0.66	0.66	0.66	0.93	0.93	0.93	0.78	0.78	0.78	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases						4			6			2
Detector Phases	3	3		4	4	4	1	6	6	5	2	2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.0	9.0		33.0	33.0	33.0	9.0	30.0	30.0	9.0	21.0	21.0
Total Split (s)	14.0	14.0	0.0	33.0	33.0	33.0	14.0	36.0	36.0	17.0	39.0	39.0
Total Split (%)	14.0%	14.0%	0.0%	33.0%	33.0%	33.0%	14.0%	36.0%	36.0%	17.0%	39.0%	39.0%
Yellow Time (s)	3.0	3.0		3.5	3.5	3.5	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.5	0.5		1.0	1.0	1.0	0.5	1.0	1.0	0.5	1.0	1.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		12.0		23.0	23.0	23.0	8.5	32.0	32.0	17.0	42.3	42.3
Actuated g/C Ratio		0.12		0.23	0.23	0.23	0.08	0.32	0.32	0.17	0.42	0.42
v/c Ratio		0.77		0.56	0.59	0.84	0.55	0.90	0.63	1.02	0.45	0.04
Control Delay		62.0		38.7	39.6	26.4	57.2	44.2	19.2	86.5	21.1	10.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay		62.0		38.7	39.6	26.4	57.2	44.2	19.2	86.5	21.6	10.7
LOS		E		D	D	C	E	D	B	F	C	B
Approach Delay		62.0			32.5			38.3			51.3	
Approach LOS		E			C			D			D	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 1 (1%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 42.2 — Intersection LOS: D
Intersection Capacity Utilization 71.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 390: Burton Road & Bascom Avenue



Kimley Horn and Associates

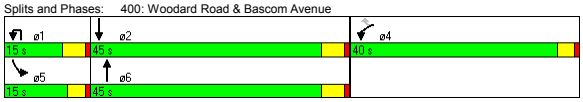
400: Woodard Road & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	141	264	9	713	67	136	699
Confl. Peds. (#/hr)		16			6	6	
Confl. Bikes (#/hr)		7			6		
Peak Hour Factor	0.65	0.65	0.89	0.89	0.89	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Turn Type		Perm	Prot			Prot	
Protected Phases	4		1	6		5	2
Permitted Phases		4					
Detector Phases	4	4	1	6		5	2
Minimum Initial (s)	10.0	10.0	5.0	10.0		5.0	10.0
Minimum Split (s)	36.0	36.0	10.0	22.0		9.0	15.0
Total Split (s)	40.0	40.0	15.0	45.0	0.0	15.0	45.0
Total Split (%)	40.0%	40.0%	15.0%	45.0%	0.0%	15.0%	45.0%
Yellow Time (s)	3.0	3.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max		None	C-Max
Act Effct Green (s)	19.8	19.8	7.1	53.9		14.3	69.8
Actuated g/C Ratio	0.20	0.20	0.07	0.54		0.14	0.70
v/c Ratio	0.62	0.77	0.08	0.32		0.61	0.22
Control Delay	43.3	21.4	54.6	8.0		50.4	7.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	43.3	21.4	54.6	8.0		50.4	7.3
LOS	D	C	D	A		D	A
Approach Delay	29.0			8.5			14.3
Approach LOS	C			A			B

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 15.9 — Intersection LOS: B
Intersection Capacity Utilization 48.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 400: Woodard Road & Bascom Avenue



Kimley Horn and Associates

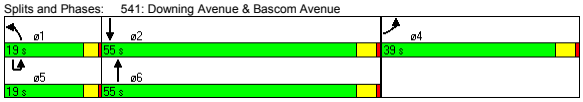
541: Downing Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Volume (vph)	84	67	76	1223	16	548	47
Confl. Peds. (#/hr)	4	34	2				2
Confl. Bikes (#/hr)		13					3
Peak Hour Factor	0.61	0.61	0.92	0.92	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	3	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%		0%	
Turn Type			Prot		Prot		
Protected Phases	4		1	6	5	2	
Permitted Phases							
Detector Phases	4		1	6	5	2	
Minimum Initial (s)	5.0		5.0	10.0	5.0	10.0	
Minimum Split (s)	39.0		9.0	15.0	9.0	23.0	
Total Split (s)	39.0	0.0	19.0	55.0	19.0	55.0	0.0
Total Split (%)	34.5%	0.0%	16.8%	48.7%	16.8%	48.7%	0.0%
Yellow Time (s)	4.0		3.0	4.0	3.0	4.0	
All-Red Time (s)	1.0		0.5	1.0	0.5	1.0	
Lead/Lag			Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							
Recall Mode	None		None	Min	None	Min	
Act Effct Green (s)	18.3		8.5	38.8	6.3	34.4	
Actuated g/C Ratio	0.26		0.12	0.56	0.08	0.49	
v/c Ratio	0.53		0.40	0.47	0.13	0.28	
Control Delay	23.2		41.3	12.7	43.6	13.8	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	23.2		41.3	12.7	43.6	13.8	
LOS	C		D	B	D	B	
Approach Delay	23.2			14.4		14.5	
Approach LOS	C			B		B	

Intersection Summary
Cycle Length: 113
Actuated Cycle Length: 69.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 15.4 — Intersection LOS: B
Intersection Capacity Utilization 60.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 541: Downing Avenue & Bascom Avenue



Kimley Horn and Associates

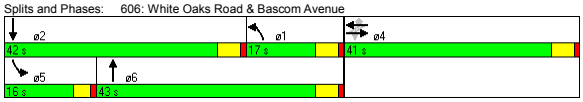
606: White Oaks Road & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	7	38	120	24	82	90	577	35	39	886	50
Confl. Peds. (#/hr)	5		3	3		5	4		5	5		4
Confl. Bikes (#/hr)			1			5			3			2
Peak Hour Factor	0.63	0.63	0.63	0.67	0.67	0.67	0.93	0.93	0.93	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4		4						
Detector Phases	4	4		4	4	4	1	6		5	2	
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	41.0	41.0		41.0	41.0	41.0	10.0	37.0		10.0	37.0	
Total Split (s)	41.0	41.0	0.0	41.0	41.0	41.0	17.0	43.0	0.0	16.0	42.0	0.0
Total Split (%)	41.0%	41.0%	0.0%	41.0%	41.0%	41.0%	17.0%	43.0%	0.0%	16.0%	42.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Max		None	Max	
Act Effct Green (s)	20.9	20.9		20.9	20.9	20.9	11.9	63.2		7.9	57.5	
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21	0.12	0.63		0.08	0.58	
v/c Ratio	0.22	0.18		0.65	0.09	0.29	0.46	0.21		0.31	0.37	
Control Delay	31.0	9.9		45.3	28.0	6.4	37.9	8.6		49.3	14.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.0	9.9		45.3	28.0	6.4	37.9	8.6		49.3	14.8	
LOS	C	A		D	C	A	D	A		D	B	
Approach Delay		19.8			29.4			12.4			16.1	
Approach LOS		B			C			B			B	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 6:NBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 17.0 — Intersection LOS: B
Intersection Capacity Utilization 57.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 606: White Oaks Road & Bascom Avenue



Kimley Horn and Associates

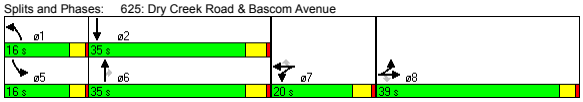
625: Dry Creek Road & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	1	8	18	1	305	23	997	40	134	352	19
Confl. Peds. (#/hr)	6					6	7		7	7		7
Confl. Bikes (#/hr)						11			11			5
Peak Hour Factor	0.67	0.67	0.67	0.72	0.72	0.72	0.91	0.91	0.91	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	8	8		7	7		1	6		5	2	
Permitted Phases			8			7			6			
Detector Phases	8	8	8	7	7	7	1	6	6	5	2	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	15.0	
Minimum Split (s)	38.0	38.0	38.0	10.0	10.0	10.0	9.0	24.0	24.0	9.0	29.0	
Total Split (s)	39.0	39.0	39.0	20.0	20.0	20.0	16.0	35.0	35.0	16.0	35.0	0.0
Total Split (%)	35.5%	35.5%	35.5%	18.2%	18.2%	18.2%	14.5%	31.8%	31.8%	14.5%	31.8%	0.0%
Yellow Time (s)	3.0	3.0	3.0	3.5	3.5	3.5	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	1.0	1.0	0.5	1.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		6.1	6.1		9.6	9.6	6.4	69.0	69.0	15.1	83.3	
Actuated g/C Ratio		0.06	0.06		0.09	0.09	0.06	0.63	0.63	0.14	0.76	
v/c Ratio		0.11	0.12		0.17	0.82	0.24	0.34	0.05	0.62	0.11	
Control Delay		51.4	25.9		46.7	17.9	54.6	12.1	7.8	65.0	2.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		51.4	25.9		46.7	17.9	54.6	12.1	7.8	65.0	2.3	
LOS		D	C		D	B	D	B	A	E	A	
Approach Delay		38.1			19.6			12.9			19.0	
Approach LOS		D			B			B			B	

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 29 (26%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 16.1 — Intersection LOS: B
Intersection Capacity Utilization 53.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 625: Dry Creek Road & Bascom Avenue



Kimley Horn and Associates

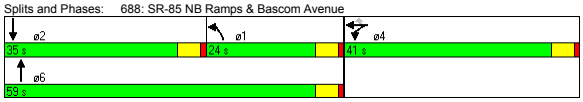
688: SR-85 NB Ramps & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	202	0	88	400	654	0	0	775	237
Confl. Peds. (#/hr)							4		2	2		4
Confl. Bikes (#/hr)						2			5			
Peak Hour Factor	1.00	1.00	1.00	0.92	0.92	0.92	0.86	0.86	0.86	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type				Split		Perm	Prot					
Protected Phases				4	4		1	6			2	
Permitted Phases						4						
Detector Phases				4	4	4	1	6			2	
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0			10.0	
Minimum Split (s)				40.0	40.0	40.0	10.0	32.0			29.0	
Total Split (s)	0.0	0.0	0.0	41.0	41.0	41.0	24.0	59.0	0.0	0.0	35.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	41.0%	41.0%	41.0%	24.0%	59.0%	0.0%	0.0%	35.0%	0.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max			Max	
Act Effct Green (s)				16.8	16.8	16.8	20.0	75.2			51.2	
Actuated g/C Ratio				0.17	0.17	0.17	0.20	0.75			0.51	
v/c Ratio				0.39	0.39	0.28	0.68	0.20			0.44	
Control Delay				38.5	38.5	7.8	35.0	1.7			9.9	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				38.5	38.5	7.8	35.0	1.7			9.9	
LOS				D	D	A	D	A			A	
Approach Delay					29.1			14.3			9.9	
Approach LOS					C			B			A	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 39 (39%), Referenced to phase 6:NBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 14.2 — Intersection LOS: B
Intersection Capacity Utilization 47.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 688: SR-85 NB Ramps & Bascom Avenue



Kimley Horn and Associates

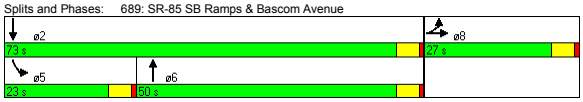
689: SR-85 SB Ramps & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	1	229	0	0	0	0	917	283	112	943	0
Confl. Peds. (#/hr)							2		2	2		2
Confl. Bikes (#/hr)						5						3
Peak Hour Factor	0.89	0.89	0.89	1.00	1.00	1.00	0.86	0.86	0.86	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split									Prot		
Protected Phases	8	8						6		5	2	
Permitted Phases												
Detector Phases	8	8						6		5	2	
Minimum Initial (s)	5.0	5.0						10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0						28.0		10.0	28.0	
Total Split (s)	27.0	27.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	23.0	73.0	0.0
Total Split (%)	27.0%	27.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	23.0%	73.0%	0.0%
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None						C-Max		None	C-Max	
Act Effct Green (s)	15.2	15.2						63.3		9.5	76.8	
Actuated g/C Ratio	0.15	0.15						0.63		0.10	0.77	
v/c Ratio	0.39	0.72						0.45		0.37	0.26	
Control Delay	41.1	27.6						3.7		54.8	1.5	
Queue Delay	0.0	0.1						0.3		0.0	0.0	
Total Delay	41.1	27.7						4.1		54.8	1.5	
LOS	D	C						A		D	A	
Approach Delay		31.4						4.1			7.2	
Approach LOS		C						A			A	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 8.7 Intersection LOS: A
Intersection Capacity Utilization 47.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 689: SR-85 SB Ramps & Bascom Avenue



Kimley Horn and Associates

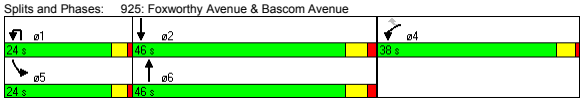
925: Foxworthy Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	305	58	8	591	66	35	553
Confl. Peds. (#/hr)		17			17	17	
Confl. Bikes (#/hr)					3		
Peak Hour Factor	0.86	0.86	0.76	0.76	0.76	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Turn Type		Perm	Prot			Prot	
Protected Phases	4		1	6		5	2
Permitted Phases		4					
Detector Phases	4	4	1	6		5	2
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	10.0
Minimum Split (s)	38.0	38.0	9.0	31.0		9.0	16.0
Total Split (s)	38.0	38.0	24.0	46.0	0.0	24.0	46.0
Total Split (%)	35.2%	35.2%	22.2%	42.6%	0.0%	22.2%	42.6%
Yellow Time (s)	3.5	3.5	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0		1.0	2.0
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?							
Recall Mode	None	None	None	Min		None	Min
Act Effct Green (s)	16.4	16.4	6.4	20.7		7.0	22.8
Actuated g/C Ratio	0.33	0.33	0.11	0.42		0.13	0.46
v/c Ratio	0.58	0.12	0.05	0.40		0.17	0.26
Control Delay	19.1	10.1	32.1	13.0		29.3	10.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	19.1	10.1	32.1	13.0		29.3	10.3
LOS	B	B	C	B		C	B
Approach Delay	17.7			13.2			11.4
Approach LOS	B			B			B

Intersection Summary
Cycle Length: 108
Actuated Cycle Length: 49.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 51.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 925: Foxworthy Avenue & Bascom Avenue



Kimley Horn and Associates

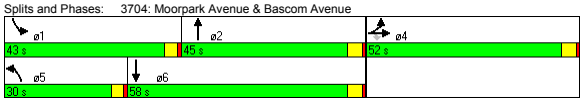
3704: Moorpark Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	135	474	215	0	0	0	260	745	305	294	748	347
Confl. Peds. (#/hr)	1		20	20		1	4		2	2		4
Confl. Bikes (#/hr)			8									2
Peak Hour Factor	0.90	0.90	0.90	1.00	1.00	1.00	0.92	0.92	0.92	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split		Perm				Prot			Prot		
Protected Phases	4	4					5	2		1	6	
Permitted Phases			4									
Detector Phases	4	4	4				5	2		1	6	
Minimum Initial (s)	8.0	8.0	8.0				8.0	12.0		8.0	12.0	
Minimum Split (s)	37.0	37.0	37.0				20.0	34.0		16.0	30.0	
Total Split (s)	52.0	52.0	52.0	0.0	0.0	0.0	30.0	45.0	0.0	43.0	58.0	0.0
Total Split (%)	37.1%	37.1%	37.1%	0.0%	0.0%	0.0%	21.4%	32.1%	0.0%	30.7%	41.4%	0.0%
Yellow Time (s)	3.6	3.6	3.6				3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	1.0	1.0				1.0	1.0		1.0	1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None				None	C-Max		None	Max	
Act Effct Green (s)		34.9	34.9				16.9	62.6		30.5	76.2	
Actuated g/C Ratio		0.25	0.25				0.12	0.45		0.22	0.54	
v/c Ratio		0.78	0.50				0.68	0.52		0.84	0.45	
Control Delay		55.0	22.3				63.9	31.2		68.5	11.0	
Queue Delay		0.0	0.0				0.0	0.0		0.3	0.3	
Total Delay		55.0	22.3				63.9	31.2		68.7	11.3	
LOS		E	C				E	C		E	B	
Approach Delay		46.5						37.7			23.5	
Approach LOS		D						D			C	

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 10 (7%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 34.2 Intersection LOS: C
Intersection Capacity Utilization 73.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3704: Moorpark Avenue & Bascom Avenue



Kimley Horn and Associates

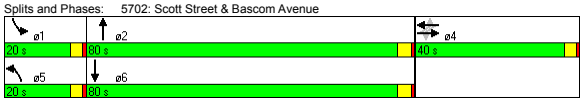
5702: Scott Street & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	8	10	14	19	134	27	1124	19	9	703	3
Confl. Peds. (#/hr)	3					3	5		10	10		5
Confl. Bikes (#/hr)			1			1			1			
Peak Hour Factor	0.69	0.69	0.69	0.89	0.89	0.89	0.92	0.92	0.92	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phases	4	4		4	4		5	2		1	6	
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	12.0		8.0	12.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		14.0	31.0		14.0	28.0	
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	20.0	80.0	0.0	20.0	80.0	0.0
Total Split (%)	28.6%	28.6%	0.0%	28.6%	28.6%	0.0%	14.3%	57.1%	0.0%	14.3%	57.1%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	Max	
Act Effct Green (s)		18.2			18.2		8.6	111.4		8.0	106.0	
Actuated g/C Ratio		0.13			0.13		0.06	0.80		0.06	0.76	
v/c Ratio		0.16			0.57		0.27	0.31		0.10	0.21	
Control Delay		36.8			22.4		66.2	2.2		43.8	15.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		36.8			22.4		66.2	2.2		43.8	15.5	
LOS		D			C		E	A		D	B	
Approach Delay		36.8			22.4			3.7			15.9	
Approach LOS		D			C			A			B	

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 2 (1%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 10.0 Intersection LOS: B
Intersection Capacity Utilization 42.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5702: Scott Street & Bascom Avenue



Kimley Horn and Associates

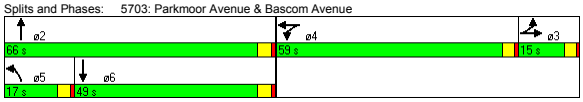
5703: Parkmoor Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	17	770	142	242	3	856	0	0	682	24
Confl. Peds. (#/hr)	10		1	1		10	4		1	1		4
Confl. Bikes (#/hr)			2			5						2
Peak Hour Factor	0.50	0.50	0.50	0.90	0.90	0.90	0.91	0.91	0.91	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split			Prot					
Protected Phases	3	3		4	4		5	2			6	
Permitted Phases												
Detector Phases	3	3		4	4		5	2			6	
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	12.0			12.0	
Minimum Split (s)	15.0	15.0		37.0	37.0		15.0	20.0			22.0	
Total Split (s)	15.0	15.0	0.0	59.0	59.0	0.0	17.0	66.0	0.0	0.0	49.0	0.0
Total Split (%)	10.7%	10.7%	0.0%	42.1%	42.1%	0.0%	12.1%	47.1%	0.0%	0.0%	35.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6			3.6	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0			1.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead				Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max			Max	
Act Effct Green (s)		8.6		55.0	55.0		8.0	66.8			64.4	
Actuated g/C Ratio		0.06		0.39	0.39		0.06	0.48			0.46	
v/c Ratio		0.31		0.99	0.97		0.03	0.39			0.37	
Control Delay		29.4		74.3	67.9		74.7	10.7			21.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay		29.4		74.3	67.9		74.7	10.7			21.8	
LOS		C		E	E		E	B			C	
Approach Delay		29.4			71.2			10.9			21.8	
Approach LOS		C			E			B			C	

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 16 (11%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 38.9 Intersection LOS: D
Intersection Capacity Utilization 62.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5703: Parkmoor Avenue & Bascom Avenue



Kimley Horn and Associates

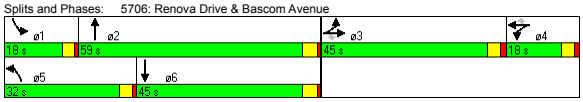
5706: Renova Drive & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	3	32	6	4	11	99	1369	28	55	737	90
Confl. Peds. (#/hr)	33		11	11		33			50	50		
Confl. Bikes (#/hr)			17			35			13			
Peak Hour Factor	0.81	0.81	0.81	0.58	0.58	0.58	0.94	0.94	0.94	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split		Perm	Split		Perm	Prot			Prot		
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			4						
Detector Phases	3	3	3	4	4	4	5	2		1	6	
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	
Minimum Split (s)	48.0	48.0	48.0	14.0	14.0	14.0	20.0	25.0		15.0	31.0	
Total Split (s)	45.0	45.0	45.0	18.0	18.0	18.0	32.0	59.0	0.0	18.0	45.0	0.0
Total Split (%)	32.1%	32.1%	32.1%	12.9%	12.9%	12.9%	22.9%	42.1%	0.0%	12.9%	32.1%	0.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max		None	Max	
Act Effct Green (s)		28.0	28.0		8.9	8.9	12.7	87.7		10.2	81.9	
Actuated g/C Ratio		0.20	0.20		0.06	0.06	0.09	0.63		0.07	0.58	
v/c Ratio		0.09	0.12		0.14	0.18	0.66	0.47		0.46	0.32	
Control Delay		39.2	11.1		64.4	27.5	65.3	18.0		74.8	11.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		39.2	11.1		64.4	27.5	65.3	18.0		74.8	11.7	
LOS		D	B		E	C	E	B		E	B	
Approach Delay		23.6			44.9			21.1			15.6	
Approach LOS		C			D			C			B	

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 24 (17%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 63.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5706: Renova Drive & Bascom Avenue



Kimley Horn and Associates

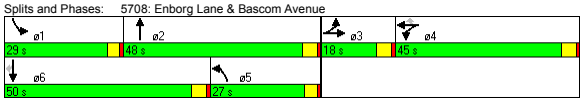
5708: Enborg Lane & Bascom Avenue
San Jose TLSP Phase II (Group 1)

AM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	112	83	115	273	496	160	955	80	255	430	100
Confl. Peds. (#/hr)	6					6	13		24	24		13
Confl. Bikes (#/hr)									8			
Peak Hour Factor	0.64	0.64	0.64	0.84	0.84	0.84	0.83	0.83	0.83	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	3
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split		Perm	Prot			Prot		Perm
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases						4						6
Detector Phases	3	3		4	4	4	5	2		1	6	6
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0		8.0	12.0	12.0
Minimum Split (s)	15.0	15.0		42.0	42.0	42.0	20.0	33.0		20.0	26.0	26.0
Total Split (s)	18.0	18.0	0.0	45.0	45.0	45.0	27.0	48.0	0.0	29.0	50.0	50.0
Total Split (%)	12.9%	12.9%	0.0%	32.1%	32.1%	32.1%	19.3%	34.3%	0.0%	20.7%	35.7%	35.7%
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Max		None	Max	Max
Act Effct Green (s)		14.0			32.2	32.2	23.0	45.1		32.7	54.8	54.8
Actuated g/C Ratio		0.10			0.23	0.23	0.16	0.32		0.23	0.39	0.39
v/c Ratio		1.17			0.58	0.90	0.66	0.77		0.82	0.29	0.20
Control Delay		151.6			49.8	33.6	67.0	46.5		53.7	23.0	9.9
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		151.6			49.8	33.6	67.0	46.5		53.7	23.0	9.9
LOS		F			D	C	E	D		D	C	A
Approach Delay		151.6			40.7			49.3			31.3	
Approach LOS		F			D			D			C	

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 102 (73%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 53.4 Intersection LOS: D
Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15

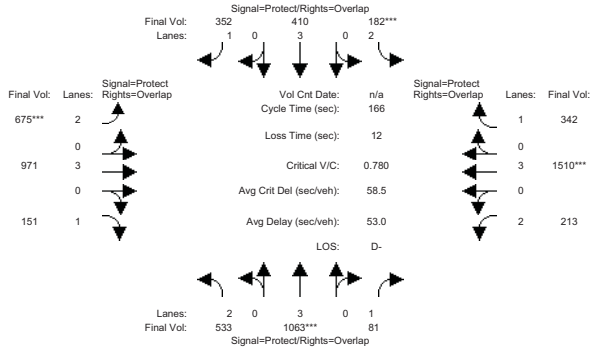
Splits and Phases: 5708: Enborg Lane & Bascom Avenue



Kimley Horn and Associates

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

Intersection #3: Bascom/Hamilton

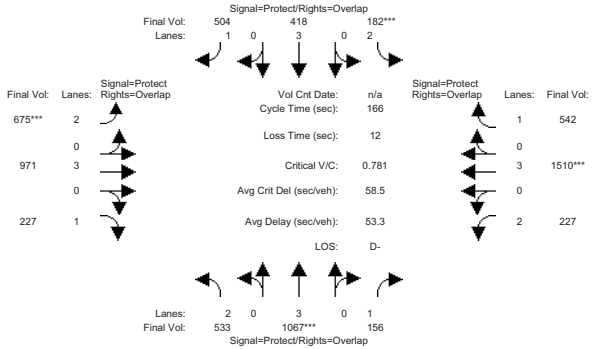


Street Name:	Bascom						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:45 to 5:45											
Base Vol:	533	1063	149	182	410	504	675	971	227	213	1510	542
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1063	149	182	410	504	675	971	227	213	1510	542
User Adj:	1.00	1.00	0.54	1.00	1.00	0.70	1.00	1.00	0.66	1.00	1.00	0.63
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1063	81	182	410	352	675	971	151	213	1510	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1063	81	182	410	352	675	971	151	213	1510	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	533	1063	81	182	410	352	675	971	151	213	1510	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.05	0.06	0.07	0.20	0.21	0.17	0.09	0.07	0.26	0.20
Crit Moves:		****			****			****				****
Green Time:	36.5	39.7	68.7	12.3	15.5	61.1	45.6	73.0	109.5	29.0	56.4	68.7
Volume/Cap:	0.77	0.78	0.11	0.78	0.77	0.55	0.78	0.39	0.13	0.39	0.78	0.47
Uniform Del:	60.8	59.1	29.9	75.5	73.5	41.5	55.6	31.4	10.5	60.6	49.2	35.5
IncremntDel:	5.3	3.0	0.1	15.4	6.8	1.0	4.6	0.1	0.1	0.5	2.1	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.1	62.0	30.0	90.9	80.3	42.4	60.1	31.5	10.6	61.1	51.3	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	62.0	30.0	90.9	80.3	42.4	60.1	31.5	10.6	61.1	51.3	35.9
LOS by Move:	E	E	C	F	F	D	E	C	B+	E	D-	D+
HCM2kAvgQ:	15	17	3	6	7	15	19	11	3	6	24	13

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #3: Bascom/Hamilton

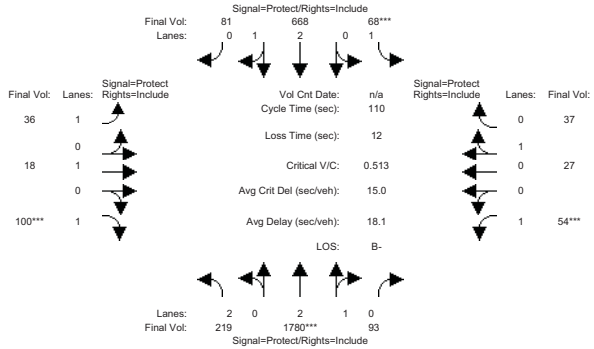


Street Name:	Bascom						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	533	1067	156	182	418	504	675	971	227	227	1510	542
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1067	156	182	418	504	675	971	227	227	1510	542
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1067	156	182	418	504	675	971	227	227	1510	542
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1067	156	182	418	504	675	971	227	227	1510	542
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	533	1067	156	182	418	504	675	971	227	227	1510	542
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.09	0.06	0.07	0.29	0.21	0.17	0.13	0.07	0.26	0.31
Crit Moves:		****			****			****				****
Green Time:	36.3	39.8	70.1	12.3	15.8	61.4	45.6	71.6	107.9	30.3	56.3	68.6
Volume/Cap:	0.77	0.78	0.21	0.78	0.77	0.78	0.78	0.39	0.20	0.39	0.78	0.75
Uniform Del:	61.0	59.0	30.4	75.5	73.3	46.3	55.6	32.3	11.7	59.8	49.3	41.4
IncremntDel:	5.5	3.0	0.1	15.5	6.7	6.0	4.6	0.1	0.1	0.4	2.1	4.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.5	62.0	30.6	91.0	80.0	52.3	60.2	32.5	11.8	60.2	51.4	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	62.0	30.6	91.0	80.0	52.3	60.2	32.5	11.8	60.2	51.4	45.7
LOS by Move:	E	E	C	F	E-	D-	E	C-	B+	E	D-	D
HCM2kAvgQ:	15	17	5	6	7	25	19	11	5	6	24	26

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

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

Intersection #7: Bascom Ave/Campisi Way

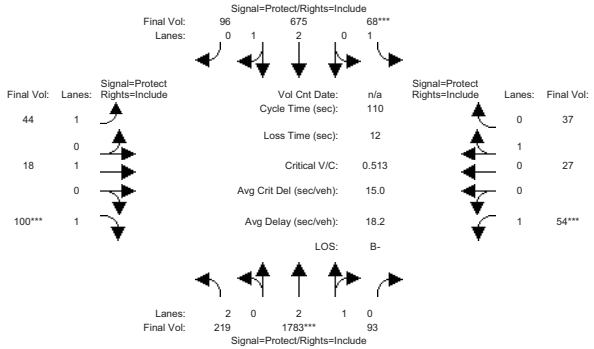


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	219	1780	93	68	668	81	36	18	100	54	27	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1780	93	68	668	81	36	18	100	54	27	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1780	93	68	668	81	36	18	100	54	27	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1780	93	68	668	81	36	18	100	54	27	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	1780	93	68	668	81	36	18	100	54	27	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.84	0.16	1.00	2.65	0.35	1.00	1.00	1.00	1.00	0.40	0.60
Final Sat.:	3150	5394	282	1750	5037	611	1750	1900	1750	1750	764	1047
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.13	0.13	0.02	0.01	0.06	0.03	0.04	0.04
Crit Moves:		****			****				****	****		
Green Time:	27.1	70.5	70.5	8.3	51.7	51.7	7.9	12.2	12.2	7.0	11.3	11.3
Volume/Cap:	0.28	0.51	0.51	0.51	0.28	0.28	0.29	0.09	0.51	0.48	0.34	0.34
Uniform Del:	33.6	10.6	10.6	48.9	17.8	17.8	48.4	43.9	46.1	49.8	45.9	45.9
IncremntDel:	0.2	0.1	0.1	3.5	0.1	0.1	1.3	0.2	2.4	3.3	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.8	10.7	10.7	52.4	17.9	17.9	49.6	44.1	48.5	53.1	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	10.7	10.7	52.4	17.9	17.9	49.6	44.1	48.5	53.1	47.0	47.0
LOS by Move:	C-	B+	B+	D-	B	B	D	D	D	D-	D	D
HCM2kAvgQ:	3	11	11	2	5	5	2	1	4	3	2	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #7: Bascom Ave/Campisi Way

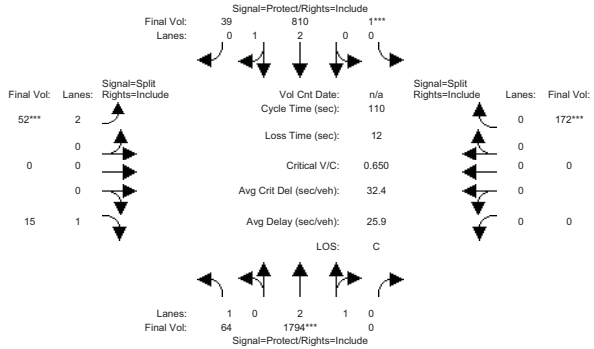


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	219	1783	93	68	675	96	44	18	100	54	27	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1783	93	68	675	96	44	18	100	54	27	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1783	93	68	675	96	44	18	100	54	27	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1783	93	68	675	96	44	18	100	54	27	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	1783	93	68	675	96	44	18	100	54	27	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.84	0.16	1.00	2.60	0.40	1.00	1.00	1.00	1.00	0.40	0.60
Final Sat.:	3150	5395	281	1750	4938	702	1750	1900	1750	1750	764	1047
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.14	0.14	0.03	0.01	0.06	0.03	0.04	0.04
Crit Moves:		****			****				****	****		
Green Time:	26.6	70.5	70.5	8.3	52.2	52.2	7.9	12.2	12.2	7.0	11.3	11.3
Volume/Cap:	0.29	0.52	0.52	0.52	0.29	0.29	0.35	0.09	0.52	0.48	0.34	0.34
Uniform Del:	34.0	10.6	10.6	48.9	17.6	17.6	48.6	43.9	46.1	49.8	45.9	45.9
IncremntDel:	0.2	0.1	0.1	3.5	0.1	0.1	1.7	0.2	2.4	3.3	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.2	10.7	10.7	52.4	17.6	17.6	50.3	44.1	48.5	53.1	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	10.7	10.7	52.4	17.6	17.6	50.3	44.1	48.5	53.1	47.0	47.0
LOS by Move:	C-	B+	B+	D-	B	B	D	D	D	D-	D	D
HCM2kAvgQ:	3	11	11	2	5	5	2	1	4	3	2	2

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

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

Intersection #8: Bascom Ave/Pruneyard

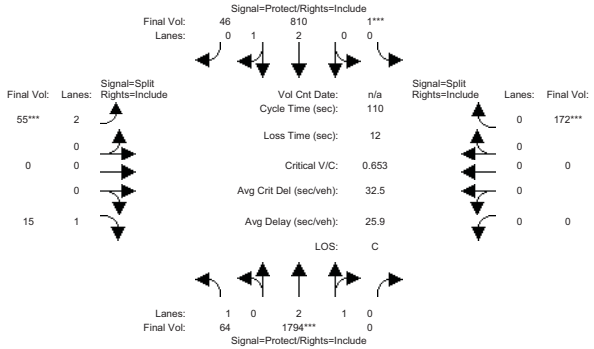


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1794	0	1	810	39	52	0	15	0	0	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1794	0	1	810	39	52	0	15	0	0	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1794	0	1	810	39	52	0	15	0	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1794	0	1	810	39	52	0	15	0	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1794	0	1	810	39	52	0	15	0	0	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.01	2.84	0.15	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	0	7	5410	260	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.00	0.15	0.15	0.15	0.02	0.00	0.01	0.00	0.00	0.10
Crit Moves:		****			****			****				****
Green Time:	21.7	49.2	0.0	23.4	51.0	51.0	10.0	0.0	10.0	0.0	0.0	15.4
Volume/Cap:	0.19	0.70	0.00	0.70	0.32	0.32	0.18	0.00	0.09	0.00	0.00	0.70
Uniform Del:	36.8	24.5	0.0	40.1	18.6	18.6	46.2	0.0	45.8	0.0	0.0	45.1
IncremntDel:	0.3	0.9	0.0	1.9	0.1	0.1	0.3	0.0	0.3	0.0	0.0	8.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	37.1	25.4	0.0	42.0	18.7	18.7	46.5	0.0	46.1	0.0	0.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	25.4	0.0	42.0	18.7	18.7	46.5	0.0	46.1	0.0	0.0	54.1
LOS by Move:	D+	C	A	D	B-	B-	D	A	D	A	A	D-
HCM2kAvgQ:	2	16	0	9	6	6	1	0	1	0	0	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #8: Bascom Ave/Pruneyard

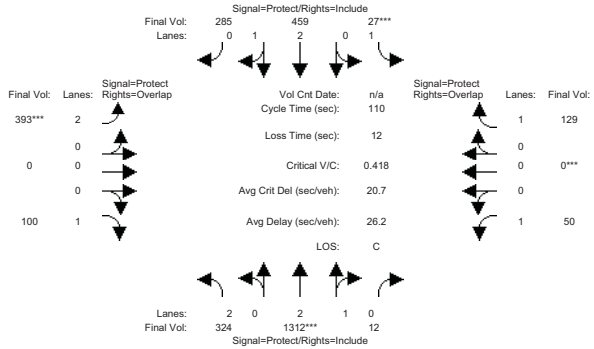


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1794	0	1	810	46	55	0	15	0	0	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1794	0	1	810	46	55	0	15	0	0	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1794	0	1	810	46	55	0	15	0	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1794	0	1	810	46	55	0	15	0	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1794	0	1	810	46	55	0	15	0	0	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.01	2.82	0.17	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	0	7	5362	305	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.00	0.15	0.15	0.15	0.02	0.00	0.01	0.00	0.00	0.10
Crit Moves:		****			****			****				****
Green Time:	21.5	49.1	0.0	23.6	51.1	51.1	10.0	0.0	10.0	0.0	0.0	15.3
Volume/Cap:	0.19	0.71	0.00	0.71	0.32	0.32	0.19	0.00	0.09	0.00	0.00	0.71
Uniform Del:	36.9	24.6	0.0	40.0	18.6	18.6	46.3	0.0	45.8	0.0	0.0	45.2
IncremntDel:	0.3	0.9	0.0	1.9	0.1	0.1	0.3	0.0	0.3	0.0	0.0	9.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	37.2	25.5	0.0	41.9	18.6	18.6	46.6	0.0	46.1	0.0	0.0	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	25.5	0.0	41.9	18.6	18.6	46.6	0.0	46.1	0.0	0.0	54.2
LOS by Move:	D+	C	A	D	B-	B-	D	A	D	A	A	D-
HCM2kAvgQ:	2	16	0	9	6	6	1	0	1	0	0	7

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

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

Intersection #13: Bascom/Campbell

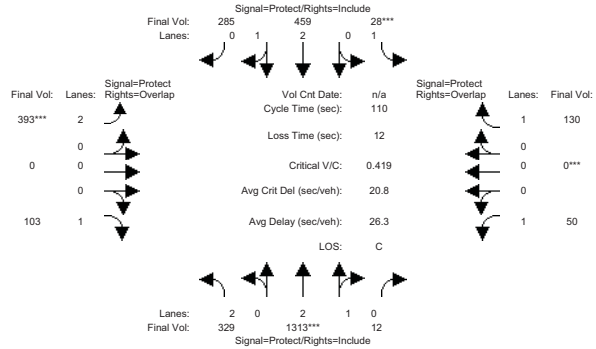


Street Name:	Bascom						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:45 to 5:45											
Base Vol:	324	1312	12	27	459	285	393	0	100	50	0	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	1312	12	27	459	285	393	0	100	50	0	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	324	1312	12	27	459	285	393	0	100	50	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1312	12	27	459	285	393	0	100	50	0	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1312	12	27	459	285	393	0	100	50	0	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.97	0.03	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5644	52	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.02	0.12	0.16	0.12	0.00	0.06	0.03	0.00	0.07
Crit Moves:		****			****			****				
Green Time:	26.0	57.3	57.3	10.0	41.2	41.2	30.7	0.0	26.0	30.7	0.0	10.0
Volume/Cap:	0.43	0.45	0.45	0.17	0.32	0.43	0.45	0.00	0.24	0.10	0.00	0.81
Uniform Del:	35.7	16.5	16.5	46.2	24.5	25.7	32.6	0.0	34.0	29.4	0.0	49.1
IncremntDel:	0.4	0.1	0.1	0.5	0.1	0.2	0.4	0.0	0.3	0.1	0.0	25.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	36.1	16.6	16.6	46.7	24.5	25.9	33.0	0.0	34.3	29.5	0.0	75.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	16.6	16.6	46.7	24.5	25.9	33.0	0.0	34.3	29.5	0.0	75.0
LOS by Move:	D+	B	B	D	C	C	C-	A	C-	C	A	E
HCM2kAvgQ:	5	9	9	1	5	8	6	0	3	1	0	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #13: Bascom/Campbell



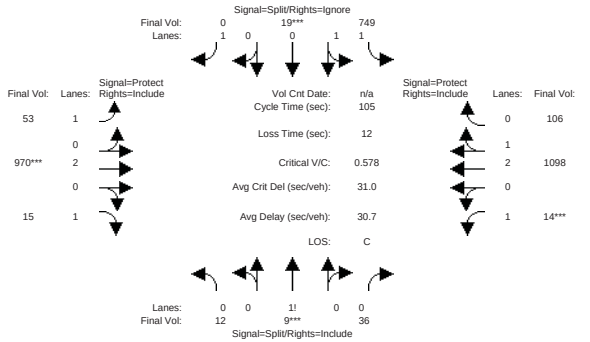
Street Name:	Bascom						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	1313	12	28	459	285	393	0	103	50	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	1313	12	28	459	285	393	0	103	50	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	1313	12	28	459	285	393	0	103	50	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1313	12	28	459	285	393	0	103	50	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	1313	12	28	459	285	393	0	103	50	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.97	0.03	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5644	52	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.02	0.12	0.16	0.12	0.00	0.06	0.03	0.00	0.07
Crit Moves:		****			****			****				
Green Time:	26.3	57.3	57.3	10.0	41.0	41.0	30.7	0.0	26.3	30.7	0.0	10.0
Volume/Cap:	0.44	0.45	0.45	0.18	0.32	0.44	0.45	0.00	0.25	0.10	0.00	0.82
Uniform Del:	35.6	16.5	16.5	46.2	24.6	25.9	32.6	0.0	33.8	29.4	0.0	49.1
IncremntDel:	0.4	0.1	0.1	0.5	0.1	0.2	0.4	0.0	0.3	0.1	0.0	26.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	36.0	16.6	16.6	46.7	24.7	26.0	33.0	0.0	34.2	29.5	0.0	76.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	16.6	16.6	46.7	24.7	26.0	33.0	0.0	34.2	29.5	0.0	76.0
LOS by Move:	D+	B	B	D	C	C	C-	A	C-	C	A	E-
HCM2kAvgQ:	6	9	9	1	5	8	6	0	3	1	0	7

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

Samaritan Medical Campus Development Plan
City of San Jose

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

Intersection #717: SR 17 SB Ramps & Lark Ave



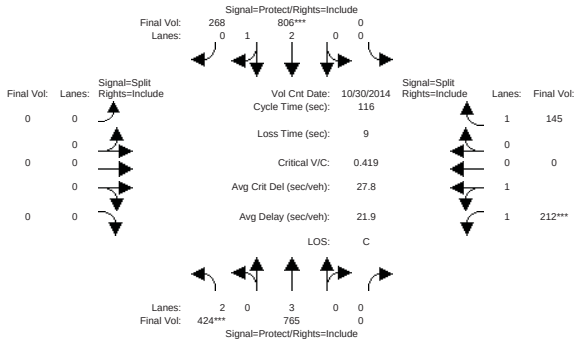
Street Name:	SR 17 SB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	9	36	749	19	770	53	970	15	14	1098	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	9	36	749	19	770	53	970	15	14	1098	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Other Proj.:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	9	36	749	19	770	53	970	15	14	1098	106
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	9	36	749	19	0	53	970	15	14	1098	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	9	36	749	19	0	53	970	15	14	1098	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	9	36	749	19	0	53	970	15	14	1098	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.21	0.16	0.63	1.95	0.05	1.00	1.00	2.00	1.00	1.00	2.73	0.27
Final Sat.:	368	276	1105	3462	88	1750	1750	3800	1750	1750	5106	493
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.22	0.22	0.00	0.03	0.26	0.01	0.01	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	34.9	34.9	0.0	11.4	41.1	41.1	7.0	36.7	36.7
Volume/Cap:	0.34	0.34	0.34	0.65	0.65	0.00	0.28	0.65	0.02	0.12	0.61	0.61
Delay/Veh:	49.9	49.9	49.9	32.7	32.7	0.0	46.7	28.3	19.6	48.2	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	49.9	49.9	32.7	32.7	0.0	46.7	28.3	19.6	48.2	29.7	29.7
LOS by Move:	D	D	D	C	C	A	D	C	B	D	C	C
HCM2kAvgQ:	2	2	2	12	12	0	2	13	0	0	11	11

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

Samaritan Medical Campus Development Plan
City of San Jose

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

Intersection #3001: Bascom Ave & SR85 NB Ramps *



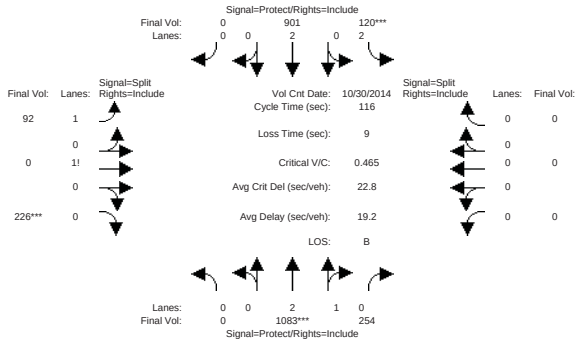
Street Name:	Bascom Ave						SR85 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2014 << 7:45-8:45AM												
Base Vol:	424	765	0	0	806	268	0	0	0	212	0	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	765	0	0	806	268	0	0	0	212	0	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	765	0	0	806	268	0	0	0	212	0	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	765	0	0	806	268	0	0	0	212	0	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	765	0	0	806	268	0	0	0	212	0	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	424	765	0	0	806	268	0	0	0	212	0	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.22	0.78	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4201	1397	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.06	0.00	0.08
Crit Moves:	****				****					****		
Green Time:	35.2	85.3	0.0	0.0	50.2	50.2	0.0	0.0	0.0	21.7	0.0	21.7
Volume/Cap:	0.44	0.18	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.32	0.00	0.44
Delay/Veh:	32.9	4.7	0.0	0.0	23.3	23.3	0.0	0.0	0.0	41.1	0.0	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	4.7	0.0	0.0	23.3	23.3	0.0	0.0	0.0	41.1	0.0	42.8
LOS by Move:	C	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	7	3	0	0	9	9	0	0	0	4	0	5

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

Samaritan Medical Campus Development Plan
City of San Jose

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

Intersection #3002: Bascom Ave & SR85 SB Ramps *

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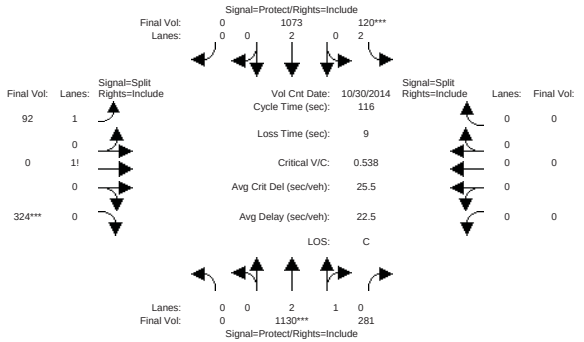
Street Name:            Bascom Ave                SR85 SB Ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Min. Green:     0   10   10     7   10    0    10   10   10     0    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 30 Oct 2014 << 8:00-9:00AM
Base Vol:       0 1083  254   120  901    0    92    0  226     0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0 1083  254   120  901    0    92    0  226     0    0    0
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
ATI:            0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0 1083  254   120  901    0    92    0  226     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0 1083  254   120  901    0    92    0  226     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0 1083  254   120  901    0    92    0  226     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0 1083  254   120  901    0    92    0  226     0    0    0
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.99  0.95  0.83 1.00 0.92  0.92 1.00 0.95  0.92 1.00 0.92
Lanes:       0.00 2.41  0.59  2.00 2.00 0.00  1.17 0.00 0.83  0.00 0.00 0.00
Final Sat.:     0 4535  1064  3150 3800    0  2053    0 1488     0    0    0
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.24  0.04 0.24 0.00  0.04 0.00 0.15  0.00 0.00 0.00
Crit Moves:       ****        ****             ****
Green Time:   0.0 59.6  59.6   9.5 69.1  0.0  37.9  0.0 37.9   0.0  0.0  0.0
Volume/Cap:  0.00 0.46  0.46  0.46 0.40 0.00  0.14 0.00 0.46  0.00 0.00 0.00
Delay/Veh:    0.0 18.1  18.1  52.1 12.5  0.0  27.6  0.0 31.5   0.0  0.0  0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 18.1  18.1  52.1 12.5  0.0  27.6  0.0 31.5   0.0  0.0  0.0
LOS by Move:    A    B     B     D    B    A     C    A    C     A    A    A
HCM2kAvgQ:      0   10    10     2    8    0     2    0    7     0    0    0
Note: Queue reported is the number of cars per lane.
```


Samaritan Medical Campus Development Plan
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #3002: Bascom Ave & SR85 SB Ramps *

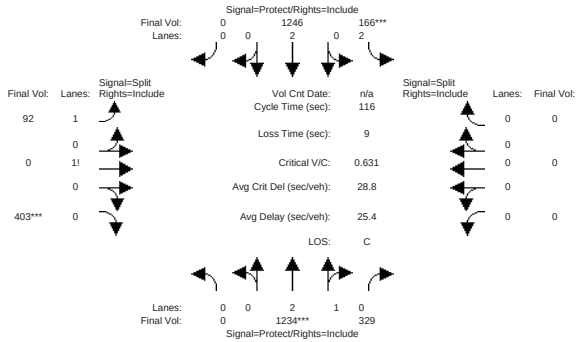



```
Street Name:            Bascom Ave                SR85 SB Ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Min. Green:     0   10   10     7   10    0    10   10   10     0    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 30 Oct 2014 << 8:00-9:00AM
Base Vol:       0 1083  254   120  901    0    92    0  226     0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0 1083  254   120  901    0    92    0  226     0    0    0
Added Vol:      0   47   27     0  172    0     0    0   98     0    0    0
ATI:            0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0 1130  281   120 1073    0    92    0  324     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0 1130  281   120 1073    0    92    0  324     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0 1130  281   120 1073    0    92    0  324     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0 1130  281   120 1073    0    92    0  324     0    0    0
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.99  0.95  0.83 1.00 0.92  0.92 1.00 0.95  0.92 1.00 0.92
Lanes:       0.00 2.38  0.62  2.00 2.00 0.00  1.13 0.00 0.87  0.00 0.00 0.00
Final Sat.:     0 4483  1115  3150 3800    0  1973    0 1571     0    0    0
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.25  0.04 0.28 0.00  0.05 0.00 0.21  0.00 0.00 0.00
Crit Moves:       ****        ****             ****
Green Time:   0.0 54.3  54.3   8.2 62.5  0.0  44.5  0.0 44.5   0.0  0.0  0.0
Volume/Cap:  0.00 0.54  0.54  0.54 0.52 0.00  0.12 0.00 0.54  0.00 0.00 0.00
Delay/Veh:    0.0 22.1  22.1  54.7 17.4  0.0  23.2  0.0 28.6   0.0  0.0  0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 22.1  22.1  54.7 17.4  0.0  23.2  0.0 28.6   0.0  0.0  0.0
LOS by Move:    A    C     C     D    B    A     C    A    C     A    A    A
HCM2kAvgQ:      0   12    12     2   12    0     2    0   10     0    0    0
Note: Queue reported is the number of cars per lane.
```

Samaritan Medical Campus Development Plan
City of San Jose

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

Intersection #3002: Bascom Ave & SR85 SB Ramps *

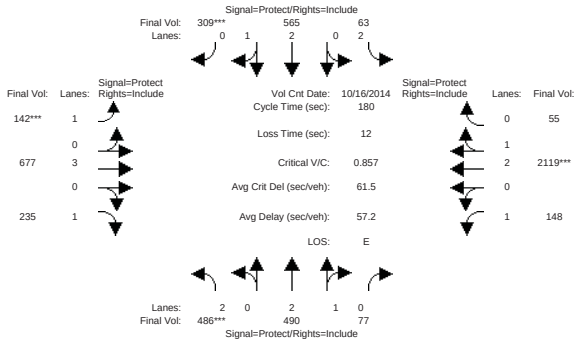



```
Street Name:            Bascom Ave                SR85 SB Ramps
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Min. Green:     0   10   10     7   10    0    10   10   10     0    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 1234  329   166 1246    0    92    0  403     0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0 1234  329   166 1246    0    92    0  403     0    0    0
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Other Proj.:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0 1234  329   166 1246    0    92    0  403     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0 1234  329   166 1246    0    92    0  403     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0 1234  329   166 1246    0    92    0  403     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0 1234  329   166 1246    0    92    0  403     0    0    0
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.99 0.95  0.83 1.00 0.92  0.92 1.00 0.95  0.92 1.00 0.92
Lanes:       0.00 2.35 0.65  2.00 2.00 0.00  1.11 0.00 0.89  0.00 0.00 0.00
Final Sat.:     0 4420 1178  3150 3800    0  1934    0 1611     0    0    0
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28 0.28  0.05 0.33 0.00  0.05 0.00 0.25  0.00 0.00 0.00
Crit Moves:       ****       ****            ****
Green Time:   0.0 51.3 51.3   9.7 61.0  0.0  46.0  0.0 46.0   0.0  0.0  0.0
Volume/Cap:  0.00 0.63 0.63  0.63 0.62 0.00  0.12 0.00 0.63  0.00 0.00 0.00
Delay/Veh:    0.0 25.5 25.5  56.3 20.0  0.0  22.2  0.0 29.8   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 25.5 25.5  56.3 20.0  0.0  22.2  0.0 29.8   0.0  0.0  0.0
LOS by Move:    A    C    C     E    C    A     C    A    C     A    A    A
HCM2kAvgQ:      0   14   14     3   15    0     2    0   13     0    0    0
Note: Queue reported is the number of cars per lane.
```


Samaritan Medical Campus Development Plan
City of San Jose

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

Intersection #3067: Bascom Ave & Camden Ave *




```
Street Name:            Bascom Ave                Camden Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Min. Green:     7   10   10     7   10   10     7   10   10     7   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 16 Oct 2014 << 7:45-8:45AM
Base Vol:     486  490   77    63  565  309   142  677  235   148 2119   55
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  486  490   77    63  565  309   142  677  235   148 2119   55
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
ATI:            0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  486  490   77    63  565  309   142  677  235   148 2119   55
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   486  490   77    63  565  309   142  677  235   148 2119   55
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  486  490   77    63  565  309   142  677  235   148 2119   55
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  486  490   77    63  565  309   142  677  235   148 2119   55
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 0.99 0.95  0.83 1.00 0.92  0.92 1.00 0.92  0.92 0.98 0.95
Lanes:       2.00 2.58 0.42  2.00 2.00 1.00  1.00 3.00 1.00  1.00 2.92 0.08
Final Sat.:  3150 4839  760  3150 3800 1750  1750 5700 1750  1750 5458  142
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.10 0.10  0.02 0.15 0.18  0.08 0.12 0.13  0.08 0.39 0.39
Crit Moves:  ****            ****  ****            ****
Green Time:  32.4 50.2 50.2  19.3 37.1 37.1  17.0 60.5 60.5  38.1 81.5 81.5
Volume/Cap:  0.86 0.36 0.36  0.19 0.72 0.86  0.86 0.35 0.40  0.40 0.86 0.86
Delay/Veh:   83.9 52.2 52.2  73.5 68.8 76.3 113.5 45.2 46.3  61.8 47.2 47.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  83.9 52.2 52.2  73.5 68.8 76.3 113.5 45.2 46.3  61.8 47.2 47.2
LOS by Move:    F    D    D     E    E    E     F    D    D     E    D    D
HCM2kAvgQ:     17    8    8     2   15   20     9    9   10     7   36   36
Note: Queue reported is the number of cars per lane.
```

PM Peak

36: Apricot Avenue & Bascom Avenue

San Jose TLSP Phase II (Group 1)

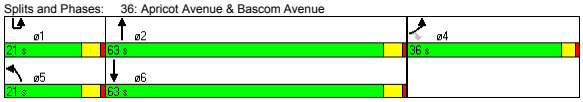
PM Peak
Existing Conditions

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Volume (vph)	40	28	38	753	76	1161	76
Confl. Peds. (#/hr)			13				13
Confl. Bikes (#/hr)							2
Peak Hour Factor	0.52	0.52	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%		0%	
Turn Type		Perm	Prot		Prot		
Protected Phases	4		5	2	1	6	
Permitted Phases		4					
Detector Phases	4	4	5	2	1	6	
Minimum Initial (s)	6.0	6.0	6.0	8.0	6.0	8.0	
Minimum Split (s)	35.0	35.0	15.0	27.0	15.0	22.0	
Total Split (s)	36.0	36.0	21.0	63.0	21.0	63.0	0.0
Total Split (%)	30.0%	30.0%	17.5%	52.5%	17.5%	52.5%	0.0%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag			Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Max	None	C-Max	
Act Effct Green (s)	9.3	9.3	8.5	92.6	11.1	92.2	
Actuated g/C Ratio	0.08	0.08	0.07	0.77	0.09	0.77	
v/c Ratio	0.56	0.31	0.33	0.21	0.52	0.35	
Control Delay	68.5	18.1	43.9	10.6	75.7	2.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	68.5	18.1	43.9	10.6	75.7	2.0	
LOS	E	B	D	B	E	A	
Approach Delay	47.7			12.2		6.3	
Approach LOS	D			B		A	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 36 (30%), Referenced to phase 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 10.6 — Intersection LOS: B
Intersection Capacity Utilization 44.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Apricot Avenue & Bascom Avenue



63: Hedding St & Bascom Avenue

San Jose TLSP Phase II (Group 1)

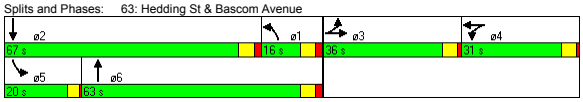
PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	188	251	90	122	280	74	70	569	35	110	859	170
Confl. Peds. (#/hr)	1		2	2		1	1		2	2		1
Confl. Bikes (#/hr)			7			4			7			3
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.75	0.75	0.75	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split			Prot			Prot		
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												
Detector Phases	3	3		4	4		1	6		5	2	
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		30.0	30.0		11.0	32.0		9.0	30.0	
Total Split (s)	36.0	36.0	0.0	31.0	31.0	0.0	16.0	63.0	0.0	20.0	67.0	0.0
Total Split (%)	24.0%	24.0%	0.0%	20.7%	20.7%	0.0%	10.7%	42.0%	0.0%	13.3%	44.7%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		0.5	2.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	Max	
Act Effct Green (s)		29.2			26.7		12.0	64.5		13.6	66.1	
Actuated g/C Ratio		0.19			0.18		0.08	0.43		0.09	0.44	
v/c Ratio		0.85			0.88		0.65	0.53		0.73	0.72	
Control Delay		69.5			74.8		94.9	41.3		89.5	35.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.8	
Total Delay		69.5			74.8		94.9	41.3		89.5	36.6	
LOS		E			E		F	D		F	D	
Approach Delay		69.5			74.8			46.9			41.7	
Approach LOS		E			E			D			D	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 57 (38%), Referenced to phase 6:NBT, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 53.6 — Intersection LOS: D
Intersection Capacity Utilization 76.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 63: Hedding St & Bascom Avenue



107: Naglee Ave & Bascom Avenue

San Jose TLSP Phase II (Group 1)

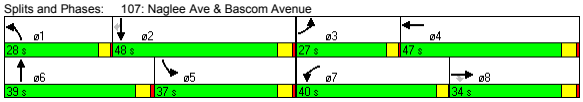
PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	152	280	11	157	263	81	101	426	152	143	805	95
Confl. Peds. (#/hr)	12		7	7		12	6		9	9		6
Confl. Bikes (#/hr)			4			4			4			3
Peak Hour Factor	0.94	0.94	0.94	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8									2
Detector Phases	3	8	8	7	4		1	6		5	2	2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.0	33.0	33.0	9.0	31.0		9.0	32.0		10.0	32.0	32.0
Total Split (s)	27.0	34.0	34.0	40.0	47.0	0.0	28.0	39.0	0.0	37.0	48.0	48.0
Total Split (%)	18.0%	22.7%	22.7%	26.7%	31.3%	0.0%	18.7%	26.0%	0.0%	24.7%	32.0%	32.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0		0.5	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	C-Max
Act Effct Green (s)	17.8	21.8	21.8	19.8	23.7		12.4	59.5		33.0	80.1	80.1
Actuated g/C Ratio	0.12	0.15	0.15	0.13	0.16		0.08	0.40		0.22	0.53	0.53
v/c Ratio	0.77	0.58	0.05	0.80	0.73		0.75	0.46		0.40	0.47	0.12
Control Delay	87.0	63.8	34.1	87.0	63.5		91.6	25.4		63.4	31.4	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	87.0	63.8	34.1	87.0	63.5		91.6	25.4		63.4	31.4	16.9
LOS	F	E	C	F	E		F	C		E	C	B
Approach Delay		71.0			70.9			35.3			34.4	
Approach LOS		E			E			D			C	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 123 (82%), Referenced to phase 2:SBT, Start of Red
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 47.9 — Intersection LOS: D
Intersection Capacity Utilization 66.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 107: Naglee Ave & Bascom Avenue



121: Bascom Avenue & I-880 NB On-ramp

San Jose TLSP Phase II (Group 1)

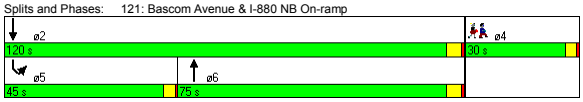
PM Peak
Existing Conditions

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR	ø4
Lane Configurations							
Volume (vph)	425	349	265	893	0	0	
Confl. Peds. (#/hr)					6		
Confl. Bikes (#/hr)		4					
Peak Hour Factor	0.90	0.90	0.92	0.92	0.74	0.74	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot				
Protected Phases	6		5	2			4
Permitted Phases							
Detector Phases	6		5	2			
Minimum Initial (s)	10.0		10.0	10.0			5.0
Minimum Split (s)	15.0		14.0	15.0			29.0
Total Split (s)	75.0	0.0	45.0	120.0	0.0	0.0	30.0
Total Split (%)	50.0%	0.0%	30.0%	80.0%	0.0%	0.0%	20%
Yellow Time (s)	4.0		3.0	4.0			3.0
All-Red Time (s)	1.0		0.5	1.0			1.0
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?							
Recall Mode	C-Max		None	C-Max			Min
Act Effct Green (s)	102.1		30.4	136.5			
Actuated g/C Ratio	0.68		0.20	0.91			
v/c Ratio	0.38		0.80	0.30			
Control Delay	12.1		66.8	0.8			
Queue Delay	0.5		0.0	0.0			
Total Delay	12.6		66.8	0.8			
LOS	B		E	A			
Approach Delay	12.6			15.9			
Approach LOS	B			B			

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 136 (91%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 14.6 — Intersection LOS: B
Intersection Capacity Utilization 50.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 121: Bascom Avenue & I-880 NB On-ramp



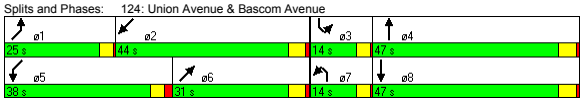
124: Union Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	41	593	228	11	537	112	106	409	58	601	493	32
Confl. Peds. (#/hr)	7		9	9		7	5		6	6		5
Confl. Bikes (#/hr)			4			6			1			2
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases												
Detector Phases	7	4		3	8		1	6		5	2	
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.0	41.0		9.0	43.0		9.0	30.0		10.0	29.0	
Total Split (s)	14.0	47.0	0.0	14.0	47.0	0.0	25.0	31.0	0.0	38.0	44.0	0.0
Total Split (%)	10.8%	36.2%	0.0%	10.8%	36.2%	0.0%	19.2%	23.8%	0.0%	29.2%	33.8%	0.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		2.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	Min	C-Max		Min	C-Max		None	None		None	None	
Act Effct Green (s)	8.1	57.2		6.0	55.1		12.9	21.3		29.5	38.0	
Actuated g/C Ratio	0.06	0.44		0.05	0.42		0.10	0.16		0.23	0.29	
v/c Ratio	0.40	0.59		0.15	0.47		0.66	0.61		0.82	0.38	
Control Delay	68.5	29.3		63.1	29.1		66.4	59.3		56.8	36.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.5	29.3		63.1	29.1		66.4	59.3		56.8	36.4	
LOS	E	C		E	C		E	E		E	D	
Approach Delay		31.2			29.7			60.6			47.3	
Approach LOS		C			C			E			D	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 118 (91%), Referenced to phase 4:NBT and 8:SBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 41.8 — Intersection LOS: D
Intersection Capacity Utilization 72.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 124: Union Avenue & Bascom Avenue



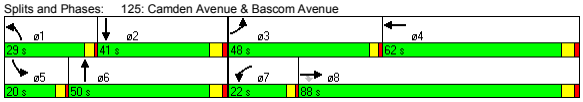
125: Camden Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	285	1971	394	109	736	64	347	509	163	95	474	246
Confl. Peds. (#/hr)	1					1	7		1	1		7
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8									
Detector Phases	3	8	8	7	4		1	6		5	2	
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	41.0	41.0	16.0	41.0		25.0	39.0		15.0	41.0	
Total Split (s)	48.0	88.0	88.0	22.0	62.0	0.0	29.0	50.0	0.0	20.0	41.0	0.0
Total Split (%)	26.7%	48.9%	48.9%	12.2%	34.4%	0.0%	16.1%	27.8%	0.0%	11.1%	22.8%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	34.6	91.1	91.1	15.6	72.0		22.8	46.8		10.6	34.5	
Actuated g/C Ratio	0.19	0.51	0.51	0.09	0.40		0.13	0.26		0.06	0.19	
v/c Ratio	0.88	0.81	0.49	0.75	0.42		0.84	0.54		0.50	0.79	
Control Delay	96.3	41.5	23.8	108.4	41.1		93.9	55.1		90.4	69.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	96.3	41.5	23.8	108.4	41.1		93.9	55.1		90.4	69.4	
LOS	F	D	C	F	D		F	E		F	E	
Approach Delay		44.7			49.2			68.3			71.9	
Approach LOS		D			D			E			E	

Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 145 (81%), Referenced to phase 4:WBT and 8:EBT, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 54.1 — Intersection LOS: D
Intersection Capacity Utilization 86.1% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 125: Camden Avenue & Bascom Avenue



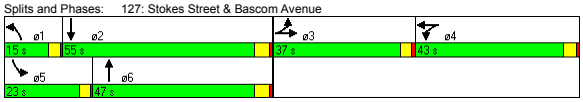
127: Stokes Street & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	25	28	239	30	41	17	613	115	105	1027	10
Confl. Peds. (#/hr)	8		6	6		8	9		5	5		9
Confl. Bikes (#/hr)						2			7			9
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.97	0.97	0.97	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split			Prot			Prot		
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												
Detector Phases	3	3		4	4		1	6		5	2	
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	37.0	37.0		42.0	42.0		9.0	28.0		9.0	28.0	
Total Split (s)	37.0	37.0	0.0	43.0	43.0	0.0	15.0	47.0	0.0	23.0	55.0	0.0
Total Split (%)	24.7%	24.7%	0.0%	28.7%	28.7%	0.0%	10.0%	31.3%	0.0%	15.3%	36.7%	0.0%
Yellow Time (s)	3.0	3.0		3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	1.0		0.5	1.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		12.7		28.0	28.0		6.5	81.4		13.9	92.4	
Actuated g/C Ratio		0.08		0.19	0.19		0.04	0.54		0.09	0.62	
v/c Ratio		0.39		0.82	0.23		0.23	0.28		0.68	0.35	
Control Delay		39.7		77.9	25.1		75.8	22.1		105.2	4.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		39.7		77.9	25.1		75.8	22.1		105.2	4.2	
LOS		D		E	C		E	C		F	A	
Approach Delay		39.7			65.8			23.4			13.5	
Approach LOS		D			E			C			B	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 87 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 25.1 — Intersection LOS: C
Intersection Capacity Utilization 57.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 127: Stokes Street & Bascom Avenue



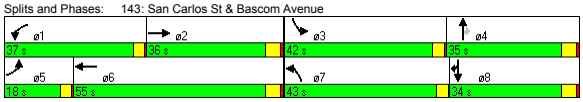
143: San Carlos St & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	98	666	176	241	464	96	221	476	162	276	878	95
Confl. Peds. (#/hr)	17		18	18		17	12		21	21		12
Confl. Bikes (#/hr)			10			8			12			15
Peak Hour Factor	0.83	0.83	0.83	0.96	0.96	0.96	0.90	0.90	0.90	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot			Prot			Prot		Perm	Prot		Prot
Protected Phases	5	2		1	6		7	4		3	8	8
Permitted Phases									4			
Detector Phases	5	2		1	6		7	4	4	3	8	8
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.0	30.0		9.0	31.0		9.0	32.0	32.0	9.0	32.0	32.0
Total Split (s)	18.0	36.0	0.0	37.0	55.0	0.0	43.0	35.0	35.0	42.0	34.0	34.0
Total Split (%)	12.0%	24.0%	0.0%	24.7%	36.7%	0.0%	28.7%	23.3%	23.3%	28.0%	22.7%	22.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0	1.0	0.5	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max		None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.9	38.7		25.2	51.0		24.1	41.2	41.2	28.9	46.1	46.1
Actuated g/C Ratio	0.09	0.26		0.17	0.34		0.16	0.27	0.27	0.19	0.31	0.31
v/c Ratio	0.78	1.14		0.85	0.50		0.87	0.54	0.33	0.89	0.62	0.20
Control Delay	98.4	124.2		84.3	39.8		93.4	64.8	22.9	79.9	47.4	26.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.4	124.2		84.3	39.8		93.4	64.8	22.9	79.9	47.4	26.7
LOS	F	F		F	D		F	E	C	E	D	C
Approach Delay		121.6			53.2			64.3			53.0	
Approach LOS		F			D			E			D	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 34 (23%), Referenced to phase 4:NBT and 8:SBT, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 73.6 — Intersection LOS: E
Intersection Capacity Utilization 88.9% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 143: San Carlos St & Bascom Avenue



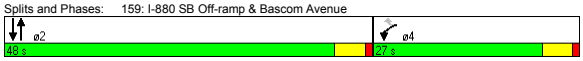
159: I-880 SB Off-ramp & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	308	157	726	189	0	854
Confl. Peds. (#/hr)		6		2	2	
Confl. Bikes (#/hr)		3				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Turn Type		Perm				
Protected Phases	4		2			2
Permitted Phases		4				
Detector Phases	4	4	2			2
Minimum Initial (s)	5.0	5.0	10.0			10.0
Minimum Split (s)	10.0	10.0	15.0			15.0
Total Split (s)	27.0	27.0	48.0	0.0	0.0	48.0
Total Split (%)	36.0%	36.0%	64.0%	0.0%	0.0%	64.0%
Yellow Time (s)	4.0	4.0	4.0			4.0
All-Red Time (s)	1.0	1.0	1.0			1.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	13.7	13.7	53.3			53.3
Actuated g/C Ratio	0.18	0.18	0.71			0.71
v/c Ratio	0.56	0.42	0.43			0.36
Control Delay	30.9	8.2	7.4			5.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	30.9	8.2	7.4			5.1
LOS	C	A	A			A
Approach Delay	23.2		7.4			5.1
Approach LOS	C		A			A

Intersection Summary
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 58 (77%), Referenced to phase 2:NBSB, Start of Red
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 9.9 — Intersection LOS: A
Intersection Capacity Utilization 43.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 159: I-880 SB Off-ramp & Bascom Avenue



Kimley Horn and Associates

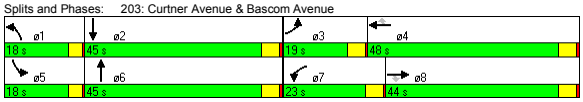
203: Curtner Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	247	40	122	145	25	46	431	177	42	534	68
Confl. Peds. (#/hr)	1		2	2		1	1					1
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.77	0.77	0.77	0.84	0.84	0.84	0.82	0.82	0.82	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						
Detector Phases	3	8	8	7	4	4	1	6		5	2	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	39.0	39.0	10.0	41.0	41.0	9.0	41.0		9.0	35.0	
Total Split (s)	19.0	44.0	44.0	23.0	48.0	48.0	18.0	45.0	0.0	18.0	45.0	0.0
Total Split (%)	14.6%	33.8%	33.8%	17.7%	36.9%	36.9%	13.8%	34.6%	0.0%	13.8%	34.6%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	1.0	0.5	1.0		0.5	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	12.3	19.8	19.8	15.6	23.1	23.1	8.9	72.0		8.4	71.6	
Actuated g/C Ratio	0.09	0.15	0.15	0.12	0.18	0.18	0.07	0.55		0.06	0.55	
v/c Ratio	0.58	0.60	0.19	0.68	0.52	0.10	0.46	0.27		0.43	0.26	
Control Delay	69.7	55.0	11.9	70.7	52.7	12.6	69.8	16.1		50.8	21.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	69.7	55.0	11.9	70.7	52.7	12.6	69.8	16.1		50.8	21.8	
LOS	E	E	B	E	D	B	E	B		D	C	
Approach Delay		53.3			56.7			19.9			23.7	
Approach LOS		D			E			B			C	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 42 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 33.1 — Intersection LOS: C
Intersection Capacity Utilization 57.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 203: Curtner Avenue & Bascom Avenue



Kimley Horn and Associates

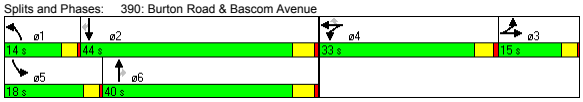
390: Burton Road & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	21	33	304	42	446	30	1048	209	514	694	5
Confl. Peds. (#/hr)	1		4	4		1	2					2
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.60	0.60	0.60	0.90	0.90	0.90	0.89	0.89	0.89	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases						4			6			2
Detector Phases	3	3		4	4	4	1	6	6	5	2	2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.0	9.0		33.0	33.0	33.0	9.0	30.0	30.0	9.0	21.0	21.0
Total Split (s)	15.0	15.0	0.0	33.0	33.0	33.0	14.0	40.0	40.0	18.0	44.0	44.0
Total Split (%)	14.2%	14.2%	0.0%	31.1%	31.1%	31.1%	13.2%	37.7%	37.7%	17.0%	41.5%	41.5%
Yellow Time (s)	3.0	3.0		3.5	3.5	3.5	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.5	0.5		1.0	1.0	1.0	0.5	1.0	1.0	0.5	1.0	1.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		11.4		22.6	22.6	22.6	7.0	36.0	36.0	20.0	52.8	52.8
Actuated g/C Ratio		0.11		0.21	0.21	0.21	0.07	0.34	0.34	0.19	0.50	0.50
v/c Ratio		0.75		0.53	0.54	0.86	0.29	0.98	0.39	0.84	0.42	0.01
Control Delay		62.2		41.1	41.6	28.6	52.9	56.9	17.4	61.5	17.0	11.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay		62.2		41.1	41.6	28.6	52.9	56.9	17.4	61.5	17.4	11.4
LOS		E		D	D	C	D	E	B	E	B	B
Approach Delay		62.2			34.2			50.4			36.1	
Approach LOS		E			C			D			D	

Intersection Summary
Cycle Length: 106
Actuated Cycle Length: 106
Offset: 74 (70%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 42.2 — Intersection LOS: D
Intersection Capacity Utilization 73.0% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 390: Burton Road & Bascom Avenue



Kimley Horn and Associates

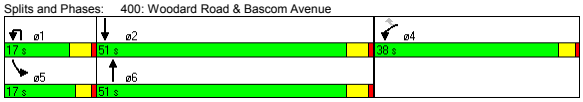
400: Woodard Road & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	52	98	8	823	95	129	669
Confl. Peds. (#/hr)	4	1	1		4		
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.85	0.86	0.86	0.86	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Turn Type		Perm	Prot			Prot	
Protected Phases	4		1	6		5	2
Permitted Phases		4					
Detector Phases	4	4	1	6		5	2
Minimum Initial (s)	10.0	10.0	5.0	10.0		5.0	10.0
Minimum Split (s)	36.0	36.0	10.0	22.0		9.0	15.0
Total Split (s)	38.0	38.0	17.0	51.0	0.0	17.0	51.0
Total Split (%)	35.8%	35.8%	16.0%	48.1%	0.0%	16.0%	48.1%
Yellow Time (s)	3.0	3.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max		None	C-Max
Act Effct Green (s)	14.4	14.4	7.1	65.9		13.7	81.2
Actuated g/C Ratio	0.14	0.14	0.07	0.62		0.13	0.77
v/c Ratio	0.25	0.37	0.08	0.34		0.65	0.20
Control Delay	41.0	9.8	36.8	13.5		56.6	5.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	41.0	9.8	36.8	13.5		56.6	5.3
LOS	D	A	D	B		E	A
Approach Delay	20.6			13.7			13.6
Approach LOS	C			B			B

Intersection Summary
Cycle Length: 106
Actuated Cycle Length: 106
Offset: 53 (50%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 14.2 — Intersection LOS: B
Intersection Capacity Utilization 44.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 400: Woodard Road & Bascom Avenue



Kimley Horn and Associates

541: Downing Avenue & Bascom Avenue

PM Peak
Existing Conditions

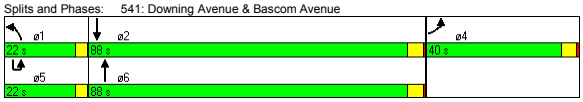
San Jose TLSP Phase II (Group 1)

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Volume (vph)	54	68	66	626	14	1153	92
Confl. Peds. (#/hr)	1	5	8				8
Confl. Bikes (#/hr)		5					2
Peak Hour Factor	0.80	0.80	0.87	0.87	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	3	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%		0%	
Turn Type			Prot		Prot		
Protected Phases	4		1	6	5	2	
Permitted Phases							
Detector Phases	4		1	6	5	2	
Minimum Initial (s)	5.0		5.0	10.0	5.0	10.0	
Minimum Split (s)	39.0		9.0	15.0	9.0	23.0	
Total Split (s)	40.0	0.0	22.0	88.0	22.0	88.0	0.0
Total Split (%)	26.7%	0.0%	14.7%	58.7%	14.7%	58.7%	0.0%
Yellow Time (s)	4.0		3.0	4.0	3.0	4.0	
All-Red Time (s)	1.0		0.5	1.0	0.5	1.0	
Lead/Lag			Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							
Recall Mode	None		None	C-Max	None	C-Max	
Act Effct Green (s)	18.5		11.3	118.8	6.3	108.2	
Actuated g/C Ratio	0.12		0.08	0.79	0.04	0.72	
v/c Ratio	0.64		0.57	0.18	0.21	0.40	
Control Delay	56.6		74.6	7.1	83.9	4.8	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	56.6		74.6	7.1	83.9	4.8	
LOS	E		E	A	F	A	
Approach Delay	56.6			13.6		5.7	
Approach LOS	E			B		A	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 84 (56%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 11.5 — Intersection LOS: B
Intersection Capacity Utilization 49.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 541: Downing Avenue & Bascom Avenue



606: White Oaks Road & Bascom Avenue

PM Peak
Existing Conditions

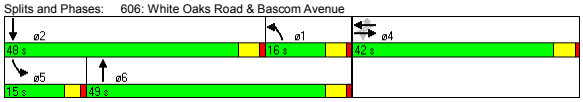
San Jose TLSP Phase II (Group 1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	17	73	64	10	26	52	803	86	65	714	32
Confl. Peds. (#/hr)	2		2	2		2	1		4	4		1
Confl. Bikes (#/hr)			3			6			2			1
Peak Hour Factor	0.69	0.69	0.69	0.76	0.76	0.76	0.88	0.88	0.88	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4		4						
Detector Phases	4	4		4	4	4	1	6		5	2	
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	41.0	41.0		41.0	41.0	41.0	10.0	37.0		10.0	37.0	
Total Split (s)	42.0	42.0	0.0	42.0	42.0	42.0	16.0	49.0	0.0	15.0	48.0	0.0
Total Split (%)	39.6%	39.6%	0.0%	39.6%	39.6%	39.6%	15.1%	46.2%	0.0%	14.2%	45.3%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Max		None	Max	
Act Effct Green (s)	17.4	17.4		17.4	17.4	17.4	10.9	69.4		9.2	67.8	
Actuated g/C Ratio	0.16	0.16		0.16	0.16	0.16	0.10	0.65		0.09	0.64	
v/c Ratio	0.25	0.37		0.42	0.04	0.12	0.32	0.31		0.44	0.24	
Control Delay	37.8	12.4		43.7	31.8	10.5	45.3	10.9		47.9	9.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	37.8	12.4		43.7	31.8	10.5	45.3	10.9		47.9	9.3	
LOS	D	B		D	C	B	D	B		D	A	
Approach Delay		20.1			33.9			12.8			12.4	
Approach LOS		C			C			B			B	

Intersection Summary

Cycle Length: 106
Actuated Cycle Length: 106
Offset: 93 (88%), Referenced to phase 6:NBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 14.5 — Intersection LOS: B
Intersection Capacity Utilization 54.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 606: White Oaks Road & Bascom Avenue



625: Dry Creek Road & Bascom Avenue

PM Peak
Existing Conditions

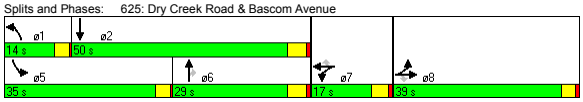
San Jose TLSP Phase II (Group 1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	7	19	1	89	38	645	56	190	976	19
Confl. Peds. (#/hr)	4		1	1		4	3		6	6		3
Confl. Bikes (#/hr)						3			5			1
Peak Hour Factor	0.85	0.85	0.85	0.83	0.83	0.83	0.85	0.85	0.85	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	8	8		7	7		1	6		5	2	
Permitted Phases			8			7			6			
Detector Phases	8	8	8	7	7	7	1	6	6	5	2	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	15.0	
Minimum Split (s)	38.0	38.0	38.0	10.0	10.0	10.0	9.0	24.0	24.0	9.0	29.0	
Total Split (s)	39.0	39.0	39.0	17.0	17.0	17.0	14.0	29.0	29.0	35.0	50.0	0.0
Total Split (%)	32.5%	32.5%	32.5%	14.2%	14.2%	14.2%	11.7%	24.2%	24.2%	29.2%	41.7%	0.0%
Yellow Time (s)	3.0	3.0	3.0	3.5	3.5	3.5	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	1.0	1.0	0.5	1.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		11.5	11.5		8.1	8.1	8.0	72.3	72.3	17.9	84.0	
Actuated g/C Ratio		0.10	0.10		0.07	0.07	0.07	0.60	0.60	0.15	0.70	
v/c Ratio		0.07	0.05		0.20	0.53	0.38	0.25	0.07	0.75	0.29	
Control Delay		43.7	20.9		55.7	19.4	62.1	15.9	10.0	75.8	6.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.7	20.9		55.7	19.4	62.1	15.9	10.0	75.8	6.0	
LOS		D	C		E	B	E	B	A	E	A	
Approach Delay		34.6			26.0			17.8			17.2	
Approach LOS		C			C			B			B	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 103 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 18.1 — Intersection LOS: B
Intersection Capacity Utilization 44.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 625: Dry Creek Road & Bascom Avenue



688: SR-85 NB Ramps & Bascom Avenue

PM Peak
Existing Conditions

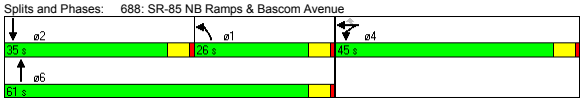
San Jose TLSP Phase II (Group 1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	192	0	157	302	839	0	0	761	131
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	1.00	1.00	1.00	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type				Split		Perm	Prot					
Protected Phases				4	4		1	6			2	
Permitted Phases						4						
Detector Phases				4	4	4	1	6			2	
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0			10.0	
Minimum Split (s)				40.0	40.0	40.0	10.0	32.0			29.0	
Total Split (s)	0.0	0.0	0.0	45.0	45.0	45.0	26.0	61.0	0.0	0.0	35.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	42.5%	42.5%	42.5%	24.5%	57.5%	0.0%	0.0%	33.0%	0.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max			Max	
Act Effct Green (s)				16.7	16.7	16.7	22.0	81.3			55.3	
Actuated g/C Ratio				0.16	0.16	0.16	0.21	0.77			0.52	
v/c Ratio				0.39	0.39	0.49	0.46	0.23			0.36	
Control Delay				41.6	41.6	17.6	27.7	1.2			8.3	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				41.6	41.6	17.6	27.7	1.2			8.3	
LOS				D	D	B	C	A			A	
Approach Delay					30.8			8.2			8.3	
Approach LOS					C			A			A	

Intersection Summary

Cycle Length: 106
Actuated Cycle Length: 106
Offset: 0 (0%), Referenced to phase 6:NBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 11.5 — Intersection LOS: B
Intersection Capacity Utilization 59.9% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 688: SR-85 NB Ramps & Bascom Avenue



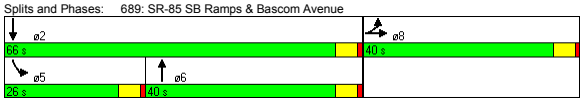
689: SR-85 SB Ramps & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	184	3	253	0	0	0	0	953	515	244	797	0
Confl. Peds. (#/hr)							2		2	2		2
Confl. Bikes (#/hr)						5						3
Peak Hour Factor	0.87	0.87	0.87	1.00	1.00	1.00	0.97	0.97	0.97	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split									Prot		
Protected Phases	8	8						6		5	2	
Permitted Phases												
Detector Phases	8	8						6		5	2	
Minimum Initial (s)	5.0	5.0						10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0						28.0		10.0	28.0	
Total Split (s)	40.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	26.0	66.0	0.0
Total Split (%)	37.7%	37.7%	0.0%	0.0%	0.0%	0.0%	0.0%	37.7%	0.0%	24.5%	62.3%	0.0%
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None						C-Max		None	C-Max	
Act Effct Green (s)	20.3	20.3						59.5		14.2	77.7	
Actuated g/C Ratio	0.19	0.19						0.56		0.13	0.73	
v/c Ratio	0.66	0.71						0.55		0.58	0.23	
Control Delay	48.6	27.8						7.7		60.9	2.9	
Queue Delay	0.0	0.0						0.5		0.0	0.0	
Total Delay	48.6	27.8						8.1		60.9	2.9	
LOS	D	C						A		E	A	
Approach Delay		36.5						8.1			16.5	
Approach LOS		D						A			B	

Intersection Summary
Cycle Length: 106
Actuated Cycle Length: 106
Offset: 76 (72%), Referenced to phase 2:SBT and 6:NBT, Start of Red
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 59.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 689: SR-85 SB Ramps & Bascom Avenue



Kimley Horn and Associates

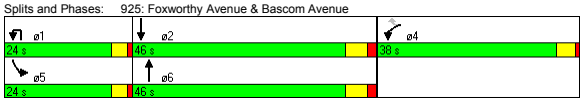
925: Foxworthy Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	101	29	33	684	193	52	712
Confl. Peds. (#/hr)		3			10	10	
Confl. Bikes (#/hr)					2		
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Turn Type		Perm	Prot			Prot	
Protected Phases	4		1	6		5	2
Permitted Phases		4					
Detector Phases	4	4	1	6		5	2
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	10.0
Minimum Split (s)	38.0	38.0	9.0	31.0		9.0	16.0
Total Split (s)	38.0	38.0	24.0	46.0	0.0	24.0	46.0
Total Split (%)	35.2%	35.2%	22.2%	42.6%	0.0%	22.2%	42.6%
Yellow Time (s)	3.5	3.5	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0		1.0	2.0
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?							
Recall Mode	None	None	None	Min		None	Min
Act Effct Green (s)	14.2	14.2	7.6	41.2		8.6	44.7
Actuated g/C Ratio	0.21	0.21	0.11	0.64		0.13	0.69
v/c Ratio	0.33	0.10	0.18	0.30		0.28	0.24
Control Delay	19.0	7.7	30.5	10.1		28.3	8.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	19.0	7.7	30.5	10.1		28.3	8.8
LOS	B	A	C	B		C	A
Approach Delay	16.5			10.8			10.1
Approach LOS	B			B			B

Intersection Summary
Cycle Length: 108
Actuated Cycle Length: 64.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 39.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 925: Foxworthy Avenue & Bascom Avenue



Kimley Horn and Associates

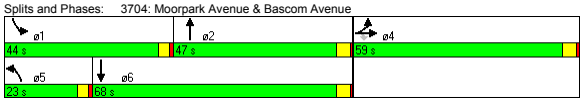
3704: Moorpark Avenue & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	182	955	337	0	0	0	230	472	426	507	1163	281
Confl. Peds. (#/hr)			24	24			4		11	11		4
Confl. Bikes (#/hr)			11						1			5
Peak Hour Factor	0.94	0.94	0.94	1.00	1.00	1.00	0.95	0.95	0.95	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split		Perm				Prot			Prot		
Protected Phases	4	4					5	2		1	6	
Permitted Phases			4									
Detector Phases	4	4	4				5	2		1	6	
Minimum Initial (s)	8.0	8.0	8.0				8.0	12.0		8.0	12.0	
Minimum Split (s)	37.0	37.0	37.0				20.0	34.0		16.0	30.0	
Total Split (s)	59.0	59.0	59.0	0.0	0.0	0.0	23.0	47.0	0.0	44.0	68.0	0.0
Total Split (%)	39.3%	39.3%	39.3%	0.0%	0.0%	0.0%	15.3%	31.3%	0.0%	29.3%	45.3%	0.0%
Yellow Time (s)	3.6	3.6	3.6				3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	1.0	1.0				1.0	1.0		1.0	1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None				None	Max		None	C-Max	
Act Effct Green (s)		54.9	54.9				14.8	43.0		40.1	68.2	
Actuated g/C Ratio		0.37	0.37				0.10	0.29		0.27	0.45	
v/c Ratio		0.94	0.58				0.71	0.96dr		1.16	0.69	
Control Delay		60.5	30.5				96.5	36.6		135.5	34.5	
Queue Delay		0.0	0.0				0.0	0.0		22.1	1.6	
Total Delay		60.5	30.5				96.5	36.6		157.6	36.2	
LOS		E	C				F	D		F	D	
Approach Delay		53.6						48.8			67.7	
Approach LOS		D						D			E	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 58 (39%), Referenced to phase 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 58.6 Intersection LOS: E
Intersection Capacity Utilization 93.9% ICU Level of Service F
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3704: Moorpark Avenue & Bascom Avenue



Kimley Horn and Associates

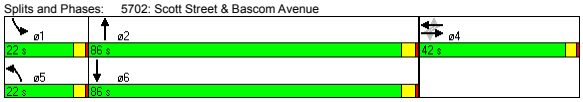
5702: Scott Street & Bascom Avenue
San Jose TLSP Phase II (Group 1)

PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	16	24	28	14	48	41	716	41	41	1102	18
Confl. Peds. (#/hr)	2		5	5			2	5				5
Confl. Bikes (#/hr)			2				4		3			3
Peak Hour Factor	0.77	0.77	0.77	0.78	0.78	0.78	0.78	0.25	0.96	0.96	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%			0%		
Turn Type	Perm			Perm			Prot			Prot			
Protected Phases		4			4		5	2		1	6		
Permitted Phases	4			4									
Detector Phases	4	4		4	4		5	2		1	6		
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	12.0		8.0	12.0		
Minimum Split (s)	36.0	36.0		36.0	36.0		14.0	31.0		14.0	28.0		
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	22.0	86.0	0.0	22.0	86.0	0.0	
Total Split (%)	28.0%	28.0%	0.0%	28.0%	28.0%	0.0%	14.7%	57.3%	0.0%	14.7%	57.3%	0.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0		
Lead/Lag							Lead	Lag		Lead	Lag		
Lead-Lag Optimize?													
Recall Mode	None	None		None	None		None	Max		None	C-Max		
Act Effct Green (s)		18.4			18.4		19.6	112.2		9.8	99.9		
Actuated g/C Ratio		0.12			0.12		0.13	0.75		0.07	0.67		
v/c Ratio		0.28			0.52		0.71	0.21		0.41	0.38		
Control Delay		35.9			49.2		94.1	3.5		106.7	7.1		
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0		
Total Delay		35.9			49.2		94.1	3.5		106.7	7.1		
LOS		D			D		F	A		F	A		
Approach Delay		35.9			49.2			19.1			10.7		
Approach LOS		D			D			B			B		

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 35 (23%), Referenced to phase 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 16.4 Intersection LOS: B
Intersection Capacity Utilization 52.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5702: Scott Street & Bascom Avenue



Kimley Horn and Associates

5703: Parkmoor Avenue & Bascom Avenue

San Jose TLSP Phase II (Group 1)

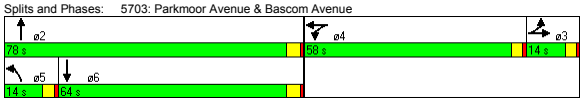
PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	0	8	599	101	124	13	577	0	0	1183	20
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)						3			3			5
Peak Hour Factor	0.56	0.56	0.56	0.87	0.87	0.87	0.87	0.87	0.87	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split			Prot					
Protected Phases	3	3		4	4		5	2			6	
Permitted Phases												
Detector Phases	3	3		4	4		5	2			6	
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	12.0			12.0	
Minimum Split (s)	14.0	14.0		37.0	37.0		14.0	20.0			22.0	
Total Split (s)	14.0	14.0	0.0	58.0	58.0	0.0	14.0	78.0	0.0	0.0	64.0	0.0
Total Split (%)	9.3%	9.3%	0.0%	38.7%	38.7%	0.0%	9.3%	52.0%	0.0%	0.0%	42.7%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6			3.6	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0			1.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead				Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Max			C-Max	
Act Effct Green (s)		8.2		47.9	47.9		8.1	89.1			84.2	
Actuated g/C Ratio		0.05		0.32	0.32		0.05	0.59			0.56	
v/c Ratio		0.16		0.89	0.87		0.16	0.22			0.45	
Control Delay		34.3		68.1	63.7		60.8	30.3			8.6	
Queue Delay		0.1		0.5	0.5		0.0	0.0			0.1	
Total Delay		34.4		68.6	64.2		60.8	30.3			8.7	
LOS		C		E	E		E	C			A	
Approach Delay		34.4			66.4			31.0			8.7	
Approach LOS		C			E			C			A	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 40 (27%), Referenced to phase 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 32.6 — Intersection LOS: C
Intersection Capacity Utilization 59.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5703: Parkmoor Avenue & Bascom Avenue



5706: Renova Drive & Bascom Avenue

San Jose TLSP Phase II (Group 1)

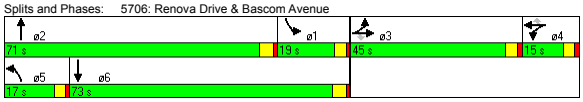
PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	4	57	22	55	55	56	1002	14	51	1138	46
Confl. Peds. (#/hr)	28		25	25		28	1		15	15		1
Confl. Bikes (#/hr)			2			7			4			6
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split		Perm	Split		Perm	Prot			Prot		
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			4						
Detector Phases	3	3	3	4	4	4	5	2		1	6	
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	12.0		8.0	12.0	
Minimum Split (s)	48.0	48.0	48.0	14.0	14.0	14.0	17.0	34.0		15.0	31.0	
Total Split (s)	45.0	45.0	45.0	15.0	15.0	15.0	17.0	71.0	0.0	19.0	73.0	0.0
Total Split (%)	30.0%	30.0%	30.0%	10.0%	10.0%	10.0%	11.3%	47.3%	0.0%	12.7%	48.7%	0.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Act Effct Green (s)		34.5	34.5		10.7	10.7	10.5	77.6		13.6	80.7	
Actuated g/C Ratio		0.23	0.23		0.07	0.07	0.07	0.52		0.09	0.54	
v/c Ratio		0.12	0.17		0.66	0.40	0.52	0.44		0.34	0.48	
Control Delay		42.5	9.7		90.3	21.9	100.3	13.7		46.9	14.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		42.5	9.7		90.3	21.9	100.3	13.7		46.9	14.6	
LOS		D	A		F	C	F	B		D	B	
Approach Delay		23.8			61.8			18.2			15.9	
Approach LOS		C			E			B			B	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 46 (31%), Referenced to phase 6:SBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 19.7 — Intersection LOS: B
Intersection Capacity Utilization 66.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5706: Renova Drive & Bascom Avenue



5708: Enborg Lane & Bascom Avenue

San Jose TLSP Phase II (Group 1)

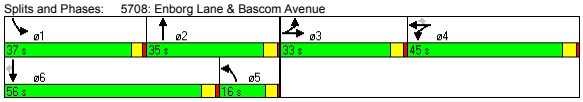
PM Peak
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	140	126	171	71	373	40	654	136	277	905	14
Confl. Peds. (#/hr)	21		3	3		21	3		25	25		3
Confl. Bikes (#/hr)			2			5			3			7
Peak Hour Factor	0.67	0.67	0.67	0.87	0.87	0.87	0.92	0.92	0.92	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	3
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Split			Split		Perm	Prot			Prot		Perm
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases						4						6
Detector Phases	3	3		4	4	4	5	2		1	6	6
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0		8.0	12.0	12.0
Minimum Split (s)	15.0	15.0		42.0	42.0	42.0	16.0	33.0		20.0	26.0	26.0
Total Split (s)	33.0	33.0	0.0	45.0	45.0	45.0	16.0	35.0	0.0	37.0	56.0	56.0
Total Split (%)	22.0%	22.0%	0.0%	30.0%	30.0%	30.0%	10.7%	23.3%	0.0%	24.7%	37.3%	37.3%
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Max		None	C-Max	C-Max
Act Effct Green (s)		25.4			28.8	28.8	11.2	51.3		28.5	71.0	71.0
Actuated g/C Ratio		0.17			0.19	0.19	0.07	0.34		0.19	0.47	0.47
v/c Ratio		0.80			0.43	0.67	0.33	0.51		0.84	0.38	0.02
Control Delay		60.1			53.7	9.6	74.9	47.7		58.2	29.7	20.5
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		60.1			53.7	9.6	74.9	47.7		58.2	29.7	20.5
LOS		E			D	A	E	D		E	C	C
Approach Delay		60.1			27.0			49.0			36.2	
Approach LOS		E			C			D			D	

Intersection Summary

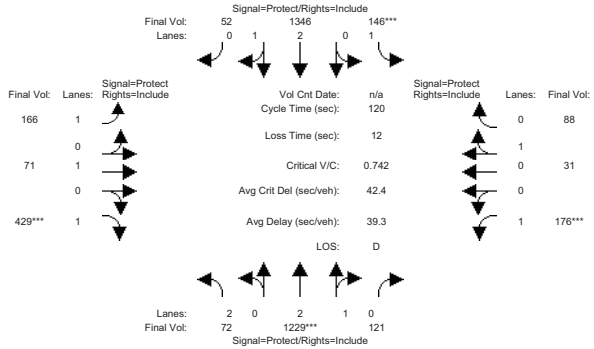
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 131 (87%), Referenced to phase 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 41.3 — Intersection LOS: D
Intersection Capacity Utilization 82.5% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 5708: Enborg Lane & Bascom Avenue



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

Intersection #7: Bascom Ave/Campisi Way

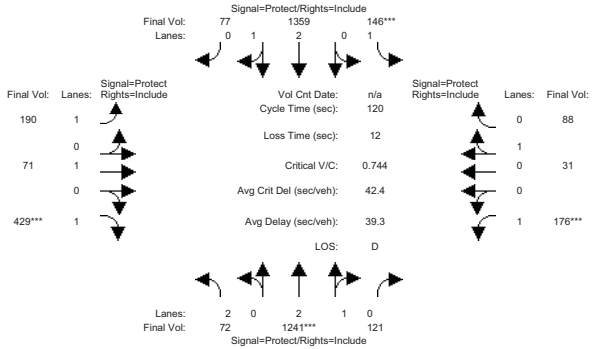


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	1229	121	146	1346	52	166	71	429	176	31	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1229	121	146	1346	52	166	71	429	176	31	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1229	121	146	1346	52	166	71	429	176	31	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1229	121	146	1346	52	166	71	429	176	31	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1229	121	146	1346	52	166	71	429	176	31	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.71	0.29	1.00	2.88	0.12	1.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	3150	5150	507	1750	5471	211	1750	1900	1750	1750	465	1321
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.08	0.25	0.25	0.09	0.04	0.25	0.10	0.07	0.07
Crit Moves:		****			****				****	****		
Green Time:	10.0	38.6	38.6	13.5	42.1	42.1	29.8	39.6	39.6	16.3	26.1	26.1
Volume/Cap:	0.27	0.74	0.74	0.74	0.70	0.70	0.38	0.11	0.74	0.74	0.31	0.31
Uniform Del:	51.6	36.3	36.3	51.6	33.5	33.5	37.5	27.9	35.6	49.9	39.3	39.3
IncremntDel:	0.6	1.7	1.7	14.1	1.1	1.1	0.6	0.1	5.1	11.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	37.9	37.9	65.6	34.7	34.7	38.0	28.0	40.8	61.7	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	37.9	37.9	65.6	34.7	34.7	38.0	28.0	40.8	61.7	39.8	39.8
LOS by Move:	D-	D+	D+	E	C-	C-	D+	C	D	E	D	D
HCM2kAvgQ:	1	15	15	6	14	14	6	2	16	8	4	4

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #7: Bascom Ave/Campisi Way

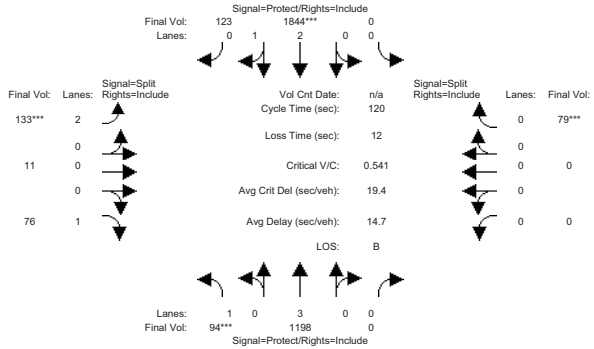


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	1241	121	146	1359	77	190	71	429	176	31	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1241	121	146	1359	77	190	71	429	176	31	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1241	121	146	1359	77	190	71	429	176	31	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1241	121	146	1359	77	190	71	429	176	31	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1241	121	146	1359	77	190	71	429	176	31	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.71	0.29	1.00	2.83	0.17	1.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	3150	5154	503	1750	5370	304	1750	1900	1750	1750	465	1321
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.08	0.25	0.25	0.11	0.04	0.25	0.10	0.07	0.07
Crit Moves:		****			****				****	****		
Green Time:	9.8	38.8	38.8	13.4	42.5	42.5	31.5	39.5	39.5	16.2	24.2	24.2
Volume/Cap:	0.28	0.74	0.74	0.74	0.72	0.72	0.41	0.11	0.74	0.74	0.33	0.33
Uniform Del:	51.8	36.2	36.2	51.6	33.5	33.5	36.6	28.0	35.8	49.9	41.0	41.0
IncremntDel:	0.6	1.7	1.7	14.3	1.2	1.2	0.6	0.1	5.2	12.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	37.9	37.9	65.9	34.8	34.8	37.2	28.1	41.0	62.0	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	37.9	37.9	65.9	34.8	34.8	37.2	28.1	41.0	62.0	41.5	41.5
LOS by Move:	D-	D+	D+	E	C-	C-	D+	C	D	E	D	D
HCM2kAvgQ:	1	15	15	6	15	15	6	2	16	8	4	4

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

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

Intersection #8: Bascom Ave/Pruneyard

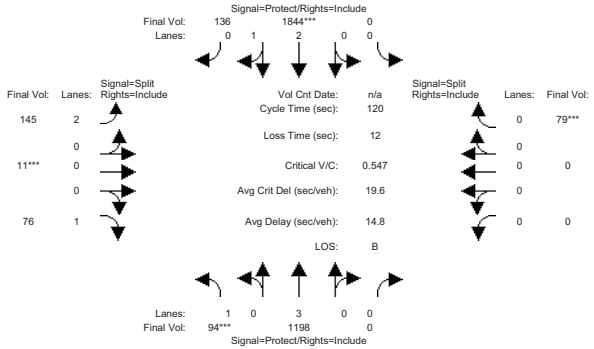


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	94	1198	0	0	1844	123	133	11	76	0	0	79				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	94	1198	0	0	1844	123	133	11	76	0	0	79				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	94	1198	0	0	1844	123	133	11	76	0	0	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	94	1198	0	0	1844	123	133	11	76	0	0	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	94	1198	0	0	1844	123	133	11	76	0	0	79				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	3.00	0.00	0.00	2.80	0.20	1.86	0.14	1.00	0.00	0.00	1.00				
Final Sat.:	1750	5700	0	0	5315	355	3252	269	1750	0	0	1750				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.00	0.00	0.35	0.35	0.04	0.04	0.04	0.00	0.00	0.05				
Crit Moves:	****				****		****					****				
Green Time:	11.8	88.1	0.0	0.0	76.3	76.3	10.0	10.0	10.0	0.0	0.0	9.9				
Volume/Cap:	0.55	0.29	0.00	0.00	0.55	0.55	0.49	0.49	0.52	0.00	0.00	0.55				
Uniform Del:	51.5	5.4	0.0	0.0	12.2	12.2	52.6	52.6	52.7	0.0	0.0	52.9				
IncremntDel:	3.6	0.0	0.0	0.0	0.2	0.2	0.8	0.8	1.2	0.0	0.0	4.3				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00				
Delay/Veh:	55.2	5.4	0.0	0.0	12.4	12.4	53.4	53.4	53.9	0.0	0.0	57.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	55.2	5.4	0.0	0.0	12.4	12.4	53.4	53.4	53.9	0.0	0.0	57.2				
LOS by Move:	E+	A	A	A	B	B	D-	D-	D-	A	A	E+				
HCM2kAvgQ:	4	5	0	0	13	13	3	3	4	0	0	4				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #8: Bascom Ave/Pruneyard



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	94	1198	0	0	1844	136	145	11	76	0	0	79				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	94	1198	0	0	1844	136	145	11	76	0	0	79				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	94	1198	0	0	1844	136	145	11	76	0	0	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	94	1198	0	0	1844	136	145	11	76	0	0	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	94	1198	0	0	1844	136	145	11	76	0	0	79				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	3.00	0.00	0.00	2.78	0.22	1.87	0.13	1.00	0.00	0.00	1.00				
Final Sat.:	1750	5700	0	0	5277	389	3271	248	1750	0	0	1750				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.00	0.00	0.35	0.35	0.04	0.04	0.04	0.00	0.00	0.05				
Crit Moves:	****				****			****				****				
Green Time:	11.7	88.1	0.0	0.0	76.4	76.4	10.0	10.0	10.0	0.0	0.0	9.9				
Volume/Cap:	0.55	0.29	0.00	0.00	0.55	0.55	0.53	0.53	0.52	0.00	0.00	0.55				
Uniform Del:	51.6	5.4	0.0	0.0	12.2	12.2	52.8	52.8	52.7	0.0	0.0	52.9				
IncremntDel:	3.7	0.0	0.0	0.0	0.2	0.2	1.3	1.3	1.1	0.0	0.0	4.4				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00				
Delay/Veh:	55.3	5.4	0.0	0.0	12.4	12.4	54.0	54.0	53.8	0.0	0.0	57.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	55.3	5.4	0.0	0.0	12.4	12.4	54.0	54.0	53.8	0.0	0.0	57.4				
LOS by Move:	E+	A	A	A	B	B	D-	D-	D-	A	A	E+				
HCM2kAvgQ:	4	5	0	0	13	13	4	4	4	0	0	4				

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

