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# Attachment D

# Supplemental Transportation Analysis



HEXAGON TRANSPORTATION CONSULTANTS, INC.

# Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project

## Supplemental Transportation Analysis

Prepared for:

**BKF Engineers**

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## Table of Contents

Executive Summary .....	iii
1. Introduction .....	1
2. Existing Conditions.....	6
3. Roadway Operations Under Project Conditions.....	19
4. Other Transportation Issues.....	31
5. Conclusions.....	37

## Appendices

- Appendix A: Traffic Counts
- Appendix B: Level of Service Calculations
- Appendix C: TDF Model Improvement Assumptions

## List of Tables

Table 1	Signalized Intersection Level of Service Definitions Based on Control Delay.....	4
Table 2	AM Peak Hour Historical Count Comparison .....	9
Table 3	PM Peak Hour Historical Count Comparison .....	10
Table 4	Capitol Expressway HOV Lane Utilization .....	11
Table 5	Left Turn Queuing Data at the Intersection of Capitol Expressway and Ocala Avenue.....	12
Table 6	Existing Intersection Level of Service .....	13
Table 7	Travel Time and Average Speed on Capitol Expressway, Tully to I-680.....	14
Table 8	Bike and Pedestrian Trips Capitol Expressway/Ocala Avenue.....	15
Table 9	School Bus Trips Capitol Expressway/Ocala Avenue.....	15
Table 10	Historical Eastridge Park-and-Ride Lot Parking Demand .....	16
Table 11	Existing Plus Project Intersection Level of Service .....	26
Table 12	Year 2023 Intersection Level of Service .....	27
Table 13	Year 2043 Intersection Level of Service .....	28
Table 14	Existing Plus Project Travel Time on Capitol Expressway, Tully Rd to I-680 .....	29
Table 15	Year 2023 Travel Time on Capitol Expressway, Tully Rd to I-680 .....	29
Table 16	Year 2043 Travel Time on Capitol Expressway, Tully Rd to I-680 .....	30
Table 17	Eastridge Transit Center Projected Parking Demand .....	32
Table 18	Station Boarding Estimate .....	35
Table 19	Mode of Arrival with Project .....	35
Table 20	East San Jose/Milpitas Mode Split.....	36

**List of Figures**

Figure 1 Proposed Light Rail Extension and Study Intersections .....2  
Figure 2 Existing Intersection Lane Configurations.....7  
Figure 3 Existing Peak Hour Traffic Volumes .....8  
Figure 4 Eastridge Transit Center Parking Supply.....17  
Figure 5 Holiday Season Parking at Eastridge Mall.....18  
Figure 6 Project Intersection Lane Configurations .....20  
Figure 7 Existing Plus Project Peak Hour Traffic Volumes .....21  
Figure 8 Year 2023 No Project Peak Hour Traffic Volumes.....22  
Figure 9 Year 2023 With Project Peak Hour Traffic Volumes .....23  
Figure 10 Year 2043 No Project Peak Hour Traffic Volumes.....24  
Figure 11 Year 2043 With Project Peak Hour Traffic Volumes .....25

## Executive Summary

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This report presents the results of a supplemental transportation analysis for proposed changes to the Eastridge to BART Regional Connector Project. The project would extend light rail transit (LRT) from the existing Alum Rock Light Rail Station to the Eastridge Transit Center. In the approved project design, aerial structures are planned at Capitol Avenue, Story Road, and Tully Road. The Santa Clara Valley Transportation Authority (VTA) is evaluating a potential change to the vertical profile in which the LRT would run on aerial structures for the entire length of the extension between the Alum Rock and Eastridge Stations. The proposed change to the project would replace the at-grade track alignment with 1.25 miles of aerial guideway from south of Story Road to north of Tully Road.

This study was conducted for the purpose of supporting the *Capitol Expressway Light Rail Transportation Study for the Environmental Impact Statement* published in September 2012, which identified the potential transportation impacts of the project assuming a hybrid aerial/at-grade profile. The potential impacts of a revised project with a full aerial profile were evaluated in accordance with the standards set forth by the Santa Clara Valley Transportation Authority Congestion Management Program and the California Environmental Quality Act. This study includes an analysis of AM and PM peak hour traffic conditions at four signalized intersections, which would have geometric changes with the proposed project relative to the approved project. In addition, the study includes an analysis of queuing, intersection volumes, travel times, average speeds, and LRT crossings by school buses, school children, and bikes. An analysis of parking supply and demand, transit ridership, vehicle miles traveled (VMT), mode split, safety and security, and construction impacts are also provided. The study identified the following significant impacts:

**Significant Impact #1:** The project would cause a significant impact at the intersection of Capitol Expressway and Story Road under existing, year 2023, and year 2043 conditions. This impact is caused by the removal of the HOV lanes and the addition of HOV lane traffic into the remaining mixed flow lanes.

**Mitigation Measure #1:** To mitigate this impact, the project would need to restore the HOV lanes on Capitol Expressway in the northbound and southbound directions. However, there is currently insufficient right-of-way for this improvement because the HOV lanes would be removed to provide space for the light rail tracks. Replacement of the HOV lanes would require removal of existing buildings and sidewalks along Capitol Expressway, which is infeasible. Therefore, this impact is considered *significant and unavoidable*.

**Significant Impact #2:** The project would cause a significant impact at the intersection of Capitol Expressway and Ocala Avenue under existing, year 2023, and year 2043 conditions. This impact is caused by the removal of the HOV lanes, the removal of a northbound left turn lane on Capitol Expressway, and the addition of HOV lane traffic into the remaining mixed flow lanes.

**Mitigation Measure #2:** To mitigate this impact, the project would need to restore the HOV lanes on Capitol Expressway in the northbound and southbound directions or restore the northbound left turn lane. However, there is currently insufficient right-of-way for these improvements because the HOV lanes and left turn pocket would be removed to provide space for the light rail tracks. Replacement of the HOV lanes or left turn pocket would require removal of existing buildings and sidewalks along Capitol Expressway, which is infeasible. Therefore, this impact is considered *significant and unavoidable*.

**Significant Impact #3:** The project's lane reductions on Capitol Expressway during construction may cause study intersections to temporarily operate at LOS F, impacting passenger vehicles, buses, and trucks. The project may also result in the temporary closures of bikeways, bus stops, and sidewalks in the corridor during construction. Because the duration, times, and locations of temporary closures during construction cannot be predicted with certainty, it is acknowledged that they could constitute a significant impact.

**Mitigation Measure #3:** During construction, VTA will prepare traffic handling plans, employ traffic flaggers, and endeavor to minimize peak hour delays to all users. However, such measures cannot guarantee that construction activities would not cause temporary significant impacts to passenger vehicles, buses, trucks, bikes, and pedestrians. Therefore, this impact is considered *significant and unavoidable*.

The analysis also noted the following conclusions:

- The project's proposed aerial alignment would result in fewer conflicts between light rail vehicles and school buses, bikes and pedestrians.
- The project's removal of the existing HOV lanes would result in higher average auto delays and longer auto travel times on Capitol Expressway.
- The LRT extension is likely to reduce VMT because it creates an enhanced transit service that connects to the regional BART system, which should shift some automobile trips to transit. In addition, reducing roadway capacity by removal of travel lanes on Capitol Expressway will generally reduce VMT, and therefore is presumed to cause a less-than-significant impact on transportation.

# 1. Introduction

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This report presents the results of a supplemental transportation analysis for proposed changes to the Eastridge to BART Regional Connector Project. The project would extend light rail transit (LRT) from the existing Alum Rock Light Rail Station to the Eastridge Transit Center. In the approved project design, aerial structures are planned at Capitol Avenue, Story Road, and Tully Road. The Santa Clara Valley Transportation Authority (VTA) is evaluating a potential change to the vertical profile in which the LRT would run on aerial structures for the entire length of the extension between the Alum Rock and Eastridge Stations. The proposed change to the project would replace the at-grade track alignment with 1.25 miles of aerial guideway from south of Story Road to north of Tully Road. Compared to the approved project, the proposed change would also:

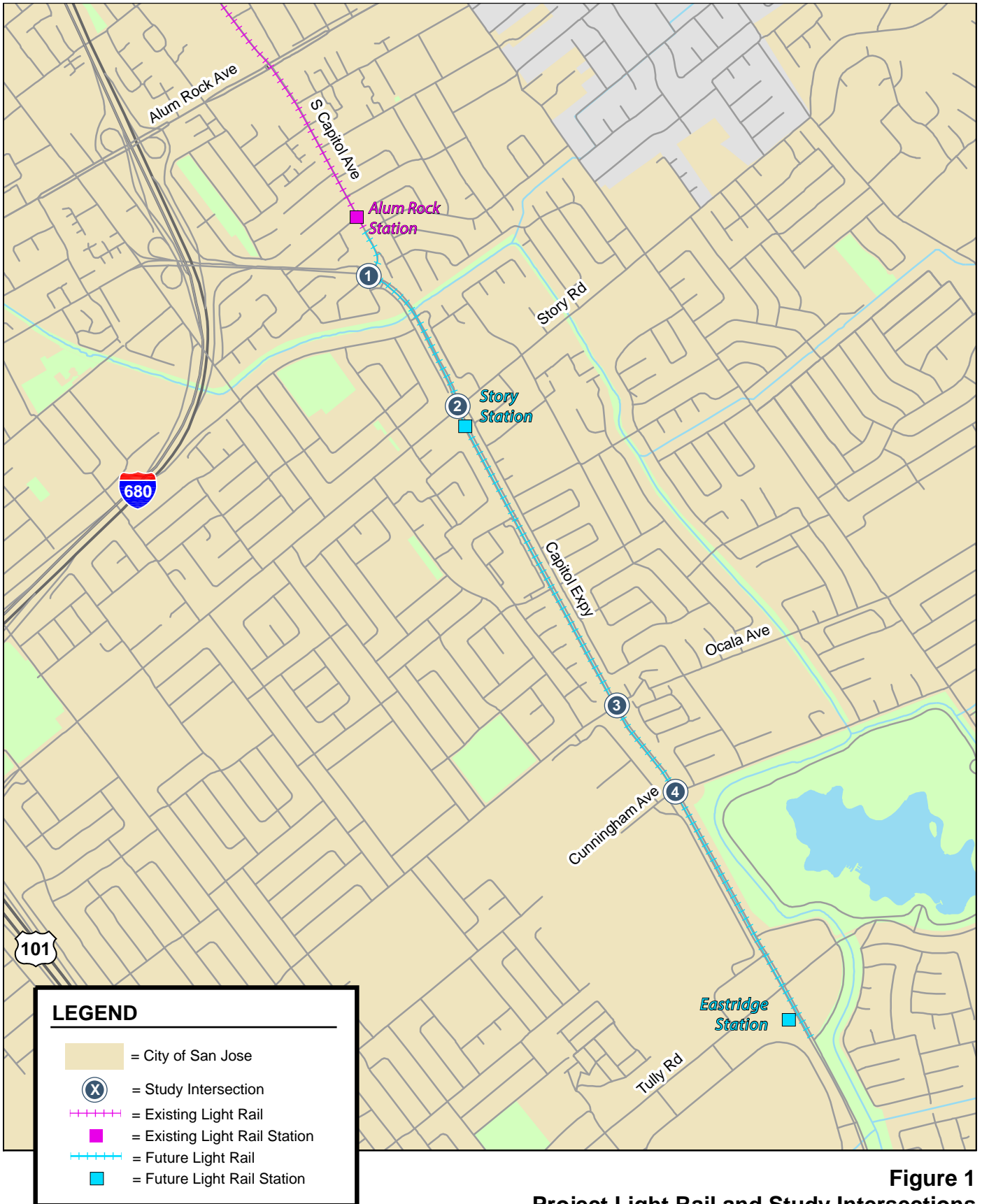
- 1) Maintain four travel lanes in each direction of Capitol Expressway between Capitol Avenue and Story Road and convert the existing High Occupancy Vehicle (HOV) lanes to mixed flow lanes.
- 2) Retain two northbound left turn lanes from Capitol Expressway to Story Road.
- 3) Modify the parking configuration at the Eastridge Park-and-Ride lot.
- 4) Extend the left turn pockets southbound on Capitol Expressway at Story Road
- 5) Add right turn lanes at Story Road, Cunningham Avenue, and Tully Road.

The project area and the proposed LRT extension are shown on Figure 1.

## Scope of Study

This study was conducted for the purpose of supporting the *Capitol Expressway Light Rail Transportation Study for the Environmental Impact Statement (EIS)* published in September 2012, which identified the potential transportation impacts of the project assuming a hybrid aerial/at-grade profile. The potential impacts of a revised project with a full aerial profile were evaluated in accordance with the standards set forth by the Santa Clara Valley Transportation Authority Congestion Management Program (CMP) and the California Environmental Quality Act (CEQA).

This traffic study includes an analysis of AM and PM peak hour traffic conditions for the following four signalized intersections, which would have geometric changes with the proposed project relative to the approved project:



**Figure 1**  
Project Light Rail and Study Intersections



1. Capitol Expressway and Capitol Avenue\*
2. Capitol Expressway and Story Road\*
3. Capitol Expressway and Ocala Avenue
4. Capitol Expressway and Cunningham Avenue

\*designates CMP intersection

The proposed changes to the approved project would not affect traffic volumes nor levels of service at any other intersections along the corridor. The project would not change the lane configurations at the intersections of Capitol Expressway/Tully Road or Capitol Expressway/Quimby Road. Thus, analysis of these locations is unnecessary.

The study also includes an analysis of queuing, intersection volumes, travel times, average speeds, and LRT crossings by school buses, school children, and bikes. An analysis of parking supply and demand, transit ridership, vehicle miles traveled (VMT), mode split, safety and security, and construction impacts are also provided.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours. The AM peak hour occurs between 7:00 AM and 9:00 AM and the PM peak hour occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways. Traffic conditions were evaluated for the following scenarios: Existing Conditions, Existing plus Project Conditions, Year 2023 Baseline (no project) Conditions, Year 2023 with Project Conditions, Year 2043 Baseline (no project) Conditions and Year 2043 with Project Conditions. For all study scenarios, level of service, average speed, and travel time analyses were performed.

## Methodology

This section describes the methods used to determine traffic operations. It includes the methods used for data collection, level of service calculations, and describes the various level of service standards as well as the criteria for project impacts.

### Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, VTA, and field observations. The following data were collected from these sources:

- Existing peak hour intersection turn movement counts
- Intersection lane configurations
- Signal timing and phasing
- Year 2023 and year 2043 traffic volumes
- HOV counts on Capitol Expressway
- Bike, pedestrian, and transit counts along Capitol Expressway
- Existing travel times and average travel speeds on Capitol Expressway
- Vehicle queuing data at Capitol Expressway and Ocala Avenue

### Level of Service Standards and Analysis Methods

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

Traffic conditions at the study intersections were evaluated using the TRAFFIX software, which employs the 2000 Highway Capacity Manual (HCM) methodology for intersection analysis. The 2000 HCM methodology is the designated LOS methodology for Santa Clara County. The correlation between delay and level of service for signalized intersections is shown on Table 1.

**Table 1**  
**Signalized Intersection Level of Service Definitions Based on Control Delay**

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
<b>A</b>	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
<b>B</b>	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
<b>C</b>	Operation with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
<b>D</b>	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
<b>E</b>	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
<b>F</b>	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual*, (Washington, D.C., 2000)

### Travel Time and Average Speed

The changes in corridor travel times as a result of the proposed project were calculated by comparing the delay differences in the TRAFFIX calculations for intersection through movements between the corresponding no-project and with project scenarios. Travel speeds were calculated from a regression equation that correlates corridor travel time to average vehicle speed. The equation was developed based on the existing travel time runs in the Capitol Expressway corridor.

### Vehicle Queuing

A vehicle queuing analysis was performed for left-turning movements at the intersection of Capitol Expressway and Ocala Avenue. Vehicle queues were measured in the field, and the average queue length and 95<sup>th</sup> percentile queue length were calculated. The 95<sup>th</sup> percentile queue length is defined as the queue length that would be exceeded during one out of twenty traffic signal cycles during the peak period. For this analysis, the number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle, and the vehicle queue length is compared to the available storage capacity for the movement.

## Impact Criteria

At the study intersections, the minimum acceptable level of service was defined as LOS E, and project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard when project traffic is added; or
2. An intersection that is operating worse than its LOS standard under no project conditions has an increase in critical delay of four or more seconds AND the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

The exception to this criteria is when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e. the change in average stopped delay for critical movements is negative). In this case, the criteria is when the project increases the critical V/C value by 0.01 or more.

## Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing conditions in the study area. Chapter 3 describes the near term and long term roadway conditions on Capitol Expressway, including level of service, average speed, and travel time with and without the proposed project. Chapter 4 presents the project's impacts on other transportation issues including vehicle-miles traveled (VMT), parking, impacts during construction, safety and security, and projected transit usage. Chapter 5 presents the study conclusions.

## 2. Existing Conditions

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This chapter describes existing conditions for selected metrics (traffic counts, parking counts, pedestrian counts, queuing assessment, etc.) as requested by VTA for various transportation facilities in the vicinity of the project corridor. It is organized into three main categories: existing roadway operations; bus, bike and pedestrian operations; and Eastridge Transit Station parking.

### Existing Roadway Operations

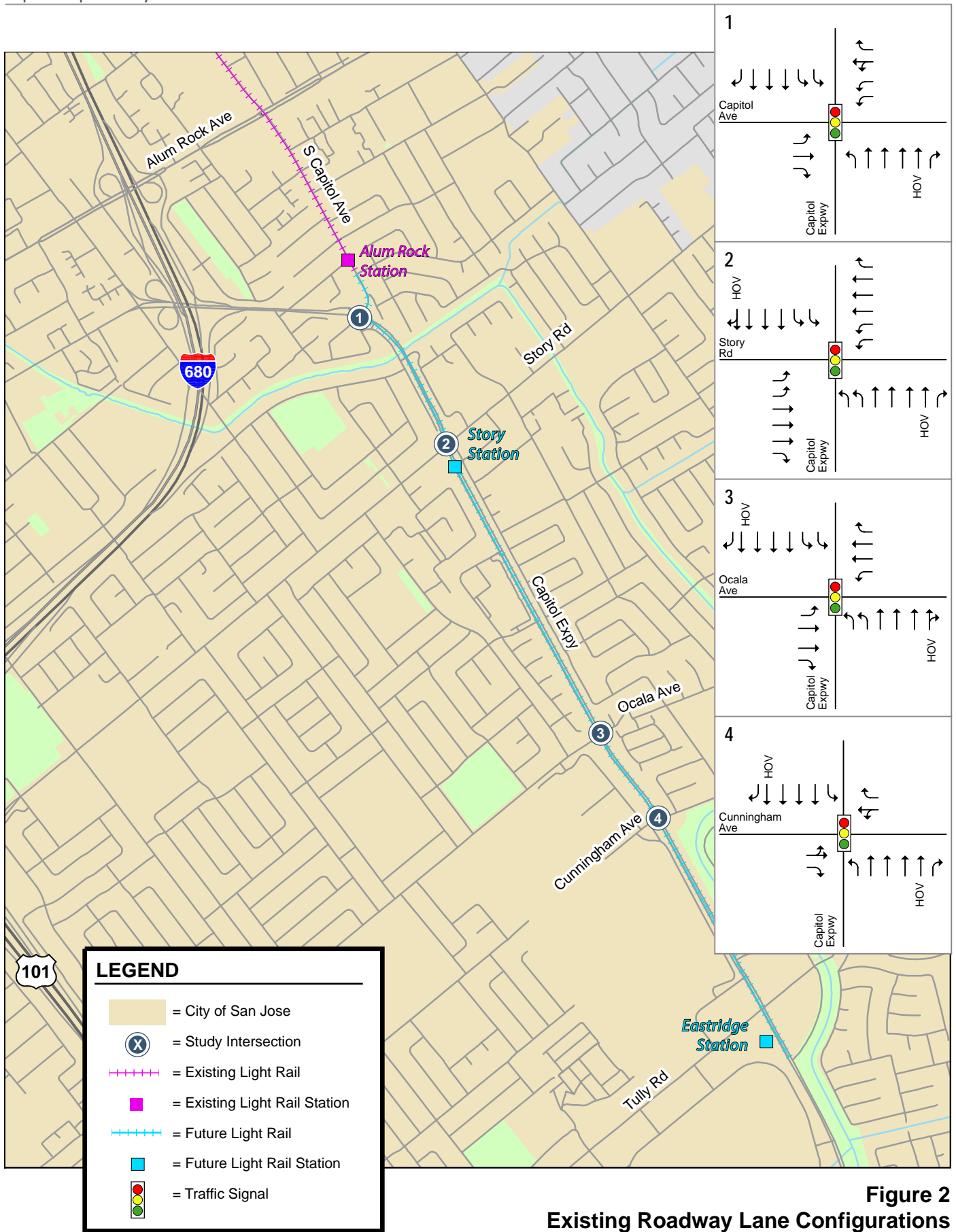
This section describes the existing roadway operations and includes descriptions of the following: intersection volumes, HOV utilization, left turn queuing, intersection level of service, corridor travel time, and corridor average speed.

#### Existing Roadway Traffic Volume & Geometries

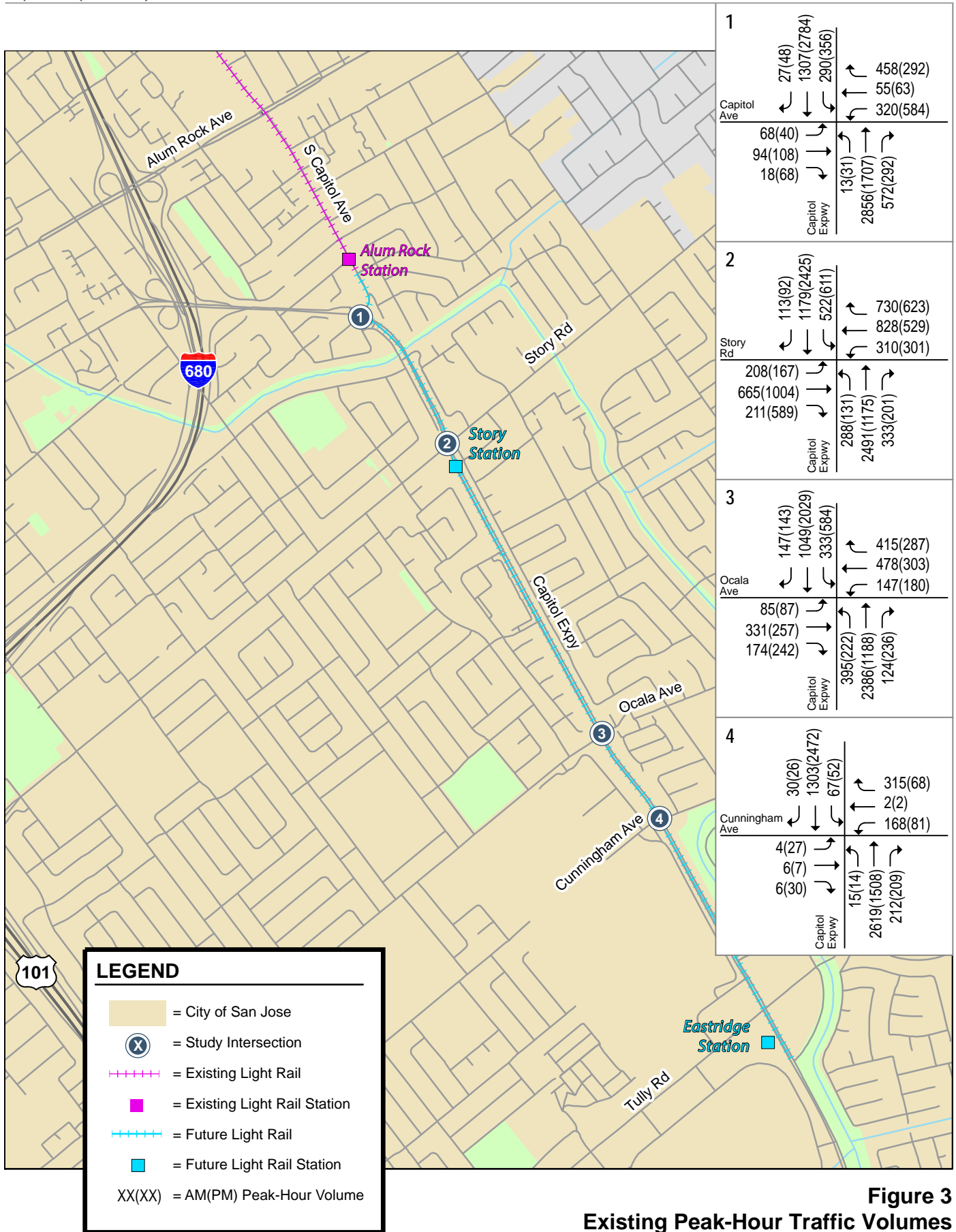
Existing traffic volumes were obtained from peak hour counts collected on November 1<sup>st</sup>, 2017 and from the latest CMP monitoring report. The existing roadway geometries at the four study intersections are shown on Figure 2 and the peak-hour intersection volumes are shown on Figure 3. Intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Tables 2 and 3 compare the 2017 traffic counts to those previously collected at the study intersections. Peak hour traffic counts at a study intersection may fluctuate up to ten percent due to both random variation and changes in upstream/downstream conditions. The AM peak hour comparison (Table 2) shows that the 2017 traffic volumes are more than ten percent higher than the 2009 traffic volumes at Capitol Expressway's intersections with Story Road, Ocala Avenue, and Cunningham Avenue. The PM peak hour comparison (Table 3) shows that, historically, the changes in traffic volumes have generally been within ten percent. Year 2016 PM peak hour traffic counts were used at Capitol Expressway's intersections with Capitol Avenue and Story Road because of minor construction near these locations during the 2017 counts.

Table 4 shows the existing traffic volumes on Capitol Expressway in both the mixed flow lanes and the existing HOV lanes. The HOV raw data sheets are provided in Appendix A. Generally, HOV volumes comprise between 9 percent and 25 percent of the total traffic volume northbound and southbound on Capitol Expressway.



**Figure 2**  
Existing Roadway Lane Configurations



**Figure 3**  
Existing Peak-Hour Traffic Volumes



**Table 2  
AM Peak Hour Historical Count Comparison**

Intersection	Count Year <sup>1</sup>	Peak Hour	Individual Movement Volume <sup>2</sup>											Total Intersection Volume			
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT		WBR		
<b>Capitol Expwy &amp; Capitol Ave</b>																	
	2009	AM	13	3,641	140	189	1,248	23	56	64	30	332	47	294	6,077		
	2017	AM	13	2,856	572	290	1,307	27	68	94	18	320	55	458	6,078		
			<i>Difference<sup>3</sup></i>		0	-785	432	101	59	4	12	30	-12	8	164	1	
			<i>% Difference<sup>4</sup></i>		0.0%	-21.6%	308.6%	53.4%	4.7%	17.4%	21.4%	46.9%	-40.0%	-3.6%	17.0%	55.8%	0%
<b>Capitol Expwy &amp; Story Rd</b>																	
	2009	AM	240	2,390	162	433	906	136	194	494	45	165	743	862	6,770		
	2017	AM	288	2,491	333	522	1,179	113	208	665	211	310	828	730	7,878		
			<i>Difference<sup>3</sup></i>		48	101	171	89	273	-23	14	171	166	145	85	-132	1108
			<i>% Difference<sup>4</sup></i>		20.0%	4.2%	105.6%	20.6%	30.1%	-16.9%	7.2%	34.6%	368.9%	87.9%	11.4%	-15.3%	16%
<b>Capitol Expwy &amp; Ocala Avenue</b>																	
	2009	AM	242	2,347	150	313	669	215	123	258	234	162	412	339	5,464		
	2017	AM	395	2,386	124	333	1,049	147	85	331	174	147	478	415	6,064		
			<i>Difference<sup>3</sup></i>		153	39	-26	20	380	-68	-38	73	-60	-15	66	76	600
			<i>% Difference<sup>4</sup></i>		63.2%	1.7%	-17.3%	6.4%	56.8%	-31.6%	-30.9%	28.3%	-25.6%	-9.3%	16.0%	22.4%	11%
<b>Capitol Expwy &amp; Cunningham Avenue</b>																	
	2009	AM	11	2,457	107	23	993	5	6	2	6	105	7	261	3,983		
	2017	AM	15	2,619	212	67	1,303	30	4	6	6	168	2	315	4,747		
			<i>Difference<sup>3</sup></i>		4	162	105	44	310	25	-2	4	0	63	-5	54	764
			<i>% Difference<sup>4</sup></i>		36.4%	6.6%	98.1%	191.3%	31.2%	500.0%	-33.3%	200.0%	0.0%	60.0%	-71.4%	20.7%	19%

**Notes:**

<sup>1</sup> The 2017 count data was based on the traffic count conducted on November 1st, 2017. The 2009 traffic volumes were obtained from Appendix A of the Capitol Expressway Light Rail Transportation Study for the Environmental Impact Statement (EIS), published in September 2012. All counts were collected during the AM peak hour, between 7:00 AM and 9:00 AM.

<sup>2</sup> Individual movement volumes are the total number of vehicles during the AM peak hour for all lanes of that movement.

<sup>3</sup> The difference is calculated by subtracting the 2009 volume from the 2017 volume. Thus, a positive value indicates that the 2017 volume is greater than the 2009 volume and a negative value indicates that the 2017 volume is less than the 2009 volume.

<sup>4</sup> The % difference is calculated relative to the 2009 counts. Thus, a positive percent indicates an increase in traffic and a negative percent indicates a decrease in traffic.

NBL = northbound left, NBT = northbound through, NBR = northbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right  
EBL = eastbound left, EBT = eastbound through, EBR = eastbound right, WBL = westbound left, WBT = westbound through, WBR = westbound right

**Table 3  
PM Peak Hour Historical Count Comparison**

Intersection	Count Year <sup>1</sup>	Peak Hour	Individual Movement Volume <sup>2</sup>											Total Intersection Volume		
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT		WBR	
<b>Capitol Expwy &amp; Capitol Ave</b>																
	2009	PM	25	1,625	273	429	2,808	24	33	95	70	469	42	207	6,100	
	2012	PM	31	1,685	325	270	3,003	9	64	111	92	572	76	157	6,395	
	2014	PM	23	1,862	371	418	2,748	36	47	92	46	494	51	259	6,447	
	2016	PM	31	1,707	292	356	2,784	48	40	108	68	584	63	292	6,373	
		2016-2009	<i>Difference</i> <sup>3</sup>	6	82	19	-73	-24	24	7	13	-2	115	21	85	273
		2016-2009	<i>% Difference</i> <sup>4</sup>	24.0%	5.0%	7.0%	-17.0%	-0.9%	100.0%	21.2%	13.7%	-2.9%	24.5%	50.0%	41.1%	4%
<b>Capitol Expwy &amp; Story Rd</b>																
	2009	PM	146	1,189	133	832	2,352	159	150	666	395	204	523	584	7,333	
	2012	PM	119	1,135	185	783	2,804	97	159	862	540	222	509	610	8,025	
	2014	PM	150	1,084	176	655	2,471	116	168	885	493	183	508	635	7,524	
	2016	PM	131	1,175	201	611	2,425	92	167	1,004	589	301	529	623	7,848	
		2016-2009	<i>Difference</i> <sup>3</sup>	-15	-14	68	-221	73	-67	17	338	194	97	6	39	515
		2016-2009	<i>% Difference</i> <sup>4</sup>	-10.3%	-1.2%	51.1%	-26.6%	3.1%	-42.1%	11.3%	50.8%	49.1%	47.5%	1.1%	6.7%	7%
<b>Capitol Expwy &amp; Ocala Avenue</b>																
	2009	PM	191	954	181	579	1,977	125	102	355	393	230	293	282	5,662	
	2017	PM	222	1,188	236	584	2,029	143	87	257	242	180	303	287	5,758	
		2017-2009	<i>Difference</i> <sup>3</sup>	31	234	55	5	52	18	-15	-98	-151	-50	10	5	96
		2017-2009	<i>% Difference</i> <sup>4</sup>	16.2%	24.5%	30.4%	0.9%	2.6%	14.4%	-14.7%	-27.6%	-38.4%	-21.7%	3.4%	1.8%	2%
<b>Capitol Expwy &amp; Cunningham Avenue</b>																
	2009	PM	33	1,197	145	50	2,392	102	35	10	29	82	11	61	4,147	
	2017	PM	14	1,508	209	52	2,472	26	27	7	30	81	2	68	4,496	
		2017-2009	<i>Difference</i> <sup>3</sup>	-19	311	64	2	80	-76	-8	-3	1	-1	-9	7	349
		2017-2009	<i>% Difference</i> <sup>4</sup>	-57.6%	26.0%	44.1%	4.0%	3.3%	-74.5%	-22.9%	-30.0%	3.4%	-1.2%	-81.8%	11.5%	8%

**Notes:**

<sup>1</sup> The 2012, 2014, and 2016 count data was collected by the Santa Clara County Valley Transportation Authority (VTA) as part of the Congestion Management Program (CMP). The 2017 count data was based on the traffic count conducted on November 1st, 2017. The 2009 traffic volumes were obtained from Appendix A of the Capitol Expressway Light Rail Transportation Study for the Environmental Impact Statement (EIS), published in September 2012. All counts were collected during the PM peak hour, between 4:00 PM and 6:00 PM.

<sup>2</sup> Individual movement volumes are the total number of vehicles during the PM peak hour for all lanes of that movement.

<sup>3</sup> The difference is calculated by subtracting the 2009 volume from the existing volume. Thus, a positive value indicates that the existing volume is greater than the 2009 volume and a negative value indicates that the existing volume is less than the 2009 volume.

<sup>4</sup> The % difference is calculated relative to the 2009 counts. Thus, a positive percent indicates an increase in traffic and a negative percent indicates a decrease in traffic.

NBL = northbound left, NBT = northbound through, NBR = northbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right  
EBL = eastbound left, EBT = eastbound through, EBR = eastbound right, WBL = westbound left, WBT = westbound through, WBR = westbound right



**Table 4**  
**Capitol Expressway HOV Lane Utilization**

Roadway Segment	Peak Hour	Northbound				Southbound			
		Total (VPH)	Mixed Flow (VPH)	HOV (VPH)	% HOV	Total (VPH)	Mixed Flow (VPH)	HOV (VPH)	% HOV
Capitol Exp, Capitol Ave to Story Rd	AM	2,856	2,427	429	15%	1,179	932	247	21%
	PM	1,772	1,564	208	12%	1,893	1,619	274	14%
Capitol Exp, Story Rd to Ocala Ave	AM	2,491	1,879	612	25%	1,049	953	96	9%
	PM	1,275	956	319	25%	2,029	1,783	246	12%
Capitol Exp, Ocala Ave to Cunningham Ave	AM	2,386	1,891	495	21%	1,303	1,153	150	12%
	PM	1,188	985	203	17%	2,472	2,084	388	16%
Capitol Exp, Cunningham Ave to Tully Rd	AM	2,619	2,084	535	20%	980	825	155	16%
	PM	1,508	1,205	303	20%	1,795	1,522	273	15%

Traffic Counts on conducted on 11/1/17 by Quality Counts

**Table 5**  
**Left Turn Queuing Data at the Intersection of Capitol Expressway and Ocala Avenue**

Movement	Effective Pocket Length (ft)	Observed Queues <sup>1</sup>					
		AM Peak Period (7-9)		School Peak Period (2-4)		PM Commute Period (4-6)	
		Avg. (ft)	95th % (ft) <sup>2</sup>	Avg. (ft)	95th % (ft) <sup>2</sup>	Avg. (ft)	95th % (ft) <sup>2</sup>
Southbound Left Turn <sup>3</sup>	850	350	625	250	450	225	375
Westbound Left Turn	150	<b>175</b>	<b>225</b>	150	<b>250</b>	<b>200</b>	<b>250</b>
Northbound Left Turn <sup>3</sup>	700	250	475	225	425	250	375
Eastbound Left Turn	225	100	200	100	175	100	175

Note: Counts conducted by Quality Counts on 11/1/17  
**BOLD** indicates where left turn pocket storage was exceeded  
<sup>1</sup> Observed queues converted to feet assuming 25 feet per vehicle  
<sup>2</sup> Represents the 95th Percentile queue  
<sup>3</sup> Dual left turn, but queue length is sum of the queues for both lanes

## Existing Queuing Observations

Table 5 provides a summary of left turn queuing at the intersection of Capitol Expressway and Ocala Road. The raw data sheets are provided in Appendix A. Currently, the westbound left turn queues from Ocala Avenue to southbound Capitol Expressway are not accommodated in the storage provided during the AM (7-9), school PM (2-4), or commute PM (4-6) peak hours. For all other left turn movements at the subject intersection, the 95<sup>th</sup> percentile queues are being accommodated during the AM, school PM, and commute PM peak periods.

## Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized in Table 6. The results show that the intersection of Capitol Expressway and Story Road operates at LOS F. All other study intersections currently operate at acceptable levels of service (LOS E or better). The intersection levels of service calculation sheets are included in Appendix A.

**Table 6**  
**Existing Intersection Level of Service**

Intersection	Peak Hour	Avg. Delay (sec/veh)	LOS
Capitol Expressway & Capitol Avenue*	AM	41.4	D
	PM	47.6	D
Capitol Expressway & Story Road*	AM	<b>82.5</b>	<b>F</b>
	PM	<b>111.2</b>	<b>F</b>
Capitol Expressway & Ocala Avenue	AM	62.2	E
	PM	74.0	E
Capitol Expressway & Cunningham Avenue	AM	22.6	C
	PM	12.6	B

**Notes**  
\* Denotes CMP intersection  
**Bold** indicates a substandard level of service

## Existing Travel Time and Average Speed

Travel times and average speeds were measured on Capitol Expressway between I-680 and Tully Road on October 25 and October 26 of 2017. The sixteen runs were conducted during each of the AM and PM peak hours, in each of the northbound and southbound directions, and in the HOV and mixed flow lanes. The results are summarized in Table 7. The raw data sheets are included in Appendix B. The results of the analysis show that, on average, it currently takes between 4.5 minutes and 10 minutes to travel between I-680 and Tully Road during commute hours, depending on the direction, peak hour, and whether an HOV lane was utilized. Average travel speeds ranged between 23 miles per hour (mph) and 34 mph. In most runs, traffic in the HOV lanes experienced a slightly higher average travel speed and a slightly lower average travel time.

**Table 7**  
**Travel Time and Average Speed on Capitol Expressway, Tully to I-680**

Vehicle Type	Direction	Peak Hour	Travel Time (min:sec)		Speed (MPH)	
			Avg.	Range	Avg.	Range
Mixed Flow	NB	AM	9:48	3:30 - 17:28	23	10 - 39
HOV	NB	AM	9:04	3:43 - 16:59	24	13 - 38
Mixed Flow	NB	PM	6:02	4:31 - 7:44	29	20 - 35
HOV	NB	PM	6:40	5:31 - 8:08	27	21 - 30
Mixed Flow	SB	AM	5:08	3:25 - 7:04	31	16 - 43
HOV	SB	AM	4:29	3:08 - 5:51	34	26 - 44
Mixed Flow	SB	PM	5:53	4:01 - 7:24	30	20 - 38
HOV	SB	PM	5:41	4:15 - 7:06	30	23 - 36

Note: Travel Time data from 10/25/17 and 10/26/17, approximately 16 runs per peak hour

## Bus, Bicycle and Pedestrian Counts at Ocala

Much of the pedestrian and bike traffic in the project vicinity occurs around Ocala Avenue due to the presence of several schools in the area, including Ocala Middle School, which is located approximately 1,000 feet east of Capitol Expressway on Ocala Avenue. Of particular concern are bike/pedestrian crossings of Capitol Expressway by school age pedestrians. After school (2 PM to 4 PM) bike and pedestrian trips were counted at the intersection of Capitol Expressway and Ocala Avenue on November 1, 2017. The counts distinguished between adults and school age crossings. The results are summarized in Table 8, which showed that most of the bike/pedestrian crossings (1) were children, and (2) occurred across Capitol Expressway (as opposed to Ocala Avenue).

**Table 8**  
**Bike and Pedestrian Trips Capitol Expressway/Ocala Avenue**

Type of Trip	Total Crossings	Movements Across Capitol Expressway
Adult Pedestrians	14	4
School Age Pedestrians	125	119
Adult Bikes	17	8
School Age Bikes	6	4
*Counts conducted by Quality Counts on 11/1/17, between 2:00 PM and 4:00 PM		

School bus trips were counted at the intersection of Capitol Expressway and Ocala Avenue during the AM (7-9), school PM (2-4), and commute PM (4-6), peak hours on November 1, 2017. The counts distinguished between the total number of buses entering the intersection, and those that crossed the centerline of Capitol Expressway (i.e. would have conflicted with an at-grade LRT alignment). The results are summarized in Table 9, which showed a number of school bus trips during the AM and school PM peak hours.

**Table 9**  
**School Bus Trips Capitol Expressway/Ocala Avenue**

Time Period	Total Buses	Movements Across Capitol Expressway
7:00 AM - 9:00 AM	50	18
2:00 PM to 4:00 PM	44	14
4:00 PM to 6:00 PM	2	2
Note: Counts conducted by Quality Counts on 11/1/17		

## Eastridge Park-and-Ride Lot

VTA provides a transit station, with a park-and-ride lot, at Eastridge Mall. This station provides access to VTA bus routes 12, 22, 26, 31, 39, 70, 71, 77, 103, 180, and 522. Historical parking demand at the Eastridge Park-and-Ride lot is shown on Table 10. The table shows that the existing parking demand is being accommodated in the available parking supply. Between February 2013 and December 2014, the Eastridge Park-and-Ride lot began to experience a large increase in utilization. While this large increase could be partially attributed to an increase in bus ridership, it is believed that it is mostly the result of the use of the Eastridge Park-and-Ride by employer shuttles. In addition, VTA Paratransit staff and vehicles were relocated to an existing building adjacent to the Eastridge Park-and-Ride in September 2017. In addition to using 126 parking spaces designated for VTA Paratransit, they also

occupy between 35 – 55 parking spaces in the Eastridge Park-and-Ride lot. The existing parking supply at the Eastridge Park-and-Ride is shown in Figure 4. An aerial photo of parking at Eastridge Mall during the holiday season of 2017 is shown on Figure 5. The photo, which was taken on December 26, 2017 at 2:00 PM, shows a large surplus of vacant parking spaces at Eastridge Mall during the holiday season. Many of these vacant parking stalls were located directly north of the existing Eastridge Park-and-Ride lot.

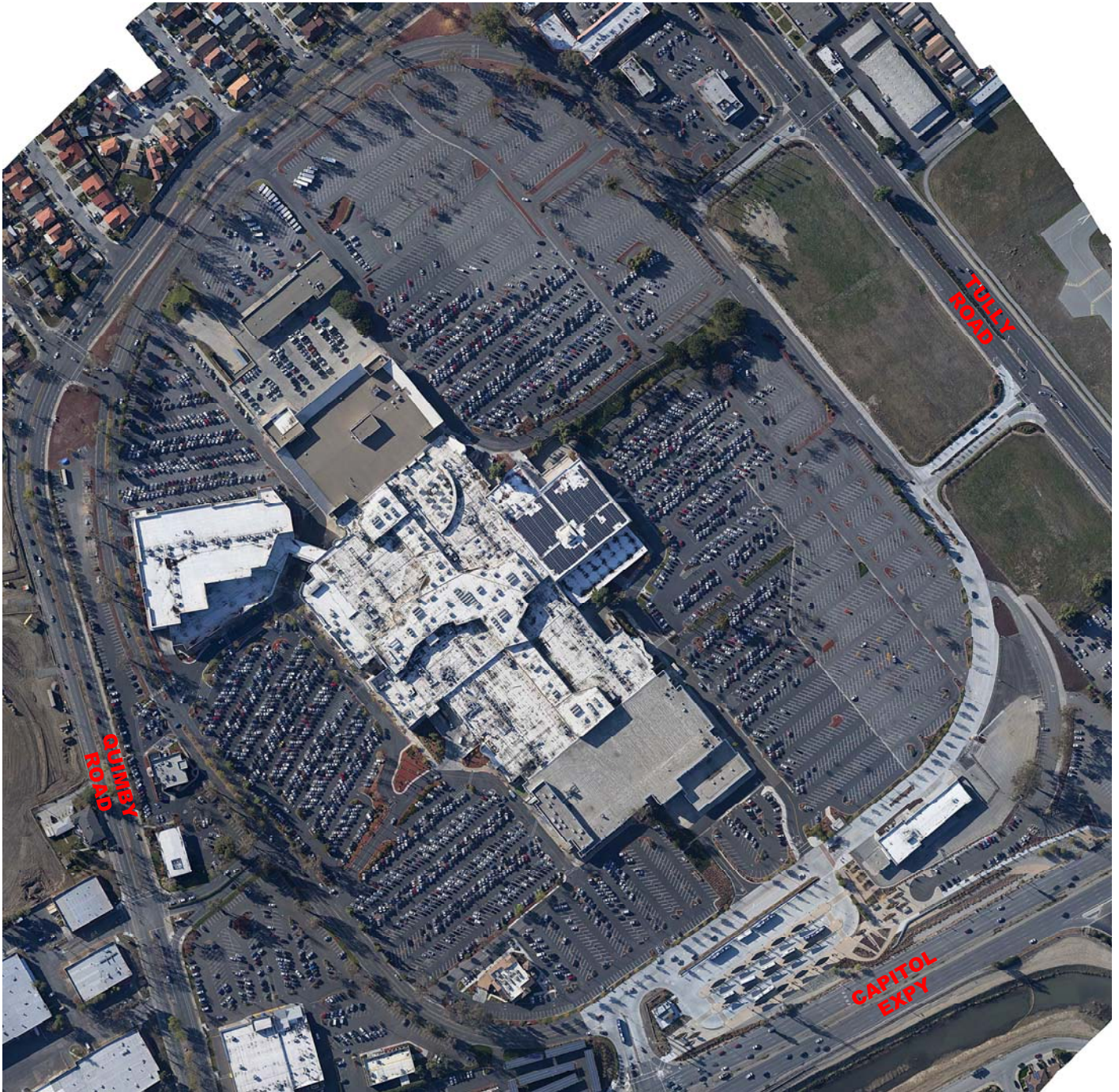
**Table 10  
Historical Eastridge Park-and-Ride Lot Parking Demand**

Year	Month	Parked Vehicles
2011	April	23
2011	January	21
2011	October	33
2012	February	27
2012	October	36
2013	February	32
2014	December	84
2015	April	113
2016	December	65
2016	January	52
2016	May	102
2017	October	148
PARKING SUPPLY*		180
Parking counts provided by VTA Operations on 12/20/17		
*235 spaces provided by VTA, minus 55 spaces used by paratransit		



Figure 4  
Existing Eastridge Transit Center Parking Supply





**Figure 5**  
**Holiday Season Parking at Eastridge Mall**



### 3.

## Roadway Operations Under Project Conditions

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This chapter describes near term traffic conditions with the project, including a description of existing plus project conditions, year 2023 conditions without and with the project, and year 2043 conditions without and with the project.

### Traffic Forecasts and Project Roadway Network Changes

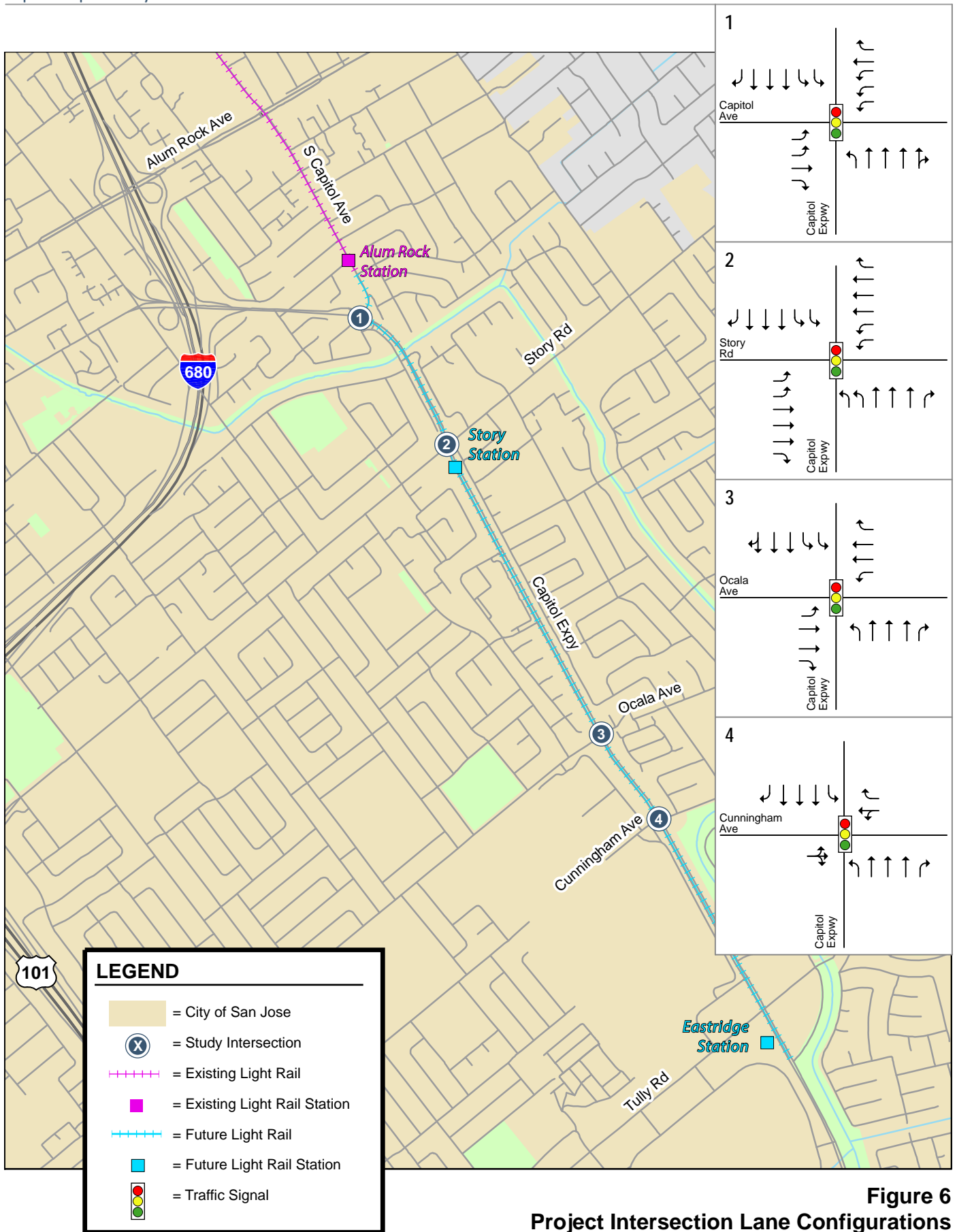
For all study scenarios, the future forecast of traffic volumes at the study locations were provided by VTA using the most recent version of the Countywide model. Future year (2023 and 2043) no project traffic volumes include existing traffic as well as expected traffic growth between 2018 and the forecast year. The roadway network changes as a result of the proposed project are described in Chapter 1 of this report. The proposed lane configurations at each study intersection are shown on Figure 6. The areawide transportation network changes considered in the Countywide model for years 2023 and 2043 are shown in Appendix C.

### Level of Service Analysis

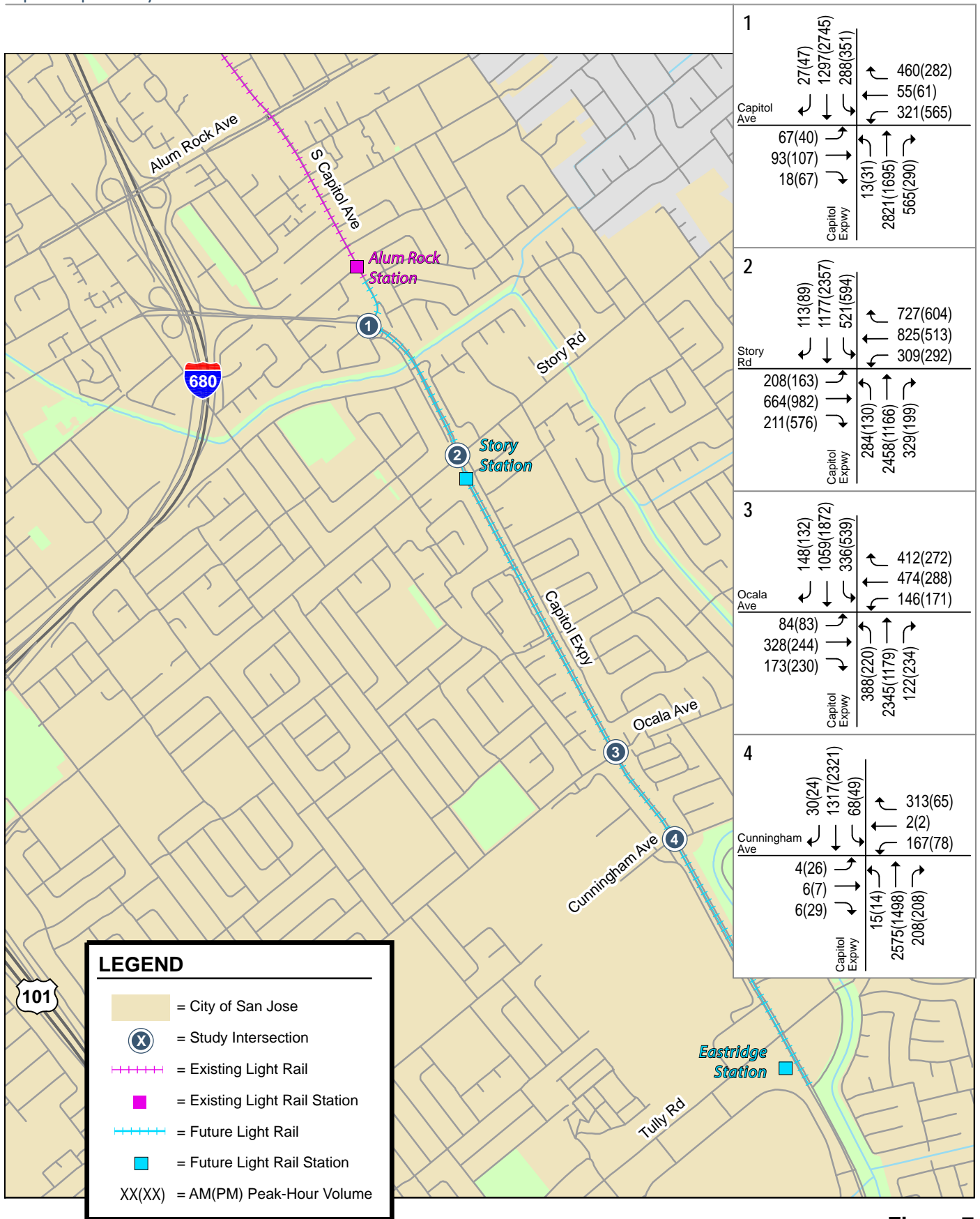
Traffic volumes under existing plus project, year 2023, and year 2043, with and without the project, are shown on Figures 7 through 11. The level of service results at the study intersections are summarized in Tables 11, 12, and 13. The results show that, measured against the previously stated level of service impact criteria, the project would result in the following significant impacts:

**Significant Impact #1:** The project would cause a significant impact at the intersection of Capitol Expressway and Story Road under existing, year 2023, and year 2043 conditions. This impact is caused by the removal of the HOV lanes and the addition of HOV lane traffic into the remaining mixed flow lanes.

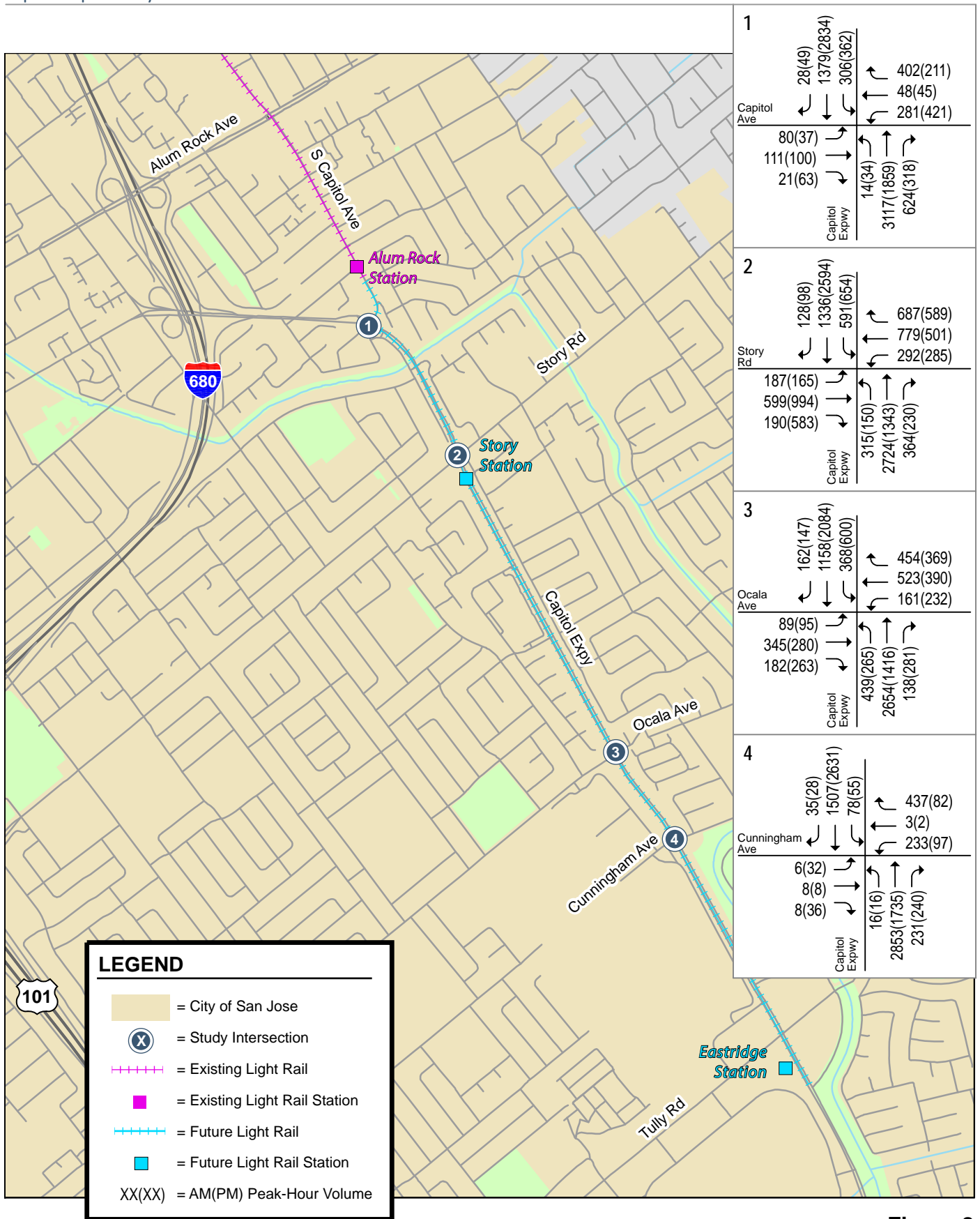
**Mitigation Measure #1:** To mitigate this impact, the project would need to restore the HOV lanes on Capitol Expressway in the northbound and southbound directions. However, there is currently insufficient right-of-way for this improvement because the HOV lanes would be removed to provide space for the light rail tracks. Replacement of the HOV lanes would require removal of existing buildings and sidewalks along Capitol Expressway, which is infeasible. Therefore, this impact is considered *significant and unavoidable*.



**Figure 6**  
Project Intersection Lane Configurations

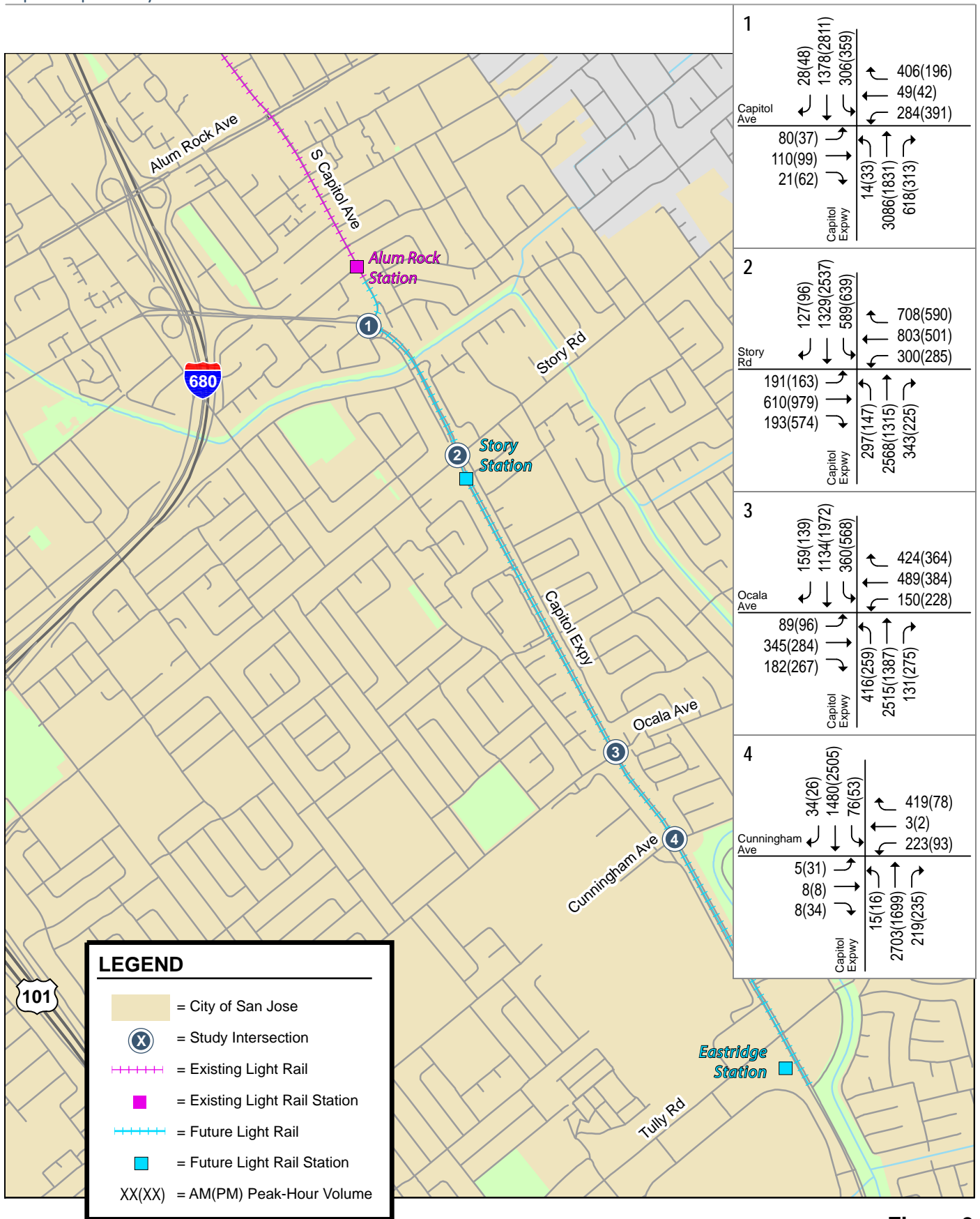


**Figure 7**  
Existing Plus Project Peak-Hour Traffic Volumes



**Figure 8**  
Year 2023 No Project Peak-Hour Traffic Volumes





**Figure 9**  
Year 2023 With Project Peak-Hour Traffic Volumes

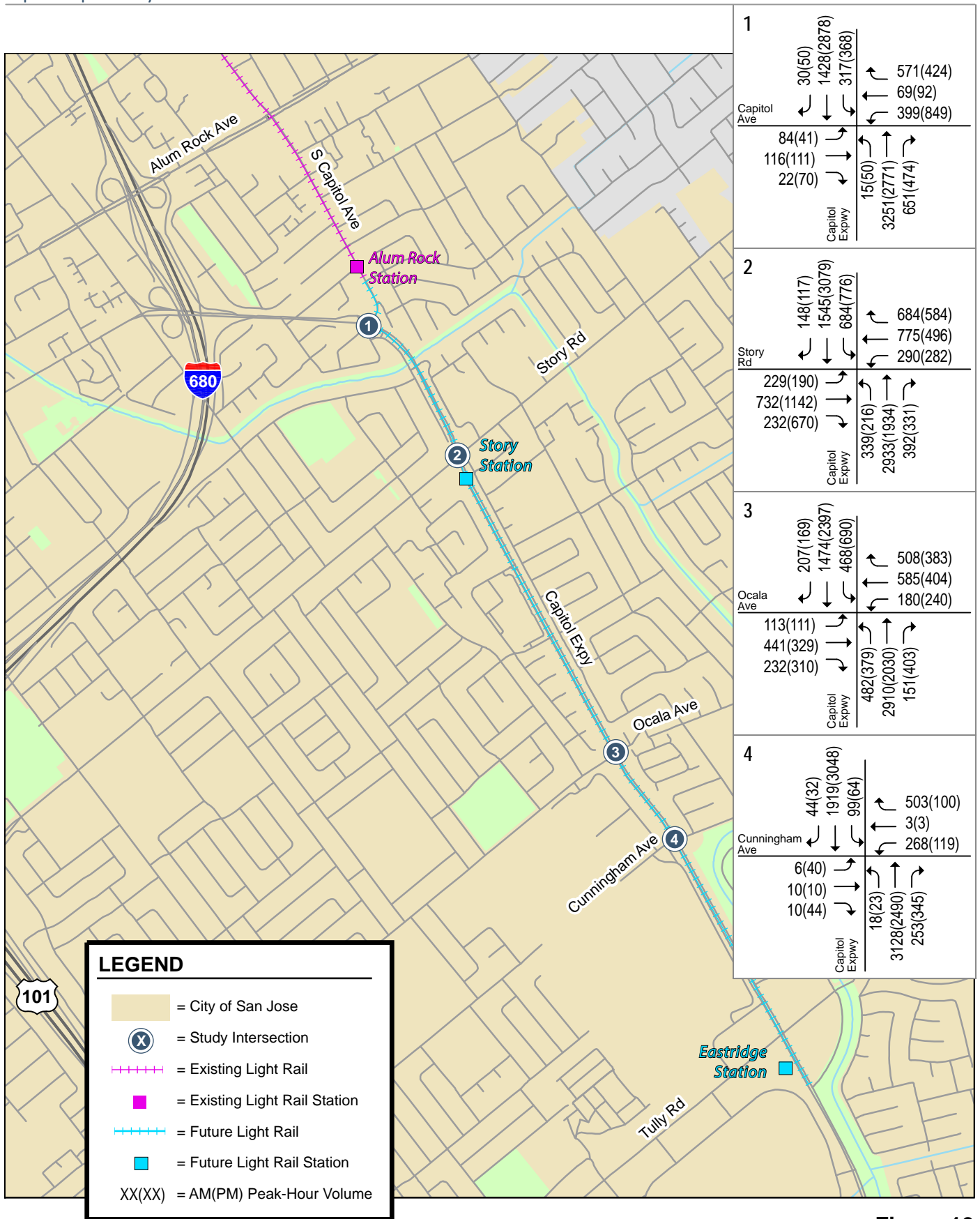


Figure 10  
Year 2043 No Project Peak-Hour Traffic Volumes

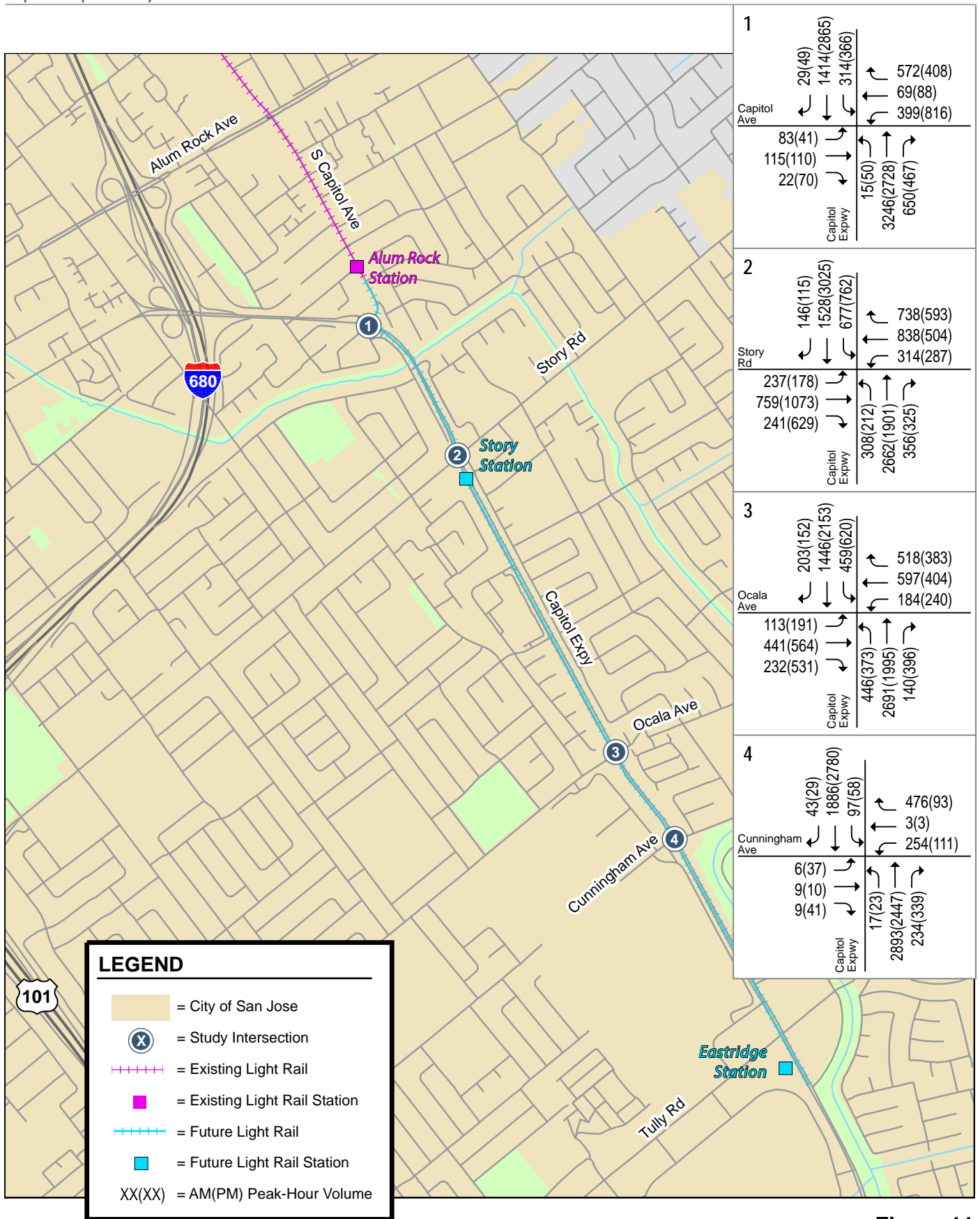


Figure 11  
Year 2043 With Project Peak-Hour Traffic Volumes

**Significant Impact #2:** The project would cause a significant impact at the intersection of Capitol Expressway and Ocala Avenue under existing, year 2023, and year 2043 conditions. This impact is caused by the removal of the HOV lanes, the removal of a northbound left turn lane on Capitol Expressway, and the addition of HOV lane traffic into the remaining mixed flow lanes.

**Mitigation Measure #2:** To mitigate this impact, the project would need to restore the HOV lanes on Capitol Expressway in the northbound and southbound directions or restore the northbound left turn lane. However, there is currently insufficient right-of-way for these improvements because the HOV lanes and left turn pocket would be removed to provide space for the light rail tracks. Replacement of the HOV lanes or left turn pocket would require removal of existing buildings and sidewalks along Capitol Expressway, which is infeasible. Therefore, this impact is considered *significant and unavoidable*.

**Table 11**  
**Existing Plus Project Intersection Level of Service**

Intersection	Peak Hour	Existing				
		No Project		With Project		
		Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Increase in Crit. Delay (sec)
Capitol Expressway & Capitol Avenue*	AM	41.4	D	44.8	D	-1.0
	PM	47.6	D	47.7	D	-1.5
Capitol Expressway & Story Road*	AM <sup>1</sup>	<b>82.5</b>	<b>F</b>	<b>119.2</b>	<b>F</b>	71.6
	PM <sup>2</sup>	<b>111.2</b>	<b>F</b>	<b>137.2</b>	<b>F</b>	9.5
Capitol Expressway & Ocala Avenue	AM	62.2	E	<b>91.2</b>	<b>F</b>	24.9
	PM	74.0	E	73.2	E	10.8
Capitol Expressway & Cunningham Avenue	AM	22.6	C	22.4	C	0.3
	PM	12.6	B	12.4	B	0.2

**Notes**

\* Denotes CMP intersection

**Bold** indicates a substandard level of service

  indicates significant project impact

<sup>1</sup> Change in V/C from No Project to Project conditions is + 0.256

<sup>2</sup> Change in V/C from No Project to Project conditions is + 0.077



**Table 12**  
**Year 2023 Intersection Level of Service**

Intersection	Peak Hour	Year 2023				
		No Project		With Project		
		Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Increase in Crit. Delay (sec)
Capitol Expressway & Capitol Avenue*	AM	42.5	D	49.6	D	3.7
	PM	48.3	D	48.9	D	-1.1
Capitol Expressway & Story Road*	AM <sup>1</sup>	<b>94.4</b>	<b>F</b>	<b>128.9</b>	<b>F</b>	66.5
	PM <sup>2</sup>	<b>123.0</b>	<b>F</b>	<b>159.0</b>	<b>F</b>	22.9
Capitol Expressway & Ocala Avenue	AM	75.6	E	<b>108.5</b>	<b>F</b>	28.6
	PM <sup>3</sup>	<b>80.3</b>	<b>F</b>	<b>85.2</b>	<b>F</b>	-51.2
Capitol Expressway & Cunningham Avenue	AM	33.0	C	29.8	C	-3.5
	PM	13.3	B	13.2	B	0.2

Notes

\* Denotes CMP intersection

**Bold** indicates a substandard level of service

  indicates significant project impact

<sup>1</sup> Change in V/C from No Project to Project conditions is + 0.279

<sup>2</sup> Change in V/C from No Project to Project conditions is + 0.095

<sup>3</sup> Change in V/C from No Project to Project conditions is + 0.158

**Table 13**  
**Year 2043 Intersection Level of Service**

Intersection	Peak Hour	Year 2043				
		No Project		With Project		
		Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Increase in Crit. Delay (sec)
Capitol Expressway & Capitol Avenue*	AM	55.9	E	67.0	E	6.3
	PM	55.5	E	69.4	E	19.1
Capitol Expressway & Story Road*	AM <sup>1</sup>	<b>113.9</b>	<b>F</b>	<b>144.5</b>	<b>F</b>	60.2
	PM <sup>2</sup>	<b>187.1</b>	<b>F</b>	<b>251.4</b>	<b>F</b>	75.2
Capitol Expressway & Ocala Avenue	AM <sup>3</sup>	<b>101.5</b>	<b>F</b>	<b>132.7</b>	<b>F</b>	24.5
	PM <sup>4</sup>	<b>101.7</b>	<b>F</b>	<b>142.8</b>	<b>F</b>	-35.9
Capitol Expressway & Cunningham Avenue	AM	41.9	D	36.5	D	-6.5
	PM	14.7	B	14.8	B	0.1

**Notes**

- \* Denotes CMP intersection
- Bold** indicates a substandard level of service
- indicates significant project impact
- <sup>1</sup> Change in V/C from No Project to Project conditions is + 0.318
- <sup>2</sup> Change in V/C from No Project to Project conditions is + 0.124
- <sup>3</sup> Change in V/C from No Project to Project conditions is + 0.041
- <sup>4</sup> Change in V/C from No Project to Project conditions is + 0.198

### Average Speed and Travel Times

The existing, year 2023, and year 2043 average travel speeds and travel times on Capitol Expressway between Tully Road and I-680 are shown on Tables 14, 15 and 16. Generally, the results show that vehicular travel times would increase and average vehicle speeds would decrease with the proposed project. This occurs because vehicular capacity would be reduced as a result of the removal of the HOV lanes on Capitol Expressway. The relationship between corridor delay and speed is shown in Appendix B.

**Table 14**  
**Existing Plus Project Travel Time on Capitol Expressway, Tully Rd to I-680**

Vehicle Type	Direction	Peak Hour	Avg. Travel Time (min:sec)		Avg. Speed (mph)	
			Existing	Existing Plus Project	Existing	Existing Plus Project
Mixed Flow	NB	AM	09:48	11:13	23	20
HOV	NB	AM	09:04	N/A	24	N/A
Mixed Flow	NB	PM	06:02	06:29	29	29
HOV	NB	PM	06:40	N/A	27	N/A
Mixed Flow	SB	AM	05:08	05:16	31	31
HOV	SB	AM	04:29	N/A	34	N/A
Mixed Flow	SB	PM	05:53	06:32	30	29
HOV	SB	PM	05:41	N/A	30	N/A

**LRT Speed and Travel time**  
 Between Alum Rock Station and the Eastridge Station, the average speed of the LRT under existing plus project is projected to be 32 mph and the average travel time is 4.5 minutes.

N/A - with the project, there would be no HOV lanes

**Table 15**  
**Year 2023 Travel Time on Capitol Expressway, Tully Rd to I-680**

Vehicle Type	Direction	Peak Hour	Avg. Travel Time (min:sec)			Avg. Speed (mph)		
			Existing	Year 2023		Existing	Year 2023	
				No Proj.	With Project		No Proj.	With Project
Mixed Flow	NB	AM	09:48	10:47	12:18	23	21	18
HOV	NB	AM	09:04	10:03	N/A	24	22	N/A
Mixed Flow	NB	PM	06:02	06:14	07:15	29	29	27
HOV	NB	PM	06:40	06:51	N/A	27	27	N/A
Mixed Flow	SB	AM	05:08	05:08	05:20	31	31	31
HOV	SB	AM	04:29	04:29	N/A	34	33	N/A
Mixed Flow	SB	PM	05:53	06:13	07:12	30	29	27
HOV	SB	PM	05:41	06:01	N/A	30	30	N/A

**LRT Speed and Travel time**  
 Between Alum Rock Station and the Eastridge Station, the average speed of the LRT under Year 2023 plus project is projected to be 32 mph and the average travel time is 4.5 minutes.

N/A - with the project, there would be no HOV lanes

**Table 16**  
**Year 2043 Travel Time on Capitol Expressway, Tully Rd to I-680**

Vehicle Type	Direction	Peak Hour	Avg. Travel Time (min:sec)			Avg. Speed (mph)		
			Existing	Year 2043	Year 2043	Existing	Year 2043	Year 2043
				No Proj.	With Project		No Proj.	With Project
Mixed Flow	NB	AM	09:48	12:07	13:28	23	18	15
HOV	NB	AM	09:04	11:23	N/A	24	19	N/A
Mixed Flow	NB	PM	06:02	09:11	13:39	29	24	15
HOV	NB	PM	06:40	09:49	N/A	27	22	N/A
Mixed Flow	SB	AM	05:08	05:16	05:31	31	31	31
HOV	SB	AM	04:29	04:37	N/A	34	32	N/A
Mixed Flow	SB	PM	05:53	07:37	08:59	30	27	24
HOV	SB	PM	05:41	07:25	N/A	30	27	N/A
<b>LRT Speed and Travel time</b>								
Between Alum Rock Station and the Eastridge Station, the average speed of the LRT under Year 2043 plus project is projected to be 32 mph and the average travel time is 4.5 minutes.								
N/A - with the project, there would be no HOV lanes								

## 4. Other Transportation Issues

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This chapter presents an analysis of other transportation issues associated with the project, including:

- Parking at Eastridge Transit Center
- Impacts during construction
- Safety and Security
- Estimates of Transit Ridership
- VMT
- Mode Split

### Parking at Eastridge Transit Center

The expected park and ride demand with the project at the Eastridge Transit Center was projected by VTA using the countywide travel model (see Table 17). The travel demand model does not account for demand from employer shuttles or spillover from VTA Paratransit. The existing transit center parking supply is approximately 180 spaces and would increase to approximately 200 spaces with the LRT project. Based on VTA forecasts, relative to existing conditions, the LRT project would increase parking demand by 49 spaces at the park and ride lot. In years 2023 and 2043, the LRT project would increase park and ride demand by 165 vehicles and 197 vehicles, respectively, relative to no project conditions.

**Table 17**  
**Eastridge Transit Center Projected Parking Demand**

Scenario		Parked Vehicles
<b>Existing</b>		
	No Project	65
	With Project	<u>114</u>
	Difference	49
<b>Year 2023</b>		
	No Project	128
	With Project	<u>293</u>
	Difference	165
<b>Year 2043</b>		
	No Project	177
	With Project	<u>374</u>
	Difference	197
<u>Notes:</u>		
1) Existing parking counts provided by VTA Operations on 12/20/17		
2) Future parking estimates provide by VTA Modeling on 5/31/18		

## Impacts During Construction

The following discussion of construction impacts was adapted from the September 2012 *Capitol Expressway Light Rail Transportation Study for the Environmental Impact Statement*. Generally, the proposed change, which would elevate the LRT tracks at additional locations, would not materially change the project’s construction impacts.

Construction of light rail transit on Capitol Expressway would take place over approximately four to five years. At the height of construction, a number of construction employees and equipment would occupy portions of the street including the median at active construction locations. In the most active areas, construction would periodically reduce the number of lanes on Capitol Expressway at various times during both non-peak hours and during peak hours. As a result, construction activity on Capitol Expressway would impact traffic and the LOS at intersections and the capability of transit service to adhere to the published schedules. LOS F is expected periodically at all study intersections during construction. The construction schedule, detour planning, and public outreach would be coordinated by VTA throughout the process.

Construction of the proposed LRT would be a continuous, year-round process with construction taking place within specific segments at any one time. To the greatest extent feasible, the peak of daily construction activity in any one area would take place during the off-peak commute hours when the LOS on Capitol Expressway at most major intersections is better. Reducing the effects of the project construction on traffic would be achieved by means of the following coordinated resources:

- VTA, in concert with the County of Santa Clara and City of San Jose, would prepare a Construction Mitigation Traffic Management Plan that would be a part of the construction contract for the proposed project.
- Based on the Construction Mitigation Traffic Management Plan, contractors would use flagmen and follow a daily construction schedule that would help manage traffic during peak periods on weekdays.
- VTA would oversee construction to assure construction impacts are minimized to the greatest extent feasible. VTA would establish a field office along the project that would be open to the public during specific hours of the week.

Construction equipment traffic from contractors would be controlled by flagmen and the procedures contained in the Construction Mitigation Traffic Management Plan. Traffic that may attempt to use neighborhood streets to avoid construction areas would be controlled by two characteristics of the roadway network adjacent to Capitol Expressway:

- First, while there are no efficient, directly parallel detours around Capitol Expressway, some arterials are capable of handling traffic diverted from Capitol Expressway. White Road, King Road and Tully Road would most likely handle the diverted traffic. Portable electronic variable message signs and other static signs would be strategically positioned at approaches of individual construction zones to warn motorists in advance of the construction and direct traffic to use alternative routes where feasible. Flagmen would be at all major construction points to assist in the control of traffic and support the use of these roads as a detour.
- Second, there are very few paths of travel through neighborhood streets that offer parallel routes to Capitol Expressway. Therefore, neighborhood streets would be mostly protected from being used as cut-through streets by motorists.

Transit service on-time performance can be expected to drop during the construction period. Since the construction period would be limited in duration, no specific mitigation measures are proposed. Alternative bus stops would be located temporarily whenever existing bus stops are disrupted by construction.

Currently, bicyclists are able to use the shoulders of the expressway as a bicycle lane. During construction of the light rail project, the shoulders would not be maintained to allow bicyclists to effectively use the corridor. Detour signs would be posted directing bicyclists to use alternative corridors during construction.

Several residential properties along the corridor would be affected by construction activities. During short periods of time, access may be restricted and parking eliminated. VTA would coordinate the construction activities with the home owners/tenants. Any adjustments to the schedule would be conveyed to the residents upon determination of the need to adjust the schedule. The construction duration and disruptions to residents would be kept to a minimum.

Several businesses along the corridor would be temporarily affected by construction. During short periods of time, access may be altered. However, access to the businesses would be maintained. Property owners and businesses would be notified in advance of construction and provided with a detailed construction schedule if their access will be restricted. Changes to the construction schedule would be conveyed as soon as possible. Construction duration would be kept to a minimum. Signs

would be provided along Capitol Expressway indicating the business is open during construction and that access is available.

**Significant Impact #3:** The project's lane reductions on Capitol Expressway during construction may cause study intersections to temporarily operate at LOS F, impacting passenger vehicles, buses, and trucks. The project may also result in the temporary closures of bikeways, bus stops, and sidewalks in the corridor during construction. Because the duration, times, and locations of temporary closures during construction cannot be predicted with certainty, it is acknowledged that they could constitute a significant impact.

**Mitigation Measure #3:** During construction, VTA will prepare traffic handling plans, employ traffic flaggers, and endeavor to minimize peak hour delays to all users. However, such measures cannot guarantee that construction activities would not cause temporary significant impacts to passenger vehicles, buses, trucks, bikes, and pedestrians. Therefore, this impact is considered *significant and unavoidable*.

## Safety and Security

The following discussion of safety and security was adapted from the September 2012 *Capitol Expressway Light Rail Transportation Study for the Environmental Impact Statement*. Generally, the proposed change, which would elevate the LRT tracks at additional locations, would increase safety by eliminating the need for motor vehicles, bicycles, and pedestrians to cross the LRT tracks at the Ocala Avenue and Cunningham Avenue intersections.

At station peripheries, guardrails and fencing would segregate tracks to prevent unauthorized crossing or entry. At applicable locations, walkways would be designated within station areas to connect the light rail platform to the parking areas, bus stops and automobile passenger pick-up and drop-off areas. Along the expressway, there are currently periodic pullouts for disabled vehicles. The proposed LRT extension project would eliminate vehicle refuge areas within the project limits. However, a shoulder area would enable disabled vehicles to move to the side of the roadway and out of the through lane of travel. All traffic signals along the corridor will be upgraded to improve safety. Upgrades will include the addition of audio signals and pedestrian countdown timers.

Station platforms would be designed and located to be visible from the adjacent roadways. All platforms and park-and-ride lots would be lit in the evening and night-time hours to enhance security. VTA security would patrol and remotely monitor all facilities on a regular basis to maintain passenger security.

## Estimates of Station Ridership

Estimates of daily transit boardings, by station, were provided by VTA from the countywide travel demand forecasting model. The 2017, 2023, and 2043 daily boardings by station, with and without the proposed project, are provided in Table 18. The data show that, with the project, total boardings at the Alum Rock Station would decrease, while the number of boardings would increase at the Story Station and Eastridge Station. This is expected given that Alum Rock is currently an end of line station, and the addition of more stations would allow patrons to select the most convenient location. The mode of arrival data by station are shown on Table 19. These data show that, with the project, the highest percentage of LRT boardings at the Eastridge Transit Center arrive by way of bus transfer, while the highest percentage of boardings at the Story and Alum Rock stations arrive by walking. The mode split data for all trips in east San Jose and Milpitas are shown in Table 20. These data show that, with



the project, there would be a small decrease in “drive alone” and “carpool” mode share and a small increase in transit mode share.

**Table 18**  
**Station Boarding Estimate**

	Eastridge		Story		Alum Rock		Totals		
	No Project	With Project	No Project	With Project	No Project	With Project	No Project	With Project	
<b>Daily Boardings</b>									
<b>Year 2017</b>									
LRT	0	495	0	270	781	574	781	1,339	
Bus	<u>209</u>	<u>163</u>	<u>263</u>	<u>256</u>	<u>359</u>	<u>230</u>	<u>831</u>	<u>649</u>	
Total	209	658	263	526	1,140	804	1,612	1,988	
<b>Year 2023</b>									
LRT	0	1,224	0	777	1,745	979	1,745	2,980	
Bus	<u>896</u>	<u>918</u>	<u>379</u>	<u>418</u>	<u>862</u>	<u>506</u>	<u>2,137</u>	<u>1,842</u>	
Total	896	2,142	379	1,195	2,607	1,485	3,882	4,822	
<b>Year 2043</b>									
LRT	0	2,287	0	1,040	2,322	1,207	2,322	4,534	
Bus	<u>966</u>	<u>518</u>	<u>472</u>	<u>401</u>	<u>1,036</u>	<u>659</u>	<u>2,474</u>	<u>1,578</u>	
Total	966	2,805	472	1,441	3,358	1,866	4,796	6,112	
Source: VTA Email 8/15/18									

**Table 19**  
**Mode of Arrival with Project**

Station	Walk	Park-and-Ride	Drop Off	Transfer from Bus
Eastridge	25%	11%	2%	62%
Story	59%	0%	0%	41%
Alum Rock	39%	34%	7%	20%
Source: Email from VTA 4/20/18				

**Table 20**  
**East San Jose/Milpitas Mode Split**

Mode	Existing 2017	Year 2023		Year 2043	
		No Project	With Project	No Project	With Project
Drive Alone	54.21%	53.85%	53.82%	50.77%	50.73%
Carpool	35.71%	35.53%	35.52%	34.05%	34.03%
Transit	2.53%	3.17%	3.21%	5.84%	5.91%
Bike	1.17%	1.21%	1.21%	1.59%	1.59%
Walk	6.39%	6.25%	6.25%	7.74%	7.74%

Source: VTA email 8/15/18

### Vehicle Miles Traveled

In 2013, the State of California passed Senate Bill (SB) 743, which calls for a shift away from measures based on automobile delay. This is commonly measured by LOS in transportation analysis under CEQA. Since 2013, the State has issued several rounds of guidelines to assist Lead Agencies in implementing SB 743. These guidelines generally recommend the use of a broader measure called Vehicle Miles Traveled (VMT), which measures the total amount of driving over a given area.

In January 2018, the California Natural Resources Agency began a rule-making period for the official changes to the state CEQA Guidelines to implement SB 743. In the Natural Resources Agency’s Proposed Regulatory Text, new Section 15064.3(b)2 states that “Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact.” The LRT extension is likely to reduce VMT because it creates an enhanced transit service that connects to the regional BART system, which should shift some automobile trips to transit. The project also reduces roadway capacity for a portion of the corridor by eliminating the HOV lanes on Capitol Expressway between Story Road and Tully Road. According to the Office of Planning and Research’s Technical Advisory on Evaluating Transportation Impacts in CEQA dated April 2018, “reducing roadway capacity (for example, by removing or repurposing motor vehicle travel lanes) will generally reduce VMT and therefore is presumed to cause a less-than-significant impact on transportation”. Generally, no transportation analysis is needed for such projects. Considering all of these factors, it is likely that the project will reduce VMT as compared with the no project conditions.

## 5. Conclusions

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This study was conducted for the purpose of supporting the *Capitol Expressway Light Rail Transportation Study for the Environmental Impact Statement* published in September 2012, which identified the potential transportation impacts of the project assuming a hybrid aerial/at-grade profile. The potential impacts of a revised project with a full aerial profile were evaluated in accordance with the standards set forth by the Santa Clara Valley Transportation Authority Congestion Management Program and the California Environmental Quality Act. The study identified the following significant impacts:

**Significant Impact #1:** The project would cause a significant impact at the intersection of Capitol Expressway and Story Road under existing, year 2023, and year 2043 conditions. This impact is caused by the removal of the HOV lanes and the addition of HOV lane traffic into the remaining mixed flow lanes.

**Mitigation Measure #1:** To mitigate this impact, the project would need to restore the HOV lanes on Capitol Expressway in the northbound and southbound directions. However, there is currently insufficient right-of-way for this improvement because the HOV lanes would be removed to provide space for the light rail tracks. Replacement of the HOV lanes would require removal of existing buildings and sidewalks along Capitol Expressway, which is infeasible. Therefore, this impact is considered *significant and unavoidable*.

**Significant Impact #2:** The project would cause a significant impact at the intersection of Capitol Expressway and Ocala Avenue under existing, year 2023, and year 2043 conditions. This impact is caused by the removal of the HOV lanes, the removal of a northbound left turn lane on Capitol Expressway, and the addition of HOV lane traffic into the remaining mixed flow lanes.

**Mitigation Measure #2:** To mitigate this impact, the project would need to restore the HOV lanes on Capitol Expressway in the northbound and southbound directions or restore the northbound left turn lane. However, there is currently insufficient right-of-way for these improvements because the HOV lanes and left turn pocket would be removed to provide space for the light rail tracks. Replacement of the HOV lanes or left turn pocket would require removal of existing buildings and sidewalks along Capitol Expressway, which is infeasible. Therefore, this impact is considered *significant and unavoidable*.

**Significant Impact #3:** The project's lane reductions on Capitol Expressway during construction may cause study intersections to temporarily operate at LOS F, impacting passenger vehicles, buses, and trucks. The project may also result in the temporary closures of bikeways, bus stops, and sidewalks in the corridor during construction. Because the duration, times, and locations of temporary closures during construction cannot be predicted with certainty, it is acknowledged that they could constitute a significant impact.

**Mitigation Measure #3:** During construction, VTA will prepare traffic handling plans, employ traffic flaggers, and endeavor to minimize peak hour delays to all users. However, such measures cannot guarantee that construction activities would not cause temporary significant impacts to passenger vehicles, buses, trucks, bikes, and pedestrians. Therefore, this impact is considered *significant and unavoidable*.

The analysis also noted the following conclusions:

- The project's proposed aerial alignment would result in fewer conflicts between light rail vehicles and school buses, bikes and pedestrians.
- The project's removal of the existing HOV lanes would result in higher average auto delays and longer auto travel times on Capitol Expressway.
- The LRT extension is likely to reduce VMT because it creates an enhanced transit service that connects to the regional BART system, which should shift some automobile trips to transit. In addition, reducing roadway capacity by removal of travel lanes on Capitol Expressway will generally reduce VMT, and therefore is presumed to cause a less-than-significant impact on transportation.

# **LRT Extension Technical Appendices**

August 2018

## **Appendix A**

### **Traffic Counts**

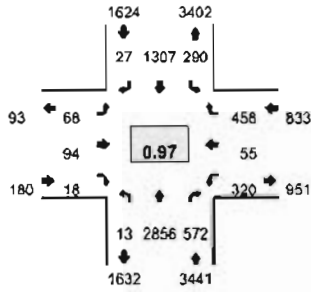


Type of peak hour being reported: Intersection Peak

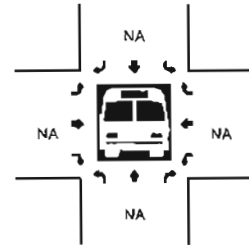
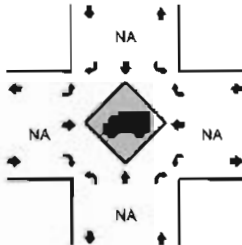
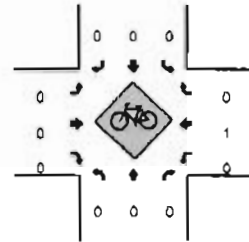
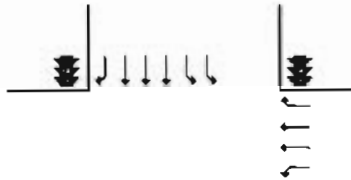
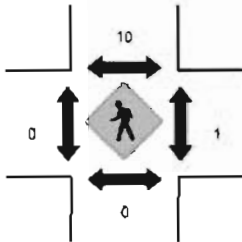
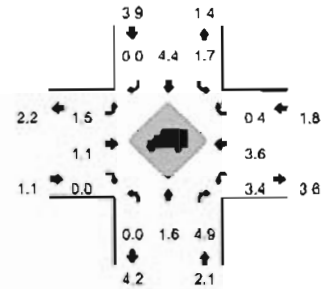
Method for determining peak hour: Total Entering Volume

LOCATION: Capitol Expy -- S Capitol Ave  
 CITY/STATE: San Jose, CA

QC JOB #: 14533304  
 DATE: Wed, Nov 01 2017



Peak-Hour: 7:35 AM -- 8:35 AM  
 Peak 15-Min: 7:35 AM -- 7:50 AM



S-Min Count Period	Capitol Expy (Northbound)				Capitol Expy (Southbound)				S Capitol Ave (Eastbound)				S Capitol Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	259	21	0	8	81	0	0	3	0	1	0	8	2	34	2	400	
7:05 AM	3	228	20	0	10	88	1	1	6	3	2	0	12	4	42	2	422	
7:10 AM	0	232	29	0	12	70	1	2	7	0	3	0	15	1	32	0	404	
7:15 AM	0	285	40	0	14	98	5	0	2	2	3	0	18	3	37	0	507	
7:20 AM	2	234	30	0	9	103	2	3	5	6	3	0	12	2	46	0	457	
7:25 AM	0	186	20	0	20	95	6	2	9	5	3	0	29	4	59	0	438	
7:30 AM	1	208	26	0	18	89	4	1	10	7	2	0	27	1	42	1	437	
7:35 AM	0	277	42	0	14	113	3	0	7	10	3	0	28	1	42	0	538	
7:40 AM	0	217	38	1	26	152	2	2	4	6	3	0	22	4	56	1	534	
7:45 AM	0	185	37	0	31	125	1	0	10	14	1	0	35	5	55	1	500	
7:50 AM	0	216	45	0	27	108	4	2	4	14	5	0	36	11	32	0	504	
7:55 AM	0	283	51	0	11	74	0	2	10	13	1	0	35	3	42	2	507	5648
8:00 AM	2	264	50	0	27	135	3	4	8	2	1	0	11	2	22	1	530	5778
8:05 AM	3	231	48	0	24	123	4	0	8	8	1	0	24	5	43	0	522	5878
8:10 AM	0	185	56	0	28	94	3	5	3	5	0	0	44	6	39	3	471	5945
8:15 AM	0	270	57	0	13	76	2	1	8	2	1	0	20	8	26	4	488	5926
8:20 AM	1	296	55	0	28	110	3	2	2	4	1	0	15	5	25	0	547	6016
8:25 AM	4	223	41	1	21	97	2	2	3	12	0	0	16	3	44	0	469	6047
8:30 AM	1	229	52	0	20	100	0	0	3	4	1	0	21	2	32	3	468	6078
8:35 AM	4	278	49	0	19	87	2	0	0	7	2	0	31	4	42	1	504	6044
8:40 AM	0	284	45	0	15	110	1	0	3	4	1	0	21	3	31	1	519	6029
8:45 AM	2	236	32	0	17	107	1	1	5	4	1	0	21	0	25	3	455	5984
8:50 AM	2	233	49	1	20	89	0	1	0	1	2	0	30	3	23	0	454	5934
8:55 AM	4	228	48	0	22	66	2	2	2	3	2	0	32	4	20	0	435	5862
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	2716	488	4	284	1560	24	8	84	120	28	0	332	40	612	8	6288	
Heavy Trucks	0	28	16		4	64	0		4	0	0		8	0	4		128	
Pedestrians	0	0	0		8	0	0		0	0	0		0	0	0		8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

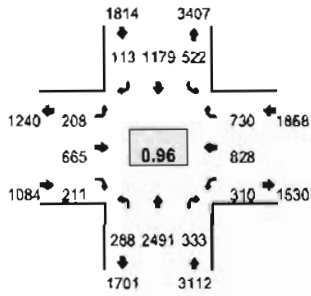
Comments:

Type of peak hour being reported: Intersection Peak

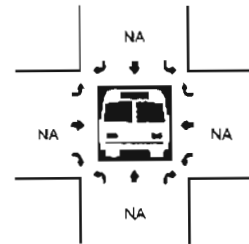
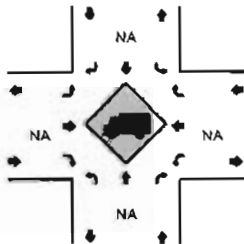
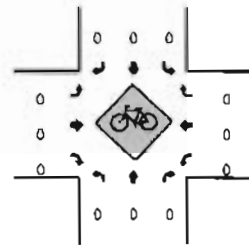
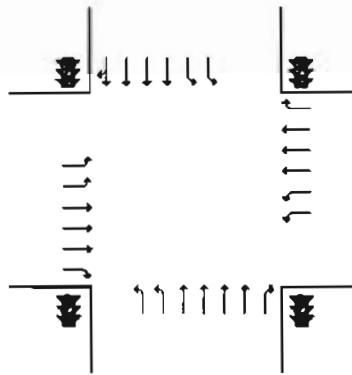
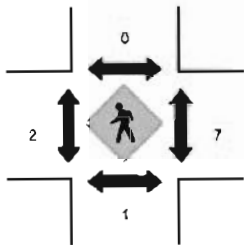
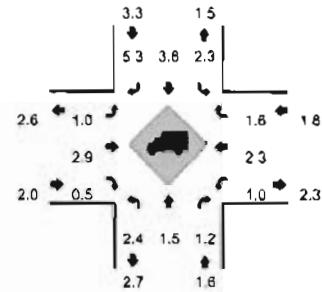
Method for determining peak hour: Total Entering Volume

LOCATION: Capitol Expy -- Story Rd  
CITY/STATE: San Jose, CA

QC JOB #: 14533303  
DATE: Wed, Nov 01 2017



Peak-Hour: 7:35 AM -- 8:35 AM  
Peak 15-Min: 7:35 AM -- 7:50 AM



5-Min Count Period	Capitol Expy (Northbound)				Capitol Expy (Southbound)				Story Rd (Eastbound)				Story Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	261	13	1	23	43	10	2	6	15	8	0	11	36	48	1	485	
7:05 AM	12	196	15	0	31	60	5	0	11	18	7	3	16	44	68	0	486	
7:10 AM	23	192	24	0	28	56	3	0	12	27	10	1	19	71	75	1	542	
7:15 AM	15	278	13	3	22	76	8	3	11	34	9	1	18	60	71	1	623	
7:20 AM	6	235	18	1	30	75	17	0	17	25	7	2	19	29	43	1	525	
7:25 AM	13	179	11	0	44	83	20	2	8	37	7	1	11	80	85	0	559	
7:30 AM	23	139	14	3	54	48	3	0	21	70	8	2	21	74	67	2	548	
7:35 AM	11	228	23	0	32	128	8	0	11	60	13	5	35	91	48	0	693	
7:40 AM	30	224	48	3	41	143	14	0	9	39	13	1	21	44	55	0	685	
7:45 AM	20	177	24	1	51	122	3	0	9	69	20	6	28	72	59	2	863	
7:50 AM	18	143	38	1	45	95	4	1	15	74	22	3	16	68	54	1	598	
7:55 AM	19	220	24	0	16	88	10	0	19	73	22	4	26	68	53	1	641	7048
8:00 AM	32	225	29	0	45	108	12	0	19	32	21	2	32	90	80	0	727	7290
8:05 AM	37	212	23	0	46	112	5	0	7	70	13	2	7	50	50	0	634	7438
8:10 AM	13	162	18	0	63	88	21	0	13	62	25	0	23	77	64	2	631	7527
8:15 AM	18	222	35	3	45	53	6	2	20	55	18	1	29	76	64	2	649	7553
8:20 AM	17	240	22	3	27	89	10	0	25	53	11	1	32	54	56	2	642	7670
8:25 AM	31	261	24	2	59	80	6	0	11	25	21	0	26	58	67	0	671	7782
8:30 AM	28	177	25	1	49	75	14	0	25	63	12	0	22	80	80	3	644	7878
8:35 AM	19	202	17	0	42	71	9	1	15	57	14	4	34	66	73	0	624	7809
8:40 AM	1	263	14	0	21	98	12	0	9	48	11	4	38	73	64	1	655	7779
8:45 AM	17	248	21	2	33	90	7	0	28	53	20	7	17	51	87	0	659	7775
8:50 AM	32	173	24	1	41	83	9	1	7	39	5	5	16	36	53	0	525	7702
8:55 AM	18	193	14	2	69	52	7	0	17	28	18	2	17	36	39	2	514	7575
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	244	2516	380	16	496	1572	100	0	116	672	184	48	336	828	648	8	8164	
Heavy Trucks	12	44	8		20	44	4		0	12	4		0	16	4		168	
Pedestrians	0	0	0		0	0	0		0	4	0		0	4	0		8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

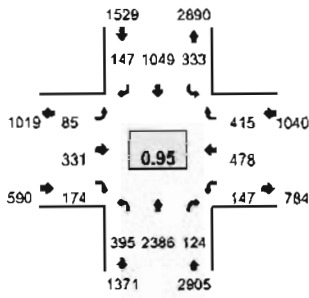
Comments.

Type of peak hour being reported: Intersection Peak

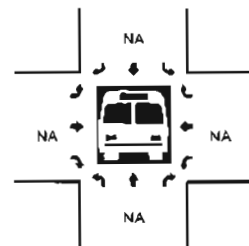
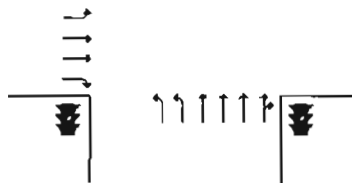
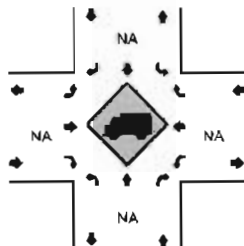
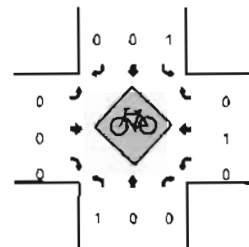
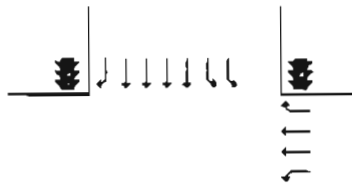
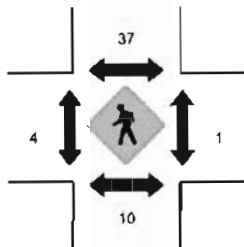
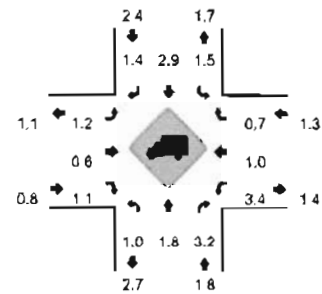
Method for determining peak hour: Total Entering Volume

LOCATION: Capitol Expy – Ocala Ave  
CITY/STATE: San Jose, CA

QC JOB #: 14533305  
DATE: Wed, Nov 01 2017



Peak-Hour: 7:45 AM – 8:45 AM  
Peak 15-Min: 7:45 AM -- 8:00 AM



5-Min Count Period Beginning At	Capitol Expy (Northbound)				Capitol Expy (Southbound)				Ocala Ave (Eastbound)				Ocala Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	210	11	0	9	39	2	0	11	11	14	0	19	14	34	0	383	
7:05 AM	16	249	5	0	18	41	4	0	10	3	4	0	10	9	27	0	396	
7:10 AM	11	188	9	1	29	48	6	0	4	18	8	0	12	18	25	0	377	
7:15 AM	27	157	9	0	26	63	10	0	4	25	8	0	13	29	48	0	419	
7:20 AM	26	224	8	0	15	33	12	1	4	31	6	0	10	51	38	0	459	
7:25 AM	31	230	11	0	34	53	15	0	2	7	16	0	15	25	27	0	466	
7:30 AM	26	196	11	0	36	59	14	2	0	31	18	0	6	46	51	0	498	
7:35 AM	23	113	11	0	40	94	12	0	12	31	14	0	13	36	30	0	429	
7:40 AM	33	175	14	0	13	65	13	2	9	27	22	0	22	44	31	0	470	
7:45 AM	34	206	26	0	37	122	17	0	10	25	18	0	19	36	22	0	572	
7:50 AM	36	190	7	1	33	110	17	0	6	31	25	0	6	42	27	0	531	
7:55 AM	14	142	11	0	34	103	17	0	7	40	11	0	18	60	29	0	486	5484
8:00 AM	48	164	16	0	29	74	14	1	12	37	22	0	0	44	43	0	504	5605
8:05 AM	36	201	12	0	25	81	9	1	7	41	18	0	16	37	24	0	508	5717
8:10 AM	34	236	13	0	38	102	10	0	8	38	12	0	4	36	34	0	565	5905
8:15 AM	25	180	8	0	39	72	11	1	5	31	12	0	13	41	37	0	475	5961
8:20 AM	36	164	5	0	27	67	14	0	7	33	9	0	14	47	43	0	466	5968
8:25 AM	44	233	7	0	13	60	9	1	5	15	11	0	14	45	41	0	498	6000
8:30 AM	19	237	5	0	30	67	6	0	8	6	9	0	17	22	38	0	464	5968
8:35 AM	27	225	9	0	14	96	12	0	3	18	10	0	12	33	36	0	495	6034
8:40 AM	41	208	5	0	10	95	11	0	7	16	17	0	14	35	41	0	500	6064
8:45 AM	18	200	15	0	11	78	13	1	7	14	19	0	17	31	39	0	463	5955
8:50 AM	12	173	7	1	9	98	18	1	9	9	18	0	11	14	25	0	405	5829
8:55 AM	13	178	8	0	18	88	13	0	6	10	14	0	9	19	25	0	401	5744
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	336	2152	176	4	416	1340	204	0	92	384	216	0	172	552	312	0	6356	
Heavy Trucks	0	40	8		8	28	4		0	0	4		8	4	4		108	
Pedestrians		16				36				4				0			56	
Bicycles	1	0	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

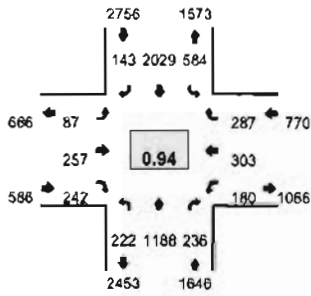
Comments:

Type of peak hour being reported: Intersection Peak

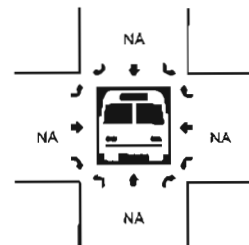
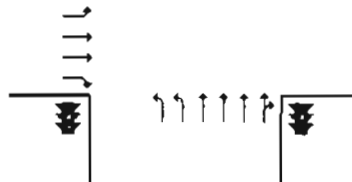
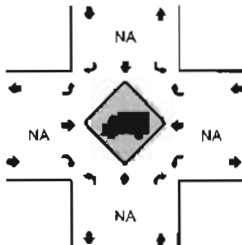
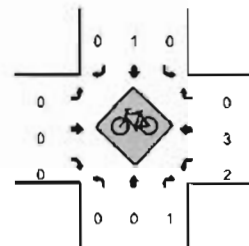
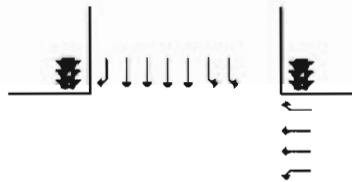
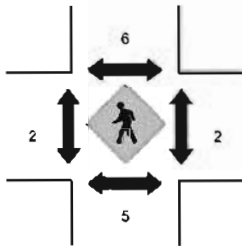
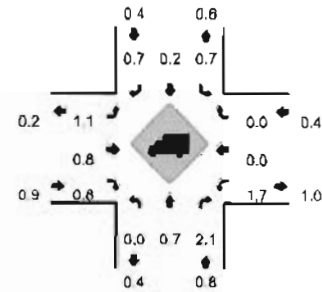
Method for determining peak hour: Total Entering Volume

LOCATION: Capitol Expy -- Ocala Ave  
CITY/STATE: San Jose, CA

QC JOB #: 14533306  
DATE: Wed, Nov 01 2017



Peak-Hour: 4:50 PM -- 5:50 PM  
Peak 15-Min: 5:15 PM -- 5:30 PM



5-Min Count Period	Capitol Expy (Northbound)				Capitol Expy (Southbound)				Ocala Ave (Eastbound)				Ocala Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	78	25	0	43	180	11	0	3	19	16	0	11	18	20	0	435	
4:05 PM	9	85	20	0	44	160	8	1	14	23	15	0	12	15	14	0	420	
4:10 PM	22	109	15	0	52	176	6	0	14	13	15	0	12	11	22	0	467	
4:15 PM	22	110	6	0	50	149	10	4	5	17	20	0	10	27	25	0	455	
4:20 PM	24	104	18	0	31	158	9	1	7	24	14	0	17	27	26	0	460	
4:25 PM	18	68	17	0	54	157	11	0	7	17	18	0	15	30	19	0	431	
4:30 PM	23	84	11	1	44	164	9	1	10	22	14	1	11	17	20	0	432	
4:35 PM	18	76	14	1	49	128	8	1	3	25	22	0	15	25	19	0	404	
4:40 PM	6	105	21	0	29	187	9	3	10	20	18	0	14	29	34	0	485	
4:45 PM	17	106	15	0	46	157	8	1	10	17	14	0	17	18	19	0	445	
4:50 PM	22	104	18	1	44	187	14	1	9	12	19	0	11	15	25	0	482	
4:55 PM	15	112	21	1	51	179	10	1	4	22	25	0	11	28	16	0	496	5412
5:00 PM	17	80	23	0	37	164	12	4	5	21	15	0	19	25	18	0	440	5417
5:05 PM	18	93	16	0	45	145	10	0	9	26	26	0	21	31	27	0	467	5464
5:10 PM	24	92	13	0	52	152	9	0	8	24	21	0	18	29	20	0	462	5459
5:15 PM	12	116	22	0	56	175	16	0	7	21	27	0	15	23	29	0	519	5523
5:20 PM	12	108	15	0	33	184	12	0	8	23	21	0	24	30	33	0	503	5566
5:25 PM	22	118	27	0	53	197	7	1	10	13	14	0	9	15	18	0	504	5639
5:30 PM	22	98	26	0	49	166	17	1	9	17	15	0	9	28	22	0	479	5686
5:35 PM	23	59	14	0	54	127	8	1	10	33	19	0	17	25	27	0	417	5699
5:40 PM	11	102	21	0	47	167	12	0	6	28	25	0	16	31	25	0	491	5705
5:45 PM	22	106	20	0	52	186	16	2	2	17	15	0	10	23	27	0	498	5758
5:50 PM	23	91	18	0	44	139	14	1	5	21	28	0	15	29	20	0	448	5724
5:55 PM	24	62	13	0	55	149	12	2	8	30	26	0	17	23	33	0	454	5682
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	184	1368	256	0	568	2224	140	4	100	228	248	0	192	272	320	0	6104	
Heavy Trucks	0	12	8		4	12	0		0	0	4		4	0	0		44	
Pedestrians		12				4				0				0			16	
Bicycles	0	0	1		0	0	0		0	0	0		1	2	0		4	
Railroad																		
Stopped Buses																		

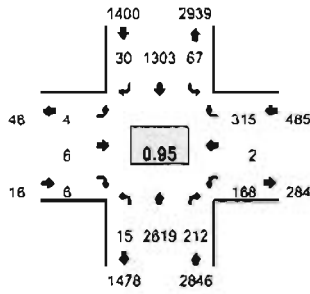
Comments:

Type of peak hour being reported: Intersection Peak

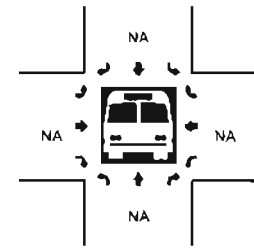
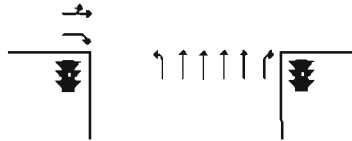
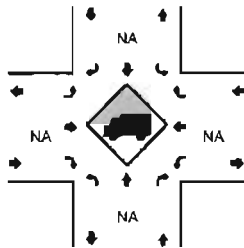
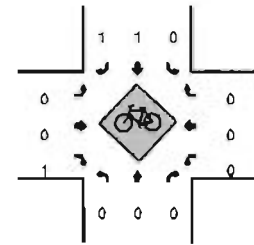
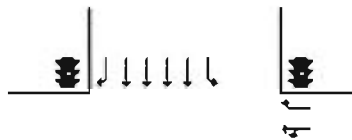
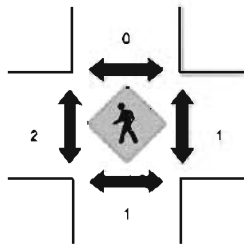
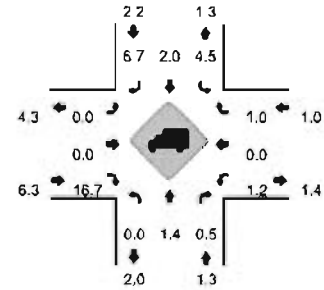
Method for determining peak hour: Total Entering Volume

LOCATION: Capitol Expy – Cunningham Ave  
 CITY/STATE: San Jose, CA

QC JOB #: 14533307  
 DATE: Wed, Nov 01 2017



Peak-Hour: 7:45 AM -- 8:45 AM  
 Peak 15-Min: 8:05 AM – 8:20 AM



5-Min Count Period	Capitol Expy (Northbound)				Capitol Expy (Southbound)				Cunningham Ave (Eastbound)				Cunningham Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	217	4	0	1	66	3	1	1	0	0	0	12	2	15	0	325	
7:05 AM	2	241	5	0	2	54	0	0	2	0	3	0	3	1	12	0	325	
7:10 AM	0	213	12	0	1	75	1	0	0	0	0	0	19	1	21	0	343	
7:15 AM	1	200	14	0	0	85	1	0	2	0	0	0	10	0	17	0	330	
7:20 AM	0	201	22	0	0	52	0	0	1	0	4	0	22	0	28	0	330	
7:25 AM	0	232	16	1	1	72	0	0	1	0	0	0	12	1	22	0	358	
7:30 AM	0	211	14	0	4	82	5	0	0	0	0	0	18	0	17	0	351	
7:35 AM	0	153	15	1	1	126	0	2	0	0	0	0	20	0	26	0	344	
7:40 AM	1	203	16	0	1	109	2	0	0	0	1	0	29	0	17	0	379	
7:45 AM	0	218	22	0	7	153	2	0	0	0	0	0	18	0	22	0	442	
7:50 AM	0	217	17	0	5	129	2	0	0	0	2	0	8	0	20	0	400	
7:55 AM	1	185	11	0	11	123	7	0	1	0	1	0	19	0	22	0	381	4308
8:00 AM	1	194	16	0	16	86	2	0	1	2	0	0	19	0	24	0	361	4344
8:05 AM	1	215	19	0	9	110	1	0	0	0	0	0	21	0	28	0	404	4423
8:10 AM	3	260	23	0	4	109	4	0	0	2	1	0	3	0	29	0	438	4518
8:15 AM	0	228	12	0	7	101	1	0	0	0	0	0	12	1	41	0	403	4581
8:20 AM	1	236	21	0	1	88	1	0	0	0	0	0	19	0	28	0	395	4656
8:25 AM	2	165	23	0	4	84	2	0	2	0	1	0	17	1	40	0	341	4639
8:30 AM	2	235	15	0	0	92	1	0	0	0	0	0	8	0	10	0	363	4651
8:35 AM	2	250	13	1	0	116	3	0	0	1	0	0	12	0	29	0	427	4734
8:40 AM	1	216	20	0	2	112	4	1	0	1	1	0	12	0	22	0	392	4747
8:45 AM	1	179	9	0	3	110	2	0	1	0	1	0	6	0	14	0	326	4631
8:50 AM	0	165	7	0	4	129	5	0	1	0	1	0	11	0	12	0	335	4566
8:55 AM	3	180	6	0	1	101	3	0	2	0	0	0	2	1	16	0	325	4510
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	16	2812	216	0	80	1280	24	0	0	8	4	0	144	4	392	0	4980	
Heavy Trucks	0	40	4		4	40	0		0	0	0		4	0	4		98	
Pedestrians	0	0			0	0			0	0			4	4			4	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

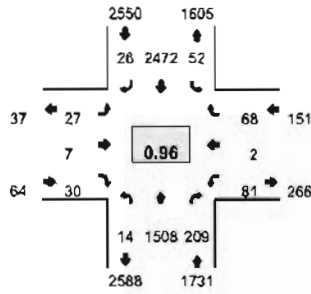
Comments:

Type of peak hour being reported: Intersection Peak

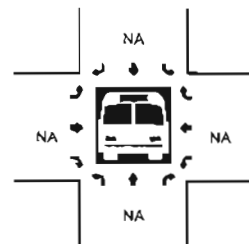
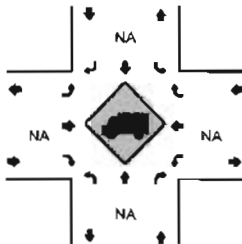
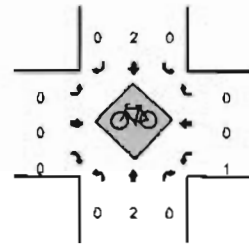
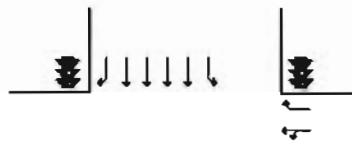
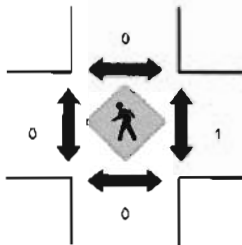
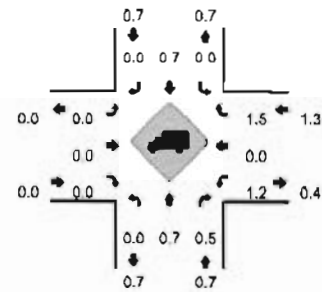
Method for determining peak hour: Total Entering Volume

LOCATION: Capitol Expy – Cunningham Ave  
 CITY/STATE: San Jose, CA

QC JOB #: 14533308  
 DATE: Wed, Nov 01 2017



Peak-Hour: 4:50 PM -- 5:50 PM  
 Peak 15-Min: 5:20 PM -- 5:35 PM



5-Min Count Period	Capitol Expy (Northbound)				Capitol Expy (Southbound)				Cunningham Ave (Eastbound)				Cunningham Ave (Westbound)				Total	Hourly Totals
	Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right		
4:00 PM	1	101	19	1	3	203	2	0	2	0	2	0	6	0	5	0	345	
4:05 PM	1	115	29	0	1	175	1	0	1	2	1	0	1	0	5	0	332	
4:10 PM	3	158	22	0	6	207	3	0	1	1	6	0	8	1	5	0	419	
4:15 PM	2	102	18	1	4	178	0	0	2	0	0	0	9	1	5	0	322	
4:20 PM	0	137	11	2	5	183	2	1	3	0	1	0	13	0	3	0	361	
4:25 PM	0	107	22	0	4	188	0	0	4	2	4	0	7	0	6	0	344	
4:30 PM	1	96	8	0	6	185	0	0	0	1	3	0	5	1	6	0	312	
4:35 PM	0	116	13	0	3	162	2	0	3	0	2	0	8	2	3	0	314	
4:40 PM	0	107	16	0	3	210	5	0	1	1	4	0	11	0	7	0	365	
4:45 PM	1	138	8	2	0	183	0	0	2	0	3	0	4	0	9	0	350	
4:50 PM	0	127	17	0	4	217	1	0	4	2	1	0	6	0	12	0	391	
4:55 PM	1	115	20	0	6	218	4	0	1	0	3	0	9	0	8	0	385	4240
5:00 PM	0	110	14	0	2	194	4	0	4	0	4	0	7	0	3	0	342	4237
5:05 PM	1	135	16	1	3	177	4	0	4	2	4	0	6	0	4	0	357	4262
5:10 PM	0	119	23	0	5	189	0	0	4	0	3	0	7	0	7	0	357	4200
5:15 PM	2	119	15	1	3	221	3	0	2	1	3	0	7	0	5	0	382	4260
5:20 PM	0	145	14	1	5	215	2	0	1	0	3	0	3	1	5	0	395	4294
5:25 PM	2	137	12	0	2	219	1	0	0	0	1	0	2	0	5	0	381	4331
5:30 PM	3	137	21	0	4	211	2	0	0	0	2	0	11	0	6	0	397	4416
5:35 PM	0	98	19	0	9	160	2	0	3	1	1	0	7	0	5	0	305	4407
5:40 PM	0	124	25	0	2	230	2	0	3	1	2	0	6	1	5	0	401	4443
5:45 PM	0	142	13	2	5	221	1	2	1	0	3	0	10	0	3	0	403	4496
5:50 PM	1	107	17	0	3	209	3	0	0	0	1	0	13	0	8	0	362	4487
5:55 PM	2	127	15	0	2	208	2	1	0	0	3	0	13	1	7	0	379	4461
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	1676	188	4	44	2580	20	0	4	0	24	0	64	4	64	0	4692	
Heavy Trucks	0	20	0		0	20	0		0	0	0		0	0	0		40	
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:





**HOV**

**Location:** Capitol Expy & S Capitol Ave

**Date:** 11/1/2017

**Time:** 7:00 AM - 9:00 AM

**Site Code:** 14533304

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
7:00 AM	51	1	0	9	1	0
7:05 AM	39	2	0	17	1	0
7:10 AM	40	2	0	17	3	0
7:15 AM	56	0	0	29	2	0
7:20 AM	49	3	0	30	1	0
7:25 AM	33	2	0	25	0	0
7:30 AM	34	0	0	22	2	0
7:35 AM	39	1	0	38	3	0
7:40 AM	31	2	0	46	0	0
7:45 AM	31	3	0	43	4	0
7:50 AM	34	3	0	39	1	0
7:55 AM	39	2	0	23	0	0
8:00 AM	30	0	0	47	3	0
8:05 AM	39	1	0	29	2	0
8:10 AM	28	1	0	27	2	0
8:15 AM	43	1	0	18	2	0
8:20 AM	31	3	0	33	1	0
8:25 AM	27	1	0	25	3	0
8:30 AM	37	2	0	34	2	0
8:35 AM	29	1	0	23	1	0
8:40 AM	44	0	0	36	1	0
8:45 AM	35	1	0	32	0	0
8:50 AM	26	0	0	29	1	0
8:55 AM	26	1	0	19	1	0
<b>Total</b>	<b>871</b>	<b>33</b>	<b>0</b>	<b>690</b>	<b>37</b>	<b>0</b>



**Hov**

**Location:** Capitol Expy & S Capitol Ave

**Date:** 11/1/2017

**Time:** 4:00 PM - 6:00 PM

**Site Code:** 14533326

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
4:00 PM	9	0	0	50	0	1
4:05 PM	16	0	0	50	1	0
4:10 PM	9	0	0	56	0	0
4:15 PM	14	0	0	47	0	0
4:20 PM	22	0	0	56	0	0
4:25 PM	17	0	0	65	1	0
4:30 PM	13	0	0	61	1	0
4:35 PM	12	0	0	51	0	0
4:40 PM	11	0	0	58	0	0
4:45 PM	21	0	0	35	0	0
4:50 PM	14	3	0	47	0	0
4:55 PM	30	0	0	44	0	0
5:00 PM	18	0	0	50	0	1
5:05 PM	11	0	0	48	2	0
5:10 PM	22	0	0	55	0	0
5:15 PM	19	2	0	55	0	0
5:20 PM	12	1	1	59	1	0
5:25 PM	12	0	0	38	0	0
5:30 PM	16	0	0	55	0	1
5:35 PM	20	0	0	63	0	0
5:40 PM	16	0	0	57	1	0
5:45 PM	19	0	0	49	0	0
5:50 PM	21	0	0	50	0	0
5:55 PM	18	0	0	61	2	0
<b>Total</b>	<b>392</b>	<b>6</b>	<b>1</b>	<b>1260</b>	<b>9</b>	<b>3</b>

HOV

**Location:** Capitol Expy & Story Rd

**Date:** 11/1/2017

**Time:** 7:00 AM - 9:00 AM

**Site Code:** 14533303

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
7:00 AM	60	1	0	4	2	0
7:05 AM	41	3	0	12	0	0
7:10 AM	37	2	0	14	1	0
7:15 AM	61	2	0	26	4	0
7:20 AM	51	1	0	19	1	0
7:25 AM	49	0	0	13	1	0
7:30 AM	41	0	0	9	1	0
7:35 AM	64	2	0	24	1	0
7:40 AM	54	2	0	29	2	0
7:45 AM	45	2	0	15	2	0
7:50 AM	45	0	0	26	1	0
7:55 AM	51	0	0	16	1	0
8:00 AM	47	2	0	21	1	0
8:05 AM	41	1	0	21	0	0
8:10 AM	34	3	0	18	2	0
8:15 AM	53	0	0	9	0	0
8:20 AM	50	4	0	17	1	0
8:25 AM	61	1	0	14	2	0
8:30 AM	45	5	0	22	2	0
8:35 AM	51	2	0	15	0	0
8:40 AM	56	2	0	22	0	0
8:45 AM	62	1	0	22	1	0
8:50 AM	43	1	0	21	1	0
8:55 AM	39	4	0	11	0	0
<b>Total</b>	<b>1181</b>	<b>41</b>	<b>0</b>	<b>420</b>	<b>27</b>	<b>0</b>



HOV

Location: Capitol Expy & Story Rd

Date: 11/1/2017

Time: 4:00 PM - 6:00 PM

Site Code: 14533325

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
4:00 PM	23	0	0	0	0	0
4:05 PM	15	0	0	0	0	0
4:10 PM	20	1	0	0	0	0
4:15 PM	24	0	0	0	0	0
4:20 PM	27	0	0	0	0	0
4:25 PM	17	2	0	0	0	0
4:30 PM	18	0	0	0	0	0
4:35 PM	20	1	0	0	0	0
4:40 PM	19	2	0	0	0	0
4:45 PM	25	0	0	0	0	0
4:50 PM	30	3	0	0	0	0
4:55 PM	34	1	0	0	0	0
5:00 PM	16	0	0	0	0	0
5:05 PM	26	0	0	0	0	0
5:10 PM	29	0	0	0	0	0
5:15 PM	27	2	0	5	0	0
5:20 PM	15	0	0	4	0	0
5:25 PM	25	0	0	1	0	0
5:30 PM	24	1	0	4	1	0
5:35 PM	25	1	0	4	0	0
5:40 PM	35	0	0	2	0	0
5:45 PM	12	1	0	4	1	0
5:50 PM	20	0	0	15	0	0
5:55 PM	22	0	0	24	1	0
<b>Total</b>	<b>548</b>	<b>15</b>	<b>0</b>	<b>63</b>	<b>3</b>	<b>0</b>



HOV

Location: Capitol Expy & Ocala Ave

Date: 11/1/2017

Time: 7:00 AM - 9:00 AM

Site Code: 14533305

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
7:00 AM	39	0	1	3	0	2
7:05 AM	42	2	1	1	0	0
7:10 AM	37	0	3	7	0	0
7:15 AM	32	0	1	6	0	4
7:20 AM	40	0	1	2	1	0
7:25 AM	51	0	0	5	0	1
7:30 AM	35	1	1	8	0	1
7:35 AM	24	0	1	12	0	0
7:40 AM	27	0	2	5	0	1
7:45 AM	41	0	1	10	0	1
7:50 AM	36	0	0	8	1	0
7:55 AM	22	0	2	16	0	1
8:00 AM	28	0	0	4	0	1
8:05 AM	29	3	2	0	0	0
8:10 AM	47	0	1	0	0	0
8:15 AM	37	0	0	0	0	0
8:20 AM	36	1	2	0	0	0
8:25 AM	55	0	0	0	0	0
8:30 AM	52	1	1	0	0	0
8:35 AM	50	2	1	0	0	0
8:40 AM	45	0	0	0	0	0
8:45 AM	44	0	1	0	0	0
8:50 AM	23	1	1	0	0	0
8:55 AM	31	1	2	0	0	0
<b>Total</b>	<b>903</b>	<b>12</b>	<b>25</b>	<b>87</b>	<b>2</b>	<b>12</b>



HOV

Location: Capitol Expy & Ocala Ave

Date: 11/1/2017

Time: 4:00 PM - 6:00 PM

Site Code: 14533306

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
4:00 PM	13	0	0	15	0	0
4:05 PM	16	0	0	17	0	1
4:10 PM	21	0	1	19	0	0
4:15 PM	18	1	0	9	0	1
4:20 PM	16	1	0	18	1	0
4:25 PM	6	0	1	18	0	1
4:30 PM	15	0	0	15	0	0
4:35 PM	12	1	0	15	1	0
4:40 PM	16	0	1	23	1	0
4:45 PM	20	2	1	12	0	1
4:50 PM	23	1	0	22	0	0
4:55 PM	15	0	1	24	0	1
5:00 PM	13	0	0	15	0	1
5:05 PM	14	0	0	17	0	0
5:10 PM	14	0	0	11	1	2
5:15 PM	18	2	0	25	1	0
5:20 PM	22	0	0	21	1	1
5:25 PM	16	0	1	22	1	0
5:30 PM	15	0	0	15	0	1
5:35 PM	8	0	1	22	0	1
5:40 PM	16	0	0	21	0	0
5:45 PM	22	0	1	19	0	1
5:50 PM	15	0	0	24	0	0
5:55 PM	10	0	0	25	0	0
<b>Total</b>	<b>374</b>	<b>8</b>	<b>8</b>	<b>444</b>	<b>7</b>	<b>12</b>





HOV

Location: Capitol Expy & Cunningham Ave

Date: 11/1/2017

Time: 7:00 AM - 9:00 AM

Site Code: 14533307

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
7:00 AM	37	0	2	13	0	2
7:05 AM	43	1	0	5	0	0
7:10 AM	42	0	2	8	0	0
7:15 AM	33	0	2	10	0	4
7:20 AM	37	0	0	4	0	0
7:25 AM	45	0	0	14	0	1
7:30 AM	40	0	2	15	0	0
7:35 AM	34	0	1	23	0	0
7:40 AM	33	1	0	19	0	1
7:45 AM	43	0	1	22	0	1
7:50 AM	33	0	0	16	1	0
7:55 AM	31	0	2	17	2	1
8:00 AM	27	0	0	15	0	1
8:05 AM	38	2	4	11	0	0
8:10 AM	52	0	1	4	0	1
8:15 AM	46	1	1	6	0	1
8:20 AM	56	0	1	11	0	0
8:25 AM	45	2	0	5	0	1
8:30 AM	54	1	1	10	1	0
8:35 AM	51	1	1	14	0	0
8:40 AM	39	0	1	9	0	0
8:45 AM	39	0	0	13	0	0
8:50 AM	24	1	0	17	0	2
8:55 AM	31	1	2	14	0	0
<b>Total</b>	<b>953</b>	<b>11</b>	<b>24</b>	<b>295</b>	<b>4</b>	<b>16</b>

**HOV**

**Location:** Capitol Expy & Cunningham Ave

**Date:** 11/1/2017

**Time:** 4:00 PM - 6:00 PM

**Site Code:** 14533308

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
4:00 PM	22	1	0	28	0	0
4:05 PM	27	0	0	27	0	1
4:10 PM	29	1	1	31	1	0
4:15 PM	16	1	0	30	1	1
4:20 PM	21	0	2	33	1	0
4:25 PM	24	0	0	33	0	1
4:30 PM	17	0	0	29	1	0
4:35 PM	24	1	0	34	0	0
4:40 PM	20	0	0	34	0	0
4:45 PM	32	2	1	21	0	1
4:50 PM	28	0	0	37	0	0
4:55 PM	15	0	1	36	1	1
5:00 PM	25	0	0	32	0	1
5:05 PM	31	0	0	26	0	0
5:10 PM	16	2	0	20	1	1
5:15 PM	22	0	0	43	0	1
5:20 PM	29	0	1	30	0	0
5:25 PM	30	0	0	37	1	0
5:30 PM	22	1	0	21	0	1
5:35 PM	20	0	1	28	0	1
5:40 PM	27	1	0	39	0	0
5:45 PM	30	0	1	30	0	0
5:50 PM	19	0	0	39	0	1
5:55 PM	27	0	0	37	0	0
<b>Total</b>	<b>573</b>	<b>10</b>	<b>8</b>	<b>755</b>	<b>7</b>	<b>11</b>



HOV

Location: Capitol Expy & Tully Rd

Date: 11/1/2017

Time: 7:00 AM - 9:00 AM

Site Code: 14533302

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
7:00 AM	20	1	0	7	1	0
7:05 AM	23	1	0	8	0	0
7:10 AM	30	2	0	6	0	0
7:15 AM	32	1	0	5	3	0
7:20 AM	28	1	0	8	1	0
7:25 AM	34	1	0	8	2	0
7:30 AM	30	1	0	5	0	0
7:35 AM	32	0	0	13	1	0
7:40 AM	27	0	0	18	1	0
7:45 AM	27	1	0	20	2	0
7:50 AM	35	0	0	10	0	0
7:55 AM	25	2	0	18	2	0
8:00 AM	19	3	0	15	1	0
8:05 AM	20	2	0	12	0	0
8:10 AM	41	1	0	6	0	0
8:15 AM	52	1	0	8	2	0
8:20 AM	50	0	0	14	0	0
8:25 AM	27	1	0	11	1	0
8:30 AM	35	1	0	4	0	0
8:35 AM	25	0	0	9	1	0
8:40 AM	26	1	0	13	0	0
8:45 AM	19	0	0	8	0	0
8:50 AM	21	1	0	12	2	0
8:55 AM	25	1	0	6	0	0
<b>Total</b>	<b>703</b>	<b>23</b>	<b>0</b>	<b>244</b>	<b>20</b>	<b>0</b>



HOV

Location: Capitol Expy & Tully Rd

Date: 11/1/2017

Time: 4:00 PM - 6:00 PM

Site Code: 14533324

Start Time	Northbound			Southbound		
	Passenger Cars	Heavy Vehicles	Buses	Passenger Cars	Heavy Vehicles	Buses
4:00 PM	13	1	0	14	0	0
4:05 PM	16	0	0	16	1	0
4:10 PM	26	1	0	12	0	0
4:15 PM	14	0	0	21	0	0
4:20 PM	15	3	0	19	2	0
4:25 PM	14	0	0	15	2	0
4:30 PM	10	1	0	19	0	0
4:35 PM	15	0	0	25	0	0
4:40 PM	9	1	0	23	0	0
4:45 PM	19	2	0	12	1	0
4:50 PM	19	0	0	23	0	0
4:55 PM	15	1	0	15	1	0
5:00 PM	20	0	0	22	0	0
5:05 PM	27	0	0	24	0	0
5:10 PM	26	2	0	13	1	0
5:15 PM	20	0	0	22	1	0
5:20 PM	14	1	0	18	1	0
5:25 PM	22	0	0	26	0	0
5:30 PM	34	0	0	16	2	0
5:35 PM	25	1	0	22	1	0
5:40 PM	18	1	0	28	0	0
5:45 PM	14	1	0	36	1	0
5:50 PM	21	0	0	18	1	0
5:55 PM	27	0	0	25	0	0
<b>Total</b>	<b>453</b>	<b>16</b>	<b>0</b>	<b>484</b>	<b>15</b>	<b>0</b>

## VTA Eastridge Parking Counts

Source: VTA Operations (Michael Catangay)

Updated: 12/20/17

Year	Month	Count
2011	April	23
2011	January	21
2011	October	33
2012	February	27
2012	October	36
2013	February	32
2014	December	84
2015	April	113
2016	December	65
2016	January	52
2016	May	102
2017	October	148



Location: Capitol Expy -- Ocala Ave - Pedestrians  
 Start Date: 11/1/2017  
 Start Time: 2:00:00 PM  
 Site Code: 14533329

Start Time	Capitol Expy North Leg		Ocala Ave East Leg		Capitol Expy South Leg		Ocala Ave West Leg	
	Adult	School Age	Adult	School Age	Adult	School Age	Adult	School Age
02:00 PM	0	0	0	0	0	0	1	0
02:05 PM	3	1	0	0	0	0	0	0
02:10 PM	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	1	1	0
02:20 PM	0	0	1	0	0	0	1	0
02:25 PM	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	1
02:35 PM	0	0	1	0	0	24	1	0
02:40 PM	0	0	0	0	0	0	1	0
02:45 PM	1	1	0	0	0	1	0	0
02:50 PM	0	16	0	0	0	0	0	0
02:55 PM	0	38	0	0	0	2	0	0
03:00 PM	0	10	0	0	0	0	0	0
03:05 PM	0	0	0	0	0	0	0	0
03:10 PM	0	2	0	0	0	0	0	0
03:15 PM	0	1	0	0	0	0	0	0
03:20 PM	0	2	0	0	0	0	0	0
03:25 PM	0	1	0	0	0	1	0	0
03:30 PM	0	0	0	0	0	0	0	0
03:35 PM	0	4	0	0	0	0	0	1
03:40 PM	0	3	1	0	0	0	0	0
03:45 PM	0	10	1	0	0	1	0	0
03:50 PM	0	0	0	0	0	0	0	1
03:55 PM	0	0	1	0	0	0	0	3
<b>Total</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>5</b>	<b>6</b>





Location: Capitol Expy -- Ocala Ave - Adult Bikes  
 Start Date: 11/1/2017  
 Start Time: 2:00:00 PM  
 Site Code: 14533329

Start Time	Capitol Expy Southbound			Ocala Ave Westbound			Capitol Expy Northbound			Ocala Ave Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:05 PM	0	0	0	0	0	0	0	0	1	0	0	0
02:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:20 PM	0	0	0	0	0	0	1	0	0	0	0	0
02:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:35 PM	0	1	0	0	0	0	0	0	0	0	0	0
02:40 PM	0	0	0	0	0	1	0	0	0	0	0	0
02:45 PM	0	1	1	0	2	0	0	0	0	0	0	0
02:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:55 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
03:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0
03:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:25 PM	0	0	0	0	0	0	0	0	0	1	1	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:40 PM	0	2	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
03:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:55 PM	0	0	0	0	1	0	0	1	0	0	0	0
<b>Total</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>



Location: Capitol Expy -- Ocala Ave - School Age Bikes  
 Start Date: 11/1/2017  
 Start Time: 2:00:00 PM  
 Site Code: 14533329

Start Time	Capitol Expy Southbound			Ocala Ave Westbound			Capitol Expy Northbound			Ocala Ave Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0
02:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:50 PM	0	0	0	0	1	0	0	0	0	0	0	0
02:55 PM	0	0	0	0	3	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:10 PM	0	0	0	0	0	0	0	1	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:55 PM	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533320

Date: 11/1/2017

Location: Capitol Expy & Ocala Ave (EBL)

Time: 7am-9am

Time Queue Releases	Length of queue (In cars)	Notes
7:00:55 AM	1	
7:03:43 AM	8	
7:06:33 AM	6	
7:09:28 AM	2	
7:12:13 AM	3	
7:15:03 AM	2	
7:17:53 AM	2	
7:20:44 AM	1	
7:23:33 AM	3	
7:26:24 AM	1	
7:29:14 AM	1	
7:32:08 AM	0	
7:34:58 AM	7	
7:37:45 AM	4	
7:40:37 AM	4	
7:43:26 AM	4	
7:46:16 AM	5	
7:49:06 AM	5	
7:51:57 AM	4	
7:54:45 AM	3	
7:57:35 AM	3	
8:00:27 AM	8	
8:03:17 AM	4	
8:06:07 AM	6	
8:08:56 AM	8	
8:11:48 AM	9	
8:14:38 AM	2	
8:17:25 AM	3	
8:20:39 AM	0	
8:23:06 AM	6	
8:25:55 AM	4	
8:28:46 AM	1	
8:31:35 AM	4	
8:34:26 AM	2	
8:37:18 AM	3	
8:40:20 AM	0	
8:42:55 AM	6	
8:46:13 AM	0	
8:48:35 AM	5	
8:51:26 AM	4	
8:54:15 AM	5	
8:57:05 AM	5	
8:59:53 AM	2	



Quality Counts

When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533321  
Date: 11/1/2017  
Location: Capitol Expy & Ocala Ave (EBL)  
Time: 2pm-4pm

Time Queue Releases	Length of queue (In cars)	Notes
2:01:21 PM	1	
2:03:55 PM	0	
2:06:21 PM	3	
2:08:51 PM	1	
2:11:22 PM	1	
2:13:51 PM	1	
2:16:21 PM	3	
2:18:51 PM	5	
2:21:21 PM	4	
2:23:51 PM	4	
2:26:21 PM	5	
2:28:50 PM	2	
2:31:21 PM	7	
2:36:21 PM	2	
2:38:52 PM	3	
2:41:20 PM	2	
2:43:55 PM	0	
2:46:24 PM	0	
2:49:05 PM	6	
2:51:44 PM	5	
2:54:26 PM	3	
2:57:05 PM	2	
2:59:45 PM	4	
3:02:25 PM	2	
3:05:05 PM	2	
3:07:45 PM	5	
3:10:24 PM	6	
3:13:05 PM	4	
3:15:45 PM	2	
3:18:25 PM	4	
3:21:04 PM	8	
3:23:44 PM	7	
3:26:24 PM	6	
3:29:05 PM	6	
3:31:48 PM	3	
3:34:24 PM	5	
3:37:05 PM	5	
3:39:47 PM	6	
3:42:25 PM	4	
3:45:05 PM	1	
3:47:46 PM	7	
3:50:28 PM	6	
3:53:04 PM	5	
3:55:45 PM	6	
3:58:28 PM	6	



Quality Counts

When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533322

Date: 11/17/2017

Location: Capitol Expy & Ocala Ave (EBL)

Time: 4pm-6pm

Time Queue Releases	Length of queue (In cars)	Notes
4:01:09 PM	0	
4:03:45 PM	1	
4:06:25 PM	7	
4:09:04 PM	6	
4:11:46 PM	7	
4:14:24 PM	8	
4:17:05 PM	4	
4:19:57 PM	5	
4:22:25 PM	2	
4:25:05 PM	1	
4:27:44 PM	3	
4:30:25 PM	4	
4:33:04 PM	7	
4:35:44 PM	3	
4:39:00 PM	0	
4:41:06 PM	4	
4:43:47 PM	6	
4:46:23 PM	7	
4:49:06 PM	3	
4:51:46 PM	4	
4:54:26 PM	6	
4:57:07 PM	2	
4:59:47 PM	2	
5:02:25 PM	3	
5:05:05 PM	7	
5:07:46 PM	2	
5:10:26 PM	3	
5:13:08 PM	4	
5:16:00 PM	0	
5:18:28 PM	5	
5:21:04 PM	1	
5:23:54 PM	7	
5:26:44 PM	5	
5:29:34 PM	7	
5:32:25 PM	5	
5:35:14 PM	6	
5:38:07 PM	4	
5:40:54 PM	2	
5:43:44 PM	4	
5:46:35 PM	2	
5:49:00 PM	0	
5:52:29 PM	4	
5:55:09 PM	3	
5:57:51 PM	3	



When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533317  
 Date: 11/1/2017  
 Location: Capitol Expy & Ocala Ave (NBL)  
 Time: 7am-9am

Time Queue Releases	Length of queue (In cars)	Notes
7:01:20 AM	2	
7:04:09 AM	6	
7:06:58 AM	8	
7:09:48 AM	1	
7:12:39 AM	7	
7:15:28 AM	9	
7:18:19 AM	5	
7:21:08 AM	5	
7:23:59 AM	8	
7:26:49 AM	9	
7:29:39 AM	11	
7:32:29 AM	6	
7:35:19 AM	11	
7:38:10 AM	11	
7:41:00 AM	13	
7:43:50 AM	10	
7:46:39 AM	11	
7:49:30 AM	13	
7:52:19 AM	19	
7:55:09 AM	9	
7:57:59 AM	5	
8:00:49 AM	18	
8:03:39 AM	19	
8:06:30 AM	17	
8:09:19 AM	14	
8:12:10 AM	9	
8:14:58 AM	12	
8:17:48 AM	19	
8:20:40 AM	13	
8:23:29 AM	13	
8:26:20 AM	13	
8:29:10 AM	16	
8:31:58 AM	9	
8:34:49 AM	1	
8:37:39 AM	17	
8:40:27 AM	15	
8:43:19 AM	14	
8:46:09 AM	5	
8:48:59 AM	8	
8:51:49 AM	3	
8:54:38 AM	7	
8:57:28 AM	9	



Quality Counts

When the queue extends past the camera range, the number of visible queued cars are listed, followed by a

Site Code: 14533318  
Date: 11/17/2017  
Location: Capitol Expy & Ocala Ave (NBL)  
Time: 2pm-4pm

Time Queue Releases	Length of queue (In cars)	Notes
2:01:51 PM	5	
2:04:21 PM	5	
2:06:51 PM	5	
2:09:21 PM	7	
2:11:51 PM	5	
2:14:21 PM	7	
2:16:51 PM	4	
2:19:21 PM	5	
2:21:51 PM	8	
2:24:21 PM	3	
2:26:51 PM	4	
2:29:21 PM	4	
2:31:51 PM	4	
2:34:21 PM	14	
2:36:51 PM	4	
2:39:21 PM	5	
2:41:51 PM	5	
2:44:21 PM	5	
2:46:51 PM	8	
2:48:21 PM	3	
2:51:10 PM	8	
2:53:50 PM	11	
2:56:34 PM	15	
2:59:08 PM	15	
3:01:49 PM	17	
3:04:28 PM	18	
3:07:08 PM	15	
3:09:50 PM	6	
3:12:30 PM	7	
3:15:12 PM	13	
3:17:49 PM	17	
3:20:33 PM	13	
3:23:11 PM	10	
3:25:50 PM	6	
3:28:36 PM	10	
3:31:11 PM	9	
3:33:51 PM	12	
3:36:30 PM	9	
3:39:10 PM	8	
3:41:51 PM	8	
3:44:30 PM	10	
3:47:17 PM	11	
3:49:54 PM	9	
3:52:31 PM	9	Bus partially blocking view
3:54:45 PM	4	
3:57:57 PM	11	





Quality Counts

When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533319  
Date: 11/1/2017  
Location: Capitol Expy & Ocala Ave (NBL)  
Time: 4pm-6pm

Time Queue Releases	Length of queue (In cars)	Notes
4:00:11 PM	10	
4:03:11 PM	5	
4:05:21 PM	6	
4:08:31 PM	9	
4:11:14 PM	8	
4:13:26 PM	12	
4:16:28 PM	13	
4:18:47 PM	10	
4:21:50 PM	9	
4:24:27 PM	17	
4:27:11 PM	12	
4:29:39 PM	6	
4:32:36 PM	14	
4:34:41 PM	12	
4:37:59 PM	11	
4:40:09 PM	6	
4:43:12 PM	6	
4:45:33 PM	8	
4:48:13 PM	9	
4:51:19 PM	13	
4:53:28 PM	12	
4:56:13 PM	11	
4:59:11 PM	7	
5:01:28 PM	9	
5:04:37 PM	8	
5:06:51 PM	9	
5:09:46 PM	8	
5:12:29 PM	15	
5:14:56 PM	11	
5:17:56 PM	7	
5:20:15 PM	4	
5:22:56 PM	6	
5:26:02 PM	15	
5:28:29 PM	11	
5:31:24 PM	9	
5:34:11 PM	14	
5:37:08 PM	13	
5:40:11 PM	9	
5:42:42 PM	10	
5:45:49 PM	12	
5:48:48 PM	10	
5:51:53 PM	13	
5:54:34 PM	9	
5:56:56 PM	7	
5:59:57 PM	17	



When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533311  
 Date: 11/1/2017  
 Location: Capitol Expy & Ocala Ave (SBL)  
 Time: 7am-9am

Time Queue Releases	Length of queue (In cars)	Notes
7:02:37 AM	4	
7:05:07 AM	3	
7:08:26 AM	17	
7:11:16 AM	17	
7:14:08 AM	11	Semi truck partially blocking view
7:16:51 AM	11	
7:19:40 AM	12	
7:22:34 AM	15	
7:25:22 AM	14	
7:28:08 AM	21	
7:31:10 AM	11	
7:33:52 AM	14	
7:36:48 AM	12	
7:39:34 AM	21	
7:42:24 AM	21	
7:45:20 AM	21	
7:48:06 AM	18	
7:51:00 AM	21	
7:53:48 AM	24	
7:56:37 AM	24	
7:59:28 AM	24	
8:02:18 AM	25	
8:05:04 AM	26	
8:07:59 AM	24	
8:10:47 AM	28	
8:13:38 AM	22	
8:16:22 AM	21	
8:19:10 AM	16	
8:22:05 AM	12	
8:24:59 AM	6	
8:27:49 AM	12	
8:30:28 AM	13	
8:33:28 AM	11	
8:36:12 AM	4	
8:38:51 AM	9	
8:41:34 AM	5	
8:44:47 AM	4	
8:47:13 AM	5	
8:50:06 AM	4	
8:53:14 AM	7	
8:55:49 AM	6	
8:58:57 AM	6	



When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

**Site Code:** 14533312  
**Date:** 11/1/2017  
**Location:** Capitol Expy & Ocala Ave (SBL)  
**Time:** 2pm-4pm

Time Queue Releases	Length of queue (In cars)	Notes
2:00:42 PM	10	
2:02:38 PM	6	
2:05:03 PM	8	
2:07:38 PM	7	
2:10:32 PM	13	
2:12:40 PM	10	
2:15:18 PM	11	
2:17:38 PM	13	
2:20:40 PM	15	
2:22:42 PM	8	
2:25:11 PM	15	
2:27:46 PM	15	
2:30:14 PM	14	
2:32:47 PM	14	
2:35:08 PM	18	
2:38:11 PM	16	
2:40:41 PM	23	
2:43:04 PM	14	
2:45:13 PM	11	
2:48:03 PM	18	
2:49:17 PM	10	
2:50:50 PM	17	
2:51:57 PM	5	
2:53:31 PM	10	
2:54:39 PM	13	
2:56:15 PM	15	
2:57:16 PM	14	
2:58:48 PM	5	
2:59:56 PM	5	
3:01:30 PM	6	
3:02:38 PM	3	
3:04:08 PM	12	
3:05:18 PM	8	
3:06:47 PM	13	
3:07:55 PM	13	
3:09:30 PM	13	
3:10:35 PM	5	
3:12:10 PM	8	
3:13:16 PM	9	
3:14:50 PM	8	
3:17:28 PM	13	
3:18:35 PM	15	
3:20:09 PM	20	
3:21:15 PM	11	
3:22:49 PM	8	
3:23:56 PM	7	
3:25:30 PM	12	
3:26:36 PM	6	
3:28:16 PM	10	
3:29:17 PM	3	
3:30:50 PM	7	
3:31:55 PM	11	
3:33:31 PM	11	
3:34:36 PM	10	
3:36:11 PM	7	
3:37:15 PM	8	
3:38:50 PM	12	
3:39:56 PM	5	
3:41:29 PM	9	
3:42:37 PM	6	
3:44:11 PM	7	
3:45:16 PM	2	
3:46:56 PM	5	
3:47:59 PM	5	
3:49:28 PM	12	
3:50:36 PM	6	
3:52:11 PM	11	
3:53:16 PM	8	
3:54:24 PM	9	
3:55:57 PM	3	
3:57:30 PM	11	
3:58:47 PM	7	
3:59:51 PM	13	



When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533313  
 Date: 11/1/2017  
 Location: Capitol Expy & Ocala Ave (SBL)  
 Time: 4pm-6pm

Time Queue Releases	Length of queue (In cars)	Notes
4:01:16 PM	10	
4:02:50 PM	14	
4:03:57 PM	5	
4:05:02 PM	13	
4:06:36 PM	6	
4:08:11 PM	12	
4:09:16 PM	10	
4:10:56 PM	13	
4:12:00 PM	4	
4:13:07 PM	13	
4:14:37 PM	5	
4:16:08 PM	12	
4:17:17 PM	6	
4:18:29 PM	9	
4:19:57 PM	10	
4:21:31 PM	10	
4:22:38 PM	1	
4:24:08 PM	10	
4:25:17 PM	4	
4:26:52 PM	12	
4:27:57 PM	6	
4:29:21 PM	13	
4:30:38 PM	4	
4:32:17 PM	11	
4:33:18 PM	6	
4:34:25 PM	9	
4:35:58 PM	11	
4:37:31 PM	10	
4:38:40 PM	4	
4:39:50 PM	6	
4:41:19 PM	5	
4:42:54 PM	11	
4:43:57 PM	5	
4:45:12 PM	8	
4:46:40 PM	5	
4:47:54 PM	11	
4:49:19 PM	10	
4:51:00 PM	11	
4:52:01 PM	2	
4:53:09 PM	8	
4:54:40 PM	9	
4:55:53 PM	6	
4:57:19 PM	9	
4:58:51 PM	14	
4:59:59 PM	8	
5:01:17 PM	10	Bus partially blocking view
5:02:39 PM	7	
5:03:57 PM	10	
5:05:19 PM	3	
5:06:31 PM	6	
5:07:58 PM	9	
5:09:28 PM	13	
5:10:39 PM	6	
5:12:09 PM	11	
5:13:20 PM	1	
5:14:38 PM	15	
5:15:59 PM	5	
5:17:38 PM	14	
5:18:44 PM	11	
5:19:57 PM	13	
5:21:20 PM	14	
5:22:37 PM	9	
5:24:04 PM	6	
5:25:43 PM	12	
5:26:54 PM	3	
5:28:11 PM	9	
5:29:43 PM	9	
5:31:07 PM	12	
5:32:34 PM	15	
5:33:54 PM	8	
5:35:24 PM	10	
5:36:49 PM	10	
5:38:12 PM	4	
5:39:52 PM	14	
5:41:04 PM	4	
5:42:22 PM	16	
5:43:49 PM	5	
5:45:27 PM	9	
5:46:40 PM	8	
5:48:29 PM	10	
5:49:35 PM	5	
5:51:31 PM	15	
5:52:37 PM	8	
5:54:12 PM	10	
5:55:17 PM	8	
5:56:32 PM	17	
5:58:00 PM	5	
5:59:33 PM	13	



Quality Counts

When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533314

Date: 11/1/2017

Location: Capitol Expy & Ocala Ave (WBL)

Time: 7am-9am

Time Queue Releases	Length of queue (in cars)	Notes
7:01:18 AM	8	
7:04:07 AM	6	
7:06:59 AM	6	
7:09:54 AM	5	
7:12:39 AM	8	
7:15:28 AM	6	
7:18:16 AM	4	
7:21:10 AM	7	
7:23:58 AM	3	
7:26:49 AM	7	
7:29:40 AM	7	
7:32:26 AM	6	
7:35:17 AM	6	
7:38:08 AM	5	
7:40:59 AM	9	
7:43:49 AM	9	
7:46:39 AM	8	
7:49:28 AM	7	
7:52:19 AM	6	
7:55:09 AM	10	
7:57:59 AM	9	
8:00:51 AM	6	
8:03:44 AM	0	
8:06:30 AM	7	
8:09:18 AM	9	
8:12:09 AM	2	
8:15:02 AM	5	
8:17:49 AM	6	
8:20:39 AM	5	
8:23:28 AM	8	
8:26:19 AM	4	
8:29:10 AM	9	
8:31:57 AM	7	
8:34:46 AM	9	
8:37:39 AM	8	
8:40:27 AM	9	
8:43:18 AM	4	
8:46:09 AM	7	
8:48:58 AM	9	
8:51:48 AM	6	
8:54:37 AM	5	
8:57:28 AM	9	



Quality Counts

When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533315

Date: 11/1/2017

Location: Capitol Expy & Ocala Ave (WBL)

Time: 2pm-4pm

Time Queue Releases	Length of queue (In cars)	Notes
2:07:45 PM	4	
2:04:13 PM	3	
2:06:43 PM	2	
2:09:15 PM	9	
2:11:43 PM	3	
2:14:14 PM	10	
2:16:43 PM	7	
2:19:19 PM	7	
2:21:44 PM	9	
2:24:14 PM	5	
2:29:13 PM	7	
2:31:44 PM	4	
2:34:14 PM	4	
2:36:43 PM	6	
2:39:14 PM	6	
2:41:43 PM	6	
2:44:14 PM	4	
2:46:45 PM	5	
2:49:30 PM	1	
2:52:08 PM	3	
2:54:49 PM	7	
2:57:32 PM	7	
3:00:09 PM	5	
3:02:47 PM	1	
3:05:28 PM	8	
3:08:08 PM	6	
3:10:47 PM	9	
3:13:28 PM	5	
3:16:07 PM	7	
3:18:48 PM	2	
3:21:29 PM	4	
3:24:10 PM	7	
3:26:50 PM	9	
3:29:28 PM	7	
3:32:10 PM	10	
3:34:48 PM	10	
3:37:28 PM	9	
3:40:08 PM	10	
3:42:48 PM	9	
3:45:39 PM	9	
3:48:12 PM	9	
3:50:50 PM	7	
3:53:30 PM	8	
3:56:10 PM	10	
3:58:51 PM	6	



Quality Counts  
TRANSPARENCY DATA  
 COUNTY OF HAWAII, HAWAII

When the queue extends past the camera range, the number of visible queued cars are listed, followed by a plus sign.

Site Code: 14533316  
 Date: 11/1/2017  
 Location: Capitol Expy & Ocala Ave (WBL)  
 Time: 4pm-6pm

Time Queue Releases	Length of queue (In cars)	Notes
4:01:29 PM	5	
4:04:07 PM	4	
4:06:48 PM	6	
4:09:27 PM	6	
4:12:10 PM	8	
4:14:48 PM	9	
4:17:30 PM	10	
4:20:21 PM	10	
4:22:48 PM	5	
4:25:31 PM	8	
4:28:08 PM	7	
4:30:48 PM	7	
4:33:28 PM	3	
4:36:10 PM	6	
4:38:55 PM	6	
4:41:30 PM	5	
4:44:09 PM	9	
4:46:50 PM	7	
4:49:30 PM	8	
4:52:09 PM	9	
4:54:51 PM	6	
4:57:30 PM	9	
5:00:10 PM	9	
5:02:49 PM	8	
5:05:32 PM	10	
5:08:08 PM	11	
5:10:49 PM	10	
5:13:30 PM	10	
5:16:10 PM	9	
5:18:52 PM	10	
5:21:32 PM	10	
5:24:19 PM	9	
5:27:07 PM	8	
5:29:57 PM	7	
5:32:48 PM	2	
5:35:37 PM	8	
5:38:28 PM	10	
5:41:20 PM	5	
5:44:10 PM	10	
5:46:58 PM	6	
5:50:09 PM	4	
5:52:52 PM	8	
5:55:34 PM	7	
5:58:18 PM	4	





Location: Capitol Expy -- Ocala Ave - School Buses

Start Date: 11/1/2017

Start Time: 7:00:00 AM

Site Code: 14533305

Start Time	Capitol Expy Southbound			Ocala Ave Westbound			Capitol Expy Northbound			Ocala Ave Eastbound					
	Right	Thru	Left	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns
07:00 AM	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0
07:05 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:10 AM	0	1	1	0	1	0	0	0	2	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
07:20 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
07:25 AM	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 AM	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0
07:40 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 AM	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
08:05 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0
08:10 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:15 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
08:20 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:35 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>



Location: Capitol Expy -- Ocala Ave School Buses

Start Date: 11/1/2017

Start Time: 2:00:00 PM

Site Code: 14533329

Start Time	Capitol Expy Southbound			Ocala Ave Westbound			Capitol Expy Northbound			Ocala Ave Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turns
02:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
02:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:10 PM	0	0	0	0	0	0	0	1	0	0	1	0	0
02:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
02:20 PM	0	0	1	0	0	0	1	0	0	0	0	0	0
02:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:35 PM	0	0	0	0	0	0	0	0	2	0	0	1	0
02:40 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	1	0	0	0	2	0	0	0	0	0	0	0	0
02:50 PM	0	2	0	0	0	0	0	1	0	0	0	0	0
02:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0
03:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
03:10 PM	0	0	0	0	0	0	0	2	0	0	0	0	0
03:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0
03:20 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
03:25 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	2	0	0	0	0	0	0	2	0	0	0	0
03:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:40 PM	0	0	0	0	0	0	0	0	0	0	0	1	0
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
03:50 PM	0	0	0	0	0	0	1	0	0	0	0	0	0
03:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>



Location: Capitol Expy -- Ocala Ave  
 Start Date: 11/1/2017  
 Start Time: 4:00:00 PM  
 Site Code: 14533306

Start Time	Capitol Expy Southbound			Ocala Ave Westbound			Capitol Expy Northbound			Ocala Ave Eastbound					
	Right	Thru	Left	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
04:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



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# Capital Expwy Section Summaries

Prepared for:  
 Kittelson & Associates, Inc.  
 155 Grand Avenue, Suite 900  
 Oakland, CA

## Route 1A: Northbound Capital Expressway from Nieman Blvd to I-680

Section	START			END			Length
	Route	Node	Type	Route	Node	Type	
1	Capitol Expwy	Nieman Blvd	Intersection	Capitol Expwy	Quimby Rd	Intersection	0.53 Miles
2	Capitol Expwy	Quimby Rd	Intersection	Capitol Expwy	Tully Rd	Intersection	0.56 Miles
3	Capitol Expwy	Tully Rd	Intersection	Capitol Expwy	Cunningham Ave	Intersection	0.53 Miles
4	Capitol Expwy	Cunningham Ave	Intersection	Capitol Expwy	Ocala Ave	Intersection	0.23 Miles
5	Capitol Expwy	Ocala Ave	Intersection	Capitol Expwy	Story Rd	Intersection	0.81 Miles
6	Capitol Expwy	Story Rd	Intersection	Capitol Expwy	Capitol Ave	Intersection	0.37 Miles
7	Capitol Expwy	Capitol Ave	Intersection	Capitol Expwy	I-680 NB Ramp	Intersection	0.34 Miles

Length of Study Route: 3.39 Miles

## Route 1B: Southbound Capital Expressway from I-680 to Nieman Blvd

Section	START			END			Length
	Route	Node	Type	Route	Node	Type	
1	Capitol Expwy	I-680 NB Ramp	Intersection	Capitol Expwy	Capitol Ave	Intersection	0.28 Miles
2	Capitol Expwy	Capitol Ave	Intersection	Capitol Expwy	Story Rd	Intersection	0.37 Miles
3	Capitol Expwy	Story Rd	Intersection	Capitol Expwy	Ocala Ave	Intersection	0.82 Miles
4	Capitol Expwy	Ocala Ave	Intersection	Capitol Expwy	Cunningham Ave	Intersection	0.25 Miles
5	Capitol Expwy	Cunningham Ave	Intersection	Capitol Expwy	Tully Rd	Intersection	0.50 Miles
6	Capitol Expwy	Tully Rd	Intersection	Capitol Expwy	Quimby Rd	Intersection	0.58 Miles
7	Capitol Expwy	Quimby Rd	Intersection	Capitol Expwy	Nieman Blvd	Intersection	0.54 Miles

Length of Study Route: 3.34 Miles



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# Travel Time by Section

Prepared For:

**Kittelson & Associates, Inc.**  
 155 Grand Avenue, Suite 900  
 Oakland, CA

**ROUTE Northbound Capitol Expressway - Nieman to I-680**

**COLLECTION DATE** Wednesday, October 25, 2017

**VEHICLE TYPE** HOV

**PEAK PERIOD** 7:00 AM - 9:00 AM

**WEATHER** Clear

Section	RUNS								Average
	1 7:00 AM	2 7:08 AM	3 7:30 AM	4 -	5 8:12 AM	6 8:23 AM	7 8:46 AM	8 8:58 AM	
1	57	51	48	-	53	62	53	61	55
2	76	134	149	-	153	153	111	101	125
3	43	79	43	-	44	56	45	43	50
4	21	48	31	-	39	148	22	39	50
5	215	239	716	-	388	259	341	92	321
6	65	368	190	-	176	85	104	57	149
7	62	194	39	-	64	103	49	102	88
<b>Total Time</b>	<b>08:59</b>	<b>18:33</b>	<b>20:16</b>	<b>-</b>	<b>15:17</b>	<b>14:26</b>	<b>12:05</b>	<b>08:15</b>	<b>13:59</b>

**Notes:** Run #4 missed due to a miscommunication with the GP driver.



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# Average Speed by Section

Prepared For:

Kittelson & Associates, Inc.  
 155 Grand Avenue, Suite 900  
 Oakland, CA

ROUTE Northbound Capitol Expressway - Nieman to I-680

COLLECTION DATE Wednesday, October 25, 2017

VEHICLE TYPE HOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:00 AM	2 7:08 AM	3 7:30 AM	4	5 8:12 AM	6 8:23 AM	7 8:46 AM	8 8:58 AM	
1	32	37	40	-	37	31	36	31	35
2	28	15	14	-	13	13	19	20	17
3	44	25	44	-	42	34	41	43	39
4	42	19	29	-	24	6	41	24	26
5	13	12	4	-	7	11	8	31	12
6	21	4	7	-	8	15	14	23	13
7	20	6	31	-	19	13	25	13	18
Average	29	17	24	-	21	18	26	26	23

Notes: Run #4 missed due to a miscommunication with the GP driver.



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# Travel Time by Section

Prepared For:

Kittelson & Associates, Inc.  
 155 Grand Avenue, Suite 900  
 Oakland, CA

**ROUTE** Northbound Capitol Expressway - Nieman to I-680

**COLLECTION DATE** Wednesday, October 25, 2017

**VEHICLE TYPE** HOV

**PEAK PERIOD** 4:00 PM - 6:00 PM

**WEATHER** Clear

Section	RUNS								Average
	1 4:03 PM	2 4:17 PM	3 4:31 PM	4 4:48 PM	5 5:02 PM	6 5:19 PM	7 5:39 PM	8 5:50 PM	
1	73	57	126	94	127	58	84	63	83
2	149	111	71	88	56	141	122	145	110
3	116	148	147	153	161	151	135	144	144
4	40	17	36	24	38	32	38	36	33
5	118	142	109	72	117	117	71	106	107
6	41	48	38	79	35	41	75	36	49
7	116	133	41	30	27	32	31	27	55
<b>Total Time</b>	<b>10:53</b>	<b>10:56</b>	<b>09:28</b>	<b>09:00</b>	<b>09:21</b>	<b>09:32</b>	<b>08:56</b>	<b>09:17</b>	<b>09:40</b>

Notes:





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COLLECTION DATE Wednesday, October 25, 2017

VEHICLE TYPE HOV

PEAK PERIOD 4:00 PM - 6:00 PM

WEATHER Clear

Section	RUNS								Average
	1 4:03 PM	2 4:17 PM	3 4:31 PM	4 4:48 PM	5 5:02 PM	6 5:19 PM	7 5:39 PM	8 5:50 PM	
1	24	32	15	19	16	32	30	29	25
2	14	19	28	23	35	15	17	14	21
3	17	13	13	13	12	13	14	14	13
4	22	51	24	38	24	28	23	25	29
5	24	21	27	39	25	25	40	27	28
6	33	27	36	19	39	33	19	37	30
7	11	9	30	41	45	39	39	46	32
Average	21	25	25	27	28	26	26	27	26

Notes:



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# Travel Time by Section

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 Oakland, CA

ROUTE Northbound Capitol Expressway - Nleman to I-680

COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE HOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:00 AM	2 7:16 AM	3 7:30 AM	4 7:47 AM	5 7:58 AM	6 8:18 AM	7 8:29 AM	8 8:49 AM	
1	60	66	62	69	56	47	56	54	59
2	107	133	113	121	146	141	128	135	128
3	63	42	44	36	43	55	67	43	49
4	70	29	39	24	22	179	150	20	67
5	98	78	221	89	74	106	115	67	106
6	41	311	93	160	150	162	173	40	141
7	68	124	125	125	42	54	54	53	81
<b>Total Time</b>	<b>08:27</b>	<b>13:03</b>	<b>11:37</b>	<b>10:24</b>	<b>08:53</b>	<b>12:24</b>	<b>12:23</b>	<b>06:52</b>	<b>10:30</b>

Notes:



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VEHICLE TYPE HOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:00 AM	2 7:16 AM	3 7:30 AM	4 7:47 AM	5 7:58 AM	6 8:18 AM	7 8:29 AM	8 8:49 AM	
1	31	29	31	27	34	41	34	35	33
2	20	15	18	17	14	14	16	15	16
3	30	45	43	52	44	34	28	43	40
4	12	31	23	38	39	5	6	45	25
5	30	36	13	32	39	27	25	43	31
6	33	5	14	9	9	9	8	35	15
7	18	10	11	9	29	23	23	23	18
Average	25	24	22	26	30	22	20	34	25

Notes:



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COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE HOV

PEAK PERIOD 4:00 PM - 6:00 PM

WEATHER Clear

Section	RUNS								Average
	1 4:00 PM	2 4:14 PM	3 4:31 PM	4 4:45 PM	5 5:04 PM	6 5:16 PM	7 5:33 PM	8 5:47 PM	
1	53	64	57	54	60	60	68	55	59
2	83	163	124	144	201	188	124	160	148
3	147	112	157	129	133	135	154	137	138
4	32	35	40	24	27	35	51	51	37
5	70	118	104	139	122	123	107	109	112
6	85	38	42	48	41	49	57	45	51
7	34	28	54	115	37	123	113	101	76
<b>Total Time</b>	<b>08:24</b>	<b>09:18</b>	<b>09:38</b>	<b>10:53</b>	<b>10:21</b>	<b>11:53</b>	<b>11:14</b>	<b>10:58</b>	<b>10:20</b>

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COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE HOV

PEAK PERIOD 4:00 PM - 6:00 PM

WEATHER Clear

Section	RUNS								Average
	1 4:00 PM	2 4:14 PM	3 4:31 PM	4 4:45 PM	5 5:04 PM	6 5:16 PM	7 5:33 PM	8 5:47 PM	
1	35	30	32	34	32	30	27	35	32
2	25	12	17	14	10	11	16	13	15
3	13	17	12	15	14	14	13	14	14
4	28	26	22	38	34	26	18	18	26
5	40	24	28	21	24	23	27	26	27
6	17	36	33	29	33	27	24	30	29
7	36	43	23	11	33	10	11	12	22
Average	28	27	24	23	26	20	19	21	24

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ROUTE Northbound Capitol Expressway - Nieman to I-680

COLLECTION DATE Wednesday, October 25, 2017

VEHICLE TYPE SOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:00 AM	2 7:08 AM	3 7:30 AM	4 7:38 AM	5 8:12 AM	6 8:23 AM	7 8:46 AM	8 8:58 AM	
1	97	55	51	39	49	58	56	54	57
2	49	160	141	40	154	149	96	113	113
3	46	55	45	137	38	98	56	46	65
4	24	55	32	32	44	127	23	33	46
5	197	377	717	588	400	385	296	216	397
6	367	166	193	182	171	190	131	49	181
7	53	37	61	37	32	140	42	46	56
<b>Total Time</b>	<b>13:53</b>	<b>15:05</b>	<b>20:40</b>	<b>17:35</b>	<b>14:48</b>	<b>19:07</b>	<b>11:40</b>	<b>09:17</b>	<b>15:16</b>

Notes:



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**ROUTE** Northbound Capitol Expressway - Nieman to I-680

**COLLECTION DATE** Wednesday, October 25, 2017

**VEHICLE TYPE** SOV

**PEAK PERIOD** 7:00 AM - 9:00 AM

**WEATHER** Clear

Section	RUNS								Average
	1 7:00 AM	2 7:08 AM	3 7:30 AM	4 7:38 AM	5 8:12 AM	6 8:23 AM	7 8:46 AM	8 8:58 AM	
1	20	34	38	50	39	32	34	34	35
2	41	13	14	50	13	14	21	18	23
3	41	34	42	14	50	19	35	41	34
4	37	17	28	27	20	7	40	27	25
5	15	8	4	5	7	8	9	13	9
6	4	8	7	7	8	7	11	28	10
7	23	33	20	33	38	9	30	27	26
<b>Average</b>	<b>26</b>	<b>21</b>	<b>22</b>	<b>27</b>	<b>25</b>	<b>14</b>	<b>26</b>	<b>27</b>	<b>23</b>

Notes:





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COLLECTION DATE Wednesday, October 25, 2017

VEHICLE TYPE SOV

PEAK PERIOD 4:00 PM - 6:00 PM

WEATHER Clear

Section	RUNS								Average
	1 4:03 PM	2 4:17 PM	3 4:31 PM	4 4:48 PM	5 5:02 PM	6 5:19 PM	7 5:39 PM	8 5:50 PM	
1	55	48	56	137	139	50	62	144	86
2	126	117	132	63	63	134	136	95	108
3	150	152	150	130	154	154	139	93	140
4	34	17	33	31	24	30	37	28	29
5	117	64	115	88	119	127	116	81	103
6	39	106	38	57	44	33	51	71	55
7	32	26	38	27	116	32	121	23	52
<b>Total Time</b>	<b>09:13</b>	<b>08:50</b>	<b>09:22</b>	<b>08:53</b>	<b>10:59</b>	<b>09:20</b>	<b>11:02</b>	<b>08:55</b>	<b>09:34</b>

Notes:



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COLLECTION DATE Wednesday, October 25, 2017

VEHICLE TYPE SOV

PEAK PERIOD 4:00 PM - 6:00 PM

WEATHER Clear

Section	RUNS								Average
	1 4:03 PM	2 4:17 PM	3 4:31 PM	4 4:46 PM	5 5:02 PM	6 5:19 PM	7 5:39 PM	8 5:50 PM	
1	34	39	33	14	14	37	29	13	27
2	16	17	16	31	30	16	15	21	20
3	13	12	13	15	13	12	14	21	14
4	27	54	27	29	36	30	24	28	32
5	24	43	25	31	25	23	25	36	29
6	34	14	36	25	31	40	27	20	28
7	39	47	32	46	11	39	10	53	35
Average	27	33	26	27	23	28	21	27	26

Notes:



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# Travel Time by Section

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ROUTE Northbound Captol Expressway - Nieman to I-680

COLLECTION DATE Thursday, October 26, 2017 VEHICLE TYPE SOV

PEAK PERIOD 7:00 AM - 9:00 AM WEATHER Clear

Section	RUNS								Average
	1 7:00 AM	2 7:16 AM	3 7:30 AM	4 7:47 AM	5 7:58 AM	6 8:18 AM	7 8:29 AM	8 8:49 AM	
1	101	44	56	50	57	49	55	41	57
2	47	56	117	127	116	139	128	145	109
3	38	104	40	39	39	48	143	49	63
4	17	47	44	29	46	171	96	20	59
5	78	102	240	106	77	85	230	69	123
6	48	216	185	161	168	54	70	38	117
7	102	127	58	90	44	48	48	34	69
<b>Total Time</b>	<b>07:09</b>	<b>11:36</b>	<b>12:20</b>	<b>10:02</b>	<b>09:07</b>	<b>09:54</b>	<b>12:50</b>	<b>06:36</b>	<b>09:57</b>

Notes:



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COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE SOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:00 AM	2 7:16 AM	3 7:30 AM	4 7:47 AM	5 7:58 AM	6 8:18 AM	7 8:29 AM	8 8:49 AM	
1	19	43	34	36	33	39	34	46	36
2	42	36	17	17	18	15	16	14	22
3	50	18	47	49	47	39	13	38	38
4	49	19	20	31	20	5	9	45	25
5	37	27	12	27	37	34	12	42	29
6	29	6	7	8	8	25	20	36	18
7	12	10	21	13	28	26	25	36	21
<b>Average</b>	<b>34</b>	<b>23</b>	<b>23</b>	<b>26</b>	<b>27</b>	<b>26</b>	<b>19</b>	<b>37</b>	<b>27</b>

Notes:



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# Travel Time by Section

Prepared For

Kittelson & Associates, Inc.  
 155 Grand Avenue, Suite 900  
 Oakland, CA

ROUTE Northbound Capitol Expressway - Nieman to I-680

COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE SOV

PEAK PERIOD 4:00 PM - 6:00 PM

WEATHER Clear

Section	RUNS								Average
	1 4:00 PM	2 4:14 PM	3 4:34 PM	4 4:45 PM	5 5:01 PM	6 5:16 PM	7 5:34 PM	8 5:47 PM	
1	82	52	132	44	42	57	139	45	74
2	55	131	80	119	134	186	65	156	116
3	147	164	127	160	42	134	141	151	133
4	31	20	19	25	49	33	32	22	29
5	125	91	130	74	112	114	112	135	112
6	33	58	33	81	35	29	39	36	43
7	33	25	26	26	33	21	41	23	29
<b>Total Time</b>	<b>08:26</b>	<b>09:01</b>	<b>09:07</b>	<b>08:49</b>	<b>07:27</b>	<b>09:34</b>	<b>09:29</b>	<b>09:28</b>	<b>08:55</b>

Notes:



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# Average Speed by Section

Prepared For:

Kittelson & Associates, Inc.  
 155 Grand Avenue, Suite 900  
 Oakland, CA

ROUTE Northbound Capitol Expressway - Nleman to I-680

COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE SOV

PEAK PERIOD 4:00 PM - 6:00 PM

WEATHER Clear

Section	RUNS								Average
	1 4:00 PM	2 4:14 PM	3 4:34 PM	4 4:45 PM	5 5:01 PM	6 5:16 PM	7 5:34 PM	8 5:47 PM	
1	24	36	15	42	45	32	14	42	31
2	35	15	24	17	16	11	30	13	20
3	13	12	15	12	43	14	14	12	17
4	29	38	48	35	19	27	27	38	33
5	23	32	22	37	26	25	26	22	27
6	41	25	40	18	39	47	34	38	35
7	37	49	48	47	37	59	30	53	45
Average	29	30	30	30	32	31	25	31	30

Notes:



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# Travel Time by Section

Prepared For:

Kittelson & Associates, Inc.  
 155 Grand Avenue, Suite 900  
 Oakland, CA

ROUTE Southbound Capitol Expressway - I-680 to Nieman

COLLECTION DATE Wednesday, October 25, 2017

VEHICLE TYPE HOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:17 AM	2	3 7:59 AM	4 8:11 AM	5 8:35 AM	6 8:47 AM	7 9:09 AM	8 9:11 AM	
1	27	-	60	22	22	29	20	40	31
2	53	-	37	30	42	81	106	110	66
3	115	-	86	72	142	60	71	116	95
4	22	-	23	23	34	20	23	23	24
5	59	-	69	62	50	93	69	62	66
6	172	-	53	57	95	53	96	58	83
7	84	-	38	40	38	41	42	52	48
<b>Total Time</b>	<b>08:52</b>	<b>-</b>	<b>06:06</b>	<b>05:06</b>	<b>07:03</b>	<b>06:17</b>	<b>07:07</b>	<b>07:41</b>	<b>06:53</b>

Notes: Run #2 missed due to a miscommunication with the GP driver.



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# Average Speed by Section

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 Oakland, CA

ROUTE Southbound Captol Expressway - I-680 to Nieman

COLLECTION DATE Wednesday, October 25, 2017

VEHICLE TYPE HOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:17 AM	2 -	3 7:59 AM	4 8:11 AM	5 8:35 AM	6 8:47 AM	7 9:09 AM	8 9:11 AM	
1	36	-	17	45	45	32	51	25	36
2	24	-	36	45	33	18	13	13	26
3	26	-	33	40	20	48	40	24	33
4	39	-	37	40	28	44	38	38	38
5	31	-	28	30	36	21	26	30	29
6	12	-	37	35	22	38	22	35	29
7	23	-	52	49	52	48	47	38	44
Average	27	-	34	41	33	35	34	29	33

Notes: Run #2 missed due to a miscommunication with the GP driver.





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# Travel Time by Section

Prepared For:

**Kittelson & Associates, Inc.**  
 155 Grand Avenue, Suite 900  
 Oakland, CA

**ROUTE** Southbound Capitol Expressway - I-680 to Nieman

**COLLECTION DATE** Wednesday, October 25, 2017

**VEHICLE TYPE** HOV

**PEAK PERIOD** 4:00 PM - 6:00 PM

**WEATHER** Clear

Section	RUNS								Average
	1 3:59 PM	2 4:17 PM	3 4:37 PM	4 4:51 PM	5 5:00 PM	6 5:17 PM	7 5:35 PM	8 5:51 PM	
1	37	108	117	97	110	110	95	96	96
2	36	36	39	71	36	156	140	58	72
3	189	67	75	71	99	67	70	183	100
4	22	22	21	19	107	19	24	25	32
5	42	43	44	41	53	47	52	63	48
6	47	44	49	48	51	48	45	48	48
7	45	44	40	46	47	45	37	47	44
<b>Total Time</b>	<b>06:38</b>	<b>06:04</b>	<b>06:25</b>	<b>06:33</b>	<b>08:23</b>	<b>08:12</b>	<b>07:43</b>	<b>08:40</b>	<b>07:20</b>

Notes:



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# Average Speed by Section

Prepared For:

**Kittelson & Associates, Inc.**  
 155 Grand Avenue, Suite 900  
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**ROUTE** Southbound Capitol Expressway - I-680 to Nieman

**COLLECTION DATE** Wednesday, October 25, 2017

**VEHICLE TYPE** HOV

**PEAK PERIOD** 4:00 PM - 6:00 PM

**WEATHER** Clear

Section	RUNS								Average
	1 3:59 PM	2 4:17 PM	3 4:37 PM	4 4:51 PM	5 5:00 PM	6 5:17 PM	7 5:35 PM	8 5:51 PM	
1	27	9	9	10	9	9	10	10	12
2	35	38	34	19	37	9	10	23	26
3	17	42	38	40	29	42	41	16	33
4	42	41	42	46	8	47	38	36	37
5	45	44	43	46	36	40	36	30	40
6	43	46	41	42	39	42	45	42	43
7	44	44	49	43	42	43	53	42	45
<b>Average</b>	<b>36</b>	<b>38</b>	<b>37</b>	<b>35</b>	<b>29</b>	<b>33</b>	<b>33</b>	<b>28</b>	<b>34</b>

Notes:



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# Travel Time by Section

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ROUTE Southbound Capitol Expressway - I-680 to Nleman

COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE HOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:03 AM	2 7:16 AM	3 7:32 AM	4 7:45 AM	5 8:01 AM	6 8:13 AM	7 8:33 AM	8 8:45 AM	
1	21	36	22	29	23	79	58	23	36
2	29	52	31	81	42	33	33	38	42
3	61	79	167	68	145	66	57	185	104
4	20	22	23	22	37	22	19	22	23
5	57	55	43	56	50	57	45	55	52
6	73	49	124	51	78	56	91	87	76
7	41	44	40	45	43	45	51	42	44
<b>Total Time</b>	<b>05:02</b>	<b>05:37</b>	<b>07:30</b>	<b>05:52</b>	<b>06:58</b>	<b>05:58</b>	<b>05:54</b>	<b>07:32</b>	<b>06:18</b>

Notes:



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# Average Speed by Section

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ROUTE Southbound Capitol Expressway - I-680 to Nieman

COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE HOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:03 AM	2 7:16 AM	3 7:32 AM	4 7:45 AM	5 8:01 AM	6 8:13 AM	7 8:33 AM	8 8:45 AM	
1	47	26	46	33	43	13	18	44	34
2	47	27	44	18	31	41	41	36	36
3	47	37	17	42	20	43	50	16	34
4	45	40	39	41	26	42	47	40	40
5	33	35	42	34	36	33	41	33	36
6	28	41	17	39	27	36	23	23	29
7	48	45	49	44	45	44	37	47	45
Average	42	36	36	36	33	36	37	34	36

Notes:



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# Travel Time by Section

Prepared For:

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**ROUTE** Southbound Capitol Expressway - I-880 to Nieman

**COLLECTION DATE** Thursday, October 26, 2017      **VEHICLE TYPE** HOV

**PEAK PERIOD** 4:00 PM - 6:00 PM      **WEATHER** Clear

Section	RUNS								Average
	1 3:58 PM	2 4:17 PM	3 4:29 PM	4 4:46 PM	5 5:01 PM	6 5:18 PM	7 5:33 PM	8 5:48 PM	
1	81	46	116	91	88	87	46	117	84
2	52	112	50	34	38	38	145	50	65
3	134	79	72	71	66	179	71	187	107
4	21	25	22	104	20	22	21	24	32
5	47	49	45	46	43	42	44	48	46
6	53	47	59	70	43	46	42	49	51
7	46	41	144	49	50	43	40	51	58
<b>Total Time</b>	<b>07:14</b>	<b>06:39</b>	<b>08:28</b>	<b>07:45</b>	<b>05:48</b>	<b>07:37</b>	<b>06:49</b>	<b>08:46</b>	<b>07:23</b>

Notes:



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# Average Speed by Section

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ROUTE Southbound Capitol Expressway - I-680 to Nieman

COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE HOV

PEAK PERIOD 4:00 PM - 6:00 PM

WEATHER Clear

Section	RUNS								Average
	1 3:58 PM	2 4:17 PM	3 4:29 PM	4 4:46 PM	5 5:01 PM	6 5:18 PM	7 5:33 PM	8 5:48 PM	
1	12	20	9	11	11	12	20	8	13
2	24	13	27	41	36	35	9	26	26
3	22	36	40	40	43	16	40	16	32
4	43	36	41	9	46	40	43	37	37
5	40	38	42	40	44	45	43	39	41
6	38	42	34	30	46	44	48	41	40
7	42	49	14	40	40	46	49	37	40
Average	32	33	29	30	38	34	36	29	33

Notes:



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# Travel Time by Section

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 155 Grand Avenue, Suite 900  
 Oakland, CA

**ROUTE** Southbound Capitol Expressway - I-680 to Nieman

**COLLECTION DATE** Wednesday, October 25, 2017

**VEHICLE TYPE** SOV

**PEAK PERIOD** 7:00 AM - 9:00 AM

**WEATHER** Clear

Section	RUNS								Average
	1 7:17 AM	2 7:23 AM	3 7:57 AM	4 7:59 AM	5 8:35 AM	6 8:47 AM	7 9:09 AM	8 9:11 AM	
1	27	4	33	52	21	81	19	37	34
2	84	149	49	36	34	40	99	58	69
3	84	127	178	94	174	74	72	134	117
4	24	27	26	20	25	20	24	63	29
5	55	117	96	82	90	72	129	60	88
6	179	45	53	45	44	54	49	62	66
7	80	126	51	38	37	49	40	51	59
<b>Total Time</b>	<b>08:53</b>	<b>09:55</b>	<b>08:06</b>	<b>06:07</b>	<b>07:05</b>	<b>06:30</b>	<b>07:12</b>	<b>07:45</b>	<b>07:42</b>

Notes:



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# Average Speed by Section

Prepared For:

Kittelson & Associates, Inc.  
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ROUTE Southbound Capitol Expressway - I-580 to Nieman

COLLECTION DATE Wednesday, October 25, 2017

VEHICLE TYPE SOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:17 AM	2 7:23 AM	3 7:57 AM	4 7:59 AM	5 8:35 AM	6 8:47 AM	7 9:09 AM	8 9:11 AM	
1	38	0	31	20	48	13	53	28	29
2	16	9	27	38	38	35	14	23	25
3	34	23	16	30	17	38	40	21	27
4	37	33	34	43	36	43	37	16	35
5	33	16	20	23	21	26	15	31	23
6	12	44	38	45	44	37	41	32	37
7	24	16	39	51	54	41	50	38	39
Average	28	20	29	36	37	33	36	27	31

Notes:





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# Travel Time by Section

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**ROUTE** Southbound Capitol Expressway - I-680 to Nieman

**COLLECTION DATE** Wednesday, October 25, 2017

**VEHICLE TYPE** SOV

**PEAK PERIOD** 4:00 PM - 6:00 PM

**WEATHER** Clear

Section	RUNS								Average
	1 4:00 PM	2 4:17 PM	3 4:30 PM	4 4:51 PM	5 5:00 PM	6 5:17 PM	7 5:36 PM	8 5:53 PM	
1	35	112	82	57	104	111	46	45	74
2	137	43	47	122	65	180	150	138	110
3	68	76	161	73	69	79	84	97	88
4	19	22	21	18	20	21	99	94	39
5	42	43	50	45	40	50	64	68	50
6	49	45	49	48	42	57	66	60	52
7	40	46	41	47	42	153	42	55	58
<b>Total Time</b>	<b>06:30</b>	<b>06:27</b>	<b>07:31</b>	<b>06:50</b>	<b>06:22</b>	<b>10:51</b>	<b>09:11</b>	<b>09:17</b>	<b>07:52</b>

Notes:



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# Average Speed by Section

Prepared For:

Kittelson & Associates, Inc.  
 155 Grand Avenue, Suite 900  
 Oakland, CA

ROUTE Southbound Capitol Expressway - I-680 to Nleman

COLLECTION DATE Wednesday, October 25, 2017 VEHICLE TYPE SOV

PEAK PERIOD 4:00 PM - 6:00 PM WEATHER Clear

Section	RUNS								Average
	1 4:00 PM	2 4:17 PM	3 4:30 PM	4 4:51 PM	5 5:00 PM	6 5:17 PM	7 5:36 PM	8 5:53 PM	
1	28	9	12	16	10	9	17	21	15
2	10	31	27	12	21	8	10	10	16
3	42	38	18	39	41	36	33	29	35
4	49	41	44	49	45	42	9	10	36
5	44	43	37	43	47	38	29	28	39
6	41	45	41	41	47	36	31	34	39
7	50	42	48	42	47	13	47	35	41
Average	38	36	33	35	37	26	25	24	32

Notes:



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# Travel Time by Section

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Kittelson & Associates, Inc.  
 155 Grand Avenue, Suite 900  
 Oakland, CA

ROUTE Southbound Capitol Expressway - I-680 to Nieman

COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE SOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:03 AM	2 7:18 AM	3 7:32 AM	4 7:45 AM	5 8:03 AM	6 8:13 AM	7 8:33 AM	8 8:45 AM	
1	22	22	21	31	46	83	56	23	38
2	29	35	30	75	57	33	34	30	40
3	61	177	168	72	142	62	62	60	101
4	21	22	22	21	50	19	22	18	24
5	89	50	118	64	45	70	95	74	76
6	47	99	47	47	86	48	44	46	58
7	41	39	41	43	35	42	46	38	41
<b>Total Time</b>	<b>05:10</b>	<b>07:24</b>	<b>07:27</b>	<b>05:53</b>	<b>07:41</b>	<b>05:57</b>	<b>05:59</b>	<b>04:49</b>	<b>06:18</b>

Notes:



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# Average Speed by Section

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 Oakland, CA

ROUTE Southbound Capitol Expressway - I-680 to Nieman

COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE SOV

PEAK PERIOD 7:00 AM - 9:00 AM

WEATHER Clear

Section	RUNS								Average
	1 7:03 AM	2 7:18 AM	3 7:32 AM	4 7:45 AM	5 8:03 AM	6 8:13 AM	7 8:33 AM	8 8:45 AM	
1	47	45	48	31	22	13	18	45	34
2	46	39	45	19	23	41	40	46	37
3	47	16	17	40	20	46	46	47	35
4	43	40	40	41	20	45	40	49	40
5	22	37	16	30	41	28	20	26	27
6	43	21	42	42	23	41	45	43	38
7	48	51	49	46	58	47	40	52	49
Average	42	36	37	36	30	37	36	44	37

Notes:



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# Travel Time by Section

Prepared For:

Kittelson & Associates, Inc.  
 155 Grand Avenue, Suite 900  
 Oakland, CA

ROUTE Southbound Capitol Expressway - I-680 to Nleman

COLLECTION DATE Thursday, October 26, 2017

VEHICLE TYPE SOV

PEAK PERIOD 4:00 PM - 6:00 PM

WEATHER Clear

Section	RUNS								Average
	1 3:58 PM	2 4:17 PM	3 4:28 PM	4 4:46 PM	5 5:00 PM	6 5:18 PM	7 5:32 PM	8 5:48 PM	
1	74	122	109	98	72	98	76	115	96
2	48	41	53	150	44	150	148	77	89
3	149	72	72	66	72	78	68	180	95
4	22	18	19	18	17	19	19	23	19
5	61	41	36	44	36	50	46	49	45
6	47	42	41	54	44	46	53	47	47
7	40	42	38	47	45	41	43	37	42
<b>Total Time</b>	<b>07:21</b>	<b>06:18</b>	<b>06:08</b>	<b>07:57</b>	<b>05:30</b>	<b>08:02</b>	<b>07:33</b>	<b>08:48</b>	<b>07:12</b>

Notes:



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# Average Speed by Section

Prepared For:

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 155 Grand Avenue, Suite 900  
 Oakland, CA

**ROUTE** Southbound Capitol Expressway - I-680 to Nleman

**COLLECTION DATE** Thursday, October 26, 2017

**VEHICLE TYPE** SOV

**PEAK PERIOD** 4:00 PM - 6:00 PM

**WEATHER** Clear

Section	RUNS								Average
	1 3:58 PM	2 4:17 PM	3 4:28 PM	4 4:46 PM	5 5:00 PM	6 5:18 PM	7 5:32 PM	8 5:48 PM	
1	14	8	9	10	14	10	13	9	11
2	27	33	26	9	31	9	9	18	20
3	19	40	40	43	40	37	42	18	35
4	40	48	46	50	52	45	47	39	46
5	31	46	52	43	52	38	41	38	43
6	43	48	50	38	46	43	38	43	43
7	49	47	52	41	43	48	46	53	48
<b>Average</b>	<b>32</b>	<b>39</b>	<b>39</b>	<b>33</b>	<b>40</b>	<b>33</b>	<b>34</b>	<b>31</b>	<b>35</b>

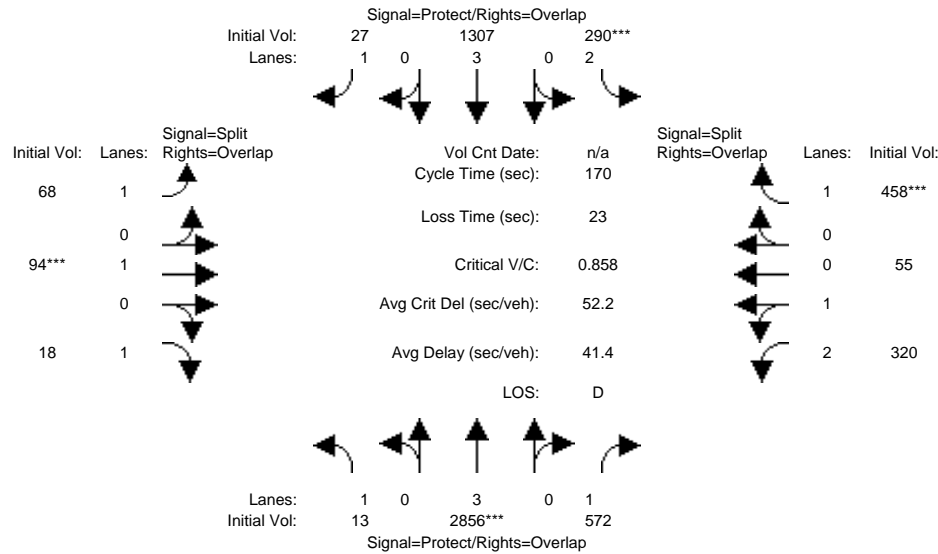
Notes:

**Appendix B**  
**Level of Service Calculations**

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 AM NP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	13	2856	572	290	1307	27	68	94	18	320	55	458
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:	13	2856	572	290	1307	27	68	94	18	320	55	458
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2856	572	290	1307	27	68	94	18	320	55	458
User Adj:	1.00	0.86	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:	13	2456	572	290	1307	27	68	94	18	320	55	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2456	572	290	1307	27	68	94	18	320	55	458
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:	13	2456	572	290	1307	27	68	94	18	320	55	458

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.85	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.60	0.40	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4218	725	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.43	0.33	0.09	0.23	0.02	0.04	0.05	0.01	0.08	0.08	0.26
Crit Moves:	****			****			****			****		
Green Time:	5.0	85.2	111.3	20.1	104	119.7	15.5	15.5	17.3	26.1	26.1	46.2
Volume/Cap:	0.25	0.86	0.50	0.78	0.37	0.02	0.43	0.54	0.10	0.49	0.49	0.96
Delay/Veh:	83.3	40.0	15.4	82.9	16.6	7.6	74.9	77.3	69.5	66.4	66.4	92.9
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:	83.3	40.0	15.4	82.9	16.6	7.6	74.9	77.3	69.5	66.4	66.4	92.9
LOS by Move:	F	D	B	F	B	A	E	E	E	E	E	F
HCM2k95thQ:	1	55	27	19	20	1	8	10	2	14	14	48

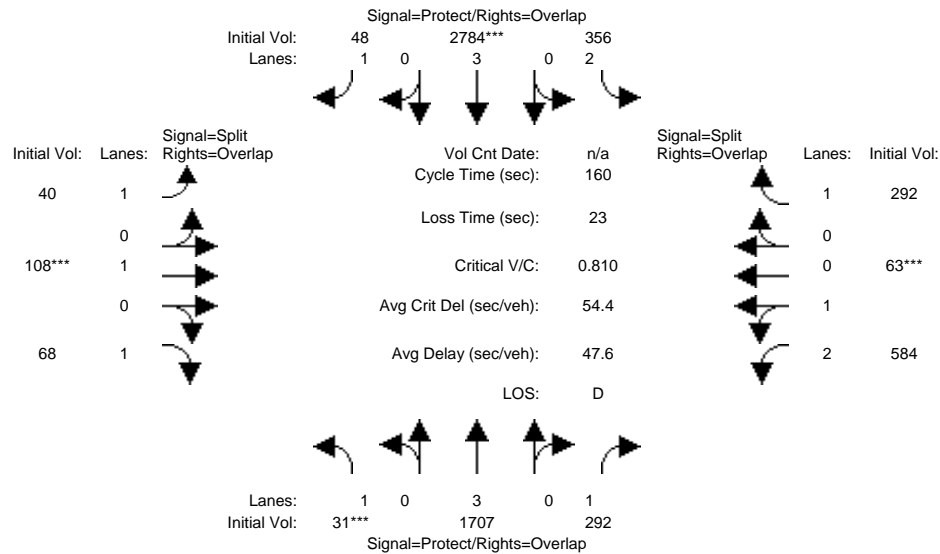
Note: Queue reported is the number of cars per lane.



Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 PM NP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:												
Base Vol:	31	1707	292	356	2784	48	40	108	68	584	63	292
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:	31	1707	292	356	2784	48	40	108	68	584	63	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1707	292	356	2784	48	40	108	68	584	63	292
User Adj:	1.00	0.79	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:	31	1349	292	356	2784	48	40	108	68	584	63	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1349	292	356	2784	48	40	108	68	584	63	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	1349	292	356	2784	48	40	108	68	584	63	292

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.86	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.73	0.27	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4464	482	1750

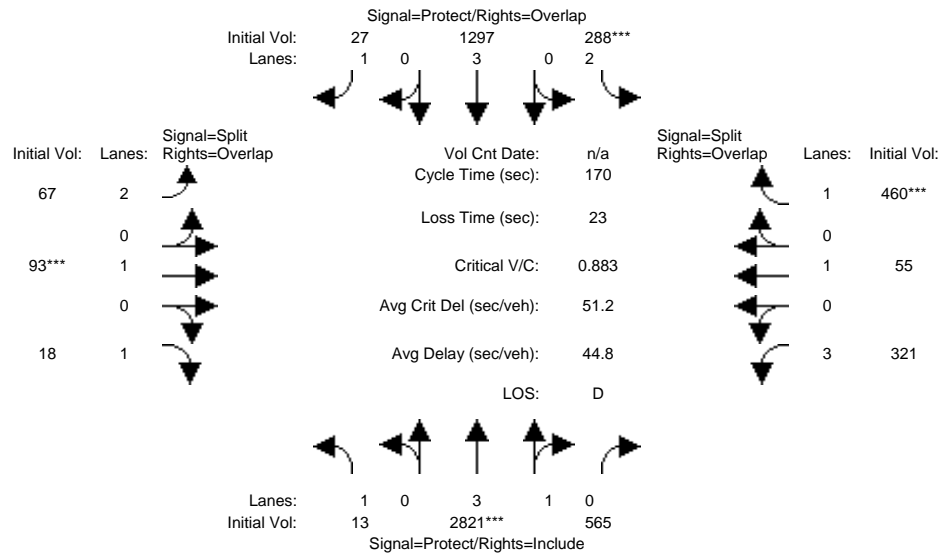
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.17	0.11	0.49	0.03	0.02	0.06	0.04	0.13	0.13	0.17
Crit Moves:	***			****			****			****		
Green Time:	5.8	63.2	99.3	26.1	83.2	95.7	12.5	12.5	18.3	36.1	36.1	62.2
Volume/Cap:	0.49	0.60	0.27	0.69	0.94	0.05	0.29	0.73	0.34	0.58	0.58	0.43
Delay/Veh:	81.4	35.0	7.4	67.2	52.4	18.5	70.8	88.6	66.3	56.0	56.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	35.0	7.4	67.2	52.4	18.5	70.8	88.6	66.3	56.0	56.0	36.3
LOS by Move:	F	C	A	E	D	B	E	F	E	E	E	D
HCM2k95thQ:	3	26	7	20	73	3	5	13	7	20	20	20

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 AM PP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	13	2821	565	288	1297	27	67	93	18	321	55	460
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:	13	2821	565	288	1297	27	67	93	18	321	55	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2821	565	288	1297	27	67	93	18	321	55	460
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:	13	2821	565	288	1297	27	67	93	18	321	55	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2821	565	288	1297	27	67	93	18	321	55	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	2821	565	288	1297	27	67	93	18	321	55	460

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.30	0.70	2.00	3.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	6246	1251	3150	5700	1750	3150	1900	1750	4551	1900	1750

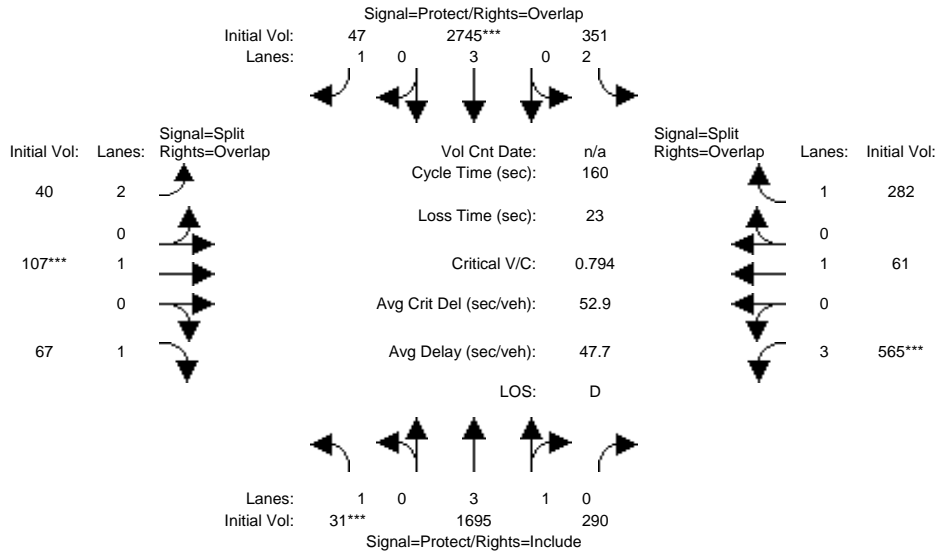
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.45	0.45	0.09	0.23	0.02	0.02	0.05	0.01	0.07	0.03	0.26
Crit Moves:	****			****			****			****		
Green Time:	5.0	85.2	85.2	20.1	104	119.7	15.5	15.5	17.3	26.1	26.1	46.2
Volume/Cap:	0.25	0.90	0.90	0.77	0.37	0.02	0.23	0.54	0.10	0.46	0.19	0.97
Delay/Veh:	83.3	42.0	42.0	82.4	16.6	7.6	72.1	77.1	69.5	66.0	63.0	93.9
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:	83.3	42.0	42.0	82.4	16.6	7.6	72.1	77.1	69.5	66.0	63.0	93.9
LOS by Move:	F	D	D	F	B	A	E	E	E	E	E	F
HCM2k95thQ:	1	59	59	19	20	1	4	10	2	13	5	49

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 PM PP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	31	1695	290	351	2745	47	40	107	67	565	61	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1695	290	351	2745	47	40	107	67	565	61	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1695	290	351	2745	47	40	107	67	565	61	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1695	290	351	2745	47	40	107	67	565	61	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1695	290	351	2745	47	40	107	67	565	61	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	1695	290	351	2745	47	40	107	67	565	61	282

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.39	0.61	2.00	3.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	6402	1095	3150	5700	1750	3150	1900	1750	4551	1900	1750

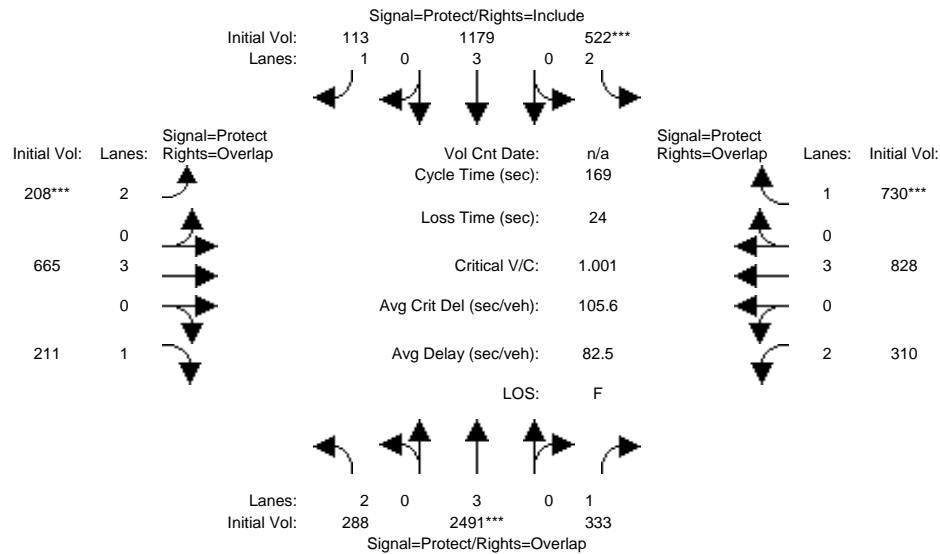
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.26	0.26	0.11	0.48	0.03	0.01	0.06	0.04	0.12	0.03	0.16
Crit Moves:	***			****			****			****		
Green Time:	5.8	63.2	63.2	26.1	83.2	95.7	12.5	12.5	18.3	36.1	36.1	62.2
Volume/Cap:	0.49	0.67	0.67	0.68	0.93	0.04	0.16	0.72	0.33	0.55	0.14	0.41
Delay/Veh:	81.4	36.4	36.4	66.8	50.7	18.5	69.2	87.9	66.2	55.4	49.7	36.0
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:	81.4	36.4	36.4	66.8	50.7	18.5	69.2	87.9	66.2	55.4	49.7	36.0
LOS by Move:	F	D	D	E	D	B	E	F	E	E	D	D
HCM2k95thQ:	3	29	29	20	71	3	2	13	7	19	5	19

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 AM NP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.2	6.2

Volume Module:												
Base Vol:	288	2491	333	522	1179	113	208	665	211	310	828	730
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:	288	2491	333	522	1179	113	208	665	211	310	828	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	2491	333	522	1179	113	208	665	211	310	828	730
User Adj:	1.00	0.86	1.00	1.00	0.79	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:	288	2142	333	522	931	113	208	665	211	310	828	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	2142	333	522	931	113	208	665	211	310	828	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	2142	333	522	931	113	208	665	211	310	828	730

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

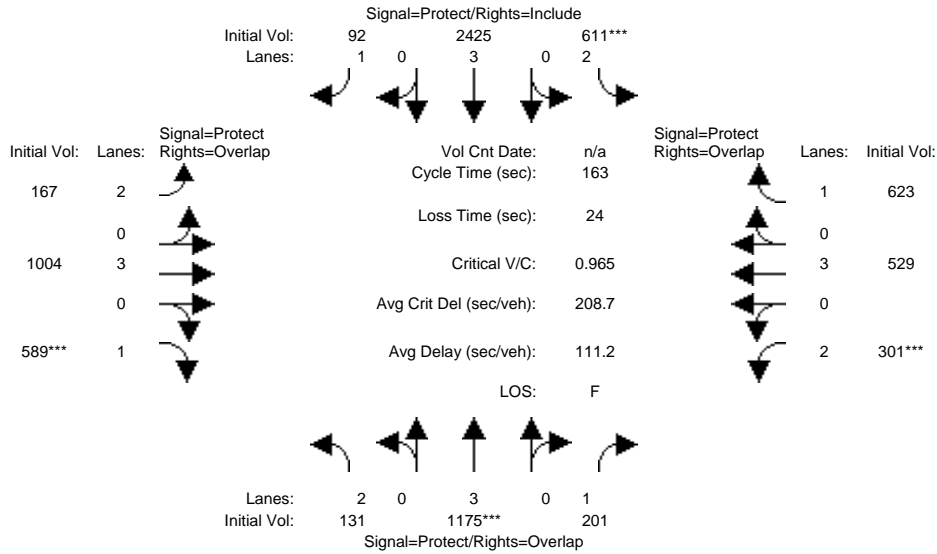
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.19	0.17	0.16	0.06	0.07	0.12	0.12	0.10	0.15	0.42
Crit Moves:	****			****			****			****		
Green Time:	21.5	65.2	79.9	21.1	65.2	65.2	15.7	43.9	65.4	14.7	42.8	63.9
Volume/Cap:	0.72	0.97	0.40	1.33	0.42	0.17	0.71	0.45	0.31	1.13	0.57	1.10
Delay/Veh:	77.0	71.1	35.4	237.7	43.0	38.4	82.4	52.6	36.4	171.6	55.7	119.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.0	71.1	35.4	237.7	43.0	38.4	82.4	52.6	36.4	171.6	55.7	119.3
LOS by Move:	E	E	D	F	D	D	F	D	D	F	E	F
HCM2k95thQ:	15	57	24	43	23	9	15	19	17	27	23	81

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 PM NP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.2	6.2

Volume Module:												
Base Vol:	131	1175	201	611	2425	92	167	1004	589	301	529	623
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:	131	1175	201	611	2425	92	167	1004	589	301	529	623
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1175	201	611	2425	92	167	1004	589	301	529	623
User Adj:	1.00	0.79	1.00	1.00	0.86	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:	131	928	201	611	2086	92	167	1004	589	301	529	623
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	928	201	611	2086	92	167	1004	589	301	529	623
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	928	201	611	2086	92	167	1004	589	301	529	623

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.60	1.00	0.92	0.83	0.83	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	2268	5700	1750	3150	4731	1750	3150	5700	1750

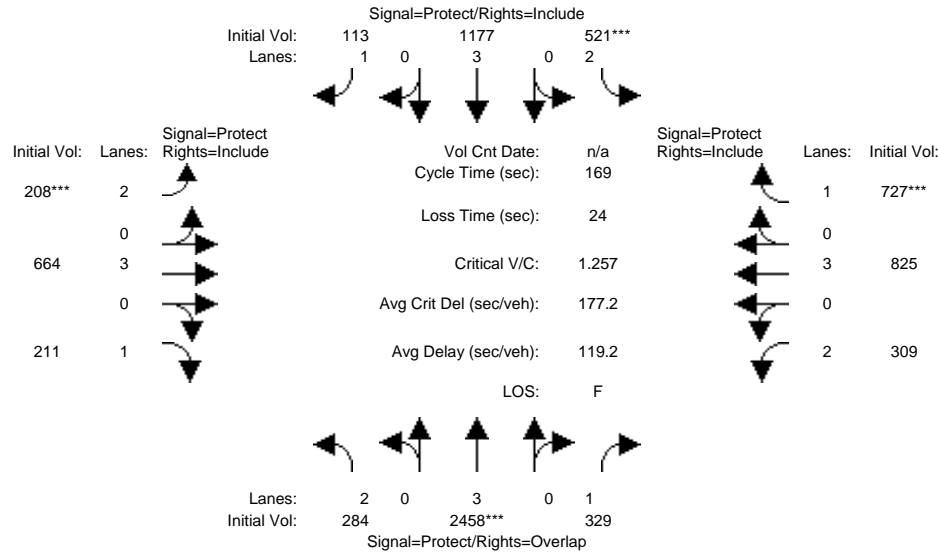
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.11	0.27	0.37	0.05	0.05	0.21	0.34	0.10	0.09	0.36
Crit Moves:	****			****			****			****		
Green Time:	15.5	34.2	50.9	20.1	62.2	62.2	17.7	44.9	60.4	16.7	43.8	60.9
Volume/Cap:	0.44	0.78	0.37	2.18	0.96	0.14	0.49	0.77	0.91	0.93	0.35	0.95
Delay/Veh:	70.7	64.8	47.0	616.3	66.3	37.0	69.5	57.2	65.3	105.5	48.2	73.8
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:	70.7	64.8	47.0	616.3	66.3	37.0	69.5	57.2	65.3	105.5	48.2	73.8
LOS by Move:	E	E	D	F	E	D	E	E	E	F	D	E
HCM2k95thQ:	7	26	16	65	54	7	10	30	54	22	13	59

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 AM PP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.3	6.2

Volume Module:												
Base Vol:	284	2458	329	521	1177	113	208	664	211	309	825	727
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:	284	2458	329	521	1177	113	208	664	211	309	825	727
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	2458	329	521	1177	113	208	664	211	309	825	727
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:	284	2458	329	521	1177	113	208	664	211	309	825	727
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2458	329	521	1177	113	208	664	211	309	825	727
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	284	2458	329	521	1177	113	208	664	211	309	825	727

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

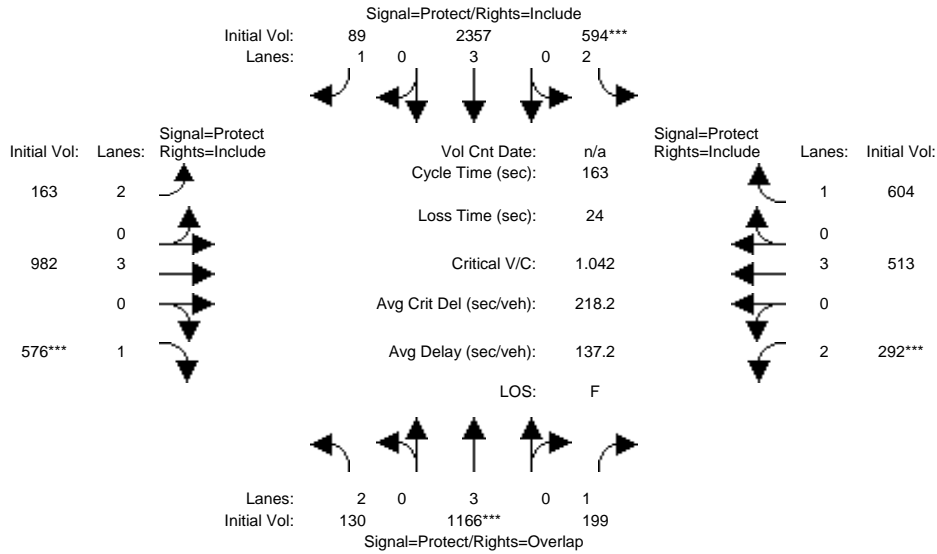
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.19	0.17	0.21	0.06	0.07	0.12	0.12	0.10	0.14	0.42
Crit Moves:	****			****			****			****		
Green Time:	21.5	65.2	65.2	21.1	65.2	65.2	15.7	43.9	43.9	14.7	42.8	42.8
Volume/Cap:	0.71	1.12	0.49	1.32	0.54	0.17	0.71	0.45	0.46	1.13	0.57	1.64
Delay/Veh:	76.5	118	44.7	236.6	45.4	38.4	82.4	52.6	53.4	170.3	55.6	361.2
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:	76.5	118	44.7	236.6	45.4	38.4	82.4	52.6	53.4	170.3	55.6	361.2
LOS by Move:	E	F	D	F	D	D	F	D	D	F	E	F
HCM2k95thQ:	15	77	25	42	29	9	15	19	19	27	23	118

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 PM PP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.2	6.2

Volume Module:												
Base Vol:	130	1166	199	594	2357	89	163	982	576	292	513	604
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:	130	1166	199	594	2357	89	163	982	576	292	513	604
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1166	199	594	2357	89	163	982	576	292	513	604
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:	130	1166	199	594	2357	89	163	982	576	292	513	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1166	199	594	2357	89	163	982	576	292	513	604
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	1166	199	594	2357	89	163	982	576	292	513	604

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.60	1.00	0.92	0.83	0.83	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	2268	5700	1750	3150	4731	1750	3150	5700	1750

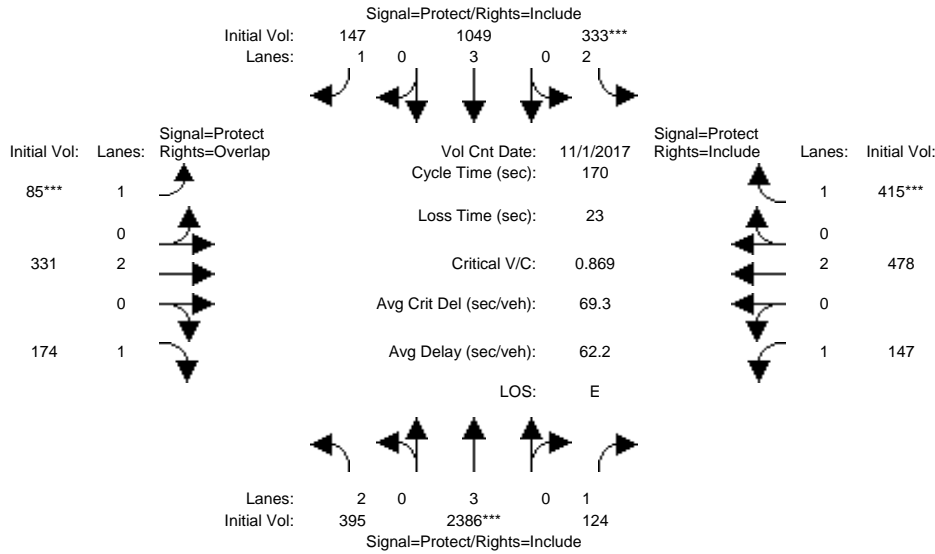
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.11	0.26	0.41	0.05	0.05	0.21	0.33	0.09	0.09	0.35
Crit Moves:	****			****			****			****		
Green Time:	15.5	34.2	50.9	20.1	62.2	62.2	17.7	44.9	44.9	16.7	43.8	43.8
Volume/Cap:	0.43	0.98	0.36	2.12	1.08	0.13	0.48	0.75	1.19	0.90	0.33	1.28
Delay/Veh:	70.6	84.9	47.0	589.2	103	36.9	69.3	56.5	165.5	99.7	48.0	203.0
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:	70.6	84.9	47.0	589.2	103	36.9	69.3	56.5	165.5	99.7	48.0	203.0
LOS by Move:	E	F	D	F	F	D	E	E	F	F	D	F
HCM2k95thQ:	7	35	16	63	70	7	10	29	71	21	13	79

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 AM NP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date:	1 Nov 2017 << 7:45 - 8:45 AM											
Base Vol:	395	2386	124	333	1049	147	85	331	174	147	478	415
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:	395	2386	124	333	1049	147	85	331	174	147	478	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	2386	124	333	1049	147	85	331	174	147	478	415
User Adj:	1.00	0.86	1.00	1.00	0.79	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:	395	2052	124	333	829	147	85	331	174	147	478	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	2052	124	333	829	147	85	331	174	147	478	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	395	2052	124	333	829	147	85	331	174	147	478	415
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.36	0.07	0.11	0.15	0.08	0.05	0.09	0.10	0.08	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	24.8	65.2	65.2	18.2	59.2	59.2	14.5	45.3	70.1	18.1	49.3	49.3
Volume/Cap:	0.86	0.94	0.18	0.99	0.42	0.24	0.57	0.33	0.24	0.79	0.43	0.82
Delay/Veh:	89.4	59.9	35.4	121.6	42.9	40.4	89.6	51.0	33.4	102.0	50.3	69.8
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:	89.4	59.9	35.4	121.6	42.9	40.4	89.6	51.0	33.4	102.0	50.3	69.8
LOS by Move:	F	E	D	F	D	D	F	D	C	F	D	E
HCM2k95thQ:	22	62	9	22	19	11	10	13	12	17	17	38

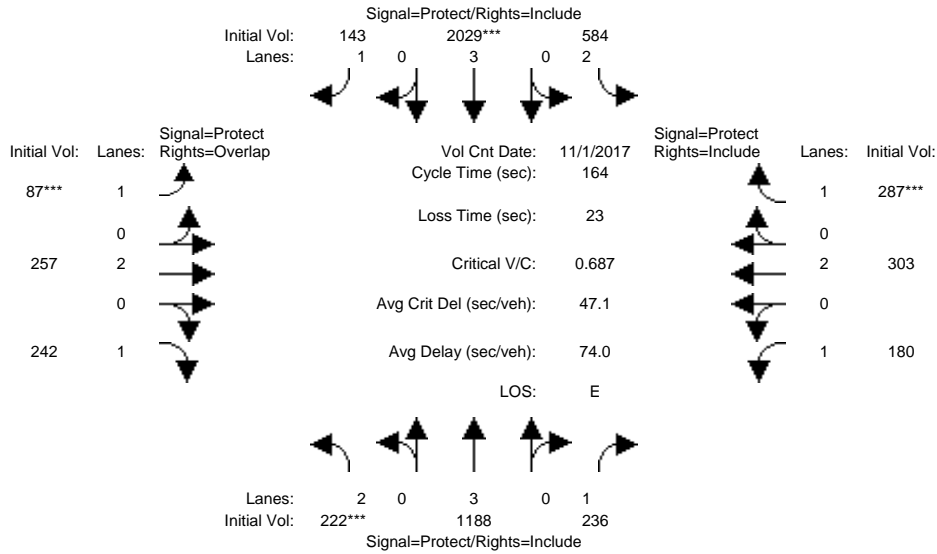
Note: Queue reported is the number of cars per lane.



Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 PM NP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7

Volume Module:	>>	Count	Date:	1 Nov 2017	<<	4:50 PM - 5:50 PM						
Base Vol:	222	1188	236	584	2029	143	87	257	242	180	303	287
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:	222	1188	236	584	2029	143	87	257	242	180	303	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1188	236	584	2029	143	87	257	242	180	303	287
User Adj:	1.00	0.79	1.00	1.00	0.86	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:	222	939	236	584	1745	143	87	257	242	180	303	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	939	236	584	1745	143	87	257	242	180	303	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	222	939	236	584	1745	143	87	257	242	180	303	287

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

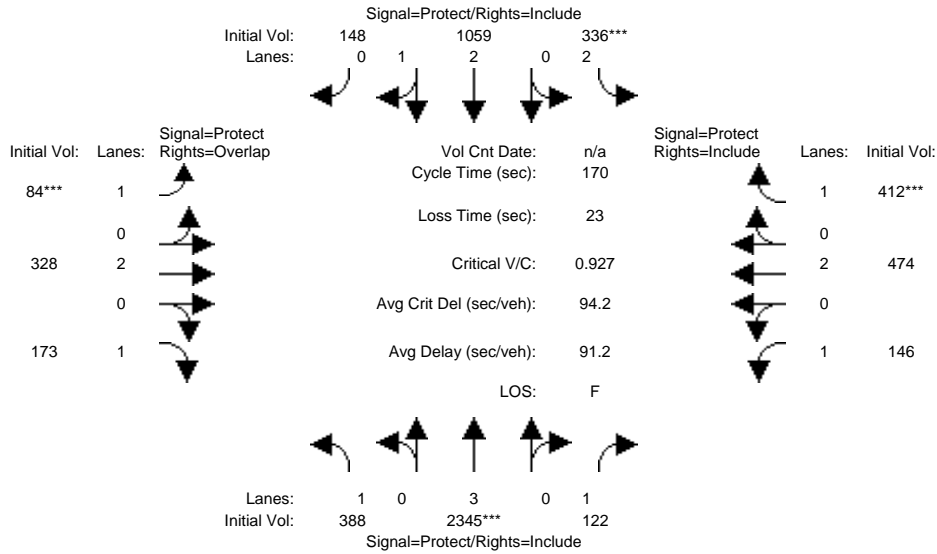
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.13	0.19	0.31	0.08	0.05	0.07	0.14	0.10	0.08	0.16
Crit Moves:	***			****			****					****
Green Time:	17.8	45.2	45.2	22.2	74.2	74.2	13.5	29.3	47.1	20.1	36.3	36.3
Volume/Cap:	0.65	0.60	0.49	1.37	0.68	0.18	0.60	0.38	0.48	0.84	0.36	0.74
Delay/Veh:	79.3	53.2	53.3	251.5	36.9	27.3	90.0	60.9	51.6	101.1	55.2	71.5
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:	79.3	53.2	53.3	251.5	36.9	27.3	90.0	60.9	51.6	101.1	55.2	71.5
LOS by Move:	E	D	D	F	D	C	F	E	D	F	E	E
HCM2k95thQ:	13	23	18	45	35	9	11	11	19	20	12	26

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 AM PP

Intersection #3: Capitol Expressway & Ocala Avenue



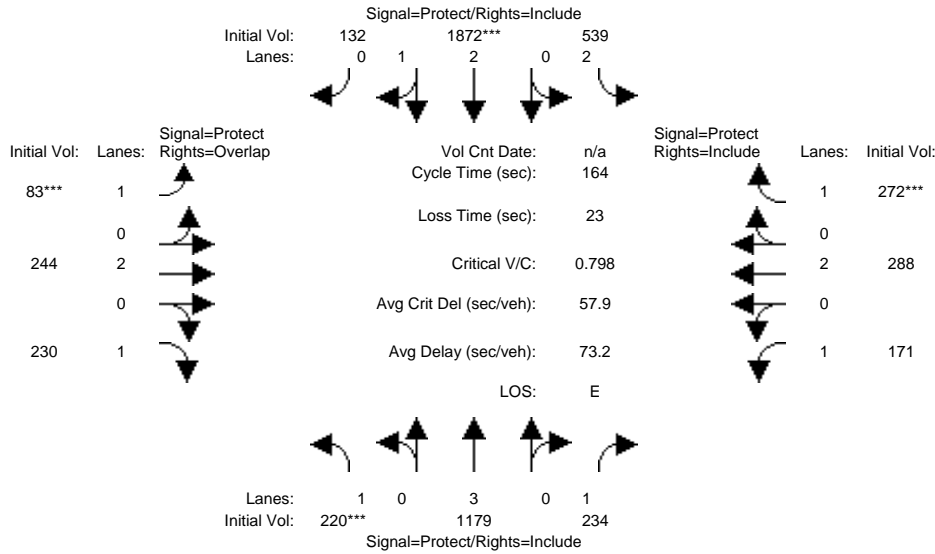
Street Name:	Capitol Expressway						Ocala Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	388	2345	122	336	1059	148	84	328	173	146	474	412
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:	388	2345	122	336	1059	148	84	328	173	146	474	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	2345	122	336	1059	148	84	328	173	146	474	412
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:	388	2345	122	336	1059	148	84	328	173	146	474	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	2345	122	336	1059	148	84	328	173	146	474	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	388	2345	122	336	1059	148	84	328	173	146	474	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	4912	687	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.07	0.11	0.22	0.22	0.05	0.09	0.10	0.08	0.12	0.24
Crit Moves:	****			****			****					
Green Time:	24.8	65.2	65.2	18.2	59.2	59.2	14.5	45.3	70.1	18.1	49.3	49.3
Volume/Cap:	1.52	1.07	0.18	1.00	0.62	0.62	0.56	0.32	0.24	0.78	0.43	0.81
Delay/Veh:	325.5	94.6	35.3	123.9	47.5	47.5	89.2	50.9	33.4	101.3	50.2	69.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	325.5	94.6	35.3	123.9	47.5	47.5	89.2	50.9	33.4	101.3	50.2	69.3
LOS by Move:	F	F	D	F	D	D	F	D	C	F	D	E
HCM2k95thQ:	63	81	9	22	29	29	10	12	12	17	17	37

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 PM PP

Intersection #3: Capitol Expressway & Ocala Avenue



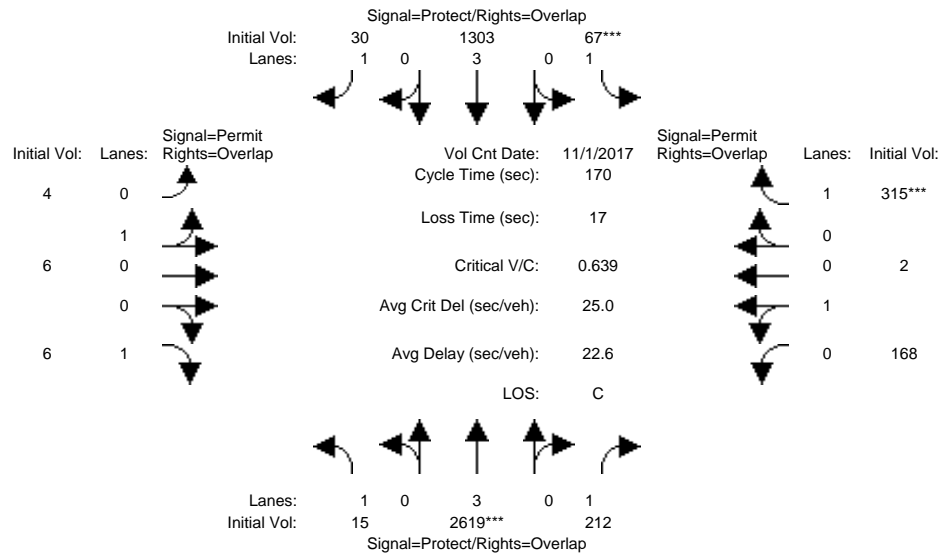
Street Name:	Capitol Expressway						Ocala Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	220	1179	234	539	1872	132	83	244	230	171	288	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1179	234	539	1872	132	83	244	230	171	288	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1179	234	539	1872	132	83	244	230	171	288	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1179	234	539	1872	132	83	244	230	171	288	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1179	234	539	1872	132	83	244	230	171	288	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	1179	234	539	1872	132	83	244	230	171	288	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5231	369	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.13	0.17	0.36	0.36	0.05	0.06	0.13	0.10	0.08	0.16
Crit Moves:	***			****			****					****
Green Time:	17.8	45.2	45.2	22.2	74.2	74.2	13.5	29.3	47.1	20.1	36.3	36.3
Volume/Cap:	1.16	0.75	0.49	1.26	0.79	0.79	0.58	0.36	0.46	0.80	0.34	0.70
Delay/Veh:	187.6	57.6	53.1	207.2	40.9	40.9	88.2	60.6	51.0	95.7	54.9	69.1
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:	187.6	57.6	53.1	207.2	40.9	40.9	88.2	60.6	51.0	95.7	54.9	69.1
LOS by Move:	F	E	D	F	D	D	F	E	D	F	D	E
HCM2k95thQ:	28	31	18	38	43	43	10	11	18	19	11	24

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 AM NP

Intersection #4: Capitol Expressway and Cunningham Avenue



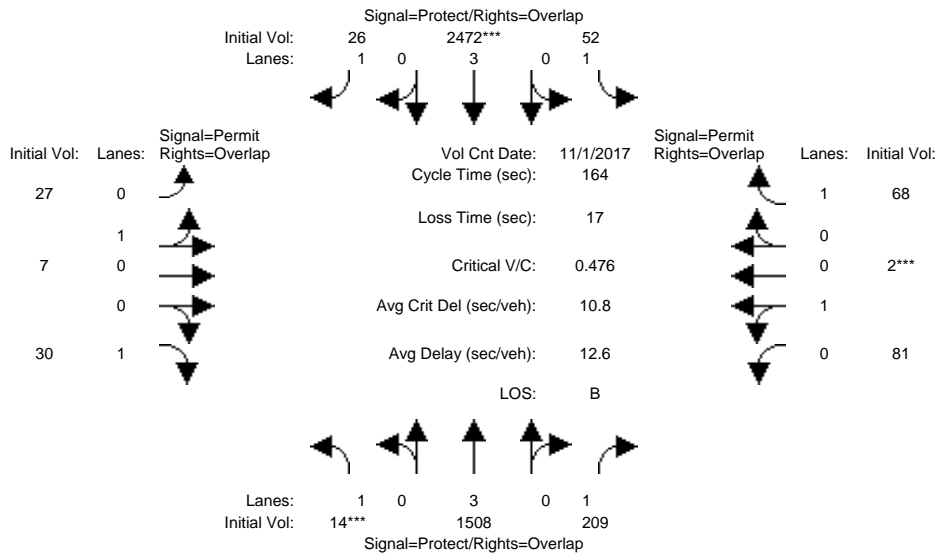
Street Name:	Capitol Expressway						Cunningham Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module: >> Count Date: 1 Nov 2017 << 7:45 AM - 8:45 AM												
Base Vol:	15	2619	212	67	1303	30	4	6	6	168	2	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	2619	212	67	1303	30	4	6	6	168	2	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	2619	212	67	1303	30	4	6	6	168	2	315
User Adj:	1.00	0.86	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	2252	212	67	1029	30	4	6	6	168	2	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	2252	212	67	1029	30	4	6	6	168	2	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	2252	212	67	1029	30	4	6	6	168	2	315
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.40	0.60	1.00	0.99	0.01	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	720	1080	1750	1779	21	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.12	0.04	0.18	0.02	0.01	0.01	0.00	0.09	0.09	0.18
Crit Moves:	****			****								
Green Time:	6.0	116	116.2	9.8	119	119.2	27.4	27.4	33.4	27.4	27.4	37.2
Volume/Cap:	0.24	0.58	0.18	0.66	0.26	0.02	0.03	0.03	0.02	0.59	0.59	0.82
Delay/Veh:	88.9	14.7	10.0	108.1	9.4	7.8	60.4	60.4	55.2	74.4	74.4	81.1
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:	88.9	14.7	10.0	108.1	9.4	7.8	60.4	60.4	55.2	74.4	74.4	81.1
LOS by Move:	F	B	B	F	A	A	E	E	E	E	E	F
HCM2k95thQ:	2	34	9	8	12	1	1	1	1	16	16	30

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 PM NP

Intersection #4: Capitol Expressway and Cunningham Avenue



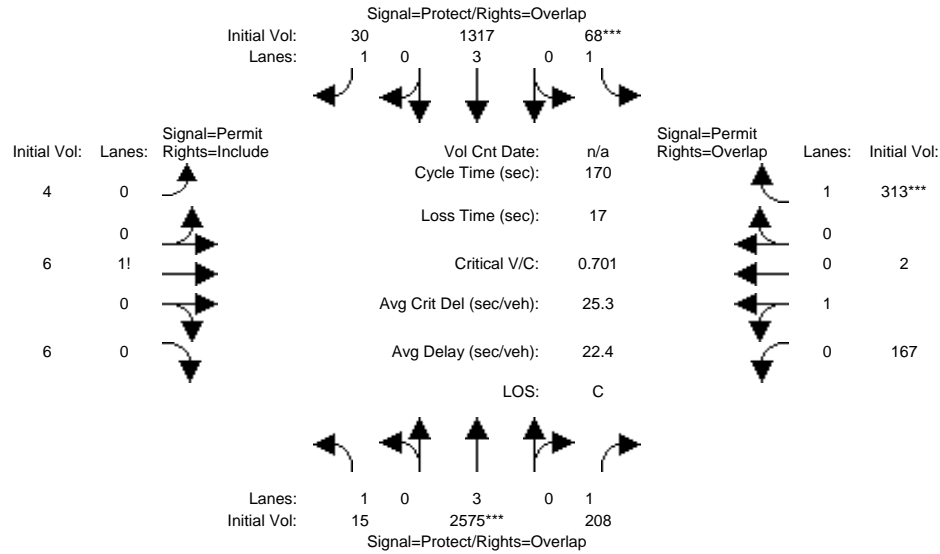
Street Name:	Capitol Expressway						Cunningham Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module: >> Count Date: 1 Nov 2017 << 4:50 PM - 5:50 PM												
Base Vol:	14	1508	209	52	2472	26	27	7	30	81	2	68
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:	14	1508	209	52	2472	26	27	7	30	81	2	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1508	209	52	2472	26	27	7	30	81	2	68
User Adj:	1.00	0.79	1.00	1.00	0.86	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:	14	1191	209	52	2126	26	27	7	30	81	2	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1191	209	52	2126	26	27	7	30	81	2	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	1191	209	52	2126	26	27	7	30	81	2	68
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.79	0.21	1.00	0.98	0.02	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1429	371	1750	1757	43	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.12	0.03	0.37	0.01	0.02	0.02	0.02	0.05	0.05	0.04
Crit Moves:	***			****						****		
Green Time:	3.0	119	119.2	8.8	125	125.2	19.4	19.4	22.4	19.4	19.4	28.2
Volume/Cap:	0.44	0.29	0.16	0.55	0.49	0.02	0.16	0.16	0.13	0.39	0.39	0.23
Delay/Veh:	117.6	7.9	7.2	97.1	7.7	4.7	66.6	66.6	63.3	72.1	72.1	60.2
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:	117.6	7.9	7.2	97.1	7.7	4.7	66.6	66.6	63.3	72.1	72.1	60.2
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2k95thQ:	2	13	7	6	23	1	4	4	3	9	9	7

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 AM PP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:												
Base Vol:	15	2575	208	68	1317	30	4	6	6	167	2	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	2575	208	68	1317	30	4	6	6	167	2	313
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	2575	208	68	1317	30	4	6	6	167	2	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	2575	208	68	1317	30	4	6	6	167	2	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	2575	208	68	1317	30	4	6	6	167	2	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	2575	208	68	1317	30	4	6	6	167	2	313

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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.25	0.37	0.38	0.99	0.01	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	438	656	656	1779	21	1750

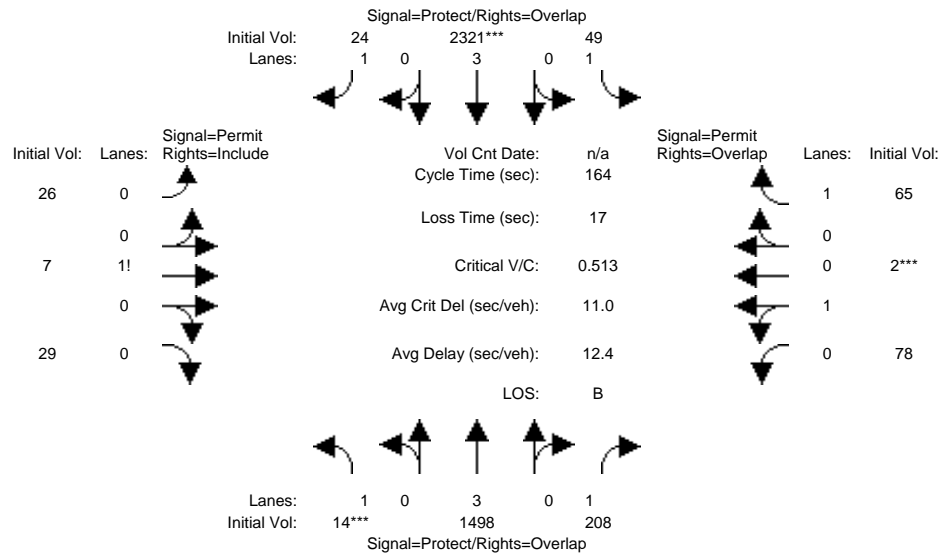
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.12	0.04	0.23	0.02	0.01	0.01	0.01	0.09	0.09	0.18
Crit Moves:	****			****						****		
Green Time:	6.0	116	116.2	9.8	119	119.2	27.4	27.4	27.4	27.4	27.4	37.2
Volume/Cap:	0.24	0.66	0.17	0.67	0.33	0.02	0.06	0.06	0.06	0.58	0.58	0.82
Delay/Veh:	88.9	16.4	10.0	109.2	10.1	7.8	60.7	60.7	60.7	74.3	74.3	80.5
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:	88.9	16.4	10.0	109.2	10.1	7.8	60.7	60.7	60.7	74.3	74.3	80.5
LOS by Move:	F	B	A	F	B	A	E	E	E	E	E	F
HCM2k95thQ:	2	44	9	8	16	1	2	2	2	16	16	30

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2017 PM PP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:												
Base Vol:	14	1498	208	49	2321	24	26	7	29	78	2	65
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:	14	1498	208	49	2321	24	26	7	29	78	2	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1498	208	49	2321	24	26	7	29	78	2	65
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:	14	1498	208	49	2321	24	26	7	29	78	2	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1498	208	49	2321	24	26	7	29	78	2	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	1498	208	49	2321	24	26	7	29	78	2	65

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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.42	0.11	0.47	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	734	198	819	1755	45	1750

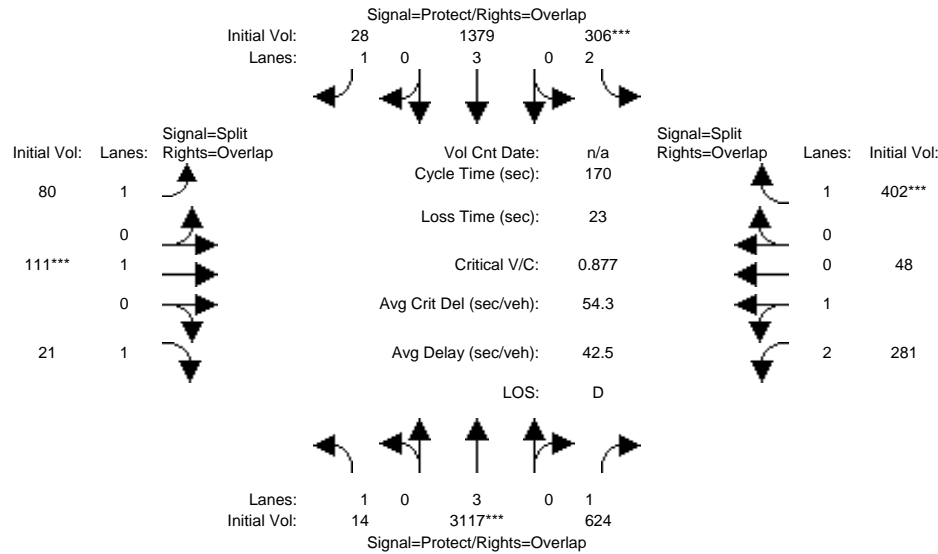
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.12	0.03	0.41	0.01	0.04	0.04	0.04	0.04	0.04	0.04
Crit Moves:	***			****						****		
Green Time:	3.0	119	119.2	8.8	125	125.2	19.4	19.4	22.4	19.4	19.4	28.2
Volume/Cap:	0.44	0.36	0.16	0.52	0.53	0.02	0.30	0.30	0.26	0.38	0.38	0.22
Delay/Veh:	117.6	8.5	7.2	94.7	8.2	4.7	69.8	69.8	66.0	71.7	71.7	60.0
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:	117.6	8.5	7.2	94.7	8.2	4.7	69.8	69.8	66.0	71.7	71.7	60.0
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2k95thQ:	2	17	8	6	25	1	7	7	7	8	8	7

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 AM NP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	14	3117	624	306	1379	28	80	111	21	281	48	402
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:	14	3117	624	306	1379	28	80	111	21	281	48	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	3117	624	306	1379	28	80	111	21	281	48	402
User Adj:	1.00	0.86	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:	14	2681	624	306	1379	28	80	111	21	281	48	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2681	624	306	1379	28	80	111	21	281	48	402
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:	14	2681	624	306	1379	28	80	111	21	281	48	402

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.85	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.60	0.40	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4222	721	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.47	0.36	0.10	0.24	0.02	0.05	0.06	0.01	0.07	0.07	0.23
Crit Moves:	****			****			****			****		
Green Time:	5.0	85.2	111.3	20.1	104	119.7	15.5	15.5	17.3	26.1	26.1	46.2
Volume/Cap:	0.27	0.94	0.54	0.82	0.39	0.02	0.50	0.64	0.12	0.43	0.43	0.85
Delay/Veh:	83.6	46.8	16.3	86.8	16.9	7.6	76.1	82.4	69.7	65.6	65.6	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	46.8	16.3	86.8	16.9	7.6	76.1	82.4	69.7	65.6	65.6	71.6
LOS by Move:	F	D	B	F	B	A	E	F	E	E	E	E
HCM2k95thQ:	1	64	30	21	21	1	9	13	2	12	12	39

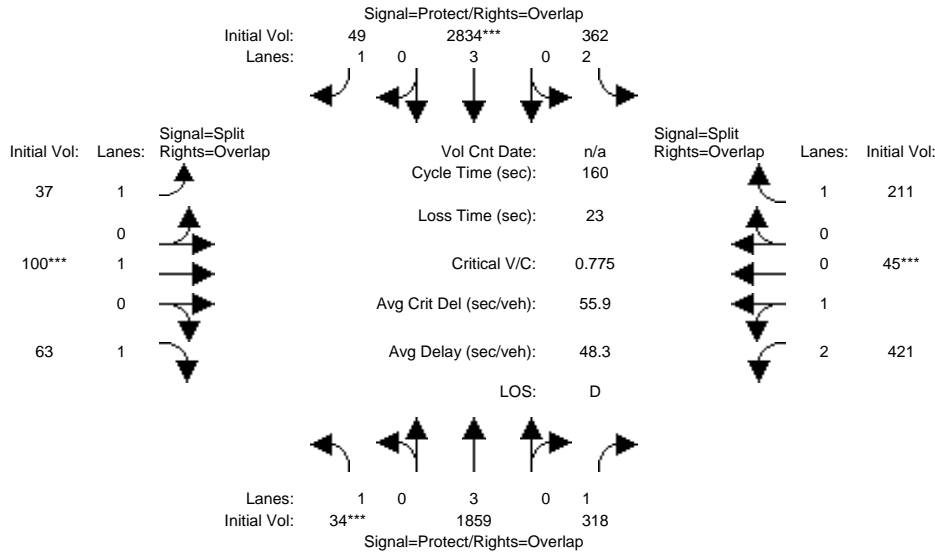
Note: Queue reported is the number of cars per lane.



Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 PM NP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:												
Base Vol:	34	1859	318	362	2834	49	37	100	63	421	45	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1859	318	362	2834	49	37	100	63	421	45	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1859	318	362	2834	49	37	100	63	421	45	211
User Adj:	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1469	318	362	2834	49	37	100	63	421	45	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1469	318	362	2834	49	37	100	63	421	45	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1469	318	362	2834	49	37	100	63	421	45	211

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.86	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.73	0.27	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4468	478	1750

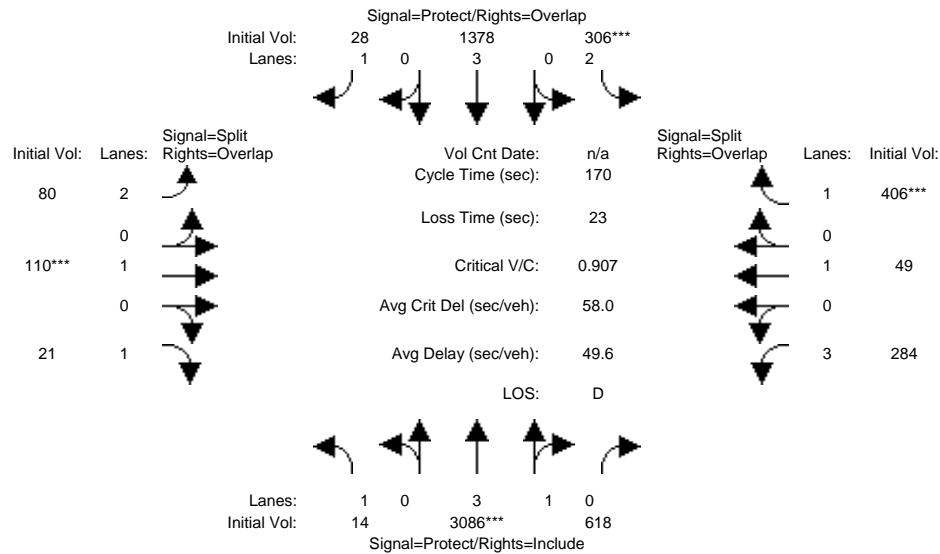
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.18	0.11	0.50	0.03	0.02	0.05	0.04	0.09	0.09	0.12
Crit Moves:	***			***			***			***		
Green Time:	5.8	63.2	99.3	26.1	83.2	95.7	12.5	12.5	18.3	36.1	36.1	62.2
Volume/Cap:	0.54	0.65	0.29	0.70	0.96	0.05	0.27	0.67	0.31	0.42	0.42	0.31
Delay/Veh:	84.4	36.2	7.5	67.7	55.0	18.5	70.5	83.3	66.0	53.2	53.2	34.2
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:	84.4	36.2	7.5	67.7	55.0	18.5	70.5	83.3	66.0	53.2	53.2	34.2
LOS by Move:	F	D	A	E	D	B	E	F	E	D	D	C
HCM2k95thQ:	3	28	7	21	76	3	4	11	6	14	14	14

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 AM PP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	14	3086	618	306	1378	28	80	110	21	284	49	406
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:	14	3086	618	306	1378	28	80	110	21	284	49	406
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	3086	618	306	1378	28	80	110	21	284	49	406
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:	14	3086	618	306	1378	28	80	110	21	284	49	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3086	618	306	1378	28	80	110	21	284	49	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	3086	618	306	1378	28	80	110	21	284	49	406

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.31	0.69	2.00	3.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	6247	1251	3150	5700	1750	3150	1900	1750	4551	1900	1750

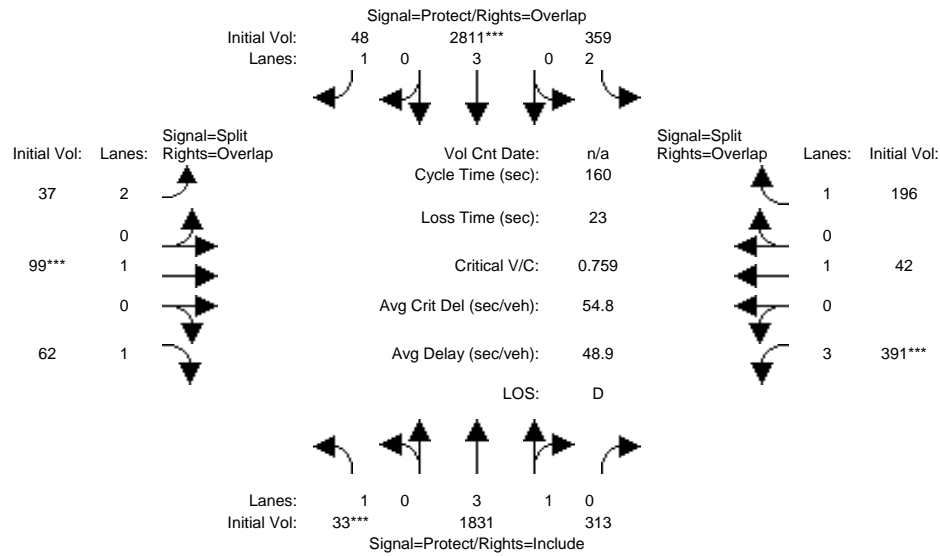
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.49	0.49	0.10	0.24	0.02	0.03	0.06	0.01	0.06	0.03	0.23
Crit Moves:	****			****			****			****		
Green Time:	5.0	85.2	85.2	20.1	104	119.7	15.5	15.5	17.3	26.1	26.1	46.2
Volume/Cap:	0.27	0.99	0.99	0.82	0.39	0.02	0.28	0.63	0.12	0.41	0.17	0.85
Delay/Veh:	83.6	53.3	53.3	86.8	16.9	7.6	72.6	82.0	69.7	65.3	62.8	72.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	53.3	53.3	86.8	16.9	7.6	72.6	82.0	69.7	65.3	62.8	72.6
LOS by Move:	F	D	D	F	B	A	E	F	E	E	E	E
HCM2k95thQ:	1	71	71	21	21	1	5	12	2	11	4	40

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 PM PP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:												
Base Vol:	33	1831	313	359	2811	48	37	99	62	391	42	196
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:	33	1831	313	359	2811	48	37	99	62	391	42	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1831	313	359	2811	48	37	99	62	391	42	196
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:	33	1831	313	359	2811	48	37	99	62	391	42	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1831	313	359	2811	48	37	99	62	391	42	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	1831	313	359	2811	48	37	99	62	391	42	196

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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.39	0.61	2.00	3.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	6403	1095	3150	5700	1750	3150	1900	1750	4551	1900	1750

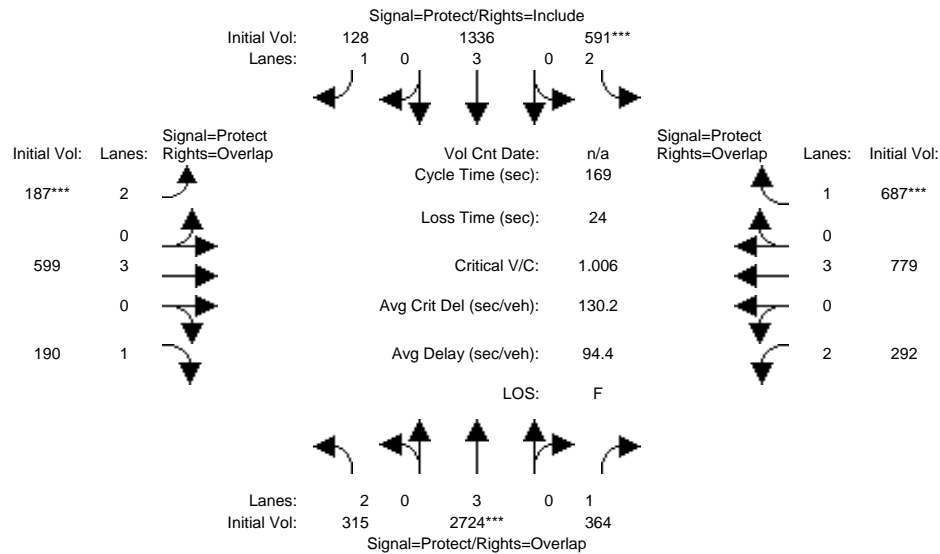
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.11	0.49	0.03	0.01	0.05	0.04	0.09	0.02	0.11
Crit Moves:	***			****			****			****		
Green Time:	5.8	63.2	63.2	26.1	83.2	95.7	12.5	12.5	18.3	36.1	36.1	62.2
Volume/Cap:	0.52	0.72	0.72	0.70	0.95	0.05	0.15	0.67	0.31	0.38	0.10	0.29
Delay/Veh:	83.2	37.8	37.8	67.5	53.7	18.5	69.1	82.8	65.9	52.7	49.2	33.9
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:	83.2	37.8	37.8	67.5	53.7	18.5	69.1	82.8	65.9	52.7	49.2	33.9
LOS by Move:	F	D	D	E	D	B	E	F	E	D	D	C
HCM2k95thQ:	3	32	32	21	75	3	2	11	6	13	3	13

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 AM NP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.2	6.2

Volume Module:												
Base Vol:	315	2724	364	591	1336	128	187	599	190	292	779	687
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:	315	2724	364	591	1336	128	187	599	190	292	779	687
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	2724	364	591	1336	128	187	599	190	292	779	687
User Adj:	1.00	0.86	1.00	1.00	0.79	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:	315	2343	364	591	1055	128	187	599	190	292	779	687
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	2343	364	591	1055	128	187	599	190	292	779	687
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	2343	364	591	1055	128	187	599	190	292	779	687

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

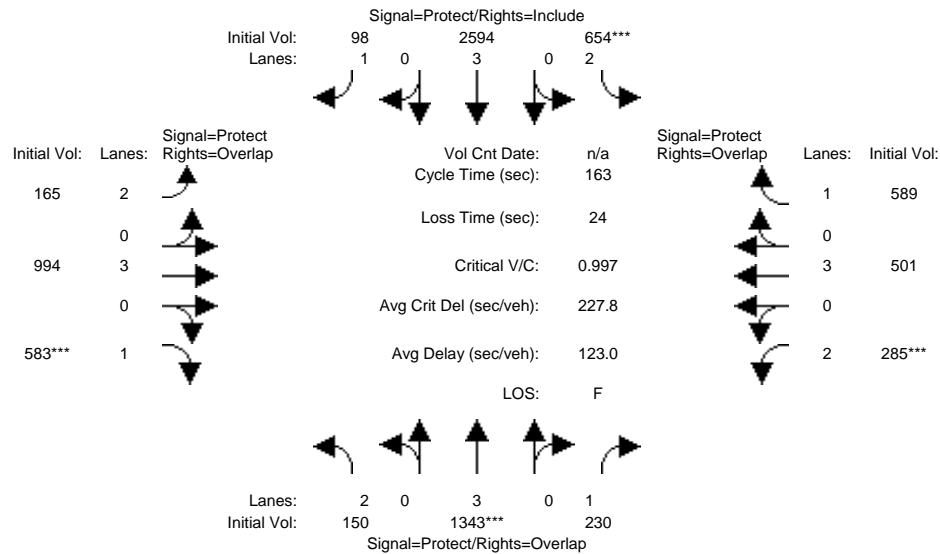
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.21	0.19	0.19	0.07	0.06	0.11	0.11	0.09	0.14	0.39
Crit Moves:	****			****			****			****		
Green Time:	21.5	65.2	79.9	21.1	65.2	65.2	15.7	43.9	65.4	14.7	42.8	63.9
Volume/Cap:	0.79	1.07	0.44	1.50	0.48	0.19	0.64	0.40	0.28	1.07	0.54	1.04
Delay/Veh:	81.4	97.7	36.2	312.9	44.2	38.8	78.6	51.9	35.8	149.9	55.0	97.8
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:	81.4	97.7	36.2	312.9	44.2	38.8	78.6	51.9	35.8	149.9	55.0	97.8
LOS by Move:	F	F	D	F	D	D	E	D	D	F	D	F
HCM2k95thQ:	17	68	26	52	26	10	13	17	15	24	21	72

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 PM NP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.2	6.2

Volume Module:												
Base Vol:	150	1343	230	654	2594	98	165	994	583	285	501	589
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1343	230	654	2594	98	165	994	583	285	501	589
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1343	230	654	2594	98	165	994	583	285	501	589
User Adj:	1.00	0.79	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1061	230	654	2231	98	165	994	583	285	501	589
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1061	230	654	2231	98	165	994	583	285	501	589
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	1061	230	654	2231	98	165	994	583	285	501	589

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.60	1.00	0.92	0.83	0.83	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	2268	5700	1750	3150	4731	1750	3150	5700	1750

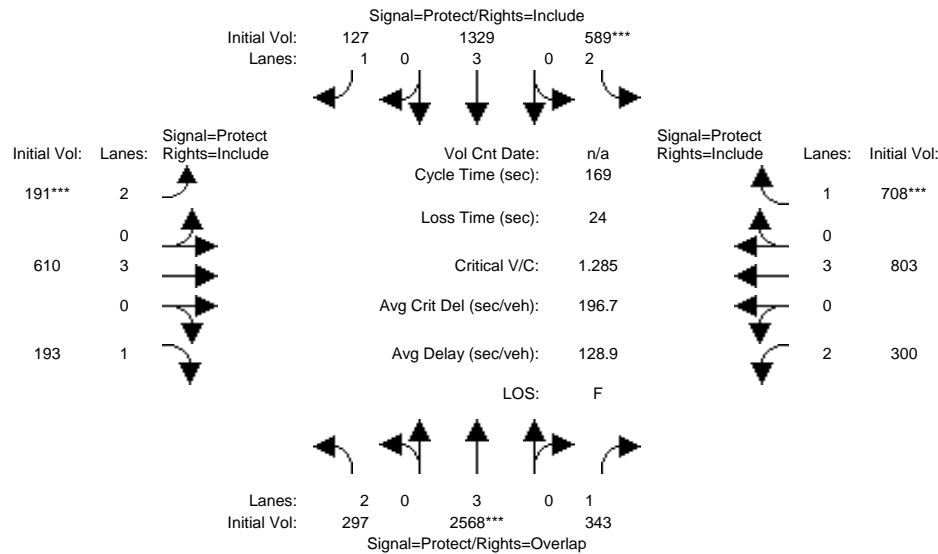
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.13	0.29	0.39	0.06	0.05	0.21	0.33	0.09	0.09	0.34
Crit Moves:	****			****			****			****		
Green Time:	15.5	34.2	50.9	20.1	62.2	62.2	17.7	44.9	60.4	16.7	43.8	60.9
Volume/Cap:	0.50	0.89	0.42	2.34	1.03	0.15	0.48	0.76	0.90	0.88	0.33	0.90
Delay/Veh:	71.4	71.6	48.0	684.9	82.7	37.1	69.4	56.9	63.9	95.7	47.9	63.8
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:	71.4	71.6	48.0	684.9	82.7	37.1	69.4	56.9	63.9	95.7	47.9	63.8
LOS by Move:	E	E	D	F	F	D	E	E	E	F	D	E
HCM2k95thQ:	8	31	19	71	61	7	10	29	53	20	13	53

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 AM PP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.3	6.2

Volume Module:												
Base Vol:	297	2568	343	589	1329	127	191	610	193	300	803	708
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:	297	2568	343	589	1329	127	191	610	193	300	803	708
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	2568	343	589	1329	127	191	610	193	300	803	708
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:	297	2568	343	589	1329	127	191	610	193	300	803	708
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	2568	343	589	1329	127	191	610	193	300	803	708
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	297	2568	343	589	1329	127	191	610	193	300	803	708

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

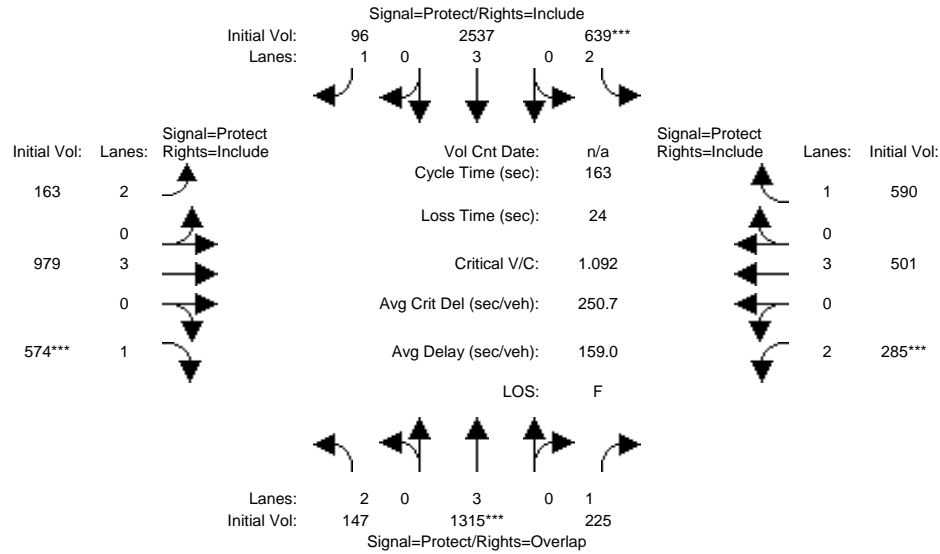
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.20	0.19	0.23	0.07	0.06	0.11	0.11	0.10	0.14	0.40
Crit Moves:	****			****			****			****		
Green Time:	21.5	65.2	65.2	21.1	65.2	65.2	15.7	43.9	43.9	14.7	42.8	42.8
Volume/Cap:	0.74	1.17	0.51	1.50	0.60	0.19	0.65	0.41	0.42	1.09	0.56	1.60
Delay/Veh:	78.3	139	45.2	310.6	47.2	38.8	79.2	52.0	52.7	159.2	55.3	342.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	139	45.2	310.6	47.2	38.8	79.2	52.0	52.7	159.2	55.3	342.3
LOS by Move:	E	F	D	F	D	D	E	D	D	F	E	F
HCM2k95thQ:	16	86	26	52	33	10	13	17	18	25	22	112

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 PM PP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.2	6.2

Volume Module:												
Base Vol:	147	1315	225	639	2537	96	163	979	574	285	501	590
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:	147	1315	225	639	2537	96	163	979	574	285	501	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1315	225	639	2537	96	163	979	574	285	501	590
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:	147	1315	225	639	2537	96	163	979	574	285	501	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1315	225	639	2537	96	163	979	574	285	501	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	1315	225	639	2537	96	163	979	574	285	501	590

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.60	1.00	0.92	0.83	0.83	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	2268	5700	1750	3150	4731	1750	3150	5700	1750

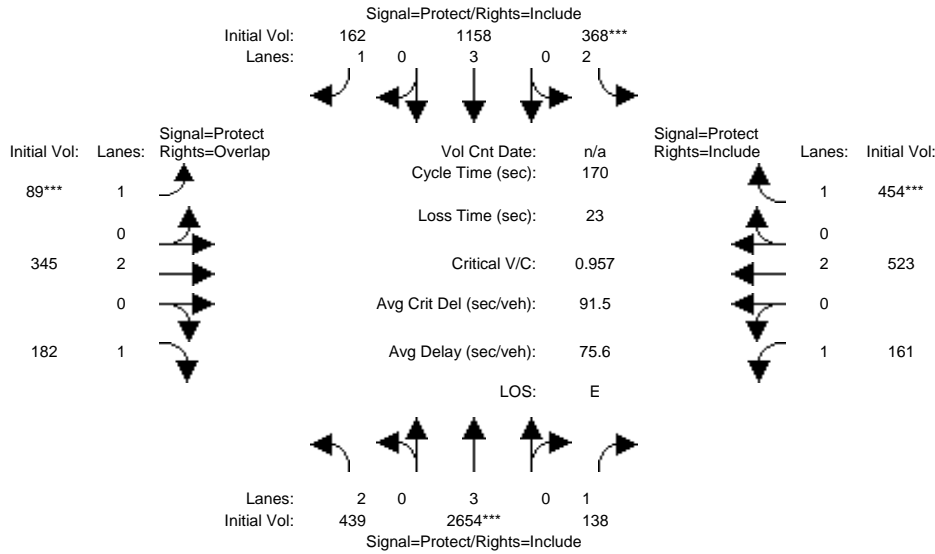
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.13	0.28	0.45	0.05	0.05	0.21	0.33	0.09	0.09	0.34
Crit Moves:	****			****			****			****		
Green Time:	15.5	34.2	50.9	20.1	62.2	62.2	17.7	44.9	44.9	16.7	43.8	43.8
Volume/Cap:	0.49	1.10	0.41	2.29	1.17	0.14	0.48	0.75	1.19	0.88	0.33	1.25
Delay/Veh:	71.3	123	47.9	660.9	137	37.1	69.3	56.4	163.9	95.7	47.9	190.7
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:	71.3	123	47.9	660.9	137	37.1	69.3	56.4	163.9	95.7	47.9	190.7
LOS by Move:	E	F	D	F	F	D	E	E	F	F	D	F
HCM2k95thQ:	8	43	18	69	83	7	10	29	70	20	13	76

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 AM NP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7

Volume Module:	Capitol Expressway North			Capitol Expressway South			Ocala Avenue East			Ocala Avenue West		
Base Vol:	439	2654	138	368	1158	162	89	345	182	161	523	454
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:	439	2654	138	368	1158	162	89	345	182	161	523	454
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	439	2654	138	368	1158	162	89	345	182	161	523	454
User Adj:	1.00	0.86	1.00	1.00	0.79	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:	439	2282	138	368	915	162	89	345	182	161	523	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	2282	138	368	915	162	89	345	182	161	523	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	439	2282	138	368	915	162	89	345	182	161	523	454

Saturation Flow Module:	Capitol Expressway North			Capitol Expressway South			Ocala Avenue East			Ocala Avenue West		
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:	Capitol Expressway North			Capitol Expressway South			Ocala Avenue East			Ocala Avenue West		
Vol/Sat:	0.14	0.40	0.08	0.12	0.16	0.09	0.05	0.09	0.10	0.09	0.14	0.26
Crit Moves:	****			****			****			****		
Green Time:	24.8	65.2	65.2	18.2	59.2	59.2	14.5	45.3	70.1	18.1	49.3	49.3
Volume/Cap:	0.96	1.04	0.21	1.09	0.46	0.27	0.60	0.34	0.25	0.86	0.47	0.89
Delay/Veh:	104.2	84.4	35.8	151.4	43.8	40.9	91.3	51.2	33.6	112.6	51.2	78.8
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:	104.2	84.4	35.8	151.4	43.8	40.9	91.3	51.2	33.6	112.6	51.2	78.8
LOS by Move:	F	F	D	F	D	D	F	D	C	F	D	E
HCM2k95thQ:	26	77	10	26	21	12	11	13	12	19	19	44

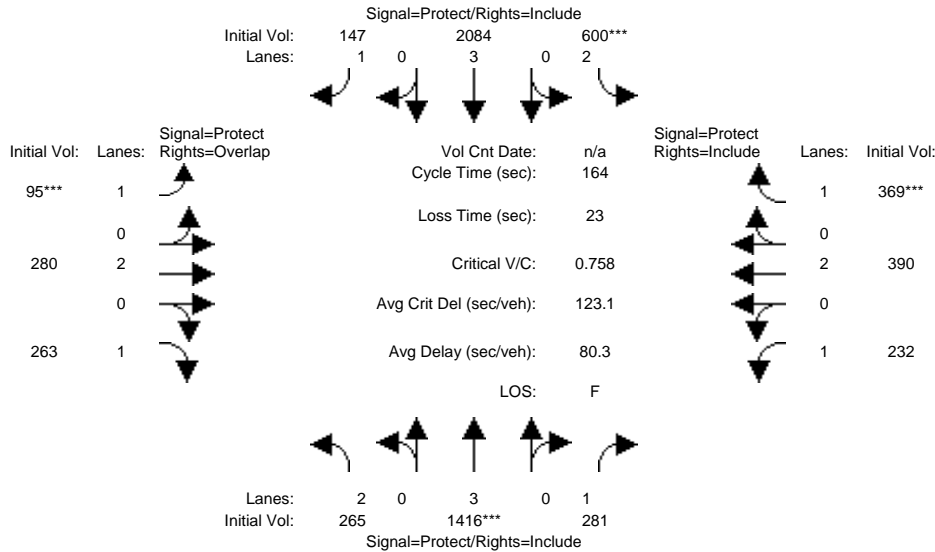
Note: Queue reported is the number of cars per lane.



Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 PM NP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	265	1416	281	600	2084	147	95	280	263	232	390	369
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:	265	1416	281	600	2084	147	95	280	263	232	390	369
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	1416	281	600	2084	147	95	280	263	232	390	369
User Adj:	1.00	0.79	1.00	1.00	0.86	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:	265	1119	281	600	1792	147	95	280	263	232	390	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1119	281	600	1792	147	95	280	263	232	390	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	1119	281	600	1792	147	95	280	263	232	390	369

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

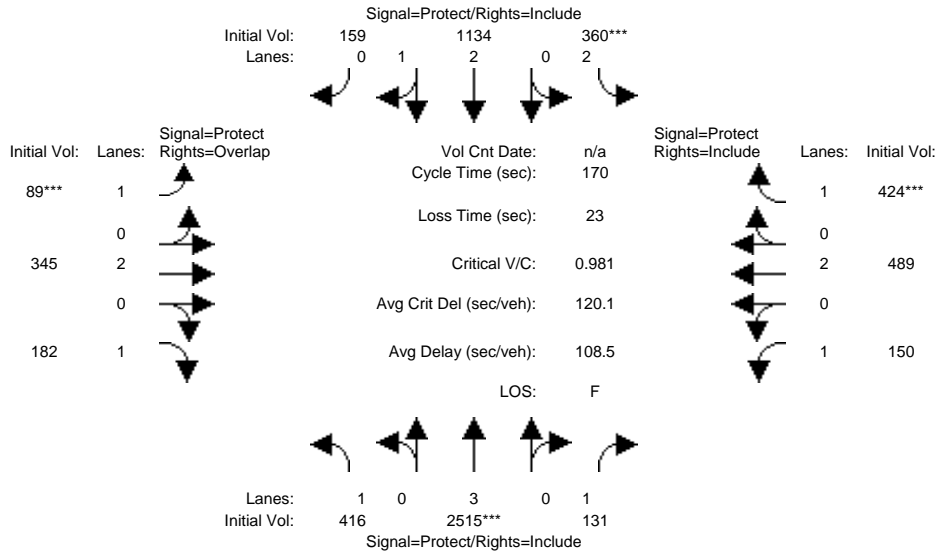
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.16	0.19	0.31	0.08	0.05	0.07	0.15	0.13	0.10	0.21
Crit Moves:	****			****			****			****		
Green Time:	17.8	45.2	45.2	22.2	74.2	74.2	13.5	29.3	47.1	20.1	36.3	36.3
Volume/Cap:	0.78	0.71	0.58	1.41	0.70	0.19	0.66	0.41	0.52	1.08	0.46	0.95
Delay/Veh:	86.9	56.3	56.3	267.5	37.4	27.4	94.3	61.6	52.9	156.7	57.2	98.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	56.3	56.3	267.5	37.4	27.4	94.3	61.6	52.9	156.7	57.2	98.3
LOS by Move:	F	E	E	F	D	C	F	E	D	F	E	F
HCM2k95thQ:	15	29	22	48	36	9	12	12	20	30	15	39

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 AM PP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	416	2515	131	360	1134	159	89	345	182	150	489	424
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:	416	2515	131	360	1134	159	89	345	182	150	489	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	2515	131	360	1134	159	89	345	182	150	489	424
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:	416	2515	131	360	1134	159	89	345	182	150	489	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	2515	131	360	1134	159	89	345	182	150	489	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	416	2515	131	360	1134	159	89	345	182	150	489	424

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	4910	689	1750	3800	1750	1750	3800	1750

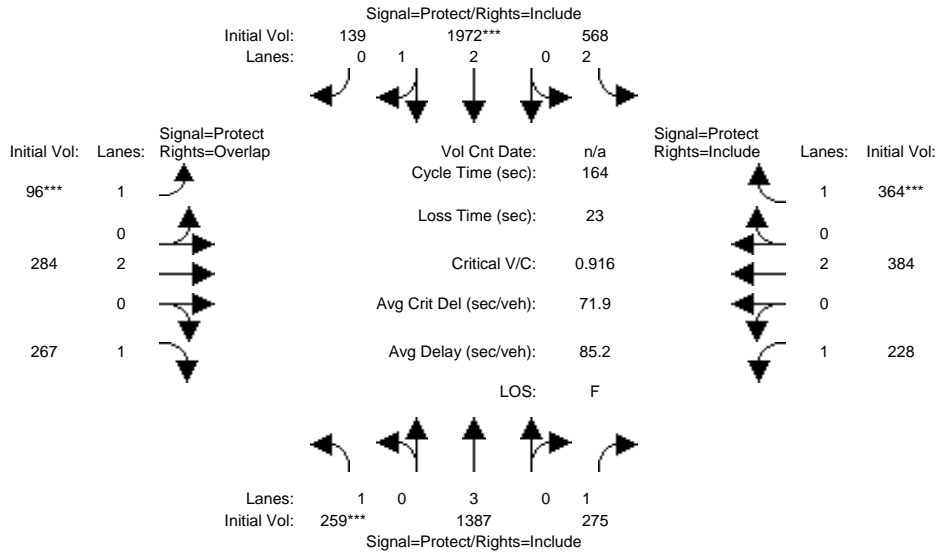
Capacity Analysis Module:												
Vol/Sat:	0.24	0.44	0.07	0.11	0.23	0.23	0.05	0.09	0.10	0.09	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	24.8	65.2	65.2	18.2	59.2	59.2	14.5	45.3	70.1	18.1	49.3	49.3
Volume/Cap:	1.63	1.15	0.20	1.07	0.66	0.66	0.60	0.34	0.25	0.80	0.44	0.84
Delay/Veh:	373.0	126	35.6	143.8	48.8	48.8	91.3	51.2	33.6	104.0	50.5	71.5
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:	373.0	126	35.6	143.8	48.8	48.8	91.3	51.2	33.6	104.0	50.5	71.5
LOS by Move:	F	F	D	F	D	D	F	D	C	F	D	E
HCM2k95thQ:	71	94	9	24	32	32	11	13	12	18	18	39

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 PM PP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	259	1387	275	568	1972	139	96	284	267	228	384	364
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:	259	1387	275	568	1972	139	96	284	267	228	384	364
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	1387	275	568	1972	139	96	284	267	228	384	364
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:	259	1387	275	568	1972	139	96	284	267	228	384	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1387	275	568	1972	139	96	284	267	228	384	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	1387	275	568	1972	139	96	284	267	228	384	364

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5231	369	1750	3800	1750	1750	3800	1750

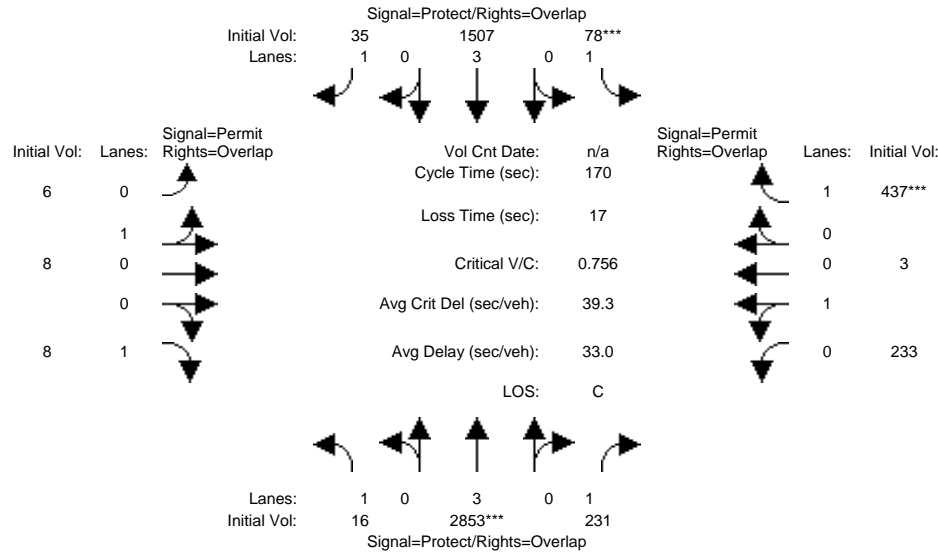
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.16	0.18	0.38	0.38	0.05	0.07	0.15	0.13	0.10	0.21
Crit Moves:	***			***			***			***		
Green Time:	17.8	45.2	45.2	22.2	74.2	74.2	13.5	29.3	47.1	20.1	36.3	36.3
Volume/Cap:	1.36	0.88	0.57	1.33	0.83	0.83	0.67	0.42	0.53	1.06	0.46	0.94
Delay/Veh:	266.9	64.4	55.9	235.5	42.9	42.9	94.9	61.7	53.1	150.9	57.1	95.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	266.9	64.4	55.9	235.5	42.9	42.9	94.9	61.7	53.1	150.9	57.1	95.6
LOS by Move:	F	E	E	F	D	D	F	E	D	F	E	F
HCM2k95thQ:	38	40	22	43	47	47	12	12	21	29	15	38

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 AM NP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:												
Base Vol:	16	2853	231	78	1507	35	6	8	8	233	3	437
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:	16	2853	231	78	1507	35	6	8	8	233	3	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2853	231	78	1507	35	6	8	8	233	3	437
User Adj:	1.00	0.86	1.00	1.00	0.79	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:	16	2454	231	78	1191	35	6	8	8	233	3	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2454	231	78	1191	35	6	8	8	233	3	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	2454	231	78	1191	35	6	8	8	233	3	437

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.43	0.57	1.00	0.99	0.01	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	771	1029	1750	1777	23	1750

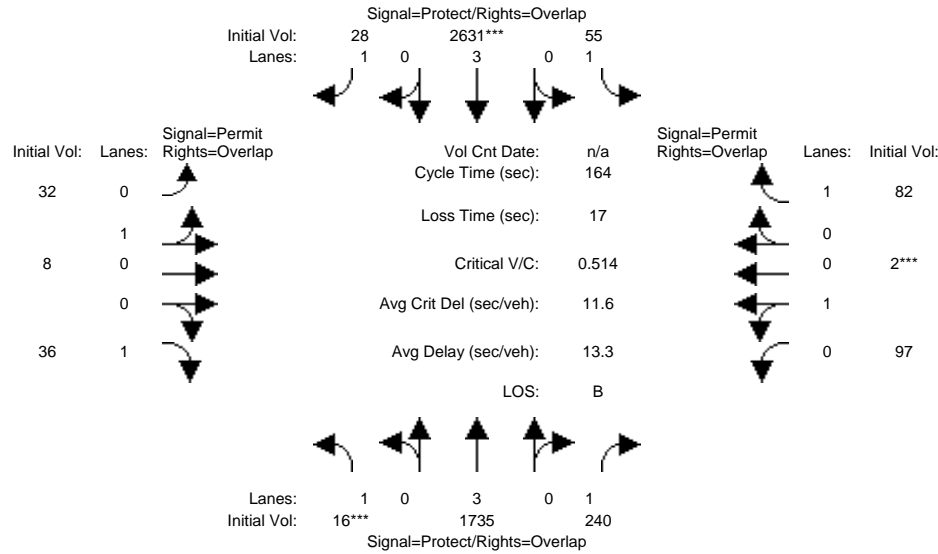
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.13	0.04	0.21	0.02	0.01	0.01	0.00	0.13	0.13	0.25
Crit Moves:	****			****								
Green Time:	6.0	116	116.2	9.8	119	119.2	27.4	27.4	33.4	27.4	27.4	37.2
Volume/Cap:	0.26	0.63	0.19	0.77	0.30	0.03	0.05	0.05	0.02	0.81	0.81	1.14
Delay/Veh:	89.7	15.7	10.2	122.0	9.8	7.8	60.6	60.6	55.3	90.3	90.3	156.7
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:	89.7	15.7	10.2	122.0	9.8	7.8	60.6	60.6	55.3	90.3	90.3	156.7
LOS by Move:	F	B	B	F	A	A	E	E	E	F	F	F
HCM2k95thQ:	2	40	10	10	14	2	2	2	1	24	24	55

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 PM NP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:												
Base Vol:	16	1735	240	55	2631	28	32	8	36	97	2	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1735	240	55	2631	28	32	8	36	97	2	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1735	240	55	2631	28	32	8	36	97	2	82
User Adj:	1.00	0.79	1.00	1.00	0.86	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:	16	1371	240	55	2263	28	32	8	36	97	2	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1371	240	55	2263	28	32	8	36	97	2	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	1371	240	55	2263	28	32	8	36	97	2	82

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.80	0.20	1.00	0.98	0.02	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1440	360	1750	1764	36	1750

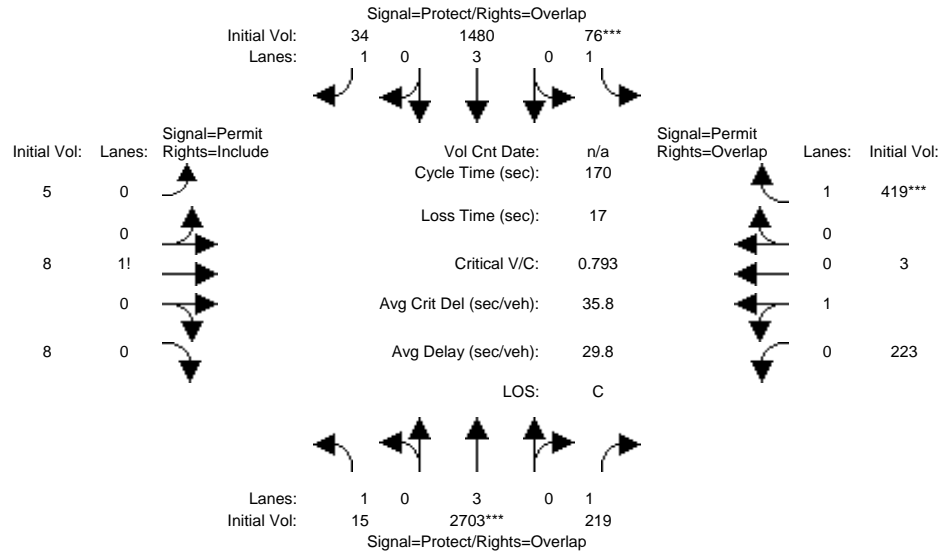
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.14	0.03	0.40	0.02	0.02	0.02	0.02	0.06	0.06	0.05
Crit Moves:	***			***						***		
Green Time:	3.0	119	119.2	8.8	125	125.2	19.4	19.4	22.4	19.4	19.4	28.2
Volume/Cap:	0.50	0.33	0.19	0.59	0.52	0.02	0.19	0.19	0.15	0.46	0.46	0.27
Delay/Veh:	126.3	8.3	7.4	99.8	8.1	4.7	67.1	67.1	63.7	74.6	74.6	61.2
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:	126.3	8.3	7.4	99.8	8.1	4.7	67.1	67.1	63.7	74.6	74.6	61.2
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2k95thQ:	2	15	9	6	25	1	4	4	4	10	10	8

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 AM PP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:												
Base Vol:	15	2703	219	76	1480	34	5	8	8	223	3	419
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	2703	219	76	1480	34	5	8	8	223	3	419
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	2703	219	76	1480	34	5	8	8	223	3	419
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	2703	219	76	1480	34	5	8	8	223	3	419
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	2703	219	76	1480	34	5	8	8	223	3	419
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	2703	219	76	1480	34	5	8	8	223	3	419

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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.24	0.38	0.38	0.99	0.01	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	417	667	667	1776	24	1750

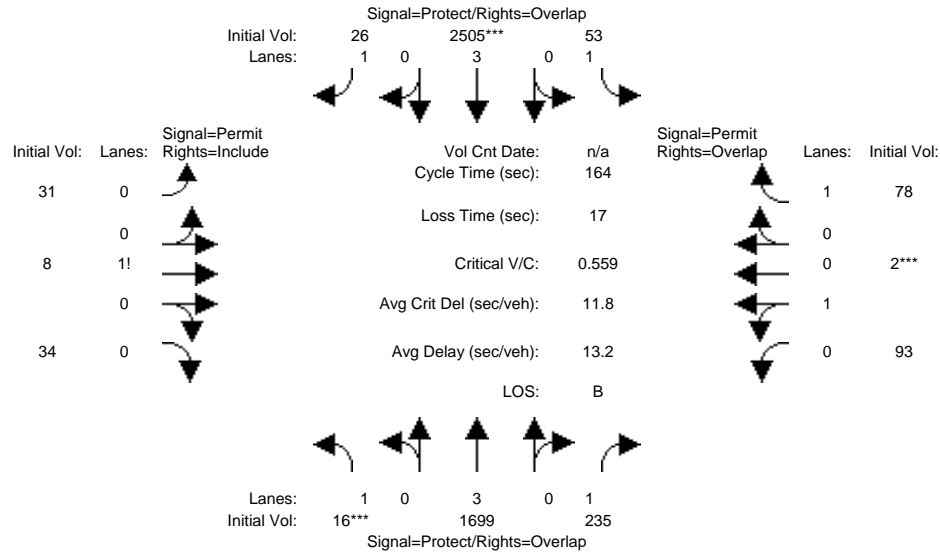
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.13	0.04	0.26	0.02	0.01	0.01	0.01	0.13	0.13	0.24
Crit Moves:	****			****						****		
Green Time:	6.0	116	116.2	9.8	119	119.2	27.4	27.4	27.4	27.4	27.4	37.2
Volume/Cap:	0.24	0.69	0.18	0.75	0.37	0.03	0.07	0.07	0.07	0.78	0.78	1.09
Delay/Veh:	88.9	17.2	10.1	119.1	10.5	7.8	61.0	61.0	61.0	86.8	86.8	140.2
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:	88.9	17.2	10.1	119.1	10.5	7.8	61.0	61.0	61.0	86.8	86.8	140.2
LOS by Move:	F	B	B	F	B	A	E	E	E	F	F	F
HCM2k95thQ:	2	48	9	9	18	1	2	2	2	22	22	51

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2023 PM PP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:												
Base Vol:	16	1699	235	53	2505	26	31	8	34	93	2	78
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:	16	1699	235	53	2505	26	31	8	34	93	2	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1699	235	53	2505	26	31	8	34	93	2	78
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:	16	1699	235	53	2505	26	31	8	34	93	2	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1699	235	53	2505	26	31	8	34	93	2	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	1699	235	53	2505	26	31	8	34	93	2	78

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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.42	0.11	0.47	0.98	0.02	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	743	192	815	1762	38	1750

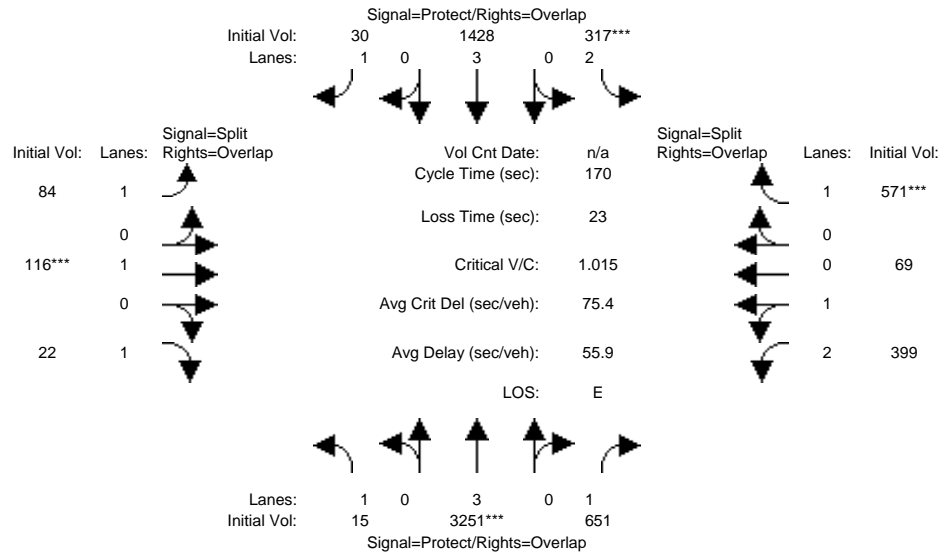
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.13	0.03	0.44	0.01	0.04	0.04	0.04	0.05	0.05	0.04
Crit Moves:	***			****						****		
Green Time:	3.0	119	119.2	8.8	125	125.2	19.4	19.4	22.4	19.4	19.4	28.2
Volume/Cap:	0.50	0.41	0.18	0.56	0.58	0.02	0.35	0.35	0.31	0.45	0.45	0.26
Delay/Veh:	126.3	9.0	7.4	98.0	8.7	4.7	71.2	71.2	67.1	73.9	73.9	60.9
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:	126.3	9.0	7.4	98.0	8.7	4.7	71.2	71.2	67.1	73.9	73.9	60.9
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2k95thQ:	2	20	8	6	28	1	8	8	8	10	10	8

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 AM NP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	15	3251	651	317	1428	30	84	116	22	399	69	571
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	3251	651	317	1428	30	84	116	22	399	69	571
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	3251	651	317	1428	30	84	116	22	399	69	571
User Adj:	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	2796	651	317	1428	30	84	116	22	399	69	571
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	2796	651	317	1428	30	84	116	22	399	69	571
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	2796	651	317	1428	30	84	116	22	399	69	571

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.85	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.60	0.40	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4215	729	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.49	0.37	0.10	0.25	0.02	0.05	0.06	0.01	0.09	0.09	0.33
Crit Moves:	****			****			****			****		
Green Time:	5.0	85.2	111.3	20.1	104	119.7	15.5	15.5	17.3	26.1	26.1	46.2
Volume/Cap:	0.29	0.98	0.57	0.85	0.41	0.02	0.53	0.67	0.12	0.62	0.62	1.20
Delay/Veh:	83.9	53.8	16.8	90.4	17.1	7.6	77.0	84.5	69.8	68.8	68.8	170.9
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:	83.9	53.8	16.8	90.4	17.1	7.6	77.0	84.5	69.8	68.8	68.8	170.9
LOS by Move:	F	D	B	F	B	A	E	F	E	E	E	F
HCM2k95thQ:	2	70	32	22	22	1	10	13	2	17	17	72

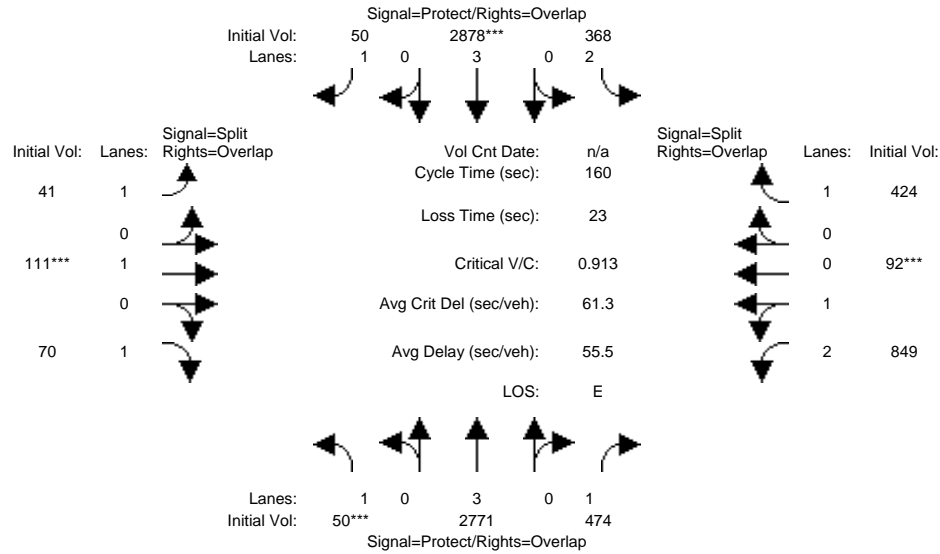
Note: Queue reported is the number of cars per lane.



Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 PM NP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:												
Base Vol:	50	2771	474	368	2878	50	41	111	70	849	92	424
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:	50	2771	474	368	2878	50	41	111	70	849	92	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2771	474	368	2878	50	41	111	70	849	92	424
User Adj:	1.00	0.79	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:	50	2189	474	368	2878	50	41	111	70	849	92	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2189	474	368	2878	50	41	111	70	849	92	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	2189	474	368	2878	50	41	111	70	849	92	424

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.86	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.73	0.27	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4462	484	1750

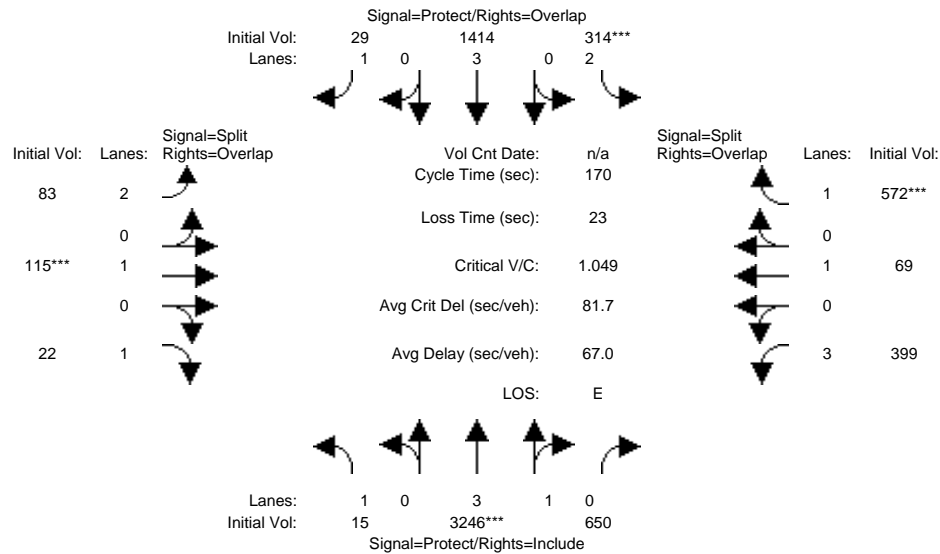
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.27	0.12	0.50	0.03	0.02	0.06	0.04	0.19	0.19	0.24
Crit Moves:	***			***			***			***		
Green Time:	5.8	63.2	99.3	26.1	83.2	95.7	12.5	12.5	18.3	36.1	36.1	62.2
Volume/Cap:	0.79	0.97	0.44	0.72	0.97	0.05	0.30	0.75	0.35	0.84	0.84	0.62
Delay/Veh:	123.1	55.9	8.5	68.2	57.8	18.5	70.9	91.0	66.4	65.2	65.2	41.2
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:	123.1	55.9	8.5	68.2	57.8	18.5	70.9	91.0	66.4	65.2	65.2	41.2
LOS by Move:	F	E	A	E	E	B	E	F	E	E	E	D
HCM2k95thQ:	5	53	12	21	79	3	5	13	7	33	33	31

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 AM PP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:												
Base Vol:	15	3246	650	314	1414	29	83	115	22	399	69	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	3246	650	314	1414	29	83	115	22	399	69	572
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	3246	650	314	1414	29	83	115	22	399	69	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	3246	650	314	1414	29	83	115	22	399	69	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	3246	650	314	1414	29	83	115	22	399	69	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	3246	650	314	1414	29	83	115	22	399	69	572

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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.31	0.69	2.00	3.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	6247	1251	3150	5700	1750	3150	1900	1750	4551	1900	1750

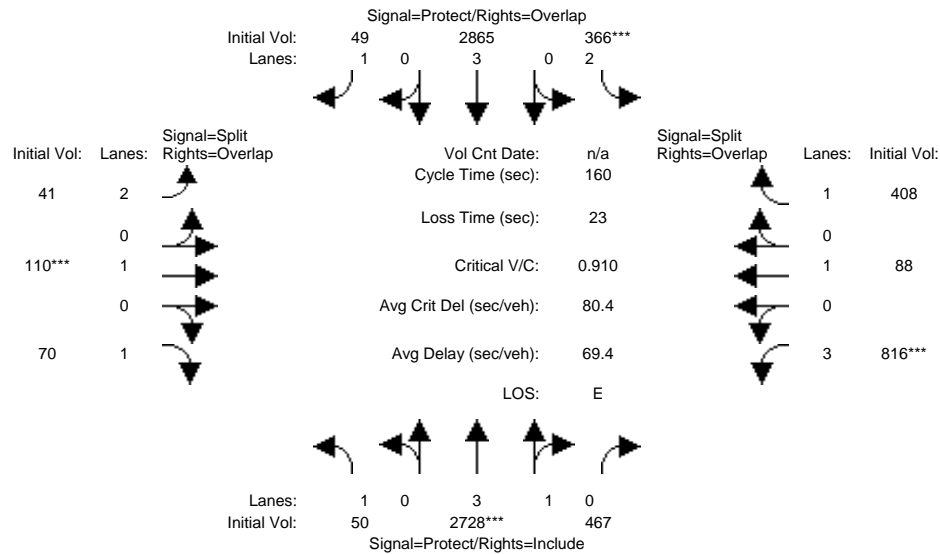
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.10	0.25	0.02	0.03	0.06	0.01	0.09	0.04	0.33
Crit Moves:	****			****			****			****		
Green Time:	5.0	85.2	85.2	20.1	104	119.7	15.5	15.5	17.3	26.1	26.1	46.2
Volume/Cap:	0.29	1.04	1.04	0.84	0.40	0.02	0.29	0.66	0.12	0.57	0.24	1.20
Delay/Veh:	83.9	67.8	67.8	89.3	17.0	7.6	72.7	84.0	69.8	67.9	63.6	171.7
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:	83.9	67.8	67.8	89.3	17.0	7.6	72.7	84.0	69.8	67.9	63.6	171.7
LOS by Move:	F	E	E	F	B	A	E	F	E	E	E	F
HCM2k95thQ:	2	81	81	22	22	1	5	13	2	16	6	72

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 PM PP

Intersection #1: Capitol Expressway & Capitol Avenue



Street Name:	Capitol Expressway						Capitol Avenue / Excalibur Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.2	5.8	5.8	5.9	5.8	5.8	5.5	5.5	5.5	5.9	5.9	5.9

Volume Module:												
Base Vol:	50	2728	467	366	2865	49	41	110	70	816	88	408
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:	50	2728	467	366	2865	49	41	110	70	816	88	408
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2728	467	366	2865	49	41	110	70	816	88	408
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:	50	2728	467	366	2865	49	41	110	70	816	88	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2728	467	366	2865	49	41	110	70	816	88	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	2728	467	366	2865	49	41	110	70	816	88	408

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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.39	0.61	2.00	3.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	6402	1096	3150	5700	1750	3150	1900	1750	4551	1900	1750

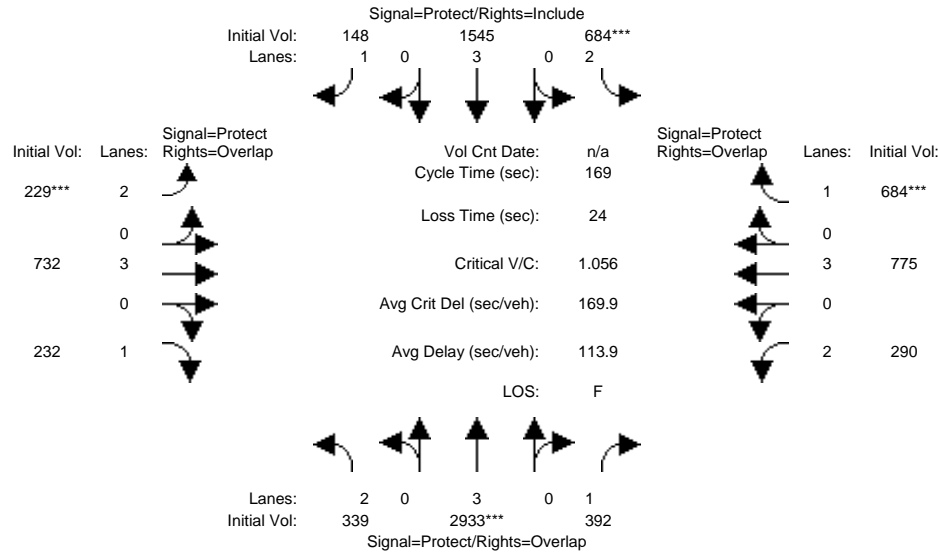
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.12	0.50	0.03	0.01	0.06	0.04	0.18	0.05	0.23
Crit Moves:	****			****			****			****		
Green Time:	5.8	63.2	63.2	26.1	83.2	95.7	12.5	12.5	18.3	36.1	36.1	62.2
Volume/Cap:	0.79	1.08	1.08	0.71	0.97	0.05	0.17	0.74	0.35	0.79	0.21	0.60
Delay/Veh:	123.1	86.0	86.0	68.1	56.9	18.5	69.2	90.2	66.4	62.8	50.5	40.5
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:	123.1	86.0	86.0	68.1	56.9	18.5	69.2	90.2	66.4	62.8	50.5	40.5
LOS by Move:	F	F	F	E	E	B	E	F	E	E	D	D
HCM2k95thQ:	5	69	69	21	78	3	3	13	7	30	7	30

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 AM NP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.2	6.2

Volume Module:												
Base Vol:	339	2933	392	684	1545	148	229	732	232	290	775	684
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:	339	2933	392	684	1545	148	229	732	232	290	775	684
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	2933	392	684	1545	148	229	732	232	290	775	684
User Adj:	1.00	0.86	1.00	1.00	0.79	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:	339	2522	392	684	1221	148	229	732	232	290	775	684
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	2522	392	684	1221	148	229	732	232	290	775	684
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	339	2522	392	684	1221	148	229	732	232	290	775	684

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

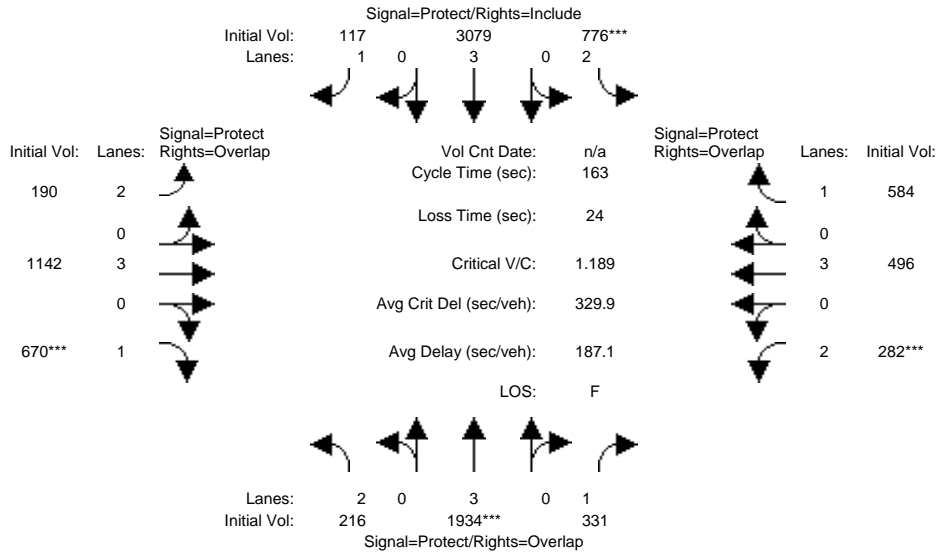
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.22	0.22	0.21	0.08	0.07	0.13	0.13	0.09	0.14	0.39
Crit Moves:	****			****			****			****		
Green Time:	21.5	65.2	79.9	21.1	65.2	65.2	15.7	43.9	65.4	14.7	42.8	63.9
Volume/Cap:	0.85	1.15	0.47	1.74	0.56	0.22	0.78	0.49	0.34	1.06	0.54	1.03
Delay/Veh:	87.4	130	37.0	416.7	45.9	39.3	87.8	53.4	36.9	147.7	54.9	96.5
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:	87.4	130	37.0	416.7	45.9	39.3	87.8	53.4	36.9	147.7	54.9	96.5
LOS by Move:	F	F	D	F	D	D	F	D	D	F	D	F
HCM2k95thQ:	18	82	28	66	30	12	16	21	19	24	21	71

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 PM NP

Intersection #2: Capitol Expressway & Story Road



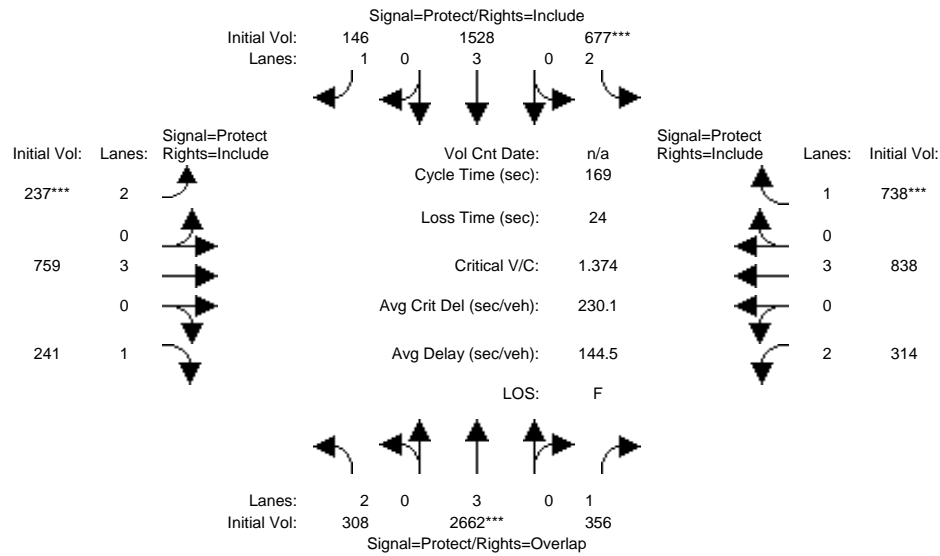
Street Name:	Capitol Expressway						Story Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.2	6.2
Volume Module:												
Base Vol:	216	1934	331	776	3079	117	190	1142	670	282	496	584
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:	216	1934	331	776	3079	117	190	1142	670	282	496	584
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	1934	331	776	3079	117	190	1142	670	282	496	584
User Adj:	1.00	0.79	1.00	1.00	0.86	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:	216	1528	331	776	2648	117	190	1142	670	282	496	584
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1528	331	776	2648	117	190	1142	670	282	496	584
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	216	1528	331	776	2648	117	190	1142	670	282	496	584
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.60	1.00	0.92	0.83	0.83	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	2268	5700	1750	3150	4731	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.19	0.34	0.46	0.07	0.06	0.24	0.38	0.09	0.09	0.33
Crit Moves:	****			****			****			****		
Green Time:	15.5	34.2	50.9	20.1	62.2	62.2	17.7	44.9	60.4	16.7	43.8	60.9
Volume/Cap:	0.72	1.28	0.61	2.77	1.22	0.18	0.56	0.88	1.03	0.87	0.32	0.89
Delay/Veh:	79.9	197	52.8	880.1	159	37.6	70.9	63.4	95.4	94.2	47.9	62.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.9	197	52.8	880.1	159	37.6	70.9	63.4	95.4	94.2	47.9	62.6
LOS by Move:	E	F	D	F	F	D	E	E	F	F	D	E
HCM2k95thQ:	11	59	26	89	92	9	12	36	68	20	12	52

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 AM PP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.3	6.2

Volume Module:												
Base Vol:	308	2662	356	677	1528	146	237	759	241	314	838	738
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	2662	356	677	1528	146	237	759	241	314	838	738
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	2662	356	677	1528	146	237	759	241	314	838	738
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	2662	356	677	1528	146	237	759	241	314	838	738
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	2662	356	677	1528	146	237	759	241	314	838	738
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	308	2662	356	677	1528	146	237	759	241	314	838	738

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

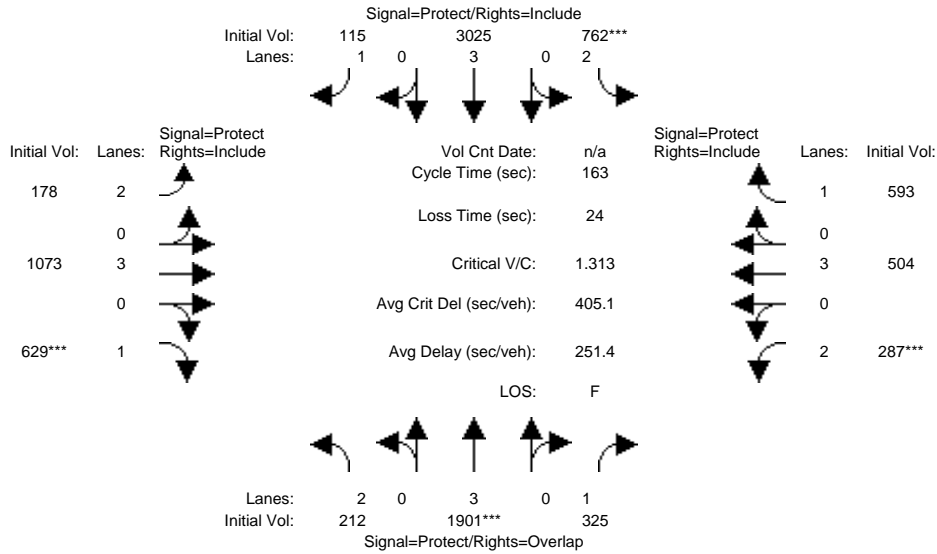
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.20	0.21	0.27	0.08	0.08	0.13	0.14	0.10	0.15	0.42
Crit Moves:	****			****			****			****		
Green Time:	21.5	65.2	65.2	21.1	65.2	65.2	15.7	43.9	43.9	14.7	42.8	42.8
Volume/Cap:	0.77	1.21	0.53	1.72	0.69	0.22	0.81	0.51	0.53	1.15	0.58	1.66
Delay/Veh:	80.1	158	45.8	408.9	50.0	39.3	90.6	53.7	54.9	176.7	55.8	372.1
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:	80.1	158	45.8	408.9	50.0	39.3	90.6	53.7	54.9	176.7	55.8	372.1
LOS by Move:	F	F	D	F	D	D	F	D	D	F	E	F
HCM2k95thQ:	16	93	27	65	39	12	17	21	22	27	23	121

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 PM PP

Intersection #2: Capitol Expressway & Story Road



Street Name:	Capitol Expressway						Story Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.5	5.8	5.8	5.9	5.8	5.8	6.3	6.1	6.1	6.3	6.2	6.2

Volume Module:												
Base Vol:	212	1901	325	762	3025	115	178	1073	629	287	504	593
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:	212	1901	325	762	3025	115	178	1073	629	287	504	593
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1901	325	762	3025	115	178	1073	629	287	504	593
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:	212	1901	325	762	3025	115	178	1073	629	287	504	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1901	325	762	3025	115	178	1073	629	287	504	593
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	212	1901	325	762	3025	115	178	1073	629	287	504	593

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.60	1.00	0.92	0.83	0.83	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	2268	5700	1750	3150	4731	1750	3150	5700	1750

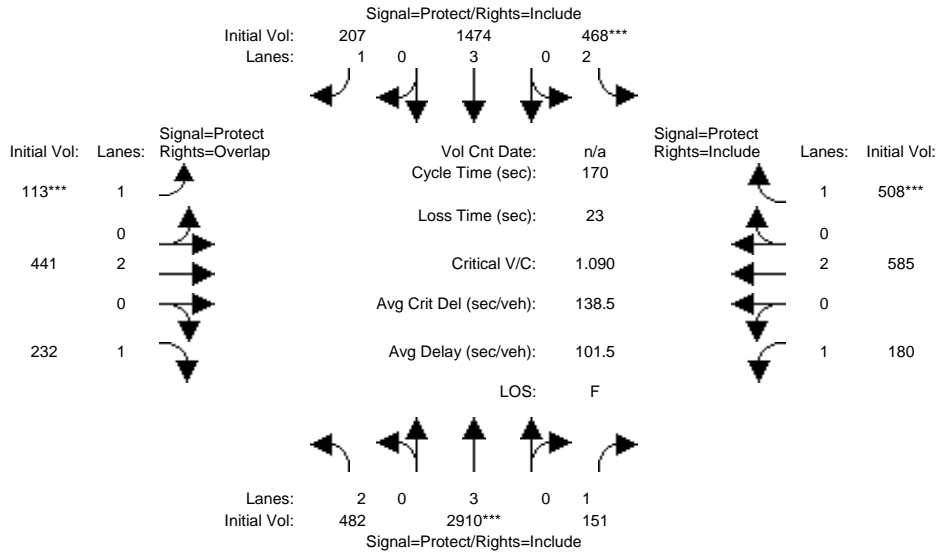
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.19	0.34	0.53	0.07	0.06	0.23	0.36	0.09	0.09	0.34
Crit Moves:	****			****			****			****		
Green Time:	15.5	34.2	50.9	20.1	62.2	62.2	17.7	44.9	44.9	16.7	43.8	43.8
Volume/Cap:	0.71	1.59	0.59	2.72	1.39	0.17	0.52	0.82	1.30	0.89	0.33	1.26
Delay/Veh:	79.1	335	52.5	857.7	235	37.5	70.1	59.7	210.6	96.8	47.9	193.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	335	52.5	857.7	235	37.5	70.1	59.7	210.6	96.8	47.9	193.3
LOS by Move:	E	F	D	F	F	D	E	E	F	F	D	F
HCM2k95thQ:	11	89	26	87	123	9	11	32	83	20	13	76

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 AM NP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	482	2910	151	468	1474	207	113	441	232	180	585	508
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:	482	2910	151	468	1474	207	113	441	232	180	585	508
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	2910	151	468	1474	207	113	441	232	180	585	508
User Adj:	1.00	0.86	1.00	1.00	0.79	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:	482	2503	151	468	1164	207	113	441	232	180	585	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	2503	151	468	1164	207	113	441	232	180	585	508
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	482	2503	151	468	1164	207	113	441	232	180	585	508

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.15	0.44	0.09	0.15	0.20	0.12	0.06	0.12	0.13	0.10	0.15	0.29
Crit Moves:	****			****			****			****		
Green Time:	24.8	65.2	65.2	18.2	59.2	59.2	14.5	45.3	70.1	18.1	49.3	49.3
Volume/Cap:	1.05	1.14	0.22	1.39	0.59	0.34	0.76	0.44	0.32	0.97	0.53	1.00
Delay/Veh:	127.9	124	36.1	267.5	46.7	42.5	105.6	53.1	35.0	133.2	52.5	100.5
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:	127.9	124	36.1	267.5	46.7	42.5	105.6	53.1	35.0	133.2	52.5	100.5
LOS by Move:	F	F	D	F	D	D	F	D	D	F	D	F
HCM2k95thQ:	31	93	11	40	27	15	14	16	15	23	21	55

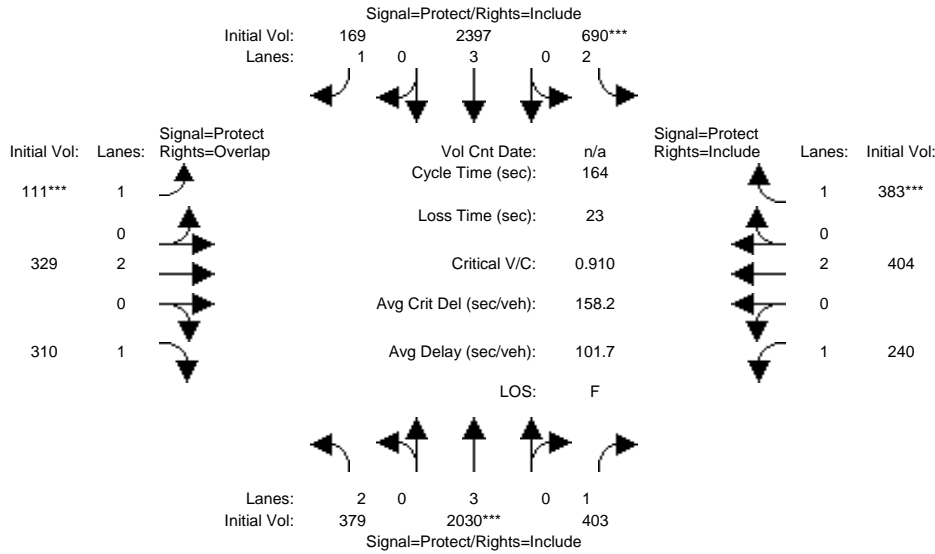
Note: Queue reported is the number of cars per lane.



Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 PM NP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	379	2030	403	690	2397	169	111	329	310	240	404	383
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:	379	2030	403	690	2397	169	111	329	310	240	404	383
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	2030	403	690	2397	169	111	329	310	240	404	383
User Adj:	1.00	0.79	1.00	1.00	0.86	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:	379	1604	403	690	2061	169	111	329	310	240	404	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1604	403	690	2061	169	111	329	310	240	404	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	379	1604	403	690	2061	169	111	329	310	240	404	383

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

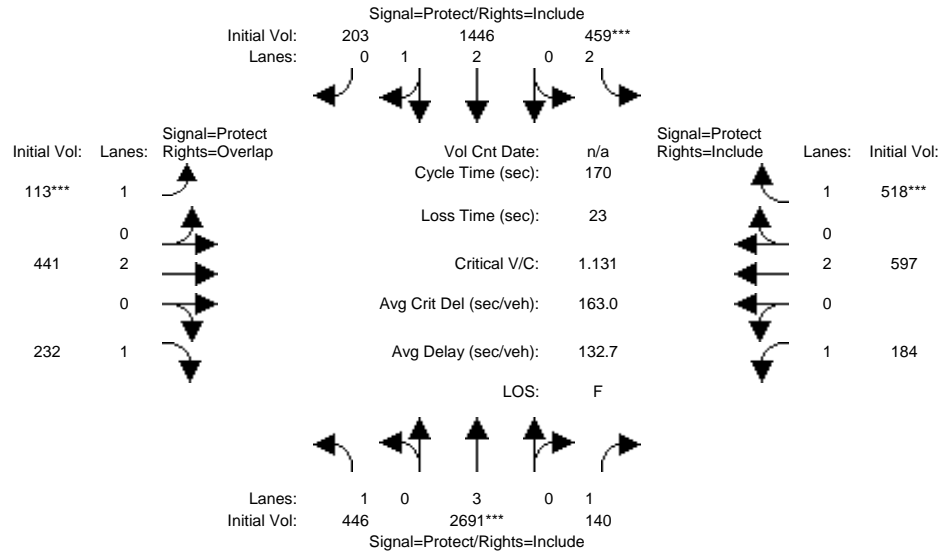
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.23	0.22	0.36	0.10	0.06	0.09	0.18	0.14	0.11	0.22
Crit Moves:	****			****			****			****		
Green Time:	17.8	45.2	45.2	22.2	74.2	74.2	13.5	29.3	47.1	20.1	36.3	36.3
Volume/Cap:	1.11	1.02	0.84	1.62	0.80	0.21	0.77	0.48	0.62	1.12	0.48	0.99
Delay/Veh:	154.4	87.5	71.6	359.5	41.2	27.8	105.8	63.0	56.2	168.9	57.6	106.7
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:	154.4	87.5	71.6	359.5	41.2	27.8	105.8	63.0	56.2	168.9	57.6	106.7
LOS by Move:	F	F	E	F	D	C	F	E	E	F	E	F
HCM2k95thQ:	26	53	36	62	44	10	14	14	24	32	16	41

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 AM PP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	446	2691	140	459	1446	203	113	441	232	184	597	518
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:	446	2691	140	459	1446	203	113	441	232	184	597	518
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	2691	140	459	1446	203	113	441	232	184	597	518
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:	446	2691	140	459	1446	203	113	441	232	184	597	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	2691	140	459	1446	203	113	441	232	184	597	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	446	2691	140	459	1446	203	113	441	232	184	597	518

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	4910	689	1750	3800	1750	1750	3800	1750

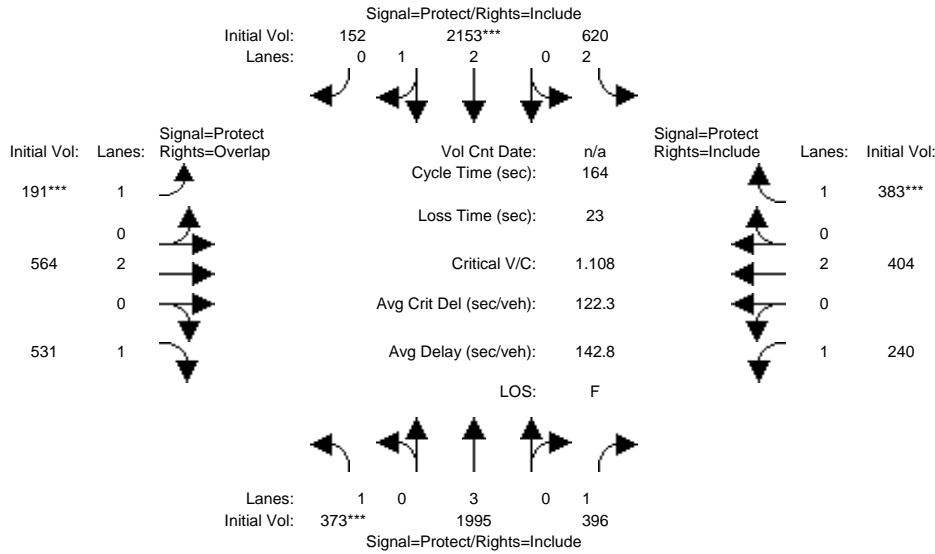
Capacity Analysis Module:												
Vol/Sat:	0.25	0.47	0.08	0.15	0.29	0.29	0.06	0.12	0.13	0.11	0.16	0.30
Crit Moves:	****			****			****			****		
Green Time:	24.8	65.2	65.2	18.2	59.2	59.2	14.5	45.3	70.1	18.1	49.3	49.3
Volume/Cap:	1.75	1.23	0.21	1.36	0.85	0.85	0.76	0.44	0.32	0.99	0.54	1.02
Delay/Veh:	424.4	161	35.8	256.3	55.9	55.9	105.6	53.1	35.0	138.5	52.7	105.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	424.4	161	35.8	256.3	55.9	55.9	105.6	53.1	35.0	138.5	52.7	105.6
LOS by Move:	F	F	D	F	E	E	F	D	D	F	D	F
HCM2k95thQ:	80	108	10	38	45	45	14	16	15	24	22	57

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 PM PP

Intersection #3: Capitol Expressway & Ocala Avenue



Street Name:	Capitol Expressway						Ocala Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.2	5.8	5.8	5.8	5.8	5.8	5.5	5.7	5.7	5.9	5.7	5.7

Volume Module:	Capitol Expressway NB			Capitol Expressway SB			Ocala Avenue EB			Ocala Avenue WB		
Base Vol:	373	1995	396	620	2153	152	191	564	531	240	404	383
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:	373	1995	396	620	2153	152	191	564	531	240	404	383
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	1995	396	620	2153	152	191	564	531	240	404	383
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:	373	1995	396	620	2153	152	191	564	531	240	404	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1995	396	620	2153	152	191	564	531	240	404	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	373	1995	396	620	2153	152	191	564	531	240	404	383

Saturation Flow Module:	Capitol Expressway NB			Capitol Expressway SB			Ocala Avenue EB			Ocala Avenue WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5230	369	1750	3800	1750	1750	3800	1750

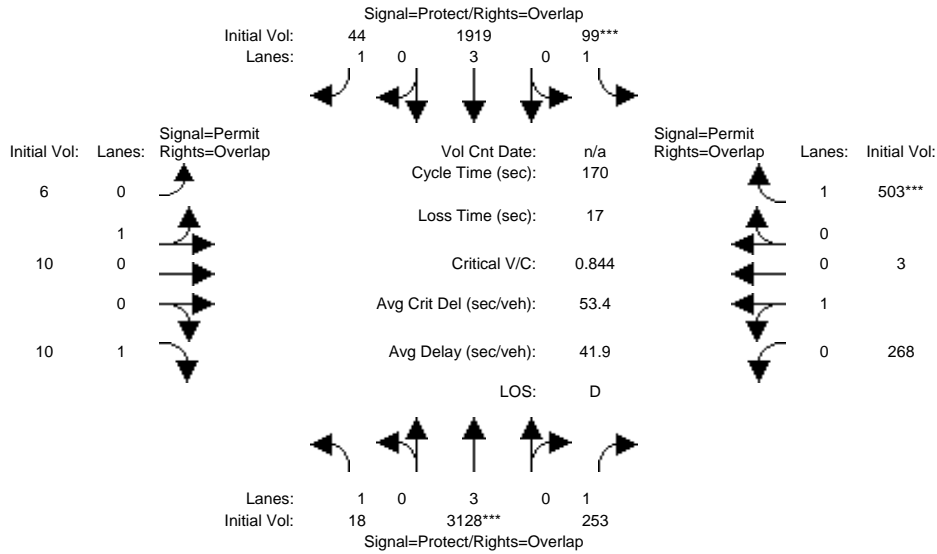
Capacity Analysis Module:	Capitol Expressway NB			Capitol Expressway SB			Ocala Avenue EB			Ocala Avenue WB		
Vol/Sat:	0.21	0.35	0.23	0.20	0.41	0.41	0.11	0.15	0.30	0.14	0.11	0.22
Crit Moves:	***			****			****			****		
Green Time:	17.8	45.2	45.2	22.2	74.2	74.2	13.5	29.3	47.1	20.1	36.3	36.3
Volume/Cap:	1.96	1.27	0.82	1.45	0.91	0.91	1.33	0.83	1.06	1.12	0.48	0.99
Delay/Veh:	525.6	186	70.1	287.8	48.0	48.0	262.0	76.3	114.3	168.9	57.6	106.7
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:	525.6	186	70.1	287.8	48.0	48.0	262.0	76.3	114.3	168.9	57.6	106.7
LOS by Move:	F	F	E	F	D	D	F	E	F	F	E	F
HCM2k95thQ:	71	82	35	51	55	55	30	26	59	32	16	41

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 AM NP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:												
Base Vol:	18	3128	253	99	1919	44	6	10	10	268	3	503
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:	18	3128	253	99	1919	44	6	10	10	268	3	503
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	3128	253	99	1919	44	6	10	10	268	3	503
User Adj:	1.00	0.86	1.00	1.00	0.79	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:	18	2690	253	99	1516	44	6	10	10	268	3	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	2690	253	99	1516	44	6	10	10	268	3	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	2690	253	99	1516	44	6	10	10	268	3	503

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.37	0.63	1.00	0.99	0.01	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	675	1125	1750	1780	20	1750

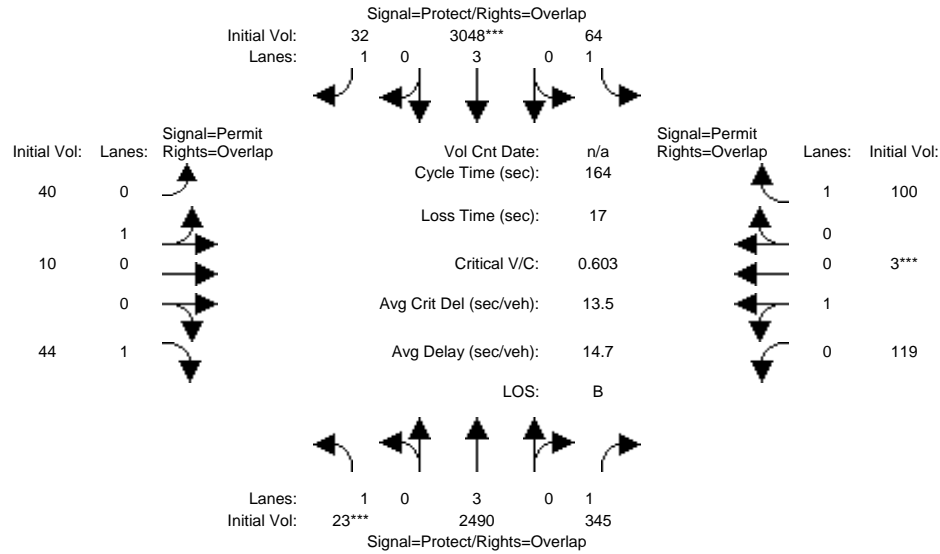
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.14	0.06	0.27	0.03	0.01	0.01	0.01	0.15	0.15	0.29
Crit Moves:	****		****									
Green Time:	6.0	116	116.2	9.8	119	119.2	27.4	27.4	33.4	27.4	27.4	37.2
Volume/Cap:	0.29	0.69	0.21	0.98	0.38	0.04	0.06	0.06	0.03	0.93	0.93	1.31
Delay/Veh:	91.5	17.1	10.4	164.9	10.6	7.8	60.7	60.7	55.3	108.7	109	225.1
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:	91.5	17.1	10.4	164.9	10.6	7.8	60.7	60.7	55.3	108.7	109	225.1
LOS by Move:	F	B	B	F	B	A	E	E	E	F	F	F
HCM2k95thQ:	2	48	10	13	18	2	2	2	1	30	30	73

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 PM NP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:												
Base Vol:	23	2490	345	64	3048	32	40	10	44	119	3	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	2490	345	64	3048	32	40	10	44	119	3	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	2490	345	64	3048	32	40	10	44	119	3	100
User Adj:	1.00	0.79	1.00	1.00	0.86	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:	23	1967	345	64	2621	32	40	10	44	119	3	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1967	345	64	2621	32	40	10	44	119	3	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1967	345	64	2621	32	40	10	44	119	3	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.80	0.20	1.00	0.98	0.02	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1440	360	1750	1756	44	1750

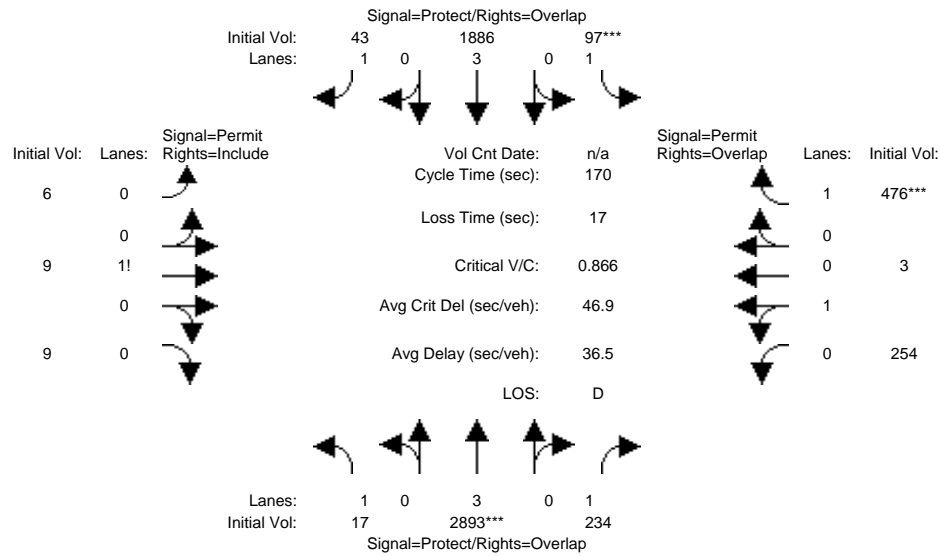
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.20	0.04	0.46	0.02	0.03	0.03	0.03	0.07	0.07	0.06
Crit Moves:	***			****						****		
Green Time:	3.0	119	119.2	8.8	125	125.2	19.4	19.4	22.4	19.4	19.4	28.2
Volume/Cap:	0.72	0.47	0.27	0.68	0.60	0.02	0.23	0.23	0.18	0.57	0.57	0.33
Delay/Veh:	165.6	9.7	8.1	109.4	9.1	4.7	68.1	68.1	64.4	79.1	79.1	62.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.6	9.7	8.1	109.4	9.1	4.7	68.1	68.1	64.4	79.1	79.1	62.6
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2k95thQ:	3	24	12	7	31	1	5	5	5	13	13	10

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 AM PP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:												
Base Vol:	17	2893	234	97	1886	43	6	9	9	254	3	476
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:	17	2893	234	97	1886	43	6	9	9	254	3	476
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2893	234	97	1886	43	6	9	9	254	3	476
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:	17	2893	234	97	1886	43	6	9	9	254	3	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2893	234	97	1886	43	6	9	9	254	3	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2893	234	97	1886	43	6	9	9	254	3	476

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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.25	0.37	0.38	0.99	0.01	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	438	656	656	1779	21	1750

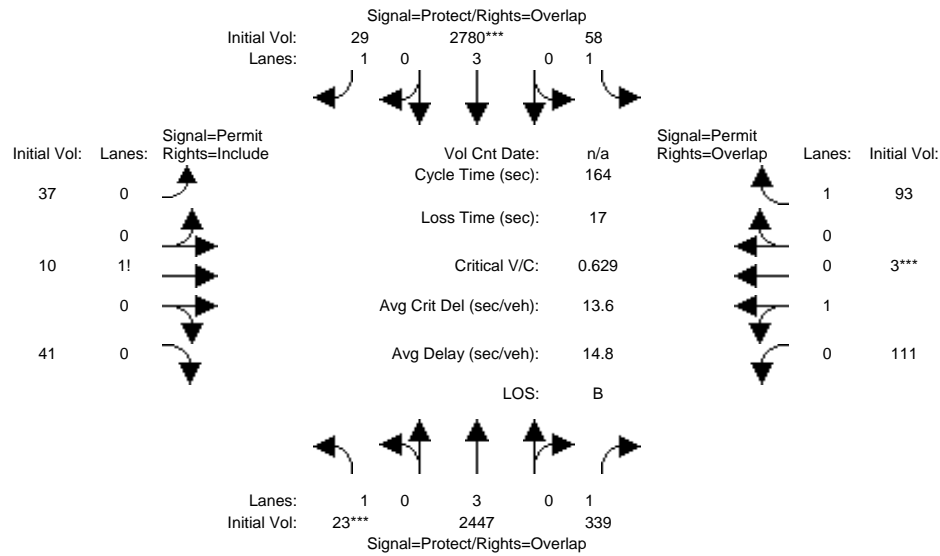
Capacity Analysis Module:												
Vol/Sat:	0.01	0.51	0.13	0.06	0.33	0.02	0.01	0.01	0.01	0.14	0.14	0.27
Crit Moves:	****			****						****		
Green Time:	6.0	116	116.2	9.8	119	119.2	27.4	27.4	27.4	27.4	27.4	37.2
Volume/Cap:	0.28	0.74	0.20	0.96	0.47	0.04	0.09	0.09	0.09	0.89	0.89	1.24
Delay/Veh:	90.6	18.6	10.2	159.8	11.7	7.8	61.2	61.2	61.2	100.0	100	196.1
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:	90.6	18.6	10.2	159.8	11.7	7.8	61.2	61.2	61.2	100.0	100	196.1
LOS by Move:	F	B	B	F	B	A	E	E	E	F	F	F
HCM2k95thQ:	2	56	10	12	23	2	3	3	3	27	27	66

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

Capitol Expressway LRT Corridor  
San Jose  
Santa Clara County

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2043 PM PP

Intersection #4: Capitol Expressway and Cunningham Avenue



Street Name:	Capitol Expressway						Cunningham Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.8	5.8	5.2	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6

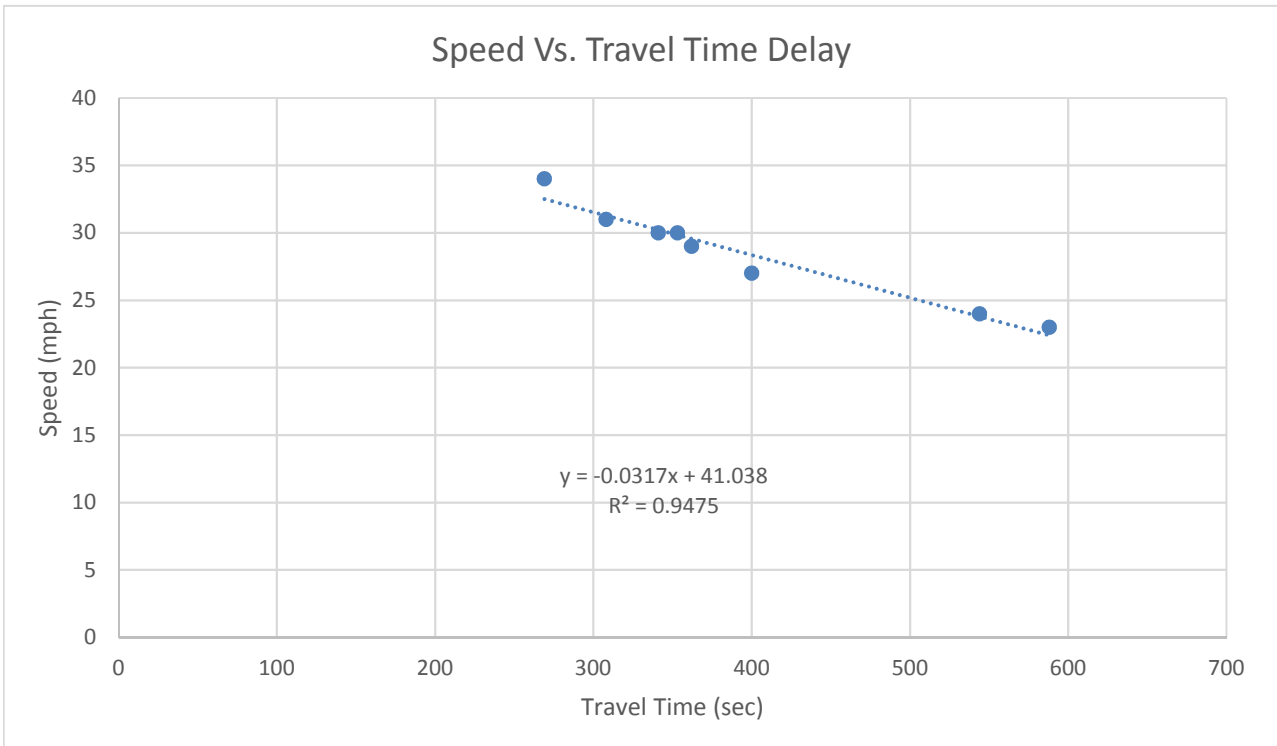
Volume Module:												
Base Vol:	23	2447	339	58	2780	29	37	10	41	111	3	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	2447	339	58	2780	29	37	10	41	111	3	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	2447	339	58	2780	29	37	10	41	111	3	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	2447	339	58	2780	29	37	10	41	111	3	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2447	339	58	2780	29	37	10	41	111	3	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	2447	339	58	2780	29	37	10	41	111	3	93

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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.42	0.11	0.47	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	736	199	815	1753	47	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.19	0.03	0.49	0.02	0.05	0.05	0.05	0.06	0.06	0.05
Crit Moves:	***			****						****		
Green Time:	3.0	119	119.2	8.8	125	125.2	19.4	19.4	22.4	19.4	19.4	28.2
Volume/Cap:	0.72	0.59	0.27	0.62	0.64	0.02	0.43	0.43	0.37	0.54	0.54	0.31
Delay/Veh:	165.6	11.3	8.1	102.7	9.7	4.7	73.4	73.4	68.7	77.4	77.4	62.0
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:	165.6	11.3	8.1	102.7	9.7	4.7	73.4	73.4	68.7	77.4	77.4	62.0
LOS by Move:	F	B	A	F	A	A	E	E	E	E	E	E
HCM2k95thQ:	3	34	12	6	33	1	9	9	9	12	12	9

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

### Regression Analysis (Speed vs. Travel Time Delay Data under Existing Conditions)



Existing Travel Time (sec)	Existing Speed (mph)
588	23
544	24
362	29
400	27
308	31
269	34
353	30
341	30



## **Appendix C**

### **TDF Model Roadway Improvement Assumptions**

YEAR 2023 MODEL NETWORK IMPROVEMENTS CONSIDERED/IMPLEMENTED\*

RTPID	Improvement
17-07-0025	I-280/Winchester Blvd Interchange Improvements. Improve I-280/ Winchester Blvd Interchange to relieve congestion and improve operations and local circulation.
17-07-0031	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expwy interchange improvements - Modify existing loop cloverleaf ramp from SB US 101 to Trimble Rd. into a partial cloverleaf ramp. Modify the SB US 101 on-ramp from De La Cruz Blvd./Central Expwy to 1 mixed-flow and 1 HOV lane with ramp meter. The De La Cruz Blvd. bridge to be widened from 4 to 6 lanes.
17-07-0033	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement. The project proposes to improve local road operations on Mathilda Avenue in the City of Sunnyvale from Almanor Avenue to Innovation Way, including on- and off-ramp improvements at the State Route (SR) 237/Mathilda Avenue and US 101/Mathilda Avenue interchanges.
17-07-0036	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane. Widen off-ramp from Northbound SR 85 to SR 237 Eastbound to two lanes; construct <b>auxiliary lane</b> on Eastbound SR 237 between SR 85 on-ramp to Middlefield Rd.; construct braid off-ramp on Eastbound SR 237 between SR 85 and Dana St.
17-07-0037	SR 85/El Camino Real Interchange Improvements. Improve SR 85 auxiliary lanes between El Camino Real and SR 237, and SR 85/El Camino Real interchange.
17-07-0038	US 101/Blossom Hill Rd. Interchange Improvements. Widen Interchange at U.S. 101/Blossom Hill Road.
17-07-0043	SR 237/El Camino Real/Grant Rd. Intersection Improvements. Widen Westbound SR 237 within the existing median to extend both of the left-turn lanes; lengthen the Northbound El Camino Real right-turn lane onto SR 237 starting the lane at Yuba Drive; widen the Southbound El Camino Real left-turn lane within the existing median; and construct a right-turn lane on Southbound El Camino Real for traffic accessing Westbound Grant Rd.
17-07-0044	Double Lane Southbound US 101 off-ramp to Southbound SR 87. Widen Southbound US 101 freeway connector to Southbound SR 87 to add a second lane and install TDS.
17-07-0051	Widen Calaveras Blvd. overpass from 4 to 6 lanes. Replaces the existing four lane bridge, which currently has a single sidewalk and no bicycle lane over the Union Pacific (UP) Railroad tracks, to a six lane bridge. Project will also add sidewalks and bicycle lanes in both directions.
17-07-0068	237 WB Additional Lane from McCarthy to North First. Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by the addition of SR 237 westbound auxiliary lane between McCarthy Boulevard and North First Street
17-07-0069	US 101/SR 25 Interchange. The project consists of reconfiguring the interchange at US 101 and SR 25 just south of the City of Gilroy in Santa Clara County, connecting SR 25 and Santa Teresa Boulevard, and widening the existing freeway from 4 to 6 lanes from the Monterey Street interchange to the US 101/SR 25 interchange.
17-07-0070	SR 237 Express Lanes North First St. to Mathilda Ave. Convert HOV to express lane in both directions.
17-07-0081	I-880 Express Lanes: SR-237 to US-101. Convert existing HOV lane to an express lane in both directions between SR 237 and US 101.
17-07-0087	Widen San Tomas Expressway to 8 Lanes from Stevens Creek Blvd to Campbell Ave.
17-07-0005	Minor Roadway Expansions. This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads throughout Santa Clara County such as Buena Vista Avenue, bridges over US 101 in Gilroy, Blossom Hill Road, Lark Avenue, Pollard Road, Union Avenue, Butterfield Road, San Antonio Road, Charcot Avenue, King Road, Montague Expressway, San Carlos Street, Zanker Road, Coleman Avenue, Autumn Street, Winchester Boulevard, Center Avenue, DeWitt Avenue, Hill Road, Wastonville Road, Mary Avenue, and Wildwood Avenue Santa Clara Auto
17-07-0078	Envision Expressway (Tier 1 Expressway Plan) Major and Minor Projects. Various operational and capacity improvements to expressways in Santa Clara County comprising the Tier 1 investments from the Santa Clara County Expressway Plan. These projects include capacity improvements for Almaden Expressway, Capitol Expressway, Foothill Expressway, Lawrence Expressway, Montague Expressway, Oregon-Page Mill Expressway, San Tomas Expressway, Santa Teresa Boulevard. This project also includes the following ITS/Signal upgrades: Replace/upgrade/add fiber optic lines; upgrade equipment for new technologies; systemwide pedestrian sensors; enhance/replace bicycle and vehicle detection with new technologies on the County expressways.
17-07-0079	Envision Highway Minor Projects. Includes: I-280 NB Second exit lane to Foothill Expressway; SR 17 SB/Hamilton Ave Off-Ramp widening; San Tomas expressway at SR-17 Improvements; US101/SR 152 10th Street Ramp and Intersection Improvements; and Charcot Avenue Extension over I-880.
17-07-0005, 17-07-0078, and 17-07-0079.	Widen Coleman Avenue from 4-lanes to 6-lanes between I-880 and Taylor Street.

YEAR 2023 MODEL NETWORK IMPROVEMENTS CONSIDERED/IMPLEMENTED\*

RTPID	Improvement
17-07-0005, 17-07-0078, and 17-07-0079.	Conversion of one-way couplets to two-way streets along 10th and 11th Streets, Almaden Avenue and Vine Street, and 2nd and 3rd Streets.
17-07-0005, 17-07-0078, and 17-07-0079	Widen San Tomas Expressway to 8 lanes between Williams to El Camino Real.
17-07-0005, 17-07-0078, and 17-07-0079.	Replace and widen San Carlos Street bridge at Caltrain/Vasona LRT.
17-07-0005, 17-07-0078, and 17-07-0079	Realignment of Julian Street between SR 87 and North 1st Street to extend the downtown urban grid system.
17-07-0005, 17-07-0078, and 17-07-0079	Conversion of St. James Street from one-way to two-way street from Notre Dame/SR 87 to Market Street (part of the Julian Realignment project)
17-07-0005, 17-07-0078, and 17-07-0079.	Complete the Autumn Street realignment and extension between St. John Street and Coleman Avenue.
17-07-0005, 17-07-0078, and 17-07-0079.	Convert Autumn Street between Santa Clara Street and Park Avenue from a one-way (northbound) street to a two-way street. Autumn Street will become a 4-lane street.
17-07-0005, 17-07-0078, and 17-07-0079.	Convert Montgomery Street between Santa Clara Street and San Fernando Street from a one-way (southbound) street to a two-way street. Montgomery Street will remain a two-lane street.
17-07-0005, 17-07-0078, and 17-07-0079.	King Road and McKee Road (SJ) - addition of second eastbound left-turn lane.
17-07-0005, 17-07-0078, and 17-07-0079.	SR 87 (E) and Julian Street (SJ) - conversion of the existing northbound shared right-through lane to separate through and right-turn lanes; conversion of the existing westbound shared right-through lane to a dedicated right-turn lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Montgomery Street and Santa Clara Street (SJ) - addition of a left-turn and right turn lane on the northbound approach; elimination of one of the existing westbound left-turn lanes.
17-07-0005, 17-07-0078, and 17-07-0079.	Autumn Street and Santa Clara Street (SJ) - addition of a southbound through lane and conversion of the existing southbound right turn lane to shared right-through lane; addition of a eastbound right-turn lane; and addition of two westbound left-turn lanes and a separate westbound right-turn lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Montgomery Street and San Fernando Street (SJ) - addition of an all-movement lane on the northbound approach and conversion of all intersection approaches to single all-movement lanes.
17-07-0005, 17-07-0078, and 17-07-0079.	Autumn Street and San Fernando Street (SJ) - conversion of the existing northbound shared left-through lane to a dedicated left-turn lane; addition of one left-turn, one through, and one shared right-through lane on the southbound approach; and conversion of the existing westbound through lane to a shared left-through lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Montgomery Street and Park Avenue (SJ) - this intersection will become Autumn/Park.
17-07-0005, 17-07-0078, and 17-07-0079.	Autumn Street and Park Avenue (SJ) - intersection lane configuration will include one left, one through, and one shared right-through lane on the northbound approach; one left, one through, and one shared right-through lane on the southbound approach; one left and one shared right-through lane on the eastbound approach; and two left-turn and one shared right-through lane on the westbound approach.
17-07-0005, 17-07-0078, and 17-07-0079.	Bird Avenue and San Carlos Street (SJ) - addition of a second left-turn lane and conversion of the shared right-through lane to exclusive right-turn lane (reducing the number of through lanes by one) on the northbound approach; and elimination of one southbound through lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Autumn Street and Julian Street (SJ) - reconfiguration of the northbound and southbound approaches to include one left-turn, one through, and one shared right-through lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Coleman Avenue and Brokaw Road (SC) - Widening of Coleman Avenue to accommodate a third southbound through lane.

\*Note that some improvements, such as the addition of turn lanes, are too minor to be coded into the countywide model

YEAR 2043 MODEL NETWORK IMPROVEMENTS CONSIDERED/IMPLEMENTED\*

RTPID	Improvement
17-07-0023	US 101/Zanker Rd /Skyport Dr./Fourth St. Interchange Improvements. Construct a new interchange at U.S. 101/Zanker Road/Skyport Drive/Fourth Street.
17-07-0024	Lawrence/Stevens Creek/I-280 Interchange. Provide direct connections between Lawrence Expressway and I-280.
17-07-0025	I-280/Winchester Blvd Interchange Improvements. Improve I-280/Winchester Blvd Interchange to relieve congestion and improve operations and local circulation.
17-07-0026	I-280/Wolfe Road Interchange Improvements. Modify I-280/Wolfe Road Interchange to relieve congestion and improve local circulation.
17-07-0027	US 101/Mabury Rd./Taylor St. Interchange Improvements. Construct interchange at U.S. 101/Mabury Road/Taylor Street.
17-07-0028	I-280 New HOV Lane from San Mateo County line to Magdalena Avenue. Now HOV lane added to I-280 from existing HOV lane at Magdalena Avenue to the San Mateo County Line. Requires constructing a new lane.
17-07-0029	I-280/Saratoga Avenue Interchange Improvements. Modify I-280/ Saratoga Avenue interchange to relieve congestion and improve local circulation.
17-07-0030	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85. Improve braided ramps on northbound I-280 between Foothill Expressway and Route 85.
17-07-0031	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expwy interchange improvements - Modify existing loop cloverleaf ramp from SR US 101 to Trimble Rd. into a partial cloverleaf ramp. Modify the SR US 101 on-ramp from De La Cruz Blvd./Central Expwy to 1 mileflow and 1 HOV lane with ramp meter. The De La Cruz Blvd bridge to be widened from 4 to 6 lanes.
17-07-0032	I-680/ Alum Rock/ McKee Road Interchange Improvements. Reconfigure interchange, improve access for all modes of transportation, improve traffic operations and relieve congestion at the I-680/ Alum Rock and I-680/ McKee Road interchanges. Construct an Express Bus Station in the Median of I-680 to connect buses using HOV or Express Lanes with Santa Clara Alum Rock BRT Station
17-07-0033	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement. The project proposes to improve local road operations on Mathilda Avenue in the City of Sunnyvale from Almenor Avenue to Innovation Way, including on- and off-ramp improvements at the State Route (SR) 237/Mathilda Avenue and US 101/Mathilda Avenue interchanges.
17-07-0034	US 101 Interchanges Improvements: San Antonio Rd to Charleston Rd./Rengstorff Ave. Improve U.S. 101 interchanges at San Antonio Road to Charleston Road/Rengstorff Avenue including new auxiliary lane.
17-07-0035	US 101/Buena Vista Ave. Interchange Improvements. Construct a full interchange at US 101 and Buena Vista Avenue in Gilroy. The interchange includes a flyover southbound on-ramp to braid with the existing truck exit at the CIP Inspection Station. Off-ramp diagonal ramps will be constructed.
17-07-0036	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane. Widen off-ramp from Northbound SR 85 to SR 237 Eastbound to two lanes; construct auxiliary lane on Eastbound SR 237 between SR 85 on-ramp to Middlefield Rd.; construct braided off-ramp on Eastbound SR 237 between SR 85 and Dana St
17-07-0037	SR 85/El Camino Real Interchange Improvements. Improve SR 85 auxiliary lanes between El Camino Real and SR 237, and SR 85/El Camino Real interchange.
17-07-0038	US 101/Blossom Hill Rd. Interchange Improvements. Widen Interchange at U.S. 101/Blossom Hill Road.
17-07-0039	US 101/Old Oakland Rd. Interchange Improvements. Improve interchange at U.S. 101/Old Oakland Road.
17-07-0040	US 101/Shoreline Blvd. Interchange Improvements. Interchange improvements at Shoreline Boulevard.
17-07-0042	SR 237/Great America Parkway WB Off-Ramps Improvements. Modify WB off-ramps at the SR 237/Great America Parkway interchange to improve traffic operations and relieve congestion
17-07-0043	SR 237/El Camino Real/Grant Rd. Intersection Improvements. Widen Westbound SR 237 within the existing median to extend both of the left-turn lanes; lengthen the Northbound El Camino Real right-turn lane onto SR 237 starting the lane at Yuba Drive; widen the Southbound El Camino Real left-turn lane within the existing median; and construct a right-turn lane on Southbound El Camino Real for traffic accessing Westbound Grant Rd.
17-07-0044	Double Lane Southbound US 101 off-ramp to Southbound SR 87. Widen Southbound US 101 freeway connector to Southbound SR 87 to add a second lane and install TOS.
17-07-0051	Widen Calaveras Blvd. overpass from 4 to 6 lanes. Replaces the existing four lane bridge, which currently has a single sidewalk and no bicycle lane over the Union Pacific (UP) Railroad tracks, to a six lane bridge. Project will also add sidewalks and bicycle lanes in both directions.
17-07-0067	SR 17 Corridor Congestion Relief in Los Gatos. Operational Improvements for the SR 17 Corridor, including upgrading Highway 17/Highway 9 interchange to improve pedestrian and bicycle safety, mobility, and roadway operations; deploying advanced transportation technology to reduce freeway cut thru traffic in Los Gatos, including traffic signal control system upgrades in Los Gatos, traveler information system, advanced ramp metering systems and multi-modal congestion relief solutions
17-07-0068	237 WB Additional Lane from McCarthy to North First. Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by the addition of SR 237 westbound auxiliary lane between McCarthy Boulevard and North First Street.
17-07-0069	US 101/SR 25 Interchange. The project consists of reconfiguring the interchange at US 101 and SR 25 just south of the City of Gilroy in Santa Clara County, connecting SR 25 and Santa Teresa Boulevard, and widening the existing freeway from 4 to 6 lanes from the Monterey Street interchange to the US 101/SR 25 interchange.
17-07-0070	SR 237 Express Lanes. North First St. to Mathilda Ave. Convert HOV to express lane in both directions.
17-07-0074	SR 85 Express Lanes. US 101 (South San Jose) to Mountain View. SR 85 typically has 1 HOV lane and 2 general purpose lanes in both directions with auxiliary lane in some segments. Project will convert existing HOV lane to express lane and add a second express lane between SR 87 and I-280 in both directions.
17-07-0075	US 101 Express Lanes. Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill. Convert HOV Lanes to express lane and add a second express lane in some segments.
17-07-0076	Santa Clara County Express Lanes Operations and Maintenance. This program includes operations and maintenance for the Santa Clara County (VTA) Express Lanes
17-07-0081	I-880 Express Lanes. SR-237 to US-101. Convert existing HOV lane to an express lane in both directions between SR 237 and US 101.
17-07-0082	SR-87 Express Lanes. I-880 to SR-85. Convert existing HOV lane to an express lane in both directions between I-880 and SR-85.
17-07-0083	I-680 Express Lanes. SR-237 to US-101. Convert existing general purpose lane to an express lane in both directions between SR-237 and US-101.
17-07-0084	I-280 Express Lanes. US-101 to Magdalena Avenue. Convert existing HOV lane to an express lane in both directions between US 101 and Magdalena Avenue.
17-07-0087	Widen San Tomas Expressway to 8 Lanes from Stevens Creek Blvd to Campbell Ave.



YEAR 2043 MODEL NETWORK IMPROVEMENTS CONSIDERED/IMPLEMENTED\*

RTPID	Improvement
17-07-0088	Center Road Widening from Umbarger to Lewis. Widening Center Road between Umbarger Rd. and Lewis Rd. from 4 to 6 lanes with improved bicycle/ped facilities and install median landscaping.
17-07-0089	South Bascom Complete Streets. On South Bascom Ave. from Parkmoor Ave. to Southwest Expressway reduce the road to two lanes and make bicycle and pedestrian improvements in the corridor.
17-07-0091	Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway. Widens Oakland Rd. from 4 to 6 lanes between US 101 and Montague Expwy. Also provides median island
17-07-0095	Minor Roadway Expansions. This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads throughout Santa Clara County such as Buena Vista Avenue, bridges over US 101 in Gilroy, Blossom Hill Road, Lark Avenue, Pollard Road, Union Avenue, Butterfield Road, San Antonio Road, Charcot Avenue, King Road, Montague Expressway, San Carlos Street, Zanker Road, Coleman Avenue, Autumn Street, Winchester Boulevard, Center Avenue, DeWitt Avenue, Hill Road, Wastonville Road, Mary Avenue, and Wildwood Avenue Santa Clara Auto
17-07-0078	Envision Expressway (Tier 1 Expressway Plan) Major and Minor Projects. Various operational and capacity improvements to expressways in Santa Clara County comprising the Tier 1 investments from the Santa Clara County Expressway Plan. These projects include capacity improvements for Almaden Expressway, Capitol Expressway, Foothill Expressway, Lawrence Expressway, Montague Expressway, Oregon-Page Mill Expressway, San Tomas Expressway, Santa Teresa Boulevard. This project also includes the following ITS/Signal upgrades: Replace/upgrade/add fiber optic lines; upgrade equipment for new technologies; systemwide pedestrian sensors; enhance/replace bicycle and vehicle detection with new technologies on the County expressways.
17-07-0079	Envision Highway Minor Projects. Includes: 1-280 NB Second exit lane to Foothill Expressway, SR 17 SB/Hamilton Ave Off-Ramp widening, San Tomas expressway at SR-17 Improvements; US101/SR 152 10th Street Ramp and Intersection Improvements, and Charcot Avenue Extension over I-880.
17-07-0005, 17-07-0078, and 17-07-0079.	Widen Coleman Avenue from 4 lanes to 6-lanes between I-880 and Taylor Street.
17-07-0005, 17-07-0078, and 17-07-0079.	Conversion of one-way couplets to two-way streets along 10th and 11th Streets, Almaden Avenue and Vine Street, and 2nd and 3rd Streets.
17-07-0005, 17-07-0078, and 17-07-0079.	Widen San Tomas Expressway to 8 lanes between Williams to El Camino Real
17-07-0005, 17-07-0078, and 17-07-0079.	Replace and widen San Carlos Street bridge at Caltrain/Vasona LRT.
17-07-0005, 17-07-0078, and 17-07-0079.	Realignment of Julian Street between SR 87 and North 1st Street to extend the downtown urban grid system
17-07-0005, 17-07-0078, and 17-07-0079.	Conversion of St. James Street from one-way to two-way street from Notre Dame/SR 87 to Market Street (part of the Julian Realignment project).
17-07-0005, 17-07-0078, and 17-07-0079.	Complete the Autumn Street realignment and extension between St. John Street and Coleman Avenue.
17-07-0005, 17-07-0078, and 17-07-0079.	Convert Autumn Street between Santa Clara Street and Park Avenue from a one-way (northbound) street to a two-way street. Autumn Street will become a 4-lane street.
17-07-0005, 17-07-0078, and 17-07-0079.	Convert Montgomery Street between Santa Clara Street and San Fernando Street from a one-way (southbound) street to a two-way street. Montgomery Street will remain a two-lane street.
17-07-0005, 17-07-0078, and 17-07-0079.	Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue.
17-07-0005, 17-07-0078, and 17-07-0079.	I-280 between US 101 and Leland Avenue - convert one mixed-flow lane to express lanes.
17-07-0005, 17-07-0078, and 17-07-0079.	I-680 between Montague Expressway and US 101 - convert one mixed-flow lane to express lanes.
17-07-0005, 17-07-0078, and 17-07-0079.	I-280 Downtown San Jose access improvements between 3rd and 7th Streets - reconstruct existing ramps at 7th and 4th Streets. The existing off-ramp connection at 5th Street will be eliminated.
17-07-0005, 17-07-0078, and 17-07-0079.	I-280/Senter Road interchange - extend Senter Road and construct new on-/off-ramps and modify existing on-/off-ramps into a collector/distributor ramp system.
17-07-0005, 17-07-0078, and 17-07-0079.	King Road and McKee Road (SJ) - addition of second eastbound left-turn lane.
17-07-0005, 17-07-0078, and 17-07-0079.	SR 87 (E) and Julian Street (SJ) - conversion of the existing northbound shared right-through lane to separate through and right-turn lanes; conversion of the existing westbound shared right-through lane to a dedicated right-turn lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Montgomery Street and Santa Clara Street (SJ) - addition of a left-turn and right turn lane on the northbound approach; elimination of one of the existing westbound left-turn lanes.
17-07-0005, 17-07-0078, and 17-07-0079.	Autumn Street and Santa Clara Street (SJ) - addition of a southbound through lane and conversion of the existing southbound right turn lane to shared right-through lane, addition of a eastbound right-turn lane; and addition of two westbound left-turn lanes and a separate westbound right-turn lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Montgomery Street and San Fernando Street (SJ) - addition of an all-movement lane on the northbound approach and conversion of all intersection approaches to single all-movement lanes
17-07-0005, 17-07-0078, and 17-07-0079.	Autumn Street and San Fernando Street (SJ) - conversion of the existing northbound shared left-through lane to a dedicated left-turn lane, addition of one left-turn, one through, and one shared right-through lane on the southbound approach; and conversion of the existing westbound through lane to a shared left-through lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Montgomery Street and Park Avenue (SJ) - this intersection will become Autumn/Park.
17-07-0005, 17-07-0078, and 17-07-0079.	Autumn Street and Park Avenue (SJ) - intersection lane configuration will include one left, one through, and one shared right-through lane on the northbound approach; one left, one through, and one shared right-through lane on the southbound approach; one left and one shared right-through lane on the eastbound approach, and two left-turn and one shared right-through lane on the westbound approach.
17-07-0005, 17-07-0078, and 17-07-0079.	Bird Avenue and San Carlos Street (SJ) - addition of a second left-turn lane and conversion of the shared right-through lane to exclusive right-turn lane (reducing the number of through lanes by one) on the northbound approach, and elimination of one southbound through lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Autumn Street and Julian Street (SJ) - reconfiguration of the northbound and southbound approaches to include one left-turn, one through, and one shared right-through lane.
17-07-0005, 17-07-0078, and 17-07-0079.	Coleman Avenue and Brokaw Road (SC) - Widening of Coleman Avenue to accommodate a third southbound through lane

\*Note that some improvements, such as the addition of turn lanes, are too minor to be coded into the countywide model